

JAN ARBUCKLE – Grass Valley City Council, Vice Chair
ANDREW BURTON – Member-At-Large
SUSAN HOEK – Nevada County Board of Supervisors
ED SCOFIELD – Nevada County Board of Supervisors, Chair
DUANE STRAWSER – Nevada City City Council
JAN ZABRISKIE – Town of Truckee



MICHAEL WOODMAN, Executive Director

Grass Valley • Nevada City

Nevada County • Truckee

REGULAR TELECONFERENCE MEETING AGENDA

Consistent with California Government Code Section 54953, an online meeting of the Nevada County Transportation Commission (NCTC) will be held exclusively via teleconference in light of COVID-19 and the state of emergency proclamation and state and local recommended measures for physical distancing.

The public is invited to participate in the Open Session of the meeting on
Wednesday, March 16, 2022 at 9:30 a.m.

To join the Zoom meeting on your computer or mobile device:

<https://us02web.zoom.us/j/2869133292?pwd=MXlFcmZ5QnNPZGJCSm93WEhJbUs4UT09>

Meeting ID: **286 913 3292** Online Password: **Rona530**

To join the Zoom meeting by phone:

+1 669 900 6833 or +1 346 248 7799 or +1 253 215 8782.

International numbers available: <https://us02web.zoom.us/j/2869133292?pwd=MXlFcmZ5QnNPZGJCSm93WEhJbUs4UT09>

Meeting ID: **286 913 3292** Phone Password: **4181337**

PUBLIC COMMENT:

Written Comments: You are welcome to submit written comments to the Commission via email. Please send your comments to nctc@nccn.net. Please include the words **Public Comment** and the **meeting date and a brief title and/or agenda item number** in the subject line, and limit your word count to 400 words. Comments will be accepted through the public comment period and individual agenda discussion items during the meeting.

Oral Comments: Public Comment will be opened during the **Public Comment** time and for **each agenda item** in sequence. Please use the Zoom **“Raise Hand”** feature when the Chair announces the agenda item. The Chair may limit any individual to 3 minutes. Time to address the Commission will be allocated based on the number of requests received. Phone attendees: **Press *9 to Raise Hand**

Meetings are conducted in accordance with the Ralph M. Brown Act, California Government Code Section 54950, *et seq.*

The Commission welcomes you to its meeting. Your opinions and suggestions are encouraged. In compliance with Section 202 of the Americans with Disabilities Act of 1990, and in compliance with the Ralph M. Brown Act, anyone requiring reasonable accommodation to participate in the meeting, including auxiliary aids or services, should contact the NCTC office at (530) 265-3202 at least 72 hours in advance of the meeting.

REGULAR MEETING: 9:30 a.m.

STANDING ORDERS: Call the Meeting to Order, Pledge of Allegiance, Roll Call

PUBLIC COMMENT

CONSENT ITEMS: All matters listed are to be considered routine and noncontroversial by the Commission. There will be no separate discussion of these items unless, before the Commission votes on the motion to adopt, a Commissioner, a staff member, or an interested party requests that a specific item be removed.

Adopt Consent Items by roll call vote.

1. [Adopt Resolution Making Findings and Determinations Authorizing Virtual Teleconference Meetings under Government Code Section 54953\(e\) \(AB 361\):](#) See staff report.

Recommendation: Adopt Resolution **22-02**.

2. [Financial Reports:](#)

December 2021, January 2022

- Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA) Fund.
- NCTC Administration/Planning Fund.
- Regional Transportation Mitigation Fee Program Fund.
- State Transit Assistance Fund.
- Regional Surface Transportation Program Fund.

3. [NCTC Minutes:](#) January 26, 2022 Meeting

Recommendation: Approve.

4. [Revised Findings of Apportionment for FY 2021/22 and Preliminary Findings of Apportionment for FY 2022/23:](#) The Nevada County Auditor-Controller has sent the estimate of Local Transportation Fund (LTF) revenues for FY 2021/22 and has provided a preliminary estimate of LTF revenues for FY 2022/23. In accordance with state statutes, staff has apportioned the estimated revenues to the entities within the jurisdiction of NCTC.

Recommendation: Adopt Resolution **22-03** and Resolution **22-04**.

5. [Regional Transportation Mitigation Fee Inflation Adjustment:](#) See staff report.

Recommendation: Adopt Resolution **22-05**.

6. [State Transit Assistance Preliminary Apportionments for FY 2022/23](#): The attached table has been prepared by staff based on the State Controller's preliminary estimate of State Transit Assistance funds for FY 2022/23.
Recommendation: Approve the apportionment table as a basis for allocation from the State Transit Assistance Fund for FY 2022/23.

7. [Approval of Low Carbon Transit Operations Program FY 2021/22 Funding Amounts](#): See staff report.
Recommendation: Approve FY 2021/22 funding amounts and authorize the Executive Director to sign letters approving the Town of Truckee's and Nevada County's Allocation Requests.

8. [Certification of the 2022 Federal Transit Administration Section 5310 Grant Applications](#): See staff report.
Recommendation: Adopt Resolution **22-06** by roll call vote.

ACTION ITEMS

9. [Draft FY 2022/23 Overall Work Program](#): See staff report.
Recommendation: Provide comments.

10. [Amendment 1 to Professional Services Agreement for RTMF Update](#): See staff report.
Recommendation: Adopt Resolution **22-07** by roll call vote.

INFORMATIONAL ITEMS

11. [Correspondence](#)
 - A. California Transportation Commission, [Highlights of the 2021 Annual Report to the California Legislature](#), File 370.0, 1/25/22.
 - B. Betty T. Yee, California State Controller, [Fiscal Year 2022-23 State of Good Repair Program Allocation Estimate](#), File 370.2.1, 1/31/22.
 - C. Betty T. Yee, California State Controller, [Fiscal Year 2021-22 Second Quarter State Transit Assistance Allocation](#), File 1370.0, 2/23/22.
 - D. Betty T. Yee, California State Controller, [Fiscal Year 2021-22 Second Quarter State of Good Repair Program Allocation](#), File 370.2.1, 2/23/22.

12. Executive Director's Report

13. Project Status Report:

- A. Caltrans Projects: Sam Vandell, Caltrans District 3 Project Manager for Nevada County.
- B. Nevada County Transit: Report prepared by Robin Van Valkenburgh, Transit Services Manager.

COMMISSION ANNOUNCEMENTS: Pursuant to Government Code Section 54954.2, Commission members and the Executive Director may make a brief announcement or report on his or her activities. They may also provide a reference to staff or other resources for factual information, request staff to report back to the Commission at a subsequent meeting concerning any matter or take action to direct staff to place a matter of business on a future agenda.

SCHEDULE FOR NEXT REGULAR MEETING: May 18, 2022.

ADJOURNMENT OF MEETING

This meeting agenda was posted 72 hours in advance of the meeting at the Nevada County Transportation Commission office, and on the Nevada County Transportation Commission website: <http://www.nctc.ca.gov>

For further information, please contact staff at the Nevada County Transportation Commission, 101 Providence Mine Road, Suite 102, Nevada City, CA 95959; (530) 265-3202; email: nctc@nccn.net

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2022 NCTC MEETING SCHEDULE

JANUARY 26, 2022

MARCH 16, 2022

MAY 18, 2022

JULY 20, 2022

SEPTEMBER 21, 2022

NOVEMBER 16, 2022

Meetings will be held remotely at 9:30 a.m. until further notice.

COMMONLY USED ACRONYMS
NEVADA COUNTY TRANSPORTATION COMMISSION (NCTC)

Updated 11-14-17

ADA	Americans with Disabilities Act	NADO	National Association of Development Organizations
ADT	Average Daily Trip	NCALUC	Nevada County Airport Land Use Commission
AIA	Airport Influence Area	NCBA	Nevada County Business Association
ALUC	Airport Land Use Commission	NCCA	Nevada County Contractors' Association
ALUCP	Airport Land Use Compatibility Plan	NCTC	Nevada County Transportation Commission
ATP	Active Transportation Program	NEPA	National Environmental Policy Act
CALCOG	California Association of Councils of Governments	NSAQMD	Northern Sierra Air Quality Management District
CalSTA	California State Transportation Agency	NSSR	North State Super Region
CAR	Concept Approval Report	O & D	Origin and Destination Study
CARB	California Air Resources Board	OWP	Overall Work Program
CCAA	California Clean Air Act	PA/ED	Project Approval and Environmental Documentation
CDBG	Community Development Block Grant	PCTPA	Placer County Transportation Planning Agency
CEQA	California Environmental Quality Act	PDT	Project Development Team
CIP	Capital Improvement Program	PE	Professional Engineer
CMAQ	Congestion Mitigation and Air Quality	PID	Project Initiation Document
CNEL	Community Noise Equivalent Level	PPM	Planning, Programming, and Monitoring
CSAC	California State Association of Counties	PS&E	Plans, Specifications, and Estimates
CSMP	Corridor System Management Plan	PSR	Project Study Report
CT	Caltrans	PTMISEA	Public Transportation Modernization Improvement & Service Enhancement Acct.
CTC	California Transportation Commission	PUC	Public Utilities Code
CTP	California Transportation Plan	RCRC	Rural County Representatives of California
CTS	Community Transit Services	RCTF	Rural Counties Task Force
CTSA	Consolidated Transportation Service Agency	RFP	Request For Proposal
DBE	Disadvantaged Business Enterprise	RIP	Regional Improvement Program
DPW	Department of Public Works	RPA	Rural Planning Assistance
EIR	Environmental Impact Report	RSTP	Regional Surface Transportation Program
EIS	Environmental Impact Statement (U.S. Federal law)	RTAP	Rural Transit Assistance Program
EPA	Environmental Protection Agency	RTIP	Regional Transportation Improvement Program
ERC	Economic Resource Council	RTMF	Regional Transportation Mitigation Fee
FAA	Federal Aviation Administration	RTP	Regional Transportation Plan
FFY	Federal Fiscal Year	RTPA	Regional Transportation Planning Agency
FHWA	Federal Highway Administration	RTTPC	Resort Triangle Transportation Planning Coalition
FONSI	Finding Of No Significant Impact	R/W	Right-of-Way
FSTIP	Federal Statewide Transportation Improvement Program	SACOG	Sacramento Area Council of Governments
FTA	Federal Transit Administration	SDA	Special Development Areas
FTIP	Federal Transportation Improvement Program	SHA	State Highway Account
GIS	Geographic Information Systems	SHOPP	State Highway Operations and Protection Program
HPP	High Priority Project (Mousehole)	SSTAC	Social Services Transportation Advisory Council
HSIP	Highway Safety Improvement Program	STA	State Transit Assistance
INFRA	Infrastructure for Rebuilding America	STIP	State Transportation Improvement Program
IRRS	Interregional Road System	STP	Surface Transportation Program
IIP	Interregional Improvement Program	TAC	Technical Advisory Committee
ITE	Institute of Transportation Engineers	TART	Tahoe Area Regional Transit
ITIP	Interregional Transportation Improvement Program	TDA	Transportation Development Act
ITMS	Intermodal Transportation Management System	TDM	Transportation Demand Management
ITS	Intelligent Transportation Systems	TDP	Transit Development Plan
ITSP	Interregional Transportation Strategic Plan	TIGER	Transportation Investments Generate Economic Recovery (Funds)
JPA	Joint Powers Agreement	TIP	Transportation Improvement Program
LAFCO	Local Agency Formation Commission	TNT/TMA	Truckee-North Tahoe Transportation Management Association
LCTOP	Low Carbon Transit Operations Program (Truckee)	TRPA	Tahoe Regional Planning Agency
LOS	Level Of Service	TSC	Transit Services Commission
LTF	Local Transportation Fund	TTALUC	Truckee Tahoe Airport Land Use Commission
MAP-21	Moving Ahead for Progress in the 21 st Century	VMT	Vehicle Miles Traveled
MOU	Memorandum of Understanding		
MPO	Metropolitan Planning Organization		
MTC	Metropolitan Transportation Commission		

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MICHAEL WOODMAN, Executive Director


Grass Valley • Nevada City

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File: 740.0

MEMORANDUM

TO: Nevada County Transportation Commission

FROM: Mike Woodman, Executive Director 

SUBJECT: Findings and Determinations Authorizing Virtual Teleconference Meetings under Government Code Section 54953(e) (AB 361), Resolution 22-02

DATE: March 16, 2022

RECOMMENDATION: Adopt Resolution 22-02 approving findings and declaring its intent to continue remote teleconference meetings pursuant to Government Code section 54953(e) due to the Governor's COVID-19 State of Emergency Proclamation and state regulations related to physical distancing.

BACKGROUND: The Board has been conducting its public meetings under the Governor's Executive Orders issued in connection to the COVID-19 pandemic and its related health and safety risks which allowed legislative bodies to hold meetings exclusively by teleconference. Effective October 1, 2021, Assembly Bill (AB) 361 allows local legislative bodies to continue to hold modified remote meetings during a proclaimed state of emergency, if state or local officials have imposed or recommended measures related to physical distancing which warrant holding meetings remotely.

AB 361 codifies certain provisions of the Governor's Executive Orders to allow for the following teleconference rules:

- Waives the requirement that there be a physical meeting location open to the public to attend Board meetings and comment during the meeting;
- Waives the requirement that the agenda identify and notice each teleconference location of each member of the Board that is participating by teleconference;
- Waives the requirement that each teleconference location be accessible to the public;
- Waives the requirement that members of the public be able to address the Board at each teleconference location;
- Waives the requirement that local agencies post agendas at all teleconference locations;
- Waives the requirement that at least a quorum of the Board participate from within the boundaries of the territory of the Board's jurisdiction;

AB 361 imposes additional rules for certain teleconference meetings as follows:

- Agencies cannot require that written comments be submitted in advance of a meeting, and agencies may only close the comment period at the same time it is closed during the meeting.
- The public must be given an opportunity to comment directly during the meeting and public comment periods. There must be a live time, call in or internet based public comment option.
- In the event of a disruption in broadcasting the meeting, the legislative body shall take no further action until meeting access is restored to the public.

In order for the Board to conduct meetings under the AB 361 teleconference meeting rules, the Board meetings must meet one of the following provisions:

(A) The local agency is holding a meeting during a proclaimed state of emergency, and state or local officials have imposed or recommended measures to promote social distancing; or

(B) The local agency is holding a meeting during a proclaimed state of emergency for the purpose of determining, by majority vote, whether as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees; or

(C) The local agency is holding a meeting during a proclaimed state of emergency and has determined, by majority vote, that, as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees.

The AB 361 modified teleconference meeting rules can only be used in the event there is a Governor issued state of emergency. The Governor's COVID-19 state of emergency satisfies this requirement.

The second requirement of item (A) above is satisfied currently as state officials imposed and recommended measures to promote social distancing. California Division of Occupational Safety and Health ("Cal/OSHA") regulations related to COVID-19 recommend physical distancing and regulates "close contact" which occurs when individuals are within six feet of another in certain circumstances.

**RESOLUTION 22-02
OF THE
NEVADA COUNTY TRANSPORTATION COMMISSION**

DECLARING ITS INTENT TO CONTINUE REMOTE TELECONFERENCE ONLY MEETINGS DUE TO THE GOVERNOR'S PROCLAMATION OF STATE OF EMERGENCY AND STATE REGULATIONS RELATED TO PHYSICAL DISTANCING DUE TO THE THREAT OF COVID-19

WHEREAS, the Nevada County Transportation Commission ("NCTC") is committed to preserving public access and participation in meetings of NCTC; and

WHEREAS, all meetings of NCTC are open and public, as required by the Ralph M. Brown Act (Cal. Gov. Code 54950 – 54963, the "Brown Act"), so that any member of the public may attend, participate, and observe NCTC conduct its business; and

WHEREAS, the Brown Act, Government Code section 54953(e), provides for remote teleconferencing participation in meetings by members of a legislative body, without compliance with the requirements of Government Code section 54953(b)(3), subject to the existence of certain conditions; and

WHEREAS, a required condition is that a state of emergency is declared by the Governor pursuant to Government Code section 8625, proclaiming the existence of conditions of disaster or of extreme peril to the safety of persons and property within the state caused by conditions as described in Government Code section 8558; and

WHEREAS, such conditions now exist in the State, specifically, the Governor of the State of California proclaimed a state of emergency on March 4, 2020, related to the threat of COVID-19, which threat remains; and

WHEREAS, California Department of Public Health and the Federal Centers for Disease Control and Prevention caution that the Omicron variant of COVID-19, currently the dominant strain of COVID-19 in the country, is more transmissible than prior variants of the virus, may cause more severe illness, and that even fully vaccinated individuals can spread the virus to others resulting in rapid and alarming rates of COVID-19 cases and hospitalizations; and

WHEREAS, the California Division of Occupational Safety and Health ("Cal/OSHA") regulations at Title 8 Section 3205 recommends physical distancing in the workplace as precautions against the spread of COVID-19 and imposes certain restrictions and requirements due to a "close contact" which occurs when individuals are within six feet of another in certain circumstances; and

WHEREAS, to allow for physical distancing and remote meeting attendance in accordance with recommended measures from Cal/OSHA, NCTC does hereby find that NCTC shall conduct its meetings without compliance with paragraph (3) of subdivision (b) of Government Code section 54953, as authorized by subdivision (e) of section 54953, and that NCTC shall comply with the requirements to provide the public with access to the meetings electronically as prescribed in paragraph (2) of subdivision (e) of section 54953.

NOW, THEREFORE, BE IT RESOLVED, that the Nevada County Transportation Commission hereby submits:

1. The foregoing recitals are true and correct.
2. NCTC hereby recognizes the Governor's proclaimed state of emergency remains in effect and continues to impact the ability of NCTC and the public to meet safely in person. NCTC further recognizes the recommendation of State and local officials promoting social distancing.
3. NCTC shall conduct public meetings in accordance with Government Code section 54953(e) and other applicable provisions of the Brown Act for remote only teleconference meetings.

PASSED AND ADOPTED by the Nevada County Transportation Commission on March 16, 2022, by the following vote:

Ayes:

Noes:

Absent:

Abstain:

Ed Scofield, Chair
Nevada County Transportation Commission

Attest: _____
Dale D. Sayles
Administrative Services Officer

**Nevada County Transportation Commission
Monthly Financial Report 2021/22**

DECEMBER

TOWN OF TRUCKEE (5805) LTF

16.63%

Cash Balance 12/01/21	\$1,137,923.01
Additions	\$54,125.05
Deductions	<u>\$0.00</u>
Cash Balance 12/31/21	\$1,192,048.06
 <u>Budget and Allocations</u>	
Fund Balance 6/30/21	\$975,726.60
Revenue Revised Findings Reso 21-08 5/9/21	<u>\$575,172.00</u>
AMOUNT TO BE ALLOCATED	\$1,550,898.60
 Total Amount of Approved Allocations	 <u>\$627,443.36</u>
BALANCE Available for Allocation	\$923,455.24

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7/21/21 21-16	Transit/Paratransit Operations	\$627,443.36	\$0.00	\$627,443.36

Nevada County Transportation Commission
Monthly Financial Report FY 2021/22
DECEMBER

PEDESTRIAN AND BIKE (5806) LTF
2.00%

Cash Balance 12/01/21	\$269,316.75
Additions	\$7,205.76
Deductions	<u>\$0.00</u>
Cash Balance 12/31/21	\$276,522.51

Budget and Allocations

Fund Balance 6/30/21	\$247,918.55
Revenue Revised Findings Reso 21-08 5/9/21	<u>\$74,279.00</u>
AMOUNT TO BE ALLOCATED	\$322,197.55

Total Amount of Approved Allocations	<u>\$0.00</u>
BALANCE Available for Allocation	\$322,197.55

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
	No FY 2021/22 Projects	\$0.00	\$0.00	\$0.00

**Nevada County Transportation Commission
 Monthly Financial Report FY 2021/22
 DECEMBER**

NEVADA COUNTY (5807) LTF
 67.11%

Cash Balance 12/01/21	\$3,187,514.61
Additions	\$215,899.81
Deductions	<u>\$0.00</u>
Cash Balance 12/31/21	\$3,403,414.42
Budget and Allocations	
<u>Fund Balance 6/30/21</u>	\$3,348,185.01
Revenue Revised Findings Reso 21-08 5/9/21	<u>\$2,183,580.00</u>
AMOUNT TO BE ALLOCATED	\$5,531,765.01
Total Amount of Approved Allocations	<u>\$4,644,233.00</u>
BALANCE Available for Allocation	\$887,532.01

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7/21/21 21-15	Transit/Paratransit Operations	\$2,183,580.00	\$809,897.00	\$1,373,683.00
1/22/21 21-02	Reserved in the Fund Capital Purchase of 2 buses	\$2,460,653.00	\$0.00	\$2,460,653.00
	TOTAL	\$4,644,233.00	\$809,897.00	\$3,834,336.00

Nevada County Transportation Commission
Monthly Financial Report FY 2021/22
DECEMBER

GRASS VALLEY (5808) LTF
13.09%

Cash Balance 12/01/21	\$0.00
Additions	\$41,011.07
Deductions	<u>\$0.00</u>
Cash Balance 12/31/21	\$41,011.07
 <u>Budget and Allocations</u>	
Fund Balance 6/30/21	\$103,676.43
Revenue Revised Findings Reso 21-08 5/9/21	<u>\$452,602.00</u>
AMOUNT TO BE ALLOCATED	\$556,278.43
 Total Amount of Approved Allocations	 <u>\$452,602.00</u>
BALANCE Available for Allocation	\$103,676.43

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
9/15/21 21-19	Transit/Paratransit Operations	\$452,602.00	\$228,463.94	\$224,138.06

**Nevada County Transportation Commission
 Monthly Financial Report FY 2021/22
 DECEMBER**

NEVADA CITY (5809) LTF
 3.16%

Cash Balance 12/01/21	\$0.00
Additions	\$9,903.99
Deductions	<u>\$0.00</u>
Cash Balance 12/31/21	\$9,903.99

Budget and Allocations

Fund Balance 6/30/21	\$25,309.52
Revenue Revised Findings Reso 21-08 5/9/21	<u>\$109,301.00</u>
AMOUNT TO BE ALLOCATED	\$134,610.52
Total Amount of Approved Allocations	<u>\$109,301.00</u>
BALANCE Available for Allocation	\$25,309.52

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
9/15/21 Reso 21-20	Transit/Paratransit Operations	\$109,301.00	\$55,445.15	\$53,855.85

**Nevada County Transportation Commission
 Monthly Financial Report FY 2021/22
 DECEMBER**

COMMUNITY TRANSIT SERVICES (5810) LTF

5.00%

Cash Balance 12/01/21	\$103,624.67
Additions	\$16,672.74
Deductions	<u>\$0.00</u>
Cash Balance 12/31/21	\$120,297.41

Budget and Allocations

Fund Balance 6/30/21	\$167,165.29
Revenue Revised Findings Reso 21-08 5/9/21	<u>\$181,984.00</u>
AMOUNT TO BE ALLOCATED	\$349,149.29

Total Amount of Approved Allocations	<u>\$181,984.00</u>
BALANCE Available for Allocation	\$167,165.29

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7/21/21 21-15	Nevada County Paratransit Operations	\$151,884.00	\$113,913.00	\$37,971.00
7/21/21 21-16	Truckee Paratransit Operations	\$30,100.00	\$0.00	\$30,100.00
	TOTAL	\$181,984.00	\$113,913.00	\$68,071.00

**Nevada County Transportation Commission
 Monthly Financial Report FY 2021/22
 DECEMBER**

**PUBLIC TRANSPORTATION MODERNIZATION, IMPROVEMENT, AND
 SERVICE ENHANCEMENT ACCOUNT - TRUCKEE (6318)**

Cash Balance 12/01/21	\$76.62
Additions	\$0.15
Deductions	<u>\$0.00</u>
Cash Balance 12/31/21	\$76.77
Amount Approved for Projects	\$0.00
Interest Accrued*	<u>\$76.62</u>
Total Available	\$76.62

DATE/RESO	PROJECT	AMOUNT AVAILABLE FOR THE PROJECT	TTD ACTIVITY Accrual	BALANCE
	No FY 21-22 project	\$0.00	\$0.00	\$0.00

Nevada County Transportation Commission
 Monthly Financial Report FY 2021/22
DECEMBER

NCTC Administration & Planning (6327)

Cash Balance 12/01/21	\$232,033.43
Additions	\$398.87
Deductions	<u>\$49,144.88</u>
Cash Balance 12/31/21	\$183,287.42
<u>BUDGET: Estimated Revenue & Allocations</u>	
Fund Balance 6/30/21	\$285,825.24
Estimated Revenue	<u>\$1,444,018.71</u>
AVAILABLE FOR ALLOCATION	\$1,729,843.95
Total of Approved Allocations	<u>\$1,575,803.03</u>
BALANCE AVAILABLE FOR ALLOCATION	\$154,040.92

W.E.	DESCRIPTION	Allocation	YTD Activity Accrual Basis	Balance	% Expended
1.1	<u>General Services</u>				
	NCTC Staff	\$186,350.92	\$73,558.64	\$112,792.28	39.47%
	Indirect	\$36,316.60	\$10,502.84	\$25,813.76	28.92%
	Consultant Human Resources	\$5,000.00	\$0.00	\$5,000.00	0.00%
1.2	<u>TDA Admin.</u>				
	NCTC Staff	\$215,115.75	\$89,338.07	\$125,777.68	41.53%
	Indirect	\$41,922.37	\$13,495.78	\$28,426.59	32.19%
	Fiscal Audit unallowable	\$50,000.00	\$0.00	\$50,000.00	0.00%
	Triennial Performance Audits	\$43,220.00	\$0.00	\$43,220.00	0.00%
2.1	<u>Regional Transportation Plan</u>				
	NCTC Staff	\$41,894.80	\$28,460.35	\$13,434.45	67.93%
	Indirect	\$13,737.74	\$4,204.48	\$9,533.26	30.61%
	Transportation Engineering	\$25,000.00	\$506.25	\$24,493.75	2.03%
	Local Agency	\$30,000.00	\$1,323.00	\$28,677.00	4.41%
	Traffic Counts	\$10,000.00	\$0.00	\$10,000.00	0.00%
2.1.1	<u>Regional Transportation Plan Update</u>				
	NCTC Staff	\$28,597.48	\$35.37	\$28,562.11	0.12%
	Consultant	\$75,000.00	\$0.00	\$75,000.00	0.00%
2.2	<u>Transportation Engineering</u>				
	NCTC Staff	\$48,778.80	\$23,769.61	\$25,009.19	48.73%
	Indirect	\$16,596.89	\$5,252.13	\$11,344.76	31.65%
2.2.1	<u>RTMF Update</u>				
	NCTC Staff	\$36,384.64	\$6,391.55	\$29,993.09	17.57%
	Consultant	\$79,999.00	\$1,069.65	\$78,929.35	1.34%
2.3	<u>Transit & Paratransit Programs</u>				
	NCTC Staff	\$46,384.46	\$18,623.21	\$27,761.25	40.15%
	Indirect	\$9,039.53	\$2,025.73	\$7,013.80	22.41%
2.4	<u>Coordination of Regional Planning</u>				
	NCTC Staff	\$68,432.75	\$31,632.32	\$36,800.43	46.22%
	Indirect	\$25,160.86	\$5,741.89	\$19,418.97	22.82%
	Rural Counties Task Force	\$2,000.00	\$2,000.00	\$0.00	100.00%
2.4.2	<u>Airport Land Use Commission Planning & Reviews</u>				
	NCTC Staff	\$18,533.12	\$3,805.94	\$14,727.18	20.54%
	Consultant	\$15,000.00	\$0.00	\$15,000.00	0.00%
2.4.3	<u>READY Nevada County</u>				
	NCTC Staff	\$28,180.20	\$10,105.54	\$18,074.66	35.86%
	Consultant	\$104,602.15	\$13,895.91	\$90,706.24	13.28%
2.4.4	<u>RCTF Rural Induced Demand Study</u>				
	NCTC Staff	\$13,961.55	\$0.00	\$13,961.55	0.00%
	Consultant	\$125,000.00	\$0.00	\$125,000.00	0.00%
	Contingency	\$135,593.42	\$0.00	\$135,593.42	0.00%
	TOTAL ALL WORK ELEMENTS	\$1,575,803.03	\$345,738.26	\$1,230,064.77	21.94%

Note: Totals may not equal addition of amounts in columns due to rounding.

**Nevada County Transportation Commission
Monthly Financial Report FY 2021/22**

DECEMBER

REGIONAL TRANSPORTATION MITIGATION FEE FUND (6328)

Cash Balance 12/01/21	\$1,820,265.09
Additions	\$3,683.97
Deductions	\$0.00
Cash Balance 12/31/21	\$1,823,949.06

**RTMF REVENUES, INTEREST, AND EXPENDITURES
2000/01 - 2021/22**

JURISDICTION	COLLECTED/EXPENDED 2000/01 - 2020/21	COLLECTED/EXPENDED 2021/22	TOTAL COLLECTED/EXPENDED
Grass Valley	\$2,515,306.32	\$0.00	\$2,515,306.32
Nevada City	\$173,699.77	-\$2,869.95	\$170,829.82
Nevada County	\$5,025,638.19	\$134,950.36	\$5,160,588.55
Total	\$7,714,644.28	\$132,080.41	\$7,846,724.69
Interest	\$216,662.55	\$10,074.97	\$226,737.52
Expenditures	\$6,096,907.11	\$152,606.05	\$6,249,513.16
TOTAL	\$1,834,399.72	-\$10,450.67	\$1,823,949.05

RTMF ALLOCATIONS

DATE/RESO	PROJECT	ORIGINAL ALLOCATION	PRIOR YEARS EXPENDITURES	REMAINING ALLOCATION	EXPENDED YTD Accrual Basis	BALANCE
1/19/21 Reso 21-01	NCTC RTMF Administration	\$5,000.00	\$0.00	\$5,000.00	\$0.00	\$5,000.00
7/19/17 Reso 17-28	Grass Valley Dorsey Drive Interchange	\$4,386,462.84	\$1,260,261.54	\$3,126,201.30	\$0.00	\$3,126,201.30
7/19/17 Reso 17-29	Grass Valley East Main Street/Bennett Street	\$1,500,000.00	\$1,150,057.28	\$349,942.72	\$152,606.05	\$197,336.67
5/19/21 Reso 21-12	NCTC RTMF Update	\$116,383.64	\$9,614.71	\$106,768.93	\$0.00	\$106,768.93
TOTAL		\$6,007,846.48	\$2,419,933.53	\$3,587,912.95	\$152,606.05	\$3,435,306.90

Nevada County Transportation Commission
Monthly Financial Report FY 2021/22
DECEMBER

STATE TRANSIT ASSISTANCE FUND (6357)

Cash Balance 12/01/21	\$3,498,371.25
Additions	\$6,734.89
Deductions	<u>\$0.00</u>
Cash Balance 12/31/21	\$3,505,106.14
<u>Budget and Allocations</u>	
Fund Balance 6/30/21	\$3,142,373.37
Estimated STA Revenue	\$866,937.00
AMOUNT TO BE ALLOCATED	\$4,009,310.37
Total Approved Allocations	<u>\$233,978.27</u>
BALANCE Available for Allocation	\$3,775,332.10

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7/21/21 21-15	Nevada County Transit/Paratransit Services 99314	\$17,795.00	\$17,795.00	\$0.00
7/21/21 21-16	Truckee Transit/Paratransit Services	\$216,183.27	\$0.00	\$216,183.27
	TOTAL	\$233,978.27	\$17,795.00	\$216,183.27

**Nevada County Transportation Commission
Monthly Financial Report FY 2021/22**

DECEMBER

REGIONAL SURFACE TRANSPORTATION PROGRAM FUND (6492)

Cash Balance 12/01/21	\$2,348,306.81
Additions	\$4,615.65
Deductions	<u>\$0.00</u>
Cash Balance 12/31/21	\$2,352,922.46
<u>Budget and Allocations</u>	
Fund Balance 6/30/21	\$2,339,587.73
Estimated RSTP Revenue	<u>\$0.00</u>
AMOUNT TO BE ALLOCATED	\$2,339,587.73
Total Amount of Approved Allocations	<u>\$1,120,759.89</u>
BALANCE Available for Allocation	\$1,218,827.84

DATE/RESO	PROJECT	ORIGINAL ALLOCATION	PRIOR YEARS EXPENDITURES	REMAINING ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7/15/20 20-33	GV 2020/21 Annual Street Rehab	\$150,000.00	\$0.00	\$150,000.00	\$0.00	\$150,000.00
5/15/19 19-11	Nev Co 2019/20 Shoulder Improvements Donner Pass Road	\$160,000.00	\$57,186.00	\$102,814.00	\$0.00	\$102,814.00
11/17/21 21-22	Nev Co 2021/22 General Maintenance	\$867,945.89	\$0.00	\$867,945.89	\$0.00	\$867,945.89
	TOTAL	\$1,177,945.89	\$57,186.00	\$1,120,759.89	\$0.00	\$1,120,759.89

**Nevada County Transportation Commission
Monthly Financial Report 2021/22**

JANUARY

TOWN OF TRUCKEE (5805) LTF

16.63%

Cash Balance 01/01/22	\$1,192,048.06
Additions	\$61,849.94
Deductions	<u>\$0.00</u>
Cash Balance 01/31/22	\$1,253,898.00

Budget and Allocations

Fund Balance 6/30/21	\$975,726.60
Revenue Revised Findings Reso 21-08 5/9/21	<u>\$575,172.00</u>
AMOUNT TO BE ALLOCATED	\$1,550,898.60

Total Amount of Approved Allocations	<u>\$627,443.36</u>
BALANCE Available for Allocation	\$923,455.24

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7/21/21 21-16	Transit/Paratransit Operations	\$627,443.36	\$0.00	\$627,443.36

**Nevada County Transportation Commission
Monthly Financial Report FY 2021/22**

JANUARY

PEDESTRIAN AND BIKE (5806) LTF

2.00%

Cash Balance 01/01/22	\$276,522.51
Additions	\$7,987.47
Deductions	<u>\$0.00</u>
Cash Balance 01/31/22	\$284,509.98

Budget and Allocations

Fund Balance 6/30/21	\$247,918.55
Revenue Revised Findings Reso 21-08 5/9/21	<u>\$74,279.00</u>
AMOUNT TO BE ALLOCATED	\$322,197.55

Total Amount of Approved Allocations	<u>\$0.00</u>
BALANCE Available for Allocation	\$322,197.55

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
	No FY 2021/22 Projects	\$0.00	\$0.00	\$0.00

**Nevada County Transportation Commission
 Monthly Financial Report FY 2021/22
 JANUARY**

NEVADA COUNTY (5807) LTF
 67.11%

Cash Balance 01/01/22	\$3,403,414.42
Additions	\$249,543.72
Deductions	<u>\$649,227.11</u>
Cash Balance 01/31/22	\$3,003,731.03
Budget and Allocations	
<u>Fund Balance 6/30/21</u>	\$3,348,185.01
Revenue Revised Findings Reso 21-08 5/9/21	<u>\$2,183,580.00</u>
AMOUNT TO BE ALLOCATED	\$5,531,765.01
Total Amount of Approved Allocations	<u>\$4,644,233.00</u>
BALANCE Available for Allocation	\$887,532.01

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7/21/21 21-15	Transit/Paratransit Operations	\$2,183,580.00	\$1,459,124.11	\$724,455.89
1/22/21 21-02	Reserved in the Fund Capital Purchase of 2 buses	\$2,460,653.00	\$0.00	\$2,460,653.00
	TOTAL	\$4,644,233.00	\$1,459,124.11	\$3,185,108.89

**Nevada County Transportation Commission
Monthly Financial Report FY 2021/22**

JANUARY

GRASS VALLEY (5808) LTF

13.09%

Cash Balance 01/01/22	\$41,011.07
Additions	\$48,669.68
Deductions	<u>\$41,011.07</u>
Cash Balance 01/31/22	\$48,669.68

Budget and Allocations

Fund Balance 6/30/21	\$103,676.43
Revenue Revised Findings Reso 21-08 5/9/21	<u>\$452,602.00</u>
AMOUNT TO BE ALLOCATED	\$556,278.43
Total Amount of Approved Allocations	<u>\$452,602.00</u>
BALANCE Available for Allocation	\$103,676.43

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
9/15/21 21-19	Transit/Paratransit Operations	\$452,602.00	\$269,475.01	\$183,126.99

**Nevada County Transportation Commission
Monthly Financial Report FY 2021/22**

JANUARY

NEVADA CITY (5809) LTF

3.16%

Cash Balance 01/01/22	\$9,903.99
Additions	\$11,753.51
Deductions	<u>\$9,903.99</u>
Cash Balance 01/31/22	\$11,753.51

Budget and Allocations

Fund Balance 6/30/21	\$25,309.52
Revenue Revised Findings Reso 21-08 5/9/21	<u>\$109,301.00</u>
AMOUNT TO BE ALLOCATED	\$134,610.52

Total Amount of Approved Allocations	<u>\$109,301.00</u>
BALANCE Available for Allocation	\$25,309.52

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
9/15/21 Reso 21-20	Transit/Paratransit Operations	\$109,301.00	\$65,349.14	\$43,951.86

**Nevada County Transportation Commission
Monthly Financial Report FY 2021/22**

JANUARY

COMMUNITY TRANSIT SERVICES (5810) LTF

5.00%

Cash Balance 01/01/22	\$120,297.41
Additions	\$19,569.31
Deductions	<u>\$0.00</u>
Cash Balance 01/31/22	\$139,866.72

Budget and Allocations

Fund Balance 6/30/21	\$167,165.29
Revenue Revised Findings Reso 21-08 5/9/21	<u>\$181,984.00</u>
AMOUNT TO BE ALLOCATED	\$349,149.29

Total Amount of Approved Allocations	<u>\$181,984.00</u>
BALANCE Available for Allocation	\$167,165.29

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7/21/21 21-15	Nevada County Paratransit Operations	\$151,884.00	\$113,913.00	\$37,971.00
7/21/21 21-16	Truckee Paratransit Operations	\$30,100.00	\$0.00	\$30,100.00
	TOTAL	\$181,984.00	\$113,913.00	\$68,071.00

**Nevada County Transportation Commission
Monthly Financial Report FY 2021/22**

JANUARY

**PUBLIC TRANSPORTATION MODERNIZATION, IMPROVEMENT, AND
SERVICE ENHANCEMENT ACCOUNT - TRUCKEE (6318)**

Cash Balance 01/01/22	\$76.77
Additions	\$0.00
Deductions	<u>\$0.00</u>
Cash Balance 01/31/22	\$76.77
Amount Approved for Projects	\$0.00
Interest Accrued*	<u>\$76.62</u>
Total Available	\$76.62

DATE/RESO	PROJECT	AMOUNT AVAILABLE FOR THE PROJECT	TTD ACTIVITY Accrual	BALANCE
	No FY 21-22 project	\$0.00	\$0.00	\$0.00

Nevada County Transportation Commission
 Monthly Financial Report FY 2021/22
JANUARY

NCTC Administration & Planning (6327)

Cash Balance 01/01/22	\$183,287.42
Additions	\$127,090.80
Deductions	<u>\$61,741.16</u>
Cash Balance 01/31/22	\$248,637.06
<u>BUDGET: Estimated Revenue & Allocations</u>	
Fund Balance 6/30/21	\$285,825.24
Estimated Revenue	<u>\$1,444,018.71</u>
AVAILABLE FOR ALLOCATION	\$1,729,843.95
Total of Approved Allocations	<u>\$1,575,803.03</u>
BALANCE AVAILABLE FOR ALLOCATION	\$154,040.92

W.E.	DESCRIPTION	Allocation	YTD Activity Accrual Basis	Balance	% Expended
1.1	<u>General Services</u>				
	NCTC Staff	\$186,350.92	\$85,774.47	\$100,576.45	46.03%
	Indirect	\$36,316.60	\$11,492.29	\$24,824.31	31.64%
	Consultant Human Resources	\$5,000.00	\$0.00	\$5,000.00	0.00%
1.2	<u>TDA Admin.</u>				
	NCTC Staff	\$215,115.75	\$102,799.92	\$112,315.83	47.79%
	Indirect	\$41,922.37	\$14,527.77	\$27,394.60	34.65%
	Fiscal Audit unallowable	\$50,000.00	\$0.00	\$50,000.00	0.00%
	Triennial Performance Audits	\$43,220.00	\$1,080.00	\$42,140.00	2.50%
2.1	<u>Regional Transportation Plan</u>				
	NCTC Staff	\$41,894.80	\$33,180.33	\$8,714.47	79.20%
	Indirect	\$13,737.74	\$4,508.32	\$9,229.42	32.82%
	Transportation Engineering	\$25,000.00	\$506.25	\$24,493.75	2.03%
	Local Agency	\$30,000.00	\$1,323.00	\$28,677.00	4.41%
	Traffic Counts	\$10,000.00	\$0.00	\$10,000.00	0.00%
2.1.1	<u>Regional Transportation Plan Update</u>				
	NCTC Staff	\$28,597.48	\$35.37	\$28,562.11	0.12%
	Consultant	\$75,000.00	\$0.00	\$75,000.00	0.00%
2.2	<u>Transportation Engineering</u>				
	NCTC Staff	\$48,778.80	\$27,578.41	\$21,200.39	56.54%
	Indirect	\$16,596.89	\$5,624.47	\$10,972.42	33.89%
2.2.1	<u>RTMF Update</u>				
	NCTC Staff	\$36,384.64	\$7,931.71	\$28,452.93	21.80%
	Consultant	\$79,999.00	\$6,600.56	\$73,398.44	8.25%
2.3	<u>Transit & Paratransit Programs</u>				
	NCTC Staff	\$46,384.46	\$21,635.22	\$24,749.24	46.64%
	Indirect	\$9,039.53	\$2,221.30	\$6,818.23	24.57%
2.4	<u>Coordination of Regional Planning</u>				
	NCTC Staff	\$68,432.75	\$37,004.32	\$31,428.43	54.07%
	Indirect	\$25,160.86	\$6,250.93	\$18,909.93	24.84%
	Rural Counties Task Force	\$2,000.00	\$2,000.00	\$0.00	100.00%
2.4.2	<u>Airport Land Use Commission Planning & Reviews</u>				
	NCTC Staff	\$18,533.12	\$4,223.89	\$14,309.23	22.79%
	Consultant	\$15,000.00	\$472.70	\$14,527.30	3.15%
2.4.3	<u>READY Nevada County</u>				
	NCTC Staff	\$28,180.20	\$11,802.44	\$16,377.76	41.88%
	Consultant	\$104,602.15	\$18,905.75	\$85,696.40	18.07%
2.4.4	<u>RCTF Rural Induced Demand Study</u>				
	NCTC Staff	\$13,961.55	\$0.00	\$13,961.55	0.00%
	Consultant	\$125,000.00	\$0.00	\$125,000.00	0.00%
	Contingency	\$135,593.42	\$0.00	\$135,593.42	0.00%
	TOTAL ALL WORK ELEMENTS	\$1,575,803.03	\$407,479.42	\$1,168,323.61	25.86%

Note: Totals may not equal addition of amounts in columns due to rounding.

**Nevada County Transportation Commission
Monthly Financial Report FY 2021/22**

JANUARY

REGIONAL TRANSPORTATION MITIGATION FEE FUND (6328)

Cash Balance 01/01/22	\$1,823,949.06
Additions	\$100,190.70
Deductions	\$0.00
Cash Balance 01/31/22	\$1,924,139.76

**RTMF REVENUES, INTEREST, AND EXPENDITURES
2000/01 - 2021/22**

JURISDICTION	COLLECTED/EXPENDED 2000/01 - 2020/21	COLLECTED/EXPENDED 2021/22	TOTAL COLLECTED/EXPENDED
Grass Valley	\$2,515,306.32	\$0.00	\$2,515,306.32
Nevada City	\$173,699.77	-\$2,869.95	\$170,829.82
Nevada County	\$5,025,638.19	\$235,141.06	\$5,260,779.25
Total	\$7,714,644.28	\$232,271.11	\$7,946,915.39
Interest	\$216,662.55	\$10,074.97	\$226,737.52
Expenditures	\$6,096,907.11	\$152,606.05	\$6,249,513.16
TOTAL	\$1,834,399.72	\$89,740.03	\$1,924,139.75

RTMF ALLOCATIONS

DATE/RESO	PROJECT	ORIGINAL ALLOCATION	PRIOR YEARS EXPENDITURES	REMAINING ALLOCATION	EXPENDED YTD Accrual Basis	BALANCE
1/19/21 Reso 21-01	NCTC RTMF Administration	\$5,000.00	\$0.00	\$5,000.00	\$0.00	\$5,000.00
7/19/17 Reso 17-28	Grass Valley Dorsey Drive Interchange	\$4,386,462.84	\$1,260,261.54	\$3,126,201.30	\$0.00	\$3,126,201.30
7/19/17 Reso 17-29	Grass Valley East Main Street/Bennett Street	\$1,500,000.00	\$1,150,057.28	\$349,942.72	\$152,606.05	\$197,336.67
5/19/21 Reso 21-12	NCTC RTMF Update	\$116,383.64	\$9,614.71	\$106,768.93	\$0.00	\$106,768.93
TOTAL		\$6,007,846.48	\$2,419,933.53	\$3,587,912.95	\$152,606.05	\$3,435,306.90

Nevada County Transportation Commission
Monthly Financial Report FY 2021/22
JANUARY

STATE TRANSIT ASSISTANCE FUND (6357)

Cash Balance 01/01/22	\$3,505,106.14
Additions	\$0.00
Deductions	<u>\$0.00</u>
Cash Balance 01/31/22	\$3,505,106.14
 <u>Budget and Allocations</u>	
Fund Balance 6/30/21	\$3,142,373.37
Estimated STA Revenue	\$866,937.00
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 Total Approved Allocations	 <u>\$233,978.27</u>
BALANCE Available for Allocation	\$3,775,332.10

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7/21/21 21-15	Nevada County Transit/Paratransit Services 99314	\$17,795.00	\$17,795.00	\$0.00
7/21/21 21-16	Truckee Transit/Paratransit Services	\$216,183.27	\$0.00	\$216,183.27
	TOTAL	\$233,978.27	\$17,795.00	\$216,183.27

**Nevada County Transportation Commission
Monthly Financial Report FY 2021/22**

JANUARY

REGIONAL SURFACE TRANSPORTATION PROGRAM FUND (6492)

Cash Balance 01/01/22	\$2,352,922.46
Additions	\$0.00
Deductions	\$0.00
Cash Balance 01/31/22	\$2,352,922.46
<u>Budget and Allocations</u>	
Fund Balance 6/30/21	\$2,339,587.73
Estimated RSTP Revenue	\$0.00
AMOUNT TO BE ALLOCATED	\$2,339,587.73
Total Amount of Approved Allocations	<u>\$1,120,759.89</u>
BALANCE Available for Allocation	\$1,218,827.84

DATE/RESO	PROJECT	ORIGINAL ALLOCATION	PRIOR YEARS EXPENDITURES	REMAINING ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7/15/20 20-33	GV 2020/21 Annual Street Rehab	\$150,000.00	\$0.00	\$150,000.00	\$0.00	\$150,000.00
5/15/19 19-11	Nev Co 2019/20 Shoulder Improvements Donner Pass Road	\$160,000.00	\$57,186.00	\$102,814.00	\$0.00	\$102,814.00
11/17/21 21-22	Nev Co 2021/22 General Maintenance	\$867,945.89	\$0.00	\$867,945.89	\$0.00	\$867,945.89
	TOTAL	\$1,177,945.89	\$57,186.00	\$1,120,759.89	\$0.00	\$1,120,759.89

JAN ARBUCKLE – Grass Valley City Council, Vice Chair
 ANDREW BURTON – Member-At-Large
 SUSAN HOEK – Nevada County Board of Supervisors
 ED SCOFIELD – Nevada County Board of Supervisors, Chair
 DUANE STRAWSER – Nevada City City Council
 JAN ZABRISKIE – Town of Truckee



MICHAEL WOODMAN, Executive Director

Grass Valley • Nevada City

Nevada County • Truckee

MINUTES OF NCTC MEETING January 26, 2022

An online meeting of the Nevada County Transportation Commission (NCTC) was held via teleconference, in light of COVID-19 and the state of emergency proclamation and state and local recommended measures for physical distancing, on Wednesday, January 26, 2022. The meeting was held via Zoom. Notice of the meeting was posted 72 hours in advance. The meeting was scheduled for 9:30 a.m.

Members Present: Jan Arbuckle
 Andy Burton
 Susan Hoek
 Ed Scofield
 Duane Strawser
 Jan Zabriskie

Staff Present: Mike Woodman, Executive Director
 Kena Sannar, Transportation Planner
 Dale Sayles, Administrative Services Officer
 Carol Lynn, Administrative Assistant

Standing Orders: Commissioner Burton convened the Nevada County Transportation Commission meeting at 9:30 a.m.

Pledge of Allegiance
 Roll Call

PUBLIC COMMENT: There was no public comment.

CONSENT ITEMS

1. Adopt Resolution Making Findings and Determinations Authorizing Virtual Teleconference Meetings under Government Code Section 54953(e) (AB 361)
 Resolution 22-01
2. Financial Reports
 October 2021 and November 2021
3. NCTC Minutes
 November 17, 2021 NCTC Meeting Minutes

ACTION: Approved Consent Items by roll call vote
MOTION: Arbuckle / SECOND: Hoek
AYES: Arbuckle, Burton, Hoek, Scofield, Strawser, Zabriskie
NOES: None
ABSENT: None
ABSTAIN: None

INFORMATIONAL ITEMS

4. Correspondence

- A. Betty T. Yee, California State Controller, Fiscal Year 2021-22 First Quarter State Transit Assistance Allocation, File 1370.0, 11/10/2021
- B. Betty T. Yee, California State Controller, Fiscal Year 2021-22 First Quarter State of Good Repair Program Allocation, File 370.2.1, 11/10/2021

5. Executive Director's Report

- READY Nevada County Extreme Climate Event Mobility and Adaptation Plan

Executive Director Woodman gave an update on the READY Nevada County Extreme Climate Event Mobility and Adaptation Plan. NCTC's consultant GHD Inc., and Rincon Consultants, Inc., have completed a review of the background, climate data, and projections for Nevada County, and have identified potential climate related impacts and weaknesses of the transportation system. The consultant conducted interviews with public officials, first responders and other key stakeholders from Nevada County and nearby communities impacted by recent extreme climate events to gather information and garner lessons learned. The consultant team held two online public workshops to give an overview of the project and provide an opportunity for input. The draft plan should be completed in April, and made available for public comment and presented at an online public workshop.

In 2021 Nevada County experienced several extreme climate related events, including wildfires, atmospheric rivers, and the significant tree damage in relation to the December snowfall that impacted mobility and/or transportation infrastructure. The lessons learned from these events will be incorporated into the adaptation strategies and recommendations to help mitigate the severity of climate related impacts, harden vulnerable infrastructure, and address mobility and safety for the transportation system. The consultants are coordinating with the cities and the county and the Office of Emergency Services for this planning study, and the project advisory committee includes first responders as well.

6. Project Status Reports:

- A. Caltrans Projects: Sam Vandell, Caltrans District 3 Project Manager for Nevada County.

Sam Vandell responded to a question from John Burnside, confirming that there will be a left turn pocket placed at Washington Road as part of the Omega Curves project on Highway 20. There will also be a left turn lane placed at Washington Ridge.

Mr. Vandell commented on the emergency contract that resulted from the December storms. The emergency contract was done through their maintenance division for approximately \$3.6 million, for all of the foothill locations including El Dorado, Placer, Nevada, Yuba, and Sierra County. All of the tree clearing was within the state right of way, and included many trees that were of high risk of impacting travel on the highway. Most of Highway 49 south of Nevada City and Grass Valley has been done. Many of the oak trees have been cut back and trimmed as well. They are currently working just past the government center moving north on Highway 49, and are also working on Highway 174 from Grass Valley to Colfax.

Trees damaged by the severe storms along the highway near the Pioneer Trail are being removed for safety as well as future wildfire concerns. Their maintenance division is cutting the trees for safety first, and will come back to grind the stumps down at a later date. They will not be leaving piles of tree debris because it is a high fire area and they don't want to increase that hazard.

When there are severe conditions that cause safety hazards such as falling trees into the roadway, emergency contracts are engaged to eliminate these hazards to the public. These are emergency situations that need to be addressed immediately. Mr. Vandell said he would like to talk with his Public Information Officer about having more news releases in these situations to get the word out to the public about the emergency work that is being done. Executive Director Woodman suggested connecting with the PIO to see if there is an opportunity to do a press release to shed some light on the process, and get some accurate information out there about the work that Caltrans is doing.

There will be several staging areas on Highway 49 to give the work crews access to operate their grinders and remove the accumulated storm debris. Even though the snow is gone, there can still be high winds that damage trees and create hazards.

Commissioner Strawser commented that quite a few of the cycling folks have been approaching the Forest Service to get permission to clear some of the damaged trees off the Pioneer Trail in an effort to restore pedestrian, equestrian, and bike access to the trail, and they appreciate the work Caltrans is doing to clear the storm debris. Mr. Vandell agreed that getting crews available to clear debris along the trails will be a real challenge. Commissioner Burton added that a discussion topic in the Nevada County Board of Supervisors annual workshop will focus on recreation and our recreational assets, even more than has been in the past.

Caltrans is having discussions with the Town of Truckee about chain control locations on Highway 80. Executive Director Woodman commented that one of the concerns raised is the location of the chain control sites, where folks are trying to avoid the chain controls and therefore create an issue on the adjacent roadways and residential areas. Mr. Vandell said Jeff Thorsby will have more insight on that and has been contacted in that regard. He said there is a safety issue as well involving chain control sites just past a curve or on a curve, or over the crest of a curve where vehicles pulling off the road are not visible ahead of time, especially with trucks that need to decelerate and accelerate. He said it is a very challenging scenario and they are happy to discuss opportunities to address concerns and make improvements.

B. The Town of Truckee's Transit operations: Alfred Knotts, Truckee Transit Manager.

Alfred Knotts reviewed the Town of Truckee Transit Operations Report. They are seeing about a 10% increase in ridership across the board with people coming back to the systems, including additional ridership for Dial-A-Ride. They have seen a big increase based on new affordable housing near their

transit lines. They want to market existing services, to fill the seats they have right now rather than trying to grow the service levels. Some people don't realize the Dial-A-Ride system can meet their needs, so he wants to get the word out to some of those homeowner associations.

The micro-transit program is an on-demand app based on type of service, similar to Dial-A-Ride, but with more flexibility and more nimble. It doesn't typically require scheduling and reservations on a 24-hour type of basis. They want to identify some pilot programs potentially for this summer, to see if they can tap into the non-transit-dependent market, but not at the expense of people that rely on the system. They released a Request for Proposal to do a feasibility analysis and they have established a working group that includes members of the community that represent disadvantaged populations, low income folks, and homeowners associations, as well as the business community.

Truckee is in negotiations to purchase the North Balloon parcel for the Transit Center Relocation project, through the development agreement of Truckee Development Associates. It would serve both local routes as well as the Placer County TART system.

Truckee is developing an e-bike program. They had eight qualified vendors responding to an RFP that offered a broad spectrum of technologies, as well as operating models in terms of dock versus dockless. Dock is a fixed location where bikes can be checked out and there is a kiosk for financial transactions, or you can do it by your phone. Dockless systems are more associated with the scooter type model that are not fixed to a certain area. A GPS system is used to find the bikes and check them out. They are looking for a vendor that can provide seamless technology, seamless payment systems, and seamless apps. The presentation slides showed preliminary sites have been identified that are logical locations but also primary trip generators and origin destinations.

Measure R is a quarter cent sales tax that was passed in 2014. It generates approximately \$1.7 billion a year and has helped support the planning, design, construction, and management of the Legacy Trail. It has been very well received by the community. Measure R is due to sunset in 2024, so they did some public opinion surveys to see if there would be an appetite to increase the sales tax from a quarter cent to a half cent, and that resonated in the survey. They passed a resolution that authorized placement on the ballot for Town of Truckee voters, and if passed it could generate around \$3 million per year. The measure would have a no sunset clause or until ended by voters. The public opinion survey also gauged the overall sentiment within the community about transit and transportation, and what the perception is of the existing system, asking if they see value in the transit system, and if they would support improvements in the future. The survey came back rather favorable, and was a good barometer of how the community feels.

Mr. Knotts will plan on making a presentation to the Transit Services Commission outlining how the TART system works, how it melds into the local system, and how there could be benefits for the transit system in Nevada County.

ACTION: None – Information only.

7. Election of Officers


It is the Commission’s policy to elect a chair and vice chair for the year at the January meeting. Chair Burton opened the floor for nominations for the chair and vice chair for 2022.

Commissioner Hoek nominated Ed Scofield as Chair of the Commission, and Jan Arbuckle as Vice Chair of the Commission. Commissioner Strawser seconded the nominations. The motion passed with a unanimous vote of the commissioners present.

COMMISSION ANNOUNCEMENTS: There were no announcements.

SCHEDULE FOR NEXT MEETING: The next regularly scheduled meeting of the NCTC will be March 16, 2022 at 9:30 a.m. via Zoom.

ADJOURNMENT OF MEETING: The meeting was adjourned at 10:32 a.m.

Respectfully submitted by: 

Carol Lynn, Administrative Assistant

Approved on: _____

By: _____
Ed Scofield, Chair
Nevada County Transportation Commission

JAN ARBUCKLE – Grass Valley City Council, Vice Chair
 ANDREW BURTON – Member-At-Large
 SUSAN HOEK – Nevada County Board of Supervisors
 ED SCOFIELD – Nevada County Board of Supervisors, Chair
 DUANE STRAWSER – Nevada City City Council
 JAN ZABRISKIE – Town of Truckee



MICHAEL WOODMAN, Executive Director


Grass Valley • Nevada City

Nevada County • Truckee

File: 720.1, 1400

MEMORANDUM

TO: Nevada County Transportation Commission

FROM: Michael Woodman, Executive Director 

SUBJECT: Revised Findings of Apportionment FY 2021/22, and Preliminary Findings of Apportionment FY 2022/23, Resolutions 22-03 and 22-04

DATE: March 16, 2022

RECOMMENDATION: Adopt Resolution 22-03, Revised Findings of Apportionment for FY 2021/22, and Resolution 22-04, Preliminary Findings of Apportionment for FY 2022/23.

BACKGROUND: Prior to March 1 of each year, Nevada County Transportation Commission (NCTC), pursuant to the California Code of Regulations Section 6644, transmits "Findings of Apportionment" for all prospective claimants.

The apportionments are determined from the Nevada County Auditor-Controller's estimate of Local Transportation Funding (LTF) for the ensuing fiscal year, less those funds allocated for Transportation Development Act (TDA) administration, transportation planning and programming, pedestrian/bicycle projects, and community transit services. The remaining funds are then apportioned according to the population of each applicant's jurisdiction in relation to the total population of the County.

California Code of Regulations Section 6655.5 provides that "the transportation planning agency may, at any time before the close of the fiscal year, issue a revised determination of apportionment based on a revised or updated estimate furnished by the county auditor pursuant to Section 6620."

The attached letter from the Nevada County Auditor-Controller to NCTC, dated February 1, 2022, provided the estimate of revenue expected to be received in the remaining months of FY 2021/22 (see Resolution 22-03), and reported an estimate of the amount of revenue available for allocation in FY 2022/23 (see Resolution 22-04). This information has been sent to NCTC claimants, to assist them in their budgeting process.

attachments

State of California
COUNTY OF NEVADA

MARCIA L. SALTER – Auditor-Controller

Auditor-Controller
950 Maidu Avenue
Nevada City CA 95959

(530) 265-1244
Fax: (530) 265-9843
Email: auditor.controller@co.nevada.ca.us

February 1, 2022

Mr. Michael Woodman, Executive Director
Nevada County Transportation Commission
101 Providence Mine Road, Suite 102
Nevada City, CA 95959

Dear Mr. Woodman:

In accordance with Title 21, Section 6620, of the California Code of Regulations, the following figures are an estimate of the June 30, 2022 unallocated balance (Part I), and an estimate of the amount available for allocation in the fiscal year 2022-23 (Part II).

Part I

Beginning Balance, July 1, 2021		\$ 4,988,609
Sales and Use Tax	\$ 4,805,084	
Interest	47,000	
Total Revenue		4,852,084
Projected Total Available		9,840,693
Total Allocated (Estimated)		(9,840,693)
Estimated Unallocated Balance, June 30, 2022		<u>\$ 0</u>

Part II

Beginning Balance, July 1, 2022		\$ 0
Sales and Use Tax	\$ 4,949,236	
Interest	45,000	
Total Revenue		4,994,236
Projected total Available, 2022-23		\$4,994,236

Very truly yours,

Marcia L. Salter

Marcia L. Salter
Auditor-Controller

**RESOLUTION 22-03
OF THE
NEVADA COUNTY TRANSPORTATION COMMISSION**

REVISED FINDINGS OF APPORTIONMENT FOR FISCAL YEAR 2021/22

WHEREAS, Section 6655.5 of the California Code of Regulations states, "the transportation planning agency may, at any time before the close of the fiscal year, issue a revised determination of apportionments based on a revised or updated estimate furnished by the county auditor pursuant to 6620"; and

WHEREAS, Section 6655.5 of the California Code of Regulations also states, that "any revenues to the fund for the fiscal year in excess of all moneys allocated, reserved, or retained in the fund as unallocated apportionments pursuant to Section 6655.1 shall be carried over and be available for apportionment and allocation in the following fiscal year"; and

WHEREAS, the amount subject to apportionment is to be determined by subtracting the anticipated amounts to be allocated, or made available for allocation, for administration of the Transportation Development Act, for transportation planning, for facilities for the exclusive use of pedestrians and bicycles, and for community transit services, from the total estimate of monies to be available for apportionment and allocation during the ensuing fiscal year; and

WHEREAS, the following figures represent the amount described above:

Estimated LTF Available for FY 2021/22

Sales and Use Tax	\$4,805,084
Interest	\$47,000
Subtotal	\$4,852,084
 <u>Anticipated Allocations</u>	
Administration and Planning	-\$805,563
Pedestrian and Bicycles	-\$80,930
Community Transit Services	-\$198,280
Total Estimated FY 2021/22 LTF Available for Apportionment	\$3,767,311

Area apportionments based on population: Population figures from State of California Department of Finance 2021 E-1 Report, May 2021

Jurisdiction	Estimated Population	Percent of Estimated Total*	Revised Apportionment**
Nevada County	65,414	67.11%	\$2,528,419
Grass Valley	12,758	13.09%	\$493,130
Nevada City	3,081	3.16%	\$119,089
Truckee	16,213	16.63%	\$626,674
TOTAL	97,466	100.00%	\$3,767,311

* Figures shown are rounded to two decimal places.

** Figures shown are rounded to nearest dollar

NOW, THEREFORE, BE IT RESOLVED, that the Nevada County Transportation Commission finds that the above Adjusted Apportionment for FY 2021/22 will be used as the basis for allocations throughout FY 2021/22, unless these findings are revised in accordance with statutes and regulations contained in the Transportation Development Act.

PASSED AND ADOPTED by the Nevada County Transportation Commission on March 16, 2022 by the following vote:

Ayes:

Noes:

Absent:

Abstain:

Ed Scofield, Chair
Nevada County Transportation Commission

Attest: _____
Dale D. Sayles
Administrative Services Officer

**RESOLUTION 22-04
OF THE
NEVADA COUNTY TRANSPORTATION COMMISSION**

PRELIMINARY FINDINGS OF APPORTIONMENT FOR FISCAL YEAR 2022/23

WHEREAS, Section 6644 of the California Code of Regulations requires that "prior to March 1, the transportation planning agency shall determine and advise all prospective claimants of the amounts of all area apportionments from the Local Transportation Fund (LTF) for the following fiscal year"; and

WHEREAS, the Auditor-Controller of Nevada County has issued an estimate of \$4,994,236 as the amount available for allocation in FY 2022/23; and

WHEREAS, the amount subject to apportionment is to be determined by subtracting the anticipated amounts to be allocated, or made available for allocation for administration of the Transportation Development Act, for transportation planning, for facilities for the exclusive use of pedestrians and bicycles, and for community transit services, from the total estimate of monies to be available for apportionment and allocation during the ensuing fiscal year; and

WHEREAS, the following figures represent the amount described above:

Estimated LTF Available for FY 2022/23

Sales and Use Tax	\$4,949,236
Interest	\$45,000
Subtotal	\$4,994,236
<u>Anticipated Allocations</u>	
Administration and Planning	-\$882,427
Pedestrian and Bicycles	-\$82,236
Community Transit Services	-\$201,479
Total Estimated FY 2022/23 LTF Available for Apportionment	\$3,828,094

Area apportionments based on population: Population figures from State of California Department of Finance 2021 E-1 Report, May 2021

Jurisdiction	Estimated Population	Percent of Estimated Total*	Apportionment**
Nevada County	65,414	67.11%	\$2,569,213
Grass Valley	12,758	13.09%	\$501,086
Nevada City	3,081	3.16%	\$121,010
<u>Truckee</u>	16,213	16.63%	\$636,785
TOTAL	97,466	100.00%	\$3,828,094

* Figures shown are rounded to two decimal places.

** Figures shown are rounded to nearest dollar.

NOW, THEREFORE, BE IT RESOLVED, that the Nevada County Transportation Commission finds that the above figures represent area apportionments to be used for FY 2022/23. These apportionments will be used as the basis for allocations throughout FY 2022/23, unless these findings are revised in accordance with statutes and regulations contained in the Transportation Development Act.

PASSED AND ADOPTED by the Nevada County Transportation Commission on March 16, 2022 by the following vote:

Ayes:

Noes:

Absent:

Abstain:

Ed Scofield, Chair
Nevada County Transportation Commission

Attest: _____
Dale D. Sayles
Administrative Services Officer

FY 21-22 COMMUNITY TRANSIT SERVICE (CTS) BID TARGETS REVISED			
Jurisdiction	Estimated Population	Population %	CTS Bid Targets
Nevada County	65,414	67.11%	\$ 165,297
Grass Valley	12,758	13.09%	0*
Nevada City	3,081	3.16%	0*
Truckee	<u>16,213</u>	<u>16.63%</u>	<u>\$ 32,983</u>
TOTAL	97,466	100.00%	\$ 198,280

* Nevada County serves as transit operator for Grass Valley and Nevada City.

Population estimates from State Department of Finance 2021 E-1 Report, May 2021.

CTS revised estimate from Auditor-Controller's letter February 1, 2022.

NCTC Resolution 22-03, Revised Findings.

PUC § 99275 – Community Transit Services Definition

(Added by Stats. 1976, Ch. 1348.)

(a) Claims may be filed with the transportation planning agency by claimants for community transit services, including such services for those, such as the disabled, who cannot use conventional transit services.

(b) For purposes of this article, “community transit services” means transportation services which link intracommunity origins and destinations.

**FY 2022/23
COMMUNITY TRANSIT SERVICE (CTS)
BID TARGETS**

FY 22-23 COMMUNITY TRANSIT SERVICE (CTS) PRELIM. BID TARGETS			
Jurisdiction	Estimated Population	Population %	CTS Bid Targets
Nevada County	65,414	67.11%	\$ 167,964
Grass Valley	12,758	13.09%	0*
Nevada City	3,081	3.16%	0*
Truckee	<u>16,213</u>	<u>16.63%</u>	<u>\$ 33,515</u>
TOTAL	97,466	100.00%	\$ 201,479

* Nevada County serves as transit operator for Grass Valley and Nevada City. Population estimates from State Department of Finance 2021 E-1 Report, May 2021.

CTS preliminary estimate from Auditor-Controller's letter February 1, 2022.

NCTC Resolution 22-04, Preliminary Findings.

PUC § 99275 – Community Transit Services Definition

(Added by Stats. 1976, Ch. 1348.)

(a) Claims may be filed with the transportation planning agency by claimants for community transit services, including such services for those, such as the disabled, who cannot use conventional transit services.

(b) For purposes of this article, “community transit services” means transportation services which link intracommunity origins and destinations.

JAN ARBUCKLE – Grass Valley City Council, Vice Chair
 ANDREW BURTON – Member-At-Large
 SUSAN HOEK – Nevada County Board of Supervisors
 ED SCOFIELD – Nevada County Board of Supervisors, Chair
 DUANE STRAWSER – Nevada City City Council
 JAN ZABRISKIE – Town of Truckee



MICHAEL WOODMAN, Executive Director


Grass Valley • Nevada City

Nevada County • Truckee

File: 1030.3.2.2

MEMORANDUM

TO: Nevada County Transportation Commission

FROM: Mike Woodman, Executive Director 

SUBJECT: Regional Transportation Mitigation Fee Inflation Adjustment, Resolution 22-05

DATE: March 16, 2022

RECOMMENDATION: Adopt Resolution 22-05 approving the rates for the inflation adjustment to the Regional Transportation Mitigation Fee (RTMF).

BACKGROUND: The RTMF 2016 Administrative Plan provides for an annual review to consider adjusting the fees to account for inflation of project costs. The Administrative Plan states, “The RTMF may, at NCTC’s discretion, be adjusted to account for the inflation of construction, right-of-way, acquisition, and design costs.” The Administrative Plan recommends that the RTMF should be reviewed annually and fee adjustments should be made based on the San Francisco Construction Cost Index (CCI) as reported in the *Engineering News-Record* (ENR) “20-City Construction Cost Index” for the 12-month period ending December of the prior year.

Staff has reviewed the San Francisco Construction Cost Index and recommends that NCTC approve the fee increase shown below:

ENR San Francisco CCI:	Dec-2020	13168.76
	Dec-2021	14228.24
	% Increase:	8%

2021 Fees:	Residential Development	Non-Residential Development
	\$449.44	\$79.37
2022 Recommended Fees: (with 8% increase)	Residential Development	Non-Residential Development
	\$485.40	\$85.72

**RESOLUTION 22-05
OF THE
NEVADA COUNTY TRANSPORTATION COMMISSION**

**APPROVAL OF REGIONAL TRANSPORTATION MITIGATION FEE (RTMF)
INFLATION ADJUSTMENT**

WHEREAS, the *Regional Transportation Mitigation Fee 2016 Nexus Study Update Final Report*, and the *Regional Transportation Mitigation Fee 2016 Administrative Plan* were approved by Nevada County Transportation Commission on November 16, 2016; and

WHEREAS, the RTMF Administrative Plan states: “The RTMF may, at NCTC's discretion, be adjusted to account for the inflation of construction, right-of-way, acquisition, and design costs”; and

WHEREAS, the RTMF Administrative Plan recommends that the RTMF be reviewed annually and that fee adjustments should be based on the San Francisco Construction Cost Index as reported in the *Engineering News-Record* (ENR) “20-City Construction Cost Index” for the 12-month period ending December of the prior year.

NOW, THEREFORE, BE IT RESOLVED, that the Nevada County Transportation Commission approves the recommended RTMF increase presented below:

ENR San Francisco CCI:	Dec-2020	13168.76
	Dec-2021	14228.24
	% Increase:	8%

2021 Fees:	Residential Development	Non-Residential Development
	\$449.44	\$79.37

2022 Recommended Fees: (with 8% increase)	Residential Development	Non-Residential Development
	\$485.40	\$85.72

BE IT FURTHER RESOLVED, that the Executive Director of the Nevada County Transportation Commission is authorized to forward this recommended fee increase to Nevada County, City of Grass Valley, and City of Nevada City for their consideration and approval.

PASSED AND ADOPTED by the Nevada County Transportation Commission on March 16, 2022, by the following vote:

Ayes:

Noes:

Absent:

Abstain:

Ed Scofield, Chair
Nevada County Transportation Commission

Attest: _____
Dale D. Sayles
Administrative Services Officer



BETTY T. YEE
California State Controller

January 31, 2022

County Auditors Responsible for State Transit Assistance Funds
Transportation Planning Agencies
County Transportation Commissions
San Diego Metropolitan Transit System

SUBJECT: Fiscal Year 2022-23 State Transit Assistance Allocation Preliminary Estimate

Enclosed is a preliminary summary schedule of State Transit Assistance (STA) funds estimated to be allocated for fiscal year (FY) 2022-23 to each Transportation Planning Agency (TPA), county transportation commission, and the San Diego Metropolitan Transit System for the purposes of Public Utilities Code (PUC) sections 99313 and 99314. Also enclosed is a schedule detailing the amount of the PUC section 99314 allocation for each TPA by operator.

PUC section 99313 allocations are based on the latest available annual population estimates from the Department of Finance. Pursuant to PUC section 99314.10, the PUC section 99314 allocations are based on the State Controller's Office (SCO) transmittal letter, Reissuance of the FY 2020-21 STA Allocation Estimate, dated July 30, 2021. Pursuant to PUC section 99314.3, each TPA is required to allocate funds to the STA-eligible operators in the area of its jurisdiction.

According to the FY 2022-23 enacted California Budget, the estimated amount of STA funds budgeted is \$734,715,000. SCO anticipates the first quarter's allocation will be paid by November 30, 2022. Please refer to the schedule for the amounts that relate to your agency.

Please contact Mike Silvera by telephone at (916) 323-0704 or email at msilvera@sco.ca.gov with any questions, or for additional information.

Sincerely,

MELMA DIZON
Manager
Local Apportionments Section

Enclosures

STATE CONTROLLER'S OFFICE
2022-23 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE
SUMMARY
JANUARY 31, 2022

Regional Entity	PUC 99313 Funds from RTC Sections 7102(a)(3), 6051.8(a), and 6201.8(a) Fiscal Year 2022-23 Estimate	PUC 99313 Funds from RTC Sections 6051.8(b), and 6201.8(b) Fiscal Year 2022-23 Estimate	PUC 99314 Fiscal Year 2022-23 Estimate	Total Fiscal Year 2022-23 Estimate
	A	B	C	D= (A+B+C)
Metropolitan Transportation Commission	\$ 39,184,873	\$ 32,514,802	\$ 196,846,972	\$ 268,546,647
Sacramento Area Council of Governments	9,966,407	8,269,920	6,366,559	24,602,886
San Diego Association of Governments	4,864,088	4,036,120	2,188,240	11,088,448
San Diego Metropolitan Transit System	12,001,214	9,958,360	9,009,395	30,968,969
Tahoe Regional Planning Agency	549,716	456,143	58,050	1,063,909
Alpine County Transportation Commission	5,774	4,792	827	11,393
Amador County Transportation Commission	190,135	157,770	13,160	361,065
Butte County Association of Governments	1,030,967	855,476	104,727	1,991,170
Calaveras County Local Transportation Commission	229,096	190,099	5,122	424,317
Colusa County Local Transportation Commission	113,175	93,910	9,085	216,170
Del Norte County Local Transportation Commission	137,088	113,753	13,189	264,030
El Dorado County Local Transportation Commission	885,654	734,897	111,591	1,732,142
Fresno County Council of Governments	5,222,677	4,333,670	1,717,767	11,274,114
Glenn County Local Transportation Commission	150,976	125,276	7,679	283,931
Humboldt County Association of Governments	665,633	552,328	211,301	1,429,262
Imperial County Transportation Commission	946,346	785,258	160,135	1,891,739
Inyo County Local Transportation Commission	94,429	78,355	0	172,784
Kern Council of Governments	4,650,456	3,858,853	521,962	9,031,271
Kings County Association of Governments	775,979	643,891	57,102	1,476,972
Lake County/City Council of Governments	325,260	269,894	32,171	627,325
Lassen County Local Transportation Commission	140,257	116,383	12,051	268,691
Los Angeles County Metropolitan Transportation Authority	51,095,675	42,398,142	121,686,458	215,180,275
Madera County Local Transportation Commission	806,150	668,926	49,111	1,524,187
Mariposa County Local Transportation Commission	91,753	76,135	4,708	172,596
Mendocino Council of Governments	440,881	365,834	61,761	868,476
Merced County Association of Governments	1,448,947	1,202,307	127,949	2,779,203
Modoc County Local Transportation Commission	48,280	40,062	6,942	95,284
Mono County Local Transportation Commission	67,631	56,119	182,131	305,881
Transportation Agency for Monterey County	2,224,616	1,845,940	1,266,400	5,336,956
Nevada County Local Transportation Commission	495,805	411,409	44,638	951,852
Orange County Transportation Authority	16,043,046	13,312,190	10,627,316	39,982,552
Placer County Transportation Planning Agency	1,618,612	1,343,091	426,130	3,387,833
Plumas County Local Transportation Commission	92,155	76,469	27,539	196,163
Riverside County Transportation Commission	12,485,685	10,360,365	3,739,538	26,585,588
Council of San Benito County Governments	323,154	268,146	9,762	601,062
San Bernardino County Transportation Authority	11,068,745	9,184,617	4,336,855	24,590,217
San Joaquin Council of Governments	3,985,800	3,307,335	1,664,301	8,957,436
San Luis Obispo Area Council of Governments	1,379,439	1,144,630	180,903	2,704,972
Santa Barbara County Association of Governments	2,244,221	1,862,208	1,052,827	5,159,256
Santa Cruz County Transportation Commission	1,328,279	1,102,179	2,249,725	4,680,183
Shasta Regional Transportation Agency	904,445	750,490	87,568	1,742,503
Sierra County Local Transportation Commission	16,222	13,462	1,146	30,830
Siskiyou County Local Transportation Commission	225,505	187,119	17,498	430,122
Stanislaus Council of Governments	2,828,183	2,346,768	292,651	5,467,602
Tehama County Transportation Commission	332,453	275,862	12,549	620,864
Trinity County Transportation Commission	68,852	57,132	4,915	130,899
Tulare County Association of Governments	2,450,553	2,033,418	471,317	4,955,288
Tuolumne County Transportation Council	271,974	225,678	13,107	510,759
Ventura County Transportation Commission	4,248,739	3,525,517	1,264,670	9,038,926
Subtotals	\$ 200,766,000	\$ 166,591,500		
State Totals		\$ 367,357,500	\$ 367,357,500	\$ 734,715,000

STATE CONTROLLER'S OFFICE
2022-23 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION DETAIL
JANUARY 31, 2022

Regional Entity and Operator(s)	Revenue Basis	Funds from RTC Sections 7102(a)(3), 6051.8(a), and 6201.8(a) Fiscal Year 2022-23 Estimate A	Funds from RTC Sections 6051.8(b), and 6201.8(b) Fiscal Year 2022-23 Estimate B	Total Fiscal Year 2022-23 Estimate C= (A+B)
Mono County Local Transportation Commission Eastern Sierra Transit Authority	2,824,223	99,537	82,594	182,131
Transportation Agency for Monterey County Monterey-Salinas Transit	19,637,486	692,105	574,295	1,266,400
Nevada County Local Transportation Commission				
County of Nevada	369,077	13,008	10,794	23,802
City of Truckee	323,083	11,387	9,449	20,836
Regional Entity Totals	692,160	24,395	20,243	44,638
Orange County Transportation Authority				
City of Laguna Beach	1,910,271	67,326	55,866	123,192
Orange County Transportation Authority	110,748,483	3,903,229	3,238,820	7,142,049
Regional Entity Subtotals	112,658,754	3,970,555	3,294,686	7,265,241
Orange County Transportation Authority - Corresponding to SCRRRA***	NA	1,837,421	1,524,654	3,362,075
Regional Entity Totals	112,658,754	5,807,976	4,819,340	10,627,316
Placer County Transportation Planning Agency				
City of Auburn	21,830	769	638	1,407
County of Placer	5,410,141	190,676	158,219	348,895
City of Roseville	1,175,827	41,441	34,387	75,828
Regional Entity Totals	6,607,798	232,886	193,244	426,130
Plumas County Local Transportation Commission				
County of Plumas	346,829	12,224	10,143	22,367
County Service Area 12 - Specialized Service	80,198	2,827	2,345	5,172
Regional Entity Totals	427,027	15,051	12,488	27,539
Riverside County Transportation Commission				
City of Banning	208,349	7,343	6,093	13,436
City of Beaumont	318,557	11,227	9,316	20,543
City of Corona	426,555	15,034	12,475	27,509
Palo Verde Valley Transit Agency	175,762	6,195	5,140	11,335
City of Riverside - Specialized Service	493,635	17,398	14,436	31,834
Riverside Transit Agency	18,329,390	646,003	536,040	1,182,043
Sunline Transit Agency	11,506,078	405,521	336,493	742,014
Regional Entity Subtotals	31,458,326	1,108,721	919,993	2,028,714
Riverside County Transportation Commission - Corresponding to SCRRRA***	NA	934,989	775,835	1,710,824
Regional Entity Totals	31,458,326	2,043,710	1,695,828	3,739,538
Council of San Benito County Governments				
San Benito County Local Transportation Authority	151,384	5,335	4,427	9,762

*** The amounts allocated to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.

STATE CONTROLLER'S OFFICE 2022/23 STATE TRANSIT ASSISTANCE FUND ALLOCATION PRELIMINARY ESTIMATE 1-31-2022

	PUC 99313 Funds RTC 7102(a)(3), 6051.8 (a), and 6201.8(a)	PUC 99313 Funds RTC 6051.8(b), and 6201.8(b)	PUC 99314	Total Fiscal Year 2021-22 Revised Estimate
NCTC	\$495,805.00	\$411,409.00		\$907,214.00
Grass Valley			0*	
Nevada City			0*	
Nevada County			\$23,802.00	\$23,802.00
Truckee			\$20,836.00	\$20,836.00
Total			\$44,638.00	\$951,852.00

STA amounts were taken from the State Transit Assistance Fund Allocation Revised Estimate prepared by the Office of the State Controller 01/31/2022.

JAN ARBUCKLE – Grass Valley City Council, Vice Chair
ANDREW BURTON – Member-At-Large
SUSAN HOEK – Nevada County Board of Supervisors
ED SCOFIELD – Nevada County Board of Supervisors, Chair
DUANE STRAWSER – Nevada City City Council
JAN ZABRISKIE – Town of Truckee



MICHAEL WOODMAN, Executive Director


Grass Valley • Nevada City

Nevada County • Truckee

File: 260.1

MEMORANDUM

TO: Nevada County Transportation Commission

FROM: Mike Woodman, Executive Director 

SUBJECT: Approval of Low Carbon Transit Operations Program FY 2021/22 Funding Amounts

DATE: March 16, 2022

RECOMMENDATION: Approve the Low Carbon Transit Operations Program (LCTOP) funding amounts for FY 2021/22, and authorize the Executive Director to sign letters approving the use of funds available under Public Utilities Code (PUC) Sections 99313 and 99314 by Nevada County and the Town of Truckee.

BACKGROUND: The LCTOP grant program is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. The LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. Senate Bill 862 appropriates five percent of the annual auction proceeds from the California Air Resources Board’s Cap-and-Trade Program in the Greenhouse Gas Reduction Fund for LCTOP.

Eligible recipients and project sponsors for the LCTOP funding program are Regional Transportation Planning Agencies and transit operators. Regional Transportation Planning Agencies (RTPAs) have discretion over the use of funds allocated under PUC Section 99313. The total apportionment for PUC Section 99313 is \$237,373.

Transit operators are eligible to receive funds allocated under PUC Section 99314 based on population. The PUC Section 99314 apportionment for FY 2021/22 is \$6,228 for Nevada County, and \$5,451 for the Town of Truckee.

Nevada County Transit is requesting an allocation of \$126,583 under PUC Section 99313 and \$6,228 under PUC Section 99314, for a total allocation of \$132,811. The Town of Truckee is requesting an allocation of \$110,790 under PUC Section 99313 and \$5,451 under PUC Section 99314, for a total allocation of \$116,241.

Descriptions of the proposed projects are shown below:

Nevada County Transit Contactless Fare Collection System

Nevada County Transit (Nevada County Connects) is proposing the purchase and implementation of a Contactless Fare Collection System as developed by Caltrans' California Integrated Travel Project (Cal-ITP).

This project is expected to provide increased accessibility to the system by removing the need for cash fare payments, allowing for users to have personal control over their account via internet or mobile phone-based payment platforms and allowing partner agencies the ability to provide transit benefits for consumers from their respective desks.

Operationally this project may provide the following benefits: reduced passenger boarding times due to not having to search for cash, reduced incidents of confrontation due to fare payment issues, reduced cost of cash handling through transitioning to mobile fare payment systems, and reduced cost of fare media materials as adoption levels increase.

Town of Truckee's TART Regional Night Service

The Truckee TART Regional Night Service enhances the regional transportation system by providing a connection between the Resorts, North Lake Tahoe (eastern Placer County) and Truckee for employees and the general public. The Project will provide year-round transportation from 6 p.m. to 11:30 p.m. during peak seasons in winter and summer (184 days) and from 6 p.m. to 10:30 p.m. during the shoulder seasons (181 days) operating on hourly headways. Employees who ride the transit system to work during the daytime now have a mode of transportation home in the evening. This reduces employees taking unsafe modes of transportation home such as hitchhiking, riding a bike in the travel lane, walking in the dark, etc. The Project provides a full regional connection between North Lake Tahoe and Truckee from 7 a.m.-11:30 p.m. (until 10:30 p.m. in the shoulder season). Without this Project the full regional connection would only occur from 7 a.m.-6 p.m. leaving a gap in evening transportation service that has consistently been identified as an unmet transit need. The Project improves regional mobility, not only to employment, but also provides access to social and medical services, educational resources, and to basic necessities such as grocery centers. The service helps to reduce greenhouse gas emissions, improves mobility, serves the transit dependent population, and enhances the quality of life for area residents.

For over a decade the gap in evening service has been identified as an unmet need through the annual Unmet Transit Needs process. This Project is included in the Town of Truckee Long Range Transit Plan and the Short Range Transit Plan both adopted by the Truckee Town Council. Projects identified in these planning documents included a robust public outreach effort including on-board passenger surveys and community and employer surveys along with public workshops and public hearings. The Project schedules and routes are designed to conveniently link the transit dependent and low income disadvantaged communities to employment, social services, medical facilities and essential needs (such as grocery centers) and to make timely connections with the area regional transportation system operated by Placer County.

The Project cost is based on the Town's fully loaded transit operating costs applied to the total annual estimated revenue service hours (\$140.73 revenue service hourly rate x 3,288 vehicle revenue hours of service = \$462,720). Two routes are operated between Truckee and the Northstar and Squaw Valley Resorts. Total peak season operating hours are 10 hours per day x 184 days of service = 1,840 hours + total shoulder season daily operating hours (8) x 181 days of service = 1,448 hours totaling 3,288 hours of service applied to the Town's FY 21/22 transit budget estimated revenue service hourly rate of \$140.73 that includes fuel, maintenance, management, supplies, marketing and contracted operating costs = the Project total annual cost of \$462,720.

This Project will provide daily, year-round commuter service on hourly headways providing a convenient transportation system and increasing ridership, reducing VMT and GHG. The Project schedules and routes are designed to conveniently link the transit dependent and low income communities to employment, social services, medical facilities and essential needs, and to make timely connections with the area regional transportation system operated by Placer County. The project circulates well along the corridors of the affordable housing neighborhoods where the low income transit dependent community populations reside.



BETTY T. YEE
California State Controller

February 18, 2022

County Auditors
Transportation Planning Agencies
County Transportation Commissions
San Diego Metropolitan Transit System

SUBJECT: Low Carbon Transit Operations Program

Pursuant to Health and Safety Code section 39719(b)(1)(B), the State Controller's Office shall allocate five percent of the annual proceeds from the Greenhouse Gas Reduction Fund to the Low Carbon Transit Operations Program. The allocation is made according to the requirements of the Low Carbon Transit Operations Program and pursuant to the distribution formula in sections 99312(b) or (c), 99313, and 99314 of the Public Utilities Code. Enclosed is a schedule that provides the amounts available for the Fiscal Year 2021-22 Low Carbon Transit Operations Program.

Please contact Antwan Madison by telephone at (916) 324-7335 or by email at amadison@sco.ca.gov with any questions or for additional information.

Sincerely,

MELMA DIZON
Manager
Local Apportionments Section

Enclosures

STATE CONTROLLER'S OFFICE
LOW CARBON TRANSIT OPERATIONS PROGRAM
ELIGIBLE ALLOCATION FISCAL YEAR 2021-2022 SUMMARY

<u>Regional Entity</u>	PUC 99313 Fiscal Year 2021-22 Eligible Allocation	PUC 99314 Fiscal Year 2021-22 Eligible Allocation	Total Fiscal Year 2021-22 Eligible Allocation
	A	B	C= (A + B)
Metropolitan Transportation Commission	\$ 18,760,234	\$ 51,505,049	\$ 70,265,283
Sacramento Area Council of Governments	4,771,538	1,665,811	6,437,349
San Diego Association of Governments	2,328,741	572,553	2,901,294
San Diego Metropolitan Transit System	5,745,727	2,357,310	8,103,037
Tahoe Regional Planning Agency	263,183	15,189	278,372
Alpine County Transportation Commission	2,764	216	2,980
Amador County Transportation Commission	91,029	3,443	94,472
Butte County Association of Governments	493,588	27,402	520,990
Calaveras County Local Transportation Commission	109,682	1,340	111,022
Colusa County Local Transportation Commission	54,184	2,377	56,561
Del Norte County Local Transportation Commission	65,633	3,451	69,084
El Dorado County Local Transportation Commission	424,017	29,198	453,215
Fresno County Council of Governments	2,500,420	449,454	2,949,874
Glenn County Local Transportation Commission	72,281	2,009	74,290
Humboldt County Association of Governments	318,680	55,287	373,967
Imperial County Transportation Commission	453,075	41,899	494,974
Inyo County Local Transportation Commission	45,209	0	45,209
Kern Council of Governments	2,226,462	136,571	2,363,033
Kings County Association of Governments	371,509	14,941	386,450
Lake County/City Council of Governments	155,722	8,417	164,139
Lassen County Local Transportation Commission	67,150	3,153	70,303
Los Angeles County Metropolitan Transportation Authority	24,462,675	31,839,285	56,301,960
Madera County Local Transportation Commission	385,954	12,850	398,804
Mariposa County Local Transportation Commission	43,928	1,232	45,160
Mendocino Council of Governments	211,077	16,160	227,237
Merced County Association of Governments	693,701	33,478	727,179
Modoc County Local Transportation Commission	23,115	1,816	24,931
Mono County Local Transportation Commission	32,379	47,655	80,034
Transportation Agency for Monterey County	1,065,062	331,354	1,396,416
Nevada County Local Transportation Commission	237,373	11,679	249,052
Orange County Transportation Authority	7,680,803	2,780,640	10,461,443
Placer County Transportation Planning Agency	774,930	111,497	886,427
Plumas County Local Transportation Commission	44,120	7,205	51,325
Riverside County Transportation Commission	5,977,673	978,451	6,956,124
Council of San Benito County Governments	154,714	2,554	157,268
San Bernardino County Transportation Authority	5,299,296	1,134,739	6,434,035
San Joaquin Council of Governments	1,908,250	435,465	2,343,715
San Luis Obispo Area Council of Governments	660,423	47,333	707,756
Santa Barbara County Association of Governments	1,074,448	275,472	1,349,920
Santa Cruz County Transportation Commission	635,930	588,641	1,224,571
Shasta Regional Transportation Agency	433,014	22,912	455,926
Sierra County Local Transportation Commission	7,767	300	8,067
Siskiyou County Local Transportation Commission	107,963	4,578	112,541
Stanislaus Council of Governments	1,354,027	76,572	1,430,599
Tehama County Transportation Commission	159,166	3,283	162,449
Trinity County Transportation Commission	32,964	1,286	34,250
Tulare County Association of Governments	1,173,232	123,320	1,296,552
Tuolumne County Transportation Council	130,211	3,429	133,640
Ventura County Transportation Commission	2,034,136	330,902	2,365,038
State Totals	\$ 96,119,159	\$ 96,119,158	\$ 192,238,317

**STATE CONTROLLER'S OFFICE
LOW CARBON TRANSIT OPERATIONS PROGRAM
FISCAL YEAR 2021-2022 PUC 99314 ALLOCATION DETAIL**

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	<u>Fiscal Year 2021-22 Eligible Allocation</u>
Nevada County Local Transportation Commission		
County of Nevada	369,077	6,228
City of Truckee	323,083	5,451
Regional Entity Totals	<u>692,160</u>	<u>11,679</u>
Orange County Transportation Authority		
City of Laguna Beach	1,910,271	32,233
Orange County Transportation Authority	110,748,483	1,868,719
Regional Entity Subtotals	<u>112,658,754</u>	<u>1,900,952</u>
Orange County Transportation Authority - Corresponding to SCRRA***	NA	879,688
Regional Entity Totals	<u>112,658,754</u>	<u>2,780,640</u>
Placer County Transportation Planning Agency		
City of Auburn	21,830	368
County of Placer	5,410,141	91,289
City of Roseville	1,175,827	19,840
Regional Entity Totals	<u>6,607,798</u>	<u>111,497</u>
Plumas County Local Transportation Commission		
County of Plumas	346,829	5,852
County Service Area 12 - Specialized Service	80,198	1,353
Regional Entity Totals	<u>427,027</u>	<u>7,205</u>
Riverside County Transportation Commission		
City of Banning	208,349	3,516
City of Beaumont	318,557	5,375
City of Corona	426,555	7,197
Palo Verde Valley Transit Agency	175,762	2,966
City of Riverside - Specialized Service	493,635	8,329
Riverside Transit Agency	18,329,390	309,282
Sunline Transit Agency	11,506,078	194,148
Regional Entity Subtotals	<u>31,458,326</u>	<u>530,813</u>
Riverside County Transportation Commission - Corresponding to SCRRA***	NA	447,638
Regional Entity Totals	<u>31,458,326</u>	<u>978,451</u>
Council of San Benito County Governments		
San Benito County Local Transportation Authority	151,384	2,554
San Bernardino County Transportation Authority		
Morongo Basin Transit Authority	1,027,787	17,342
Mountain Area Regional Transit Authority	564,732	9,529
City of Needles	58,190	982
Omnitrans	34,279,207	578,411
Victor Valley Transit Authority	4,530,204	76,441
Regional Entity Subtotals	<u>40,460,120</u>	<u>682,705</u>
San Bernardino County Transportation Authority - Corresponding to SCRRA***	NA	452,034
Regional Entity Totals	<u>40,460,120</u>	<u>1,134,739</u>

*** The estimated available amounts to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency

Low Carbon Transit Operations Program FY 2021/22

99313 Apportioned Same as 99314

Jurisdiction	PUC 99313	99314%	PUC 99314	Total
Nevada County	\$126,583	53%	\$6,228	\$132,811
Grass Valley				
Nevada City				
Truckee	\$110,790	47%	\$5,451	\$116,241
Total	\$237,373		\$11,679	\$249,052

LCTOP amounts were taken from the Low Carbon Transit Operations Program Fiscal Year 2021-22 Allocation prepared by the Office of the State Controller 02/18/2022.

Regional Transportation Planning Agencies (RTPAs) have discretion over the use of funds allocated under PUC Section 99313.

JAN ARBUCKLE – Grass Valley City Council, Vice Chair
 ANDREW BURTON – Member-At-Large
 SUSAN HOEK – Nevada County Board of Supervisors
 ED SCOFIELD – Nevada County Board of Supervisors, Chair
 DUANE STRAWSER – Nevada City City Council
 JAN ZABRISKIE – Town of Truckee



MICHAEL WOODMAN, Executive Director


Grass Valley • Nevada City

Nevada County • Truckee

File: 1430.4

MEMORANDUM

TO: Nevada County Transportation Commission

FROM: Mike Woodman, Executive Director 

SUBJECT: Certification of the 2022 Federal Transit Administration Section 5310 Grant Applications, Resolution 22-06

DATE: March 16, 2022

RECOMMENDATION: Adopt Resolution 22-06, certifying that the 2022 Federal Transit Administration (FTA) Section 5310 grant applications meet the requirements and conditions of 49 United States Code (U.S.C.) Section 5310 and are consistent with the *Nevada County Coordinated Public Transit-Human Services Transportation Plan*.

BACKGROUND: The FTA Elderly and Disabled Specialized Transit Program (Section 5310) is a Caltrans managed competitive statewide grant program that authorizes funding for projects designed to meet the special needs of elderly persons and individuals with disabilities. Eligible projects include transit capital projects, mobility management activities, and the provision of paratransit services above and beyond the requirements of the Americans with Disabilities Act (ADA).

The Nevada County Transportation Commission (NCTC), as the Regional Transportation Planning Agency for Nevada County, annually reviews the grant applications submitted from agencies within Nevada County as part of the FTA Section 5310 defined process. NCTC staff certifies that the applications meet the requirements and conditions of 49 U.S.C. 5310, and are consistent with the *Nevada County Coordinated Public Transit-Human Services Transportation Plan*. Applications are then submitted to Caltrans and reviewed and scored by a State Review Committee, which then establishes a prioritized list based on available funding.

The following two grant applications were submitted for consideration in the 2022 FTA Section 5310 grant cycle:

- Nevada-Sierra Connecting Point Public Authority applied for continuation of funding for mobility management activities, including travel training.
- Town of Truckee applied for continuation of funding for the provision of paratransit services above and beyond the requirements of the Americans with Disabilities Act, including the provision of demand response service on Sundays during the non-winter months and additional funding to expand the daily paratransit operating hours.

Staff has reviewed the applications and verified that they meet the federal requirements and are consistent with the *Nevada County Coordinated Public Transit-Human Services Transportation Plan* adopted July 21, 2021.

**RESOLUTION 22-06
OF THE
NEVADA COUNTY TRANSPORTATION COMMISSION**

**CERTIFYING THE 2022 FEDERAL TRANSIT ADMINISTRATION SECTION 5310 GRANT
APPLICATIONS MEET FEDERAL STATUTORY AND PROGRAM REGULATIONS**

WHEREAS, the Federal Transit Administration (FTA) Elderly and Disabled Specialized Transit Program (Section 5310), is a Caltrans managed competitive statewide grant program that authorizes funding for projects designed to meet the special needs of elderly persons and individuals with disabilities; and

WHEREAS, eligible projects include transit capital projects, mobility management activities, and the provision of paratransit services above and beyond the requirements of the Americans with Disabilities Act (ADA); and

WHEREAS, Nevada County Transportation Commission (NCTC), as the Regional Transportation Planning Agency for Nevada County, is responsible for reviewing the grant applications and certifying they meet federal statutory and program regulations; and

WHEREAS, the Nevada-Sierra Connecting Point Public Authority submitted a grant application for continuation of funding for mobility management and travel training; and

WHEREAS, the Town of Truckee submitted a grant application for continuation of funding for the provision of paratransit services above and beyond the requirements of the Americans with Disabilities Act, including the provision of demand response service on Sundays during the non-winter months and additional funding to expand the daily paratransit operating hours; and

WHEREAS, the applications submitted in the Fiscal Year 2022 Grant Application Cycle have been reviewed by NCTC staff and are consistent with the *2015 Nevada County Regional Transportation Plan*, the *Nevada County Coordinated Public Transit-Human Services Transportation Plan* update (adopted July 21, 2021), and meet the requirements and conditions of 49 U.S.C. 5310.

NOW, THEREFORE BE IT RESOLVED, the Nevada County Transportation Commission certifies that the 2022 FTA Section 5310 grant applications submitted meet the federal statutory and program regulations.

PASSED AND ADOPTED by the Nevada County Transportation Commission on March 16, 2022 by the following vote:

Ayes:

Noes:

Absent:

Abstain:

Ed Scofield, Chair
Nevada County Transportation Commission

Attest: _____
Dale D. Sayles
Administrative Services Officer

JAN ARBUCKLE – Grass Valley City Council, Vice Chair
 ANDREW BURTON – Member-At-Large
 SUSAN HOEK – Nevada County Board of Supervisors
 ED SCOFIELD – Nevada County Board of Supervisors, Chair
 DUANE STRAWSER – Nevada City City Council
 JAN ZABRISKIE – Town of Truckee



MICHAEL WOODMAN, Executive Director


Grass Valley • Nevada City

Nevada County • Truckee

File: 1030.0

MEMORANDUM

TO: Nevada County Transportation Commission

FROM: Mike Woodman, Executive Director 

SUBJECT: Draft FY 2022/23 Overall Work Program

DATE: March 16, 2022

RECOMMENDATION: Provide comments on Nevada County Transportation Commission's (NCTC) Draft FY 2021/22 Overall Work Program (OWP).

BACKGROUND: Annually each Regional Transportation Planning Agency (RTPA) develops an OWP for formal adoption by its governing board. The OWP outlines the scope of work and budget for various transportation planning activities. The OWP is a requirement of NCTC's Master Fund Transfer Agreement with the State of California and includes the following three components: Introduction, Work Elements (W.E.), and Budget. The purpose of this draft OWP for the FY 2022/23 is:

1. To show how the Federal Planning Factors will be integrated into the OWP Work Elements.
2. To outline continuing and new activities.
3. To present a summary of the expected revenues and expenditures for the fiscal year.

A final OWP will be presented for approval at the May 18, 2022 NCTC meeting.

FEDERAL PLANNING FACTORS FOR FY 2022/23

As shown in the chart on page I-5 in the Draft OWP, the Federal Planning Factors that are included in Fixing America's Surface Transportation Act (Section 134(h), FAST Act, 2015) have been integrated into NCTC's FY 2022/23 OWP:

1. Support the economic vitality of the region, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.

5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

OWP WORK ELEMENTS

NCTC's OWP integrates the Commission's organizational activities of Planning, Communication, and Coordination into two broad Work Elements: Communication and Coordination, and Regional Planning. Each Work Element is further subdivided into projects that accomplish specific tasks or objectives.

Status of projects in the FY 2021/22 OWP:

- Nevada County Regional Transportation Plan Update: NCTC staff has prepared and distributed the Request for Proposal for qualified transportation consultants and anticipates finalizing consultant selection by March 16, 2022
- Regional Transportation Mitigation Fee Update: Work is progressing, scheduled to be complete December 2022.
- READY Nevada County - Extreme Climate Mobility and Adaptation Plan: Work is progressing, scheduled to be complete June 2022. The draft report will be made available for review in April and additional public outreach activities will be scheduled.
- Rural Counties Task Force Rural Induced Demand Study: NCTC staff will be releasing a Request for Qualifications in March 2022.

The following ongoing activities have been integrated into the Draft FY 2022/23 OWP:

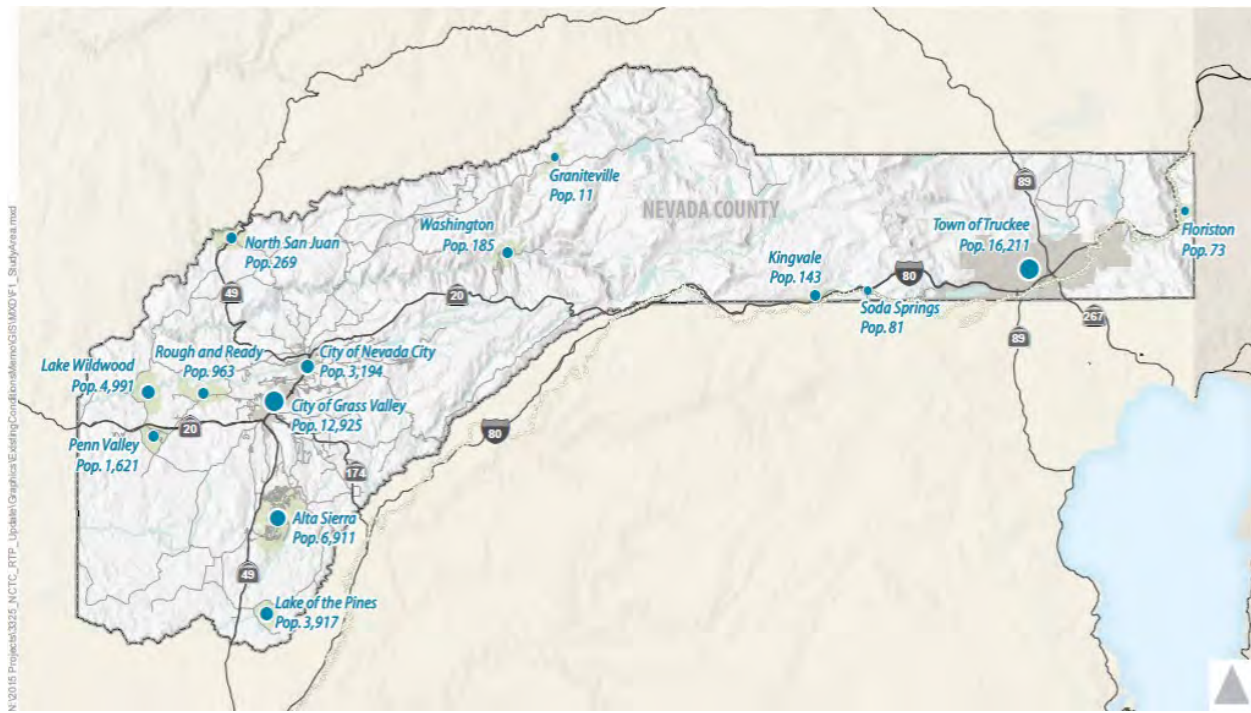
1. STIP Projects:
 - A. SR 49 Corridor Improvement Project from La Barr Meadows Road to McKnight Way: NCTC will continue to participate with Caltrans District 3 in the preparation of Plans, Specifications, and Estimates and Right-of-Way for a future construction project. (WE 2.2)
2. Planning/Administration Projects:
 - A. Congestion Mitigation and Air Quality (CMAQ) Funding: Monitor project activities as shown on the multi-year project listing. (WE 2.1)
 - B. Air Quality Conformity Process: Monitor changes in EPA requirements. (WE 2.1)

- C. Regional Transportation Plan Update: The RFP was posted in February 2022. NCTC expects to have an executed consultant agreement by the March 16, 2022 meeting. (WE 2.1.1)
- D. Regional Transportation Mitigation Fee (RTMF) Program Update: Consultant is currently conducting traffic counts. The Final Report is scheduled to be presented at the January 18, 2023 meeting. (WE 2.2.1)
- E. Eastern Nevada County Transit Development Plan Update: An RFP will be posted in April 2022. NCTC expects to have a consultant agreement executed by the July 20, 2022 meeting. (WE 2.3.3)

To assist Caltrans in the review of the NCTC FY 2022/23 OWP, staff has included a list of Rural Planning Assistance (RPA) eligible activities in each work element that uses RPA funds. As the name indicates, RPA funds are to be used for planning. RPA funds cannot be used for project development, project study reports, project implementation, or transit administration.

attachments

Nevada County Transportation Commission



2022/23 Overall Work Program

Draft - March 16, 2022

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NEVADA COUNTY TRANSPORTATION COMMISSION

CREATING A BETTER FUTURE BY BUILDING UPON SUCCESSES OF THE PAST



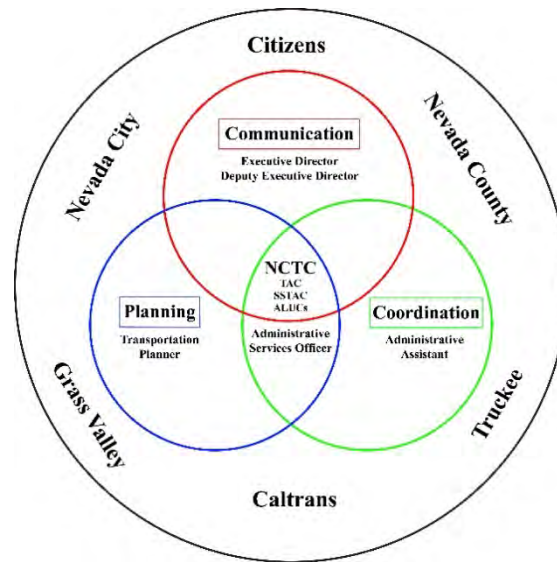
MISSION STATEMENT

The mission of the Nevada County Transportation Commission is to plan, communicate, and coordinate with the citizens and decision makers of Grass Valley, Nevada City, Nevada County, Town of Truckee, and with Caltrans to identify transportation needs, propose solutions, and assist in implementing projects to create a balanced regional transportation system, while protecting the rural qualities and historic character of Nevada County.

Activities to Achieve the Mission Include, But are not Limited to, the Following:

- ✓ *NCTC develops a Regional Transportation Plan (RTP) which includes the actions, funding recommendations, and policy direction necessary to meet the needs of each transportation system component in the region.*
- ✓ *NCTC interacts with the community through workshops, news media, the NCTC website and electronic newsletter.*
- ✓ *NCTC develops and adopts a Regional Transportation Improvement Program (RTIP) that is consistent with the RTP.*
- ✓ *NCTC conducts a comprehensive planning process in the development of its annual Overall Work Program so that funds expended on planning projects will implement the goals of the RTP.*
- ✓ *NCTC reviews transportation plans and programs of member agencies and endorses them based on consistency with the RTP and RTIP. In keeping with this responsibility, NCTC strives to be creative in assisting the region in developing the revenues to construct improvement projects.*
- ✓ *NCTC communicates and participates in workshops with Caltrans on proposed projects to be developed in the County of Nevada to ensure that the policies and goals of the RTP are implemented.*
- ✓ *NCTC coordinates with regional transportation planning agencies on legislation and statewide policy issues to ensure the region receives appropriate attention and funding from the State of California and the Federal government.*
- ✓ *NCTC participates in interregional planning projects to ensure Nevada County projects support both regional and statewide transportation goals.*
- ✓ *NCTC administers Transportation Development Act funds to ensure all statutory requirements are met, including the identification of the region's transit needs.*
- ✓ *NCTC manages Regional Surface Transportation Program funds, Regional Transportation Mitigation Fee funds and Regional Improvement Program funds in accordance with Federal acts and statutes promulgated by the State of California, selecting and funding eligible transportation improvement projects based upon those that are most effective and beneficial to the region.*

Nevada County Transportation Commission Organization Flow Chart



Nevada County Transportation Commission (NCTC)

NCTC is a Regional Transportation Planning Agency (RTPA) created pursuant to Title 7.88 of the State of California Government Code, Section 67920. As the RTPA for Nevada County, NCTC coordinates transportation planning for Grass Valley, Nevada City, Nevada County, and the Town of Truckee. The NCTC board has seven members. Four members are appointed by the Board of Supervisors and three are appointed by the incorporated municipalities in the County. The Board of Supervisors appoints two of its members and two County at-large representatives. The municipalities appoint three city/town council members; one each from Nevada City, Grass Valley, and the Town of Truckee.

Technical Advisory Committee (TAC)

The TAC is made up of representatives of public transit operators, local public works and planning departments, public airport operators, the air pollution control district, and Caltrans. The Committee provides technical input on transportation issues and ensures there is coordination and cooperation in the transportation planning process.

Social Services Transportation Advisory Council (SSTAC)

The SSTAC is made up of potential transit users who are representatives of the general public; seniors and/or disabled; social service providers for seniors, disabled, and persons of limited means; local social service and consolidated transportation providers; and Truckee residents who represent the senior and Hispanic communities. The goal of the SSTAC is to maintain and improve transportation services to the residents of Nevada County, particularly the underserved and underrepresented members of the community, such as the elderly and disabled. The SSTAC recommends action to the Commission relative to the unmet transit needs findings, and advises the Commission on transit issues, including coordination and consolidation of specialized transportation services.

Airport Land Use Commissions (ALUCs)

The Nevada County Transportation Commission has been designated as the Airport Land Use Commission for the Nevada County Airport and provides staff for the Truckee Tahoe ALUC. The purpose of Airport Land Use Commissions is to protect public health, safety, and welfare by ensuring the orderly expansion of airports and adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within the areas around the airports, to the extent that these areas are not already devoted to incompatible uses.

Nevada County Demographics

As of January 1, 2019, the population of Nevada County was estimated at 98,764. The largest municipality is Truckee with a population of 16,180, followed by Grass Valley at 12,860 and Nevada City at 3,068. Nevada County Quick Facts on Census.gov reported the racial makeup of the county as 84.9% White, followed by 9.7% Hispanic, 1.4% Asian, 1.3% Native American, and 0.6% Black or African-American. Quick Facts indicates that 10.3% of the population was below the poverty level.

OVERALL WORK PROGRAM INTRODUCTION

NCTC annually adopts a budget through the preparation of an Overall Work Program (OWP). This work program describes the planning projects and activities or work elements that are to be funded, and the type of funds that will pay for the expenditures, such as Rural Planning Assistance (RPA), Local Transportation Funds (LTF), or Federal Transit Administration (FTA). A Memorandum of Understanding (MOU) between NCTC, the Cities of Grass Valley and Nevada City, the Town of Truckee, and the County of Nevada provides for the coordination of regional transportation planning with local governments in Nevada County. The Commission staff prepares a draft OWP and in accordance with the MOU, solicits and integrates comments from each of the jurisdictions. The proposed work program is then submitted to the Commission for approval and forwarded to Caltrans. Caltrans, as the grantor of Rural Planning Assistance funds and Federal Transit Assistance funds, approves the OWP. The budget reflects the on-going regional transportation planning process in Nevada County. Major concerns of each of the jurisdictions and Caltrans are reflected in the elements and levels of funding. The OWP is updated each year to report on the progress of identified projects, propose new or continuing projects for the ensuing year, and to provide an estimate of the required funding of the OWP elements.

Public Participation

Public involvement is a major component of the transportation planning and programming processes. NCTC makes a concerted effort to solicit public input from all Nevada County residents, including under-represented groups, in many aspects of transportation planning within Nevada County. Specific examples are listed below:

- ◆ NCTC maintains a website (www.nctc.ca.gov), and a Facebook page to keep the public informed of transportation planning and programming efforts underway in Nevada County. Agendas are posted on the bulletin boards of local jurisdictions and emailed to mobile home parks, residential homeowners associations, senior centers, environmental advocates, associations representing the private sector, and individuals that have asked to be included on the distribution list.
- ◆ Articles on the preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP), as well as the public comment periods, are posted on the NCTC website.
- ◆ Copies of the Draft RTP are made available for review at the main public libraries in western and eastern Nevada County, as well as on the NCTC website.
- ◆ Press releases are sent to the media establishments in western and eastern Nevada County announcing the Draft RTP is available for review and comment and noting some key findings.
- ◆ Public hearings are held and noticed in the main newspapers in western and eastern Nevada County prior to adoption of the RTP and RTIP.
- ◆ Each year public notifications are sent out to encourage participation in transportation planning processes, such as the annual unmet transit needs public hearing held by the Transit Services Commission (TSC) and numerous public workshops relating to the transportation projects and planning activities of NCTC.
- ◆ In accordance with SB52, NCTC conducts outreach and Tribal Consultation on any projects for which NCTC is lead agency and files a Notice of Preparation, Notice of Mitigated Negative Declaration or Notice of Negative Declaration.
- ◆ Citizens are encouraged to attend and speak at NCTC meetings on any matter included for discussion on the agenda at that meeting. During the COVID-19 restrictions on public gatherings, NCTC meetings and public workshops are held via teleconference (Zoom) and the public is invited to participate.

Regional Issues, Needs, and Goals

The main transportation issues in western Nevada County are related to providing adequate infrastructure and services to meet the needs of the County, while maintaining and enhancing the rural character and environmental qualities of the area. In western Nevada County, interregional traffic adds to the existing challenge and need to maintain and improve the transportation system.

In eastern Nevada County, the issues also stem from the challenges to meet the needs related to the high volumes of traffic generated by travelers taking advantage of the world-class recreational opportunities available in the Truckee-North Tahoe area. To address these issues requires a multi-modal approach to transportation planning in the region.

Acquiring adequate and timely funding for transportation improvements is the central need within all of the Nevada County issues. Implementation of highway and regional roadway improvements will be key to providing efficient operations, while improving safety and air quality. The 2000 Census reported that approximately 17.5% of the county population was over 65 years of age, in 2019 that population increased to 27.5%, and it is projected that by 2030 this population is expected to increase to over 30%. As the population of residents over the age of 65 increases, it will result in increased demand for public transit services in Nevada County. Additional state and federal transit operating and capital revenues will be necessary in order to meet the additional demand placed on the public transit systems.

Transportation issues facing Nevada County which have been identified as regionally significant include the following:

- ◆ Insufficient state, federal, and local transportation revenues
- ◆ Air quality/greenhouse gas emission reductions
- ◆ Coordination of land use, air quality, and transportation planning
- ◆ Providing and maintaining a transportation system that enhances safety, the efficient movement of all people, goods, services, and information, and environmental quality
- ◆ Efficient implementation of new technologies

Recognition of these issues leads to the overall goal of the Regional Transportation Plan, which is to provide and maintain a transportation system that enhances safety, the efficient movement of all people, goods, and services, and environmental quality. In the Policy Element this overarching goal is divided into the following four goals:

- 1) Provide for the safe and efficient movement of all people, goods, services, and information;
- 2) Reduce adverse impacts on the natural, social, cultural, and historical environment and the quality of life;
- 3) Develop an economically feasible transportation system;
- 4) Create and maintain a comprehensive, multi-modal transportation system to serve the needs of the County.

The following list of projects indicates progress made toward implementing the goals of the Regional Transportation Plan:

- Operation of Gold Country Stage, Truckee Transit, and associated paratransit services
- SR 49-La Barr Meadows Road Signalization and Widening project, constructed 2013
- SR 20/49 Dorsey Drive Interchange project, constructed 2014
- SR 49 Bicycle and Pedestrian Improvement project, constructed 2014
- SR 49 Signal Pre-emption, programmed 2012 STIP, construction 2015/16
- SR 89 “Mousehole” Grade Separation, programmed 2012 STIP, construction 2015/16
- Northeast Grass Valley Sidewalk Improvements, Preliminary Engineering 2014/15, construction 2015/16

- Northeast Grass Valley Sidewalk Improvements, Preliminary Engineering 2014/15, construction 2015/16
- SR 49-La Barr Meadows to McKnight Way, programmed 2012 STIP, Project Approval - Environmental Documentation 2020/21, Plans, Specifications, and Estimates 2023/24
- Newtown Road Class II/III Bike Lanes, Right-of-Way 2012-2015, construction 2016/17

2021/22 Federal Planning Factors:

As shown in the chart below, the Federal Planning Factors included in Fixing America’s Surface Transportation Act (Section 134(h), FAST Act, 2015) have been integrated into NCTC’s FY 2021/22 OWP:

1. Support the economic vitality of the region, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

<u>Planning Factors</u>	WE 1.1	WE 1.2	WE 2.1	WE 2.1.1	WE 2.2	WE 2.2.1	WE 2.3	WE 2.3.3	WE 2.4	WE 2.4.2	WE 2.4.4
Economic Vitality	X	X	X	X	X	X	X	X	X		
Safety	X		X	X	X	X	X	X	X	X	X
Security	X		X	X	X	X	X	X	X		X
Accessibility	X		X	X	X	X	X	X	X		X
Environment	X		X	X	X	X	X	X	X		X
Connectivity	X		X	X	X	X	X	X	X	X	X
System Management & Operation	X	X	X	X	X	X	X	X	X	X	X
Preservation	X		X	X	X	X	X	X	X	X	X
Resiliency & Reliability	X	X	X	X	X	X	X	X	X		X
Travel & Tourism	X		X	X	X	X	X	X	X		

WORK ELEMENT 1 - COMMUNICATION AND COORDINATION

Public involvement is a major component of NCTC's planning process. The activities and products from Project 1.1, General Services and Communication, are intended to provide the public with complete information and timely notices, thereby giving full public access to key decisions.

Work Element 1 incorporates the following activities that are an integral part of accomplishing NCTC's Mission:

- *NCTC interacts with the community through workshops, news media, and the internet.*
- *NCTC conducts a comprehensive planning process in the development of its annual Overall Work Program so that funds expended on planning projects will implement the goals of the RTP.*

NCTC has the statutory responsibility to administer Transportation Development Act (TDA) funds, and to ensure that all expenditures of TDA funds are in conformity with the Regional Transportation Plan (RTP). NCTC also administers funds received from the Regional Surface Transportation Program (RSTP) and the Regional Transportation Mitigation Fee (RTMF) program. The work performed under Project 1.2, Fiscal Administration, has been incorporated into the NCTC Mission as follows:

- *NCTC administers Transportation Development Act funds to ensure all statutory requirements are met, including the identification of the region's transit needs.*
- *NCTC manages Regional Surface Transportation Program funds, Regional Transportation Mitigation Fee funds and Regional Improvement Program funds in accordance with Federal acts and statutes promulgated by the State of California, selecting and funding eligible transportation improvement projects based upon those that are most effective and beneficial to the region.*

Through communication, collaboration, and public outreach activities, Work Element 1 incorporates the ten Federal Planning Factors (see page I-5) into the NCTC planning program.

Information and data developed through these activities are included in the Regional Transportation Plan and in transit planning documents.

WORK ELEMENT 1 - COMMUNICATION AND COORDINATION (continued)

Project 1.1 - General Services and Communication

Purpose: Conduct communication and public outreach activities. Provide administrative and financial support for the operation of the Nevada County Transportation Commission and its advisory committees through the activities listed below.

Continuing Work:

- Public information and outreach activities (LTF)
- Preparation of agendas, minutes, notices, and correspondence (LTF)
- Track legislation pertinent to the transportation planning process (LTF)
- Technical Advisory Committee (TAC) activities (LTF)
- Provide staff services to SSTAC (LTF)
- Personnel administration (LTF)
- Maintain and update the NCTC website (LTF)
- Office lease (LTF)
- Purchase equipment (LTF)
- Maintain the Commission's office and equipment (LTF)
- Press releases and electronic newsletter (LTF)
- Reports on legislative measures (LTF)
- Update Conflict of Interest Code (LTF)
- Update DBE Program (LTF)
- Coordination with public safety agencies regarding the safety and security of the transportation system (LTF)
- Coordinate implementation of projects in the Regional Transportation Mitigation Fee (RTMF) Program. ((RTMF)
- Work with Nevada County, Grass Valley, and Nevada City to implement projects included in the multi-year Congestion Mitigation Air Quality (CMAQ) project listing. (LTF)
- Apply for FTA planning grants. (LTF)

Products:

- Documentation of Commission and/or TAC meetings (Bimonthly)
- Executive Director's Reports (Bimonthly)
- Personnel reviews (Annual)
- FTA Section 5311 Program of Projects (Mar 20)

Budget 1.1

Revenues:		
	LTF	\$261,034.37
	RTMF	\$5,000.00
Total		\$266,034.37
Expenditures:		
	Staff	\$222,480.87
	Indirect	\$38,553.49
	Consulting	\$5,000.00
Total		\$266,034.37

Indirect costs are paid with local funds (see Budget Table 5).
Totals may not equal addition of amounts in columns due to rounding.

WORK ELEMENT 1 - COMMUNICATION AND COORDINATION (continued)

Project 1.2 - Fiscal Administration

Purpose: Administer funds held by NCTC in accordance with the provisions of the TDA Guidelines and State and Federal requirements through the activities listed below.

Previous Work:

- Develop and oversee Overall Work Program and annual budgets (LTF)
- Oversee fiscal and performance audits, as required (LTF)
- Provide assistance to claimants in completing claims and resolving audit findings and/or recommendations (LTF)
- Preparation of State Controller's Annual Report (LTF)
- Annual "Unmet Transit Needs" public hearing (LTF)
- Preparation of monthly financial reports (LTF)
- Review and process claims for TDA funds (LTF)
- Reports to Caltrans regarding FTA grants and RPA funds (LTF)
- Update transportation/transit claim guidelines and forms (LTF)
- Administer the Regional Transportation Mitigation Fee Program (RTMF)
- Administer the Regional Surface Transportation Program (LTF)
- Accounting/payroll (LTF)
- Coordination of community transit services and funding with Consolidated Transportation Service Agencies (LTF)

Continuing Work:

- Develop and oversee Overall Work Program and annual budgets (LTF)
- Oversee fiscal and performance audits, as required (LTF)
- Provide assistance to claimants in completing claims and resolving audit findings and/or recommendations (LTF)
- Preparation of State Controller's Annual Report (LTF)
- Annual "Unmet Transit Needs" public hearing (LTF)
- Preparation of monthly financial reports (LTF)
- Review and process claims for TDA funds (LTF)
- Reports to Caltrans regarding FTA grants and RPA funds (LTF)
- Update transportation/transit claim guidelines and forms (LTF)
- Administer the Regional Transportation Mitigation Fee Program (RTMF)
- Administer the Regional Surface Transportation Program (LTF)
- Accounting/payroll (LTF)
- Coordination of community transit services and funding with Consolidated Transportation Service Agencies (LTF)

Products:

- Closeout FY 2021/22 OWP (Sept 21)
- Manage FY 2022/23 Overall Work Program (July 21-June 22)
- Draft FY 2022/23 Overall Work Program (Mar 22)
- Final FY 2022/23 Overall Work Program (May 22)
- Completed Fiscal and Compliance Audit (May 22)
- Completed Triennial Performance Audit (May 22)
- State Controller's Annual Report (Dec 22)

- Accounting Reports/Payroll/Payment Authorizations/Tax Reports (Ongoing)
- Financial reports (Monthly)
- Findings of Apportionment (Feb 23)

Budget 1.2

Revenues:		
	LTF	\$340,906.51
Total		\$340,906.51
Expenditures:		
	Staff	\$246,662.59
	Indirect	\$42,743.92
	Fiscal Audits	\$51,500.00
Total		\$340,906.51

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING

NCTC has the responsibility to prepare and adopt a Regional Transportation Plan (RTP) directed to the achievement of a coordinated and balanced regional transportation system. The plan is to be action-oriented and pragmatic, considering both the short and long term future, and is to present clear, concise policy guidance to local and state officials. Projects 2.1 (Regional Transportation Plan), 2.2 (Transportation Improvement Programs), 2.3 (Transit and Paratransit Programs), and 2.4 (Coordination of Regional Planning), are tied to the NCTC Mission by the following activities:

- *NCTC develops a Regional Transportation Plan (RTP) which includes the actions, funding recommendations, and policy direction necessary to meet the needs of each transportation system component in the region.*
- *NCTC develops and adopts a Regional Transportation Improvement Program that is consistent with the RTP.*
- *NCTC reviews transportation plans and programs of member agencies and endorses them based on consistency with the RTP and RTIP. In keeping with this responsibility, the NCTC strives to be creative in assisting the region in developing the revenues to construct improvement projects.*
- *NCTC communicates and participates in workshops with Caltrans on proposed projects to be developed in the County of Nevada to ensure that the policies and goals of the RTP are implemented.*
- *NCTC coordinates with regional transportation planning agencies on legislation and statewide policy issues to ensure the region receives appropriate attention and funding from the State of California and the Federal government.*
- *NCTC participates in interregional planning projects to ensure Nevada County projects support both regional and statewide transportation goals.*

The following activities and products included in Work Element 2 are appropriate uses of Rural Planning Assistance Funds:

- ✓ Participate in Federal and State Clean Air Act transportation related air quality planning activities. (Projects 2.1 and 2.2)
- ✓ Develop and/or modify tools that allow for better assessment of transportation impacts on community livability (e.g. integration of GIS and census data into the regional traffic model and development of performance measurement tools and strategies). (Projects 2.1 and 2.4)
- ✓ Identify and document transportation facilities, projects, and services required to meet the regional and interregional mobility and access needs. (Projects 2.1, 2.2, and 2.3)
- ✓ Define solutions and implementation issues in terms of the multimodal transportation system, land use and economic impacts, financial constraints, air quality and environmental concerns (including wetlands, endangered species and cultural resources). (Projects 2.1 and 2.2)
- ✓ Assess the operational and physical continuity of transportation system components within and between metropolitan and rural areas, and interconnections to and through regions. (Projects 2.1, 2.3, and 2.4)
- ✓ Conduct transit needs public hearings and prepare transit development plans and transit marketing plans as appropriate. (Project 2.3)

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

- ✓ Investigate methods to reduce vehicle travel and methods to expand and enhance travel services. (Projects 2.3 and 2.4)
- ✓ Incorporate transit and intermodal facilities, bicycle transportation facilities, and pedestrian walkways in projects where appropriate. (Projects 2.1, 2.2 and 2.3)
- ✓ Participate with regional, local and state agencies, the general public, and the private sector in planning efforts to identify and implement policies, strategies, programs and actions that maximize and implement the regional transportation infrastructure. (Projects 2.1, 2.2, 2.3, and 2.4)
- ✓ Conduct collaborative public participation efforts to further extend transportation planning to communities previously not engaged in discussion. (Project 2.1 and 2.3)
- ✓ Create, strengthen, and use partnerships to facilitate and conduct regional planning activities between Caltrans, RTPAs, Metropolitan Planning Organizations (MPOs), transit districts, cities, counties, the private sector, and other stakeholders. (All WE 2 Projects)
- ✓ Use partners to identify and implement policies, strategies, programs and actions that enhance the movement of people, goods, services, and information. (Projects 2.1 and 2.3)
- ✓ Ensure that projects developed at the regional level are compatible with statewide and interregional transportation needs. (Projects 2.2 and 2.4)
- ✓ Conduct planning and project activities (including corridor studies, and other transportation planning studies) to identify, develop, and monitor current and future STIP projects. (Projects 2.1 and 2.2)
- ✓ Implement ways to meet transportation needs by using existing transportation facilities more efficiently. Encourage owners and operators of transportation facilities/systems to work together to develop operational objectives and plans maximizing utilization of existing facilities. (Projects 2.1, 2.3 and 2.4)
- ✓ Document environmental and cultural resources and develop and improve coordination between agencies using Geographic Information Systems (GIS), Intelligent Transportation Management Systems (ITMS), and other computer-based tools. (Projects 2.1 and 2.4)

Work Element 2, Regional Transportation Planning, incorporates the ten Federal Planning Factors into the NCTC planning program (see page I-5).

Monitoring safety and operational data of transportation facilities and services in Projects 2.1 and 2.3 will aid NCTC efforts to incorporate “safety” and “security” within the planning process. Through expanded Technical Advisory Committee meetings, transportation planning will be coordinated with emergency preparedness plans in the region. Systems management and operational data will be used to identify opportunities to increase transit ridership and develop operational improvements for regional transportation facilities. Management and operations data will also be key components in guiding capital investment plans for regional transportation system facilities and services. Planning activities will include coordination with nonemergency human service transportation providers. NCTC will also provide information to regional transit operators to ensure appropriate safety, security, and operational training opportunities are provided.

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.1 - Regional Transportation Plan (RTP)

Purpose: Regional planning and implementation monitoring of the Regional Transportation Plan through the activities listed below.

- Update travel demand models and circulation plans.
- Coordinate the RTP with Caltrans planning documents.
- Coordinate the RTP with county, town, and city general plans.
- Complete planning studies on projects in the RTP in order to be programmed in the RTIP.
- Plan and coordinate local, regional, state, and federal funding for RTP projects (e.g. RTMF, STIP, RSTP, SHOPP, CMAQ, and federal grants).

Previous Work:

- Update travel demand model to address new Vehicle Miles Traveled (VMT) requirements. (Consultant)
- Development of regional transportation models. (Consultant)
- Development of the Regional Transportation Mitigation Fee program. (Consultant)
- Assist member agencies with review and update of transportation capital improvement programs (CIPs) and master plans.
- Incorporate local agency transportation CIPs and master plans into the RTP and RTIP as appropriate.
- Update traffic model land use files.
- Participate in updates of Nevada County, Truckee, Grass Valley, Nevada City General Plans.
- Conduct and update planning studies as needed for regional projects identified by NCTC, TAC, and member agencies.
- Analyze alternative growth scenarios and report on related infrastructure needs and costs.
- Identify Right-of-Way needed for future transportation projects.
- Conduct technical studies necessary to support policies and projects included in the RTP.
- Work with Nevada County's GIS staff to ensure the following airport information is included in the GIS data base: airport locations, airport boundaries, noise contours, airport influence area, and ground access routes to airports.

Continuing Work:

- Monitor implementation of Comprehensive Multimodal Corridor Plan (CMCP) recommendations. (RPA & LTF)
- Solicit input from citizens and transportation stakeholders, including the Native American community, and agencies regarding transportation issues. (RPA & LTF)
- Update capital improvement needs lists. (RPA & LTF)
- Work with Northern Sierra Air Quality Management District (NSAQMD) to determine air quality impacts of regional transportation plans and improvement programs. (RPA & LTF)
- Participate with NSAQMD, Caltrans, and other agencies in planning related to Federal 8-hour ozone standards. (RPA & LTF)
- Develop information to evaluate goods movement impacts on the region's transportation system and consider air quality issues related to goods movement. (RPA & LTF)
- Update Highway Performance Monitoring System (HPMS) data. (RPA & LTF)
- Coordinate with public safety agencies. (RPA & LTF)

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.1 - Regional Transportation Plan (RTP) (continued)

Additional Work Activities:

- Monitor existing traffic conditions and safety data. (RPA & LTF)
- Coordinate with Caltrans to develop and implement performance measures in the regional planning process. (RPA & LTF)
- Coordinate with Northern Sierra Air Quality Management District (NSAQMD) and California Air Resources Board (CARB) to assist in development of the Statewide Implementation Plan (SIP) for western Nevada County. (RPA & LTF)
- Review and compare the California State Transportation Agency Draft Climate Action Plan for Transportation Infrastructure (CAPTI) to the RTP policies, regional needs, and projects to determine if the projects align with proposed investment strategies. (RPA & LTF)
- When developing regional transportation projects and updating planning documents, NCTC will consider and incorporate transit services, intermodal facilities, and pedestrian bicycle facilities whenever appropriate. (RPA & LTF)
- Planning activities related to CMAQ program including preparation and releasing of call for projects, review and ranking applications, project selection, and programming. (RPA & LTF)
- Coordinate review of safety and design concerns of state highway projects. (RPA & LTF)
- Identify and analyze issues relating to integration of regional transportation and community goals and objectives in land use, housing, economic development, social welfare and environmental preservation. (RPA & LTF)

Products:

- Reports on air quality issues (Annual)
- Reports on traffic conditions and safety data (Annual)
- Reports on new issues and projects to be included in the RTP (Annual)
- Progress reports on project planning activities (Bimonthly)

Budget 2.1

Revenues:		
	LTF	\$81,213.26
	RPA Formula	\$20,712.63
	STIP Planning PPM	\$23,124.44
Total		\$125,050.33
Expenditures:		
	Staff	\$43,837.07
	Indirect	\$16,213.26
	Traffic Engineering	\$25,000.00
	Nevada County	\$7,500.00
	Truckee	\$7,500.00
	Nevada City	\$7,500.00
	Grass Valley	\$7,500.00
	Traffic Counts	\$10,000.00
Total		\$125,050.33

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.1.1 - Nevada County Regional Transportation Plan Update

Purpose: Update the Nevada County Regional Transportation Plan (RTP) in compliance with California Government Code Section 65041.1. Every Regional Transportation Planning Agency (RTPA) is required by law to prepare a long-range transportation plan to ensure that the region's vision and goals are clearly identified. The long-range plan, known as the RTP, is an important policy document that is based on the unique needs and characteristics of a region, helps shape the region's transportation system, economy, and environment, and communicates the regional transportation vision to the state and federal government. As fundamental building blocks of the State's transportation system, the RTP also supports state goals for transportation, environmental quality, economic growth, and social equity.

Previous Work:

- 2015 Performance Based Regional Transportation Plan.
- Incorporate into the RTP, policies, strategies, programs, and actions that enhance movement of people, goods, services, and information.

Additional/Continuing Work Activities:

- Integrate system safety and security elements into the RTP. (RPA)
- Review and analyze data from the SR 49 Highway Safety Assessment report to be incorporated into the next update of the Regional Transportation Plan. (RPA)
- Prepare and distribute a Request for Proposals to qualified consultants.
- Review proposals, select consultant, and execute contract.
- Project Advisory Committee activities. (RPA & STIP)
- Project meetings and coordination. (RPA & STIP)
- Project support and administration of grant. (RPA & STIP)
- Prepare quarterly reports and invoices. (RPA & STIP)
- Project initiation and baseline information/data collection. (RPA & STIP)
- Consultant to update content, graphics, and EIR for update of RTP. (Consultant, PPM)
- Review and confirm RTP goals and objectives. (RPA & STIP)
- Analysis of previous performance measures. (RPA & STIP)
- Identify trends and targets for each performance measure. (RPA & STIP)
- Develop system performance report. (RPA & STIP)
- Prepare forecast of future conditions and needs. (RPA & STIP)
- Identify policies, strategies, and investments that will support attainment of performance targets and desired trends. (RPA & STIP)
- Prepare financial plan regarding implementation of adopted strategies in RTP. (RPA & STIP)
- Prepare media releases and hold public workshops. (RPA & STIP)
- Prepare Draft RTP and environmental documentation. (RPA & STIP)
- Prepare Final RTP and environmental documentation. (RPA & STIP)

Products:

- Scope of Work for RTP update (Nov 2021)
- Request for Proposals for RTP update (Dec 2021)
- Consultant agreement for RTP update (March 2022)
- RTP administrative draft and draft EIR (Nov 2022)
- Draft 2021 Nevada County Regional Transportation Plan (Dec 2022)
- Final 2021 Nevada County Regional Transportation Plan & Addendum EIR (Feb 2023)

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.1.1 – Nevada County Regional Transportation Plan (RTP) Update (continued)

Budget 2.1.1

Revenues:		
	RPA Formula	\$49,724.89
	STIP PPM	\$75,000.00
Total		\$124,724.89
Expenditures:		
	Staff	\$49,724.89
	Consultant	\$75,000.00
Total		\$124,724.89

WORK ELEMENT 2 – REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.2 – Transportation Improvement Programs

Purpose: To monitor implementation of the Regional Transportation Improvement Program (RTIP) and provide policy analysis and recommendations regarding the RTIP and the State Transportation Improvement Program (STIP) through the activities listed below.

Previous Work:

- Communicate and coordinate with Caltrans to identify and implement incremental projects to accelerate the safety improvements to the SR 49 corridor between Grass Valley and the Combie/Wolf Road intersection. (RPA & LTF)
- Submission of the 2020 Regional Transportation Improvement Program projects to the CTC
- Monitor planning, design, and construction of improvement projects on SR 49 widening between the Wolf/Combie Road intersection and Grass Valley, to ensure consistency with the adopted Transportation Improvement Program. (RPA & LTF)

Continuing Work:

- Monitor STIP implementation. (RPA & LTF)
- Encourage interagency coordination necessary to identify and develop new RTIP projects. (RPA & LTF)
- Communicate and coordinate with Caltrans to identify and implement incremental projects to accelerate the safety improvements to the SR 49 corridor between Grass Valley and the Combie/Wolf Road intersection. (RPA & LTF)
- Participate with Caltrans in developing the SR 49 Comprehensive Multimodal Corridor Plan (CMCP). (RPA & LTF)
- Coordinate with Caltrans regarding Interregional Transportation Improvement Program (ITIP) participation in STIP funded projects in Nevada County. (RPA & LTF)
- Preparation and submittal of 2022 Regional Transportation Improvement Program. (RPA & LTF)

Products:

- Status reports on Nevada County’s STIP projects (Bimonthly)
- Reports regarding implementation of the Nevada County RTIP (Ongoing)
- Reports on implementation of the Caltrans SR 49 Comprehensive Multimodal Corridor Plan (Annual)

Budget 2.2

Revenues:		
	RPA Formula	\$29,130.76
	LTF	\$9,238.98
Total		\$38,369.73
Expenditures:		
	Staff	\$29,130.76
	Indirect	\$9,238.98
Total		\$38,369.73

Totals may not equal addition of amounts in columns due to rounding.

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING

Project 2.2.1 - Regional Transportation Mitigation Fee (RTMF) Program Update

Purpose: The RTMF program was originally adopted in 2001 and last updated in 2016. Since that time, economic and demographic factors have changed significantly. This work effort follows an update of the NCTC Regional Traffic Model and will utilize revised economic and demographic factors to update the RTMF program. Future development within western Nevada County will result in traffic volumes exceeding the capacity of the regional system of roads, streets, and highways as it presently exists. The regional system needs to be improved to accommodate anticipated future growth. The RTMF program will provide additional funds from new development to make improvements to the regional system, complementing other funding sources. The RTMF program is influenced by a variety of market factors that can result in either a shortfall or surplus in the revenue projections. Therefore, the program is scheduled to be reviewed at a minimum of five-year intervals to ensure the integrity of the program.

Previous Work:

- Adoption of updated RTMF program in 2016.

Continuing Work:

- Annual RTMF program reports. (RTMF)
- Prepare and distribute RFP. (RTMF)
- Consultant selection and contract execution. (RTMF)
- Project administration. (RTMF)
- Review demographic and traffic model assumptions. (Consultant/NCTC, RTMF)
- Review and confirm RTMF network. (Consultant/NCTC, RTMF)
- Review and confirm future deficiencies and needs. (Consultant/NCTC, RTMF)
- Update Capital Improvement Program. (Consultant, RTMF)
- Integrate RTMF projects into the RTP and coordinate their implementation. (Consultant/NCTC, RTMF)

Additional Work Activities:

- Project Advisory Committee activities. (RTMF)
- Update Project Cost Estimates. (RTMF)
- Review and update Fee Schedule and Nexus Study. (RTMF)
- Review and update Administrative Manual. (RTMF)
- Review Draft Report. (RTMF)
- Prepare Draft and Final Reports. (Consultant, RTMF)
- Present Final Report to NCTC and local jurisdictions. (Consultant/NCTC, RTMF)

Products:

- Request for Proposals. (Feb 2021)
- Consultant contract. (Mar 2021)
- Working paper on demographic and model assumptions. (Consultant/NCTC) (Sep 2021)
- Working paper on RTMF network, future needs, deficiencies. (Consultant/NCTC) (Oct 2021)
- Revised Capital Improvement Program. (Consultant/NCTC) (Nov 2021)
- Updated cost estimates. (Consultant/NCTC) (Nov 2021)
- Draft Report. (Consultant/NCTC) (Jul 2022)
- Updated Administrative Manual. (Consultant/NCTC) (Aug 2022)
- Final Report with updated fees, project schedule, Nexus Study. (Consultant/NCTC) (Nov 2022)

WORK ELEMENT 2 – REGIONAL TRANSPORTATION PLANNING

Project 2.2.1 – Regional Transportation Mitigation Fee (RTMF) Program Update (continued)

Budget 2.2.1

Revenues:		FY 22/23
	RTMF	\$104,183.66
Total		\$104,183.66
Expenditures:		
	Staff	\$24,184.66
	Consultant	\$79,999.00
Total		\$104,183.66

WORK ELEMENT 2 – REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.3 – Transit and Paratransit Programs

Purpose: Work with city, county, and town staff to improve efficiency, productivity, and cost effectiveness of existing transit and paratransit systems through the activities listed below. Administer Federal Transit Administration revenues (5311, Cares Act, and CRRSAA).

Previous Work:

- 2021 Western Nevada County Transit Development Plan (Consultant)
- 2021 Nevada County Coordinated Public Transit-Human Services Transportation Plan. (Consultant)
- Monitor ridership, expenditures, and revenue for each system. (LTF & RPA)
- Hold coordination meetings with transit and paratransit providers. (LTF & RPA)
- Check operational performance indicators for each system. (LTF & RPA)
- Develop and present information regarding alternative forms of transportation that are practical for Nevada County. (LTF & RPA)
- Coordinate with human service transportation providers. (LTF & RPA)
- Distribute press releases and other educational information regarding alternative forms of transportation. (LTF & RPA)
- Participate on the Accessible Transportation Coalition Initiative-Mobility Action Partners Coalition. (LTF & RPA)
- Administer Federal Transit Administration revenues (5311, Cares Act, and CRRSAA).

Additional Work Activities:

- Assist in implementation of Transit Development Plans and Nevada County Coordinated Public Transit-Human Services Transportation Plan. (LTF & RPA)
- Monitor ridership, expenditures, and revenue for each system. (LTF & RPA)
- Hold coordination meetings with transit and paratransit providers. (LTF & RPA)
- Check operational performance indicators for each system. (LTF & RPA)
- Develop and present information regarding alternative forms of transportation that are practical for Nevada County. (LTF & RPA)
- Coordinate with human service transportation providers. (LTF & RPA)
- Distribute press releases and other educational information regarding alternative forms of transportation. (LTF & RPA)
- Participate on the Accessible Transportation Coalition Initiative-Mobility Action Partners Coalition. (LTF & RPA)
- Assist transit operators with analysis of impacts due to COVID-19. (LTF & RPA)
- Assist transit operators with feasibility analysis of transit electrification mandate. (LTF & RPA)
- Administer Federal Transit Administration revenues (5311, Cares Act, and CRRSAA).

Products:

- Reports to the Commission regarding staff participation in the transit and paratransit planning processes (Bimonthly)
- Quarterly ridership, expenditure, and revenue reports for each system
- Quarterly operational performance reports for each system
- Bi-monthly minutes of the Accessible Transportation Coalition Initiative-Mobility Action Partners Coalition

WORK ELEMENT 2 – REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.3 – Transit and Paratransit Programs (continued)

Budget 2.3

Revenues:		
	RPA Formula	\$45,008.38
	LTF	\$14,929.36
Total		\$59,937.74
Expenditures:		
	Staff	\$45,008.38
	Indirect	\$14,929.36
Total		\$59,937.74

Project 2.3.3 - Eastern Nevada County Transit Development Plan Update

Purpose: To update the Five-Year Transit Development Plan (TDP) for eastern Nevada County. This project will guide the growth of services over the next five years and will be accomplished through the following activities:

Previous Work:

- Eastern Nevada County TDP Update, 2017.
- Triennial Performance Audits.
- Nevada County Coordinated Public Transit-Human Services Transportation Plan, 2020.

Additional Work Activities:

- Prepare and distribute a Request for Proposal to qualified consultants. (NCTC, Grant/RPA)
- Review proposal, select consultant, and execute a contract. (NCTC, Grant/RPA)
- Finalize the work program and refine the scope of work. (NCTC/Consultant, Grant/RPA)
- Project initiation and data collection. (NCTC/Consultant, Grant/RPA)
- Assess transit needs. (NCTC/Consultant, Grant/RPA)
- Assess current transit services. (NCTC/Consultant, Grant/RPA)
- Analyze transit demand. (NCTC/Consultant, Grant/RPA)
- Analyze and incorporate information from the Town of Truckee micro-transit feasibility study. (NCTC/ Consultant, Grant/RPA)
- Develop transit service alternatives (including consideration of services provided through a regional cooperative process). (NCTC/Consultant, Grant/RPA)
- Develop capital, financial, management, marketing alternatives. (NCTC/Consltnt, Grant/RPA)
- Preparation and presentation of draft TDP. (NCTC/Consultant, Grant/RPA)
- Modify draft TDP and prepare final plan. (NCTC/Consultant, Grant/RPA)
- Project meetings and coordination. (NCTC/Consultant, Grant/RPA)
- Project Advisory Committee (PAC) activities. (NCTC/Consultant, Grant/RPA)
- Public outreach activities. (NCTC/Consultant, Grant/RPA)
- Project support and administration of grant. (NCTC/Consultant, Grant/RPA)

Products:

- Scope of Work. (Mar 22)
- Request for Proposals. (Apr 22)
- Consultant contract. (Jul 22)
- Technical Memoranda. (Nov-Dec 22)
- Draft Report. (Mar 23)
- Final Report. (May 23)

Budget 2.3.3

Revenues:		
	RPA Formula	\$41,144.59
	Contingency	\$75,000.00
Total		\$116,144.59
Expenditures:		
	Staff	\$ 41,144.59
	Consulting	\$75,000.00
Total		\$116,144.59

Project 2.4 - Coordination of Regional Planning

Purpose: Enhance NCTC's regional planning efforts through the following activities:

- Coordinate local land use planning with regional transportation planning.
- Analyze regional transportation impacts of proposed development projects.
- Improve Transportation Systems Management (TSM) and Transportation Demand Management (TDM) efforts in the region.
- Provide for Commission participation in studies done by other agencies.
- Promote cooperation between regional planning agencies.
- Promote regional transportation services (e.g. connections to Capitol Corridor rail service).

Previous Work:

- Review of local development projects and environmental documents.
- Traffic model analyses of development projects, and modifications to regional and local transportation facilities proposed by public agencies.
- Study to extend Capitol Corridor train service to Truckee/Tahoe area.
- Participate in the SR 49 Corridor Study with Placer County Transportation Planning Agency (PCTPA) and Caltrans.
- Participate in the Tahoe Gateway Intelligent Transportation Study.
- Coordinate with Placer County, PCTPA, Nevada County, and Caltrans as a Technical Advisory Committee for the SR 49 Corridor Study.
- Coordinate with Caltrans, SACOG, El Dorado Transportation Commission, Sierra County Transportation Commission, and Placer County Transportation Planning Agency to update and maintain the Tahoe Gateway ITS Regional Architecture.
- Participate with Caltrans and RTPAs to pursue rail projects that will improve goods movement and enhance passenger rail service.
- Work with the Northern Sierra Air Quality Management District (NSAQMD) to develop and implement transportation control measures consistent with the region's air quality non-attainment plan and regional transportation plan.
- In conjunction with PCTPA and Caltrans, actively pursue, develop, and implement funding for SR 49 corridor improvements.
- Participate as a member of the Tahoe Gateway Architecture Maintenance Team.
- Coordinate with member agencies to reestablish and enhance Transportation Demand Management (TDM) programs in Nevada County.
- Assist with modeling and traffic analyses as requested by jurisdictions and approved by NCTC.
- Analyze transportation impacts of development proposals.
- Analyze proposed modifications to city and county land use plans.
- Participate in the North State Super Region “North State Transportation for Economic Development Study.”
- Review updates of the Circulation and Land Use Elements of General Plans for Nevada County, cities of Grass Valley and Nevada City, and the Town of Truckee to ensure consistency with the adopted Airport Land Use Compatibility Plans (ALUCPs) for the Nevada County and Truckee Tahoe airports.
- Participate in inter-regional planning projects (e.g. North State Super Region (NSSR), I-80 Corridor Management Plan, and Trans-Sierra Transportation Coalition). (RPA & LTF)

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.4 - Coordination of Regional Planning (continued)

Continuing Work:

- Participate in Regional Transportation Planning Agency group meetings and California Rural Counties Task Force meetings. (RPA & LTF)
- Participate in Federal and State Clean Air Act transportation related air quality planning activities. (RPA & LTF)
- Participate in the Truckee/North Tahoe Transportation Management Association (TNT/TMA) and Resort Triangle Transportation Planning Coalition (RTTPC) meetings. (RPA & LTF)
- Review and comment on Caltrans Systems Plans and related documents. (RPA & LTF)
- Coordination with the Nevada County Economic Resource Council. (RPA & LTF)
- Monitor legislation that impacts transportation planning. (LTF)
- Monitor planning efforts of Grass Valley, Nevada City, Nevada County, and Truckee. (RPA & LTF)
- Present information to local civic groups regarding regional transportation planning. (RPA & LTF)
- Participate in local ad hoc committees. (RPA & LTF)
- Maintain formal consultation with Native American Tribal Governments. (RPA & LTF)
- Monitor implementation of the Nevada County Active Transportation Plan. (RPA & LTF)
- Participate in the “Zero Traffic Fatalities Task Force”. (RPA & LTF)
- Participate in Critical Freight Corridors Working Group. (RPA & LTF)
- Participate in SR 49 Stakeholders Committee. (RPA & LTF)
- Distribute press releases. (RPA & LTF)
- California Local Streets and Roads Needs Assessment Oversight Committee Participation (RPA & LTF)
- Coordinate with partner agencies to implement the MAPI-21/FAST Act performance-based approach in the scope of the transportation planning process. (RPA & LTF)
- Participate in the California Federal Programming Group (CFPG). (RPA & LTF)
- Participate in the Transportation Cooperative Committee. (RPA & LTF)
- Participate on the Truckee Transit Center Study Project Advisory Committee. (RPA & LTF)
- Coordinate with local jurisdictions in the identification of pedestrian and bicycle projects that meet the requirements for Active Transportation Program grant funding and plan to resubmit grant applications. (RPA & LTF)
- Coordinate with partners to identify policies, strategies, programs and actions that enhance the movement of people, goods, services and information on the regional, interregional, and state highway systems. (RPA & LTF)
- Participate in Interregional Transportation Strategic Plan (ITSP) Workshops. (RPA & LTF)
- Participate in Federal Rescission working group. (RPA & LTF)
- Participate with North Tahoe SSTAC and Placer County SSTAC in coordination of unmet needs hearings.
- Participate in the preparation of the SR 49 Comprehensive Multimodal Corridor Plan (CMCP). (RPA & LTF)
- Participate on the Project Advisory Committee for the SR 49 Safety Assessment. (RPA & LTF)
- Participate with CalSTA in development and implementation of the Climate Action Plan for Transportation Infrastructure (CAPTI). (RPA & LTF)

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.4 - Coordination of Regional Planning (continued)

Products:

- Reports regarding participation in regional coordination activities (e.g. Zero Traffic Fatalities Task Force, Critical Freight Corridors Working Group, ITSP Workshops, and Critical Freight Corridors Working Group). (Bimonthly)
- Reports on coordination with the Nevada County Economic Resource Council. (Bimonthly)
- Reports on SR 49 Corridor improvements. (Bimonthly)
- Reports to the Commission regarding North State Super Region meetings and activities. (Bimonthly)
- Reports regarding RTPA and RCTF meetings. (Bimonthly)
- Reports regarding TNT/TMA and RTTPC activities. (Bimonthly)

Budget 2.4

Revenues:		
	RPA Formula	\$72,298.33
	LTF	\$25,757.18
	LTF Carryover	\$140.80
Total		\$98,196.31
Expenditures:		
	Staff	\$72,298.33
	Indirect	\$23,897.98
	Rural Counties Task Force	\$2,000.00
Total		\$98,196.31

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.4.2 – Airport Land Use Commission Planning and Reviews

Purpose: Enhance NCTC's regional planning efforts through the following activities:

- Coordinate local land use planning with airport land use compatibility plans.
- Promote cooperation between land use planning agencies and airport land use commissions.
- Conduct reviews of projects near Nevada County and Truckee Tahoe Airport for consistency with adopted ALUCPs.
- Provide staff support to Nevada County and Truckee Tahoe Airport Land Use Commissions.
- Participate in statewide ALUC meetings.

Previous Work:

- Review airport land use compatibility issues.
- Conduct reviews of projects near Nevada County and Truckee Tahoe Airport for consistency with adopted ALUCPs. (ALUC Fees, LTF)

Continuing Work:

- Review airport land use compatibility issues.
- Conduct reviews of projects near Nevada County and Truckee Tahoe Airport for consistency with adopted ALUCPs. (ALUC Fees, LTF)

Products:

- Reports on airport land use compatibility issues. (Ongoing)

Budget 2.4.2

Revenues:		
	LTF	\$19,406.51
	ALUC Fees	\$15,000.00
Total		\$34,406.51
Expenditures:		
	Staff	\$19,406.51
	ALUC Reviews	\$15,000.00
Total		\$34,406.51

WORK ELEMENT 2 – REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.4.4 – Rural Counties Task Force Rural Induced Demand Study

Purpose: On behalf of the Rural Counties Task Force, the Nevada County Transportation Commission is managing a study to be conducted by qualified transportation consulting firms in partnership with legal firms with expertise in the California Environmental Quality Act (CEQA) to review the previous research on induced demand, as well as current available data, related guidance documents, and causal factors, to determine the significance and applicability of induced demand on rural highway improvements. In addition, the study will provide recommendations on how to appropriately address induced demand on rural highway improvements, including recommendations for addressing these rural highway improvements in relation to CEQA and recommendations for incorporating the study findings into future updates of state guidance documents.

Work Activities:

- Prepare and distribute a Request for Qualifications to qualified consultants (NCTC, RPA/PPM/LTF)
- Establish Project Selection Committee and Project Advisory Committee (NCTC, RPA/PPM/LTF)
- Review and rank proposals, conduct oral interviews, and finalize consultant ranking (NCTC, RPA/PPM/LTF)
- Select consultant and execute contract (NCTC, RPA/PPM/LTF)
- Finalize the work program and refine scope of work (NCTC/Consultant, RPA/PPM/LTF)
- Project meetings and coordination (NCTC/Consultant, RPA/PPM/LTF)
- Project Advisory Committee activities (NCTC/Consultant, RPA/PPM/LTF)
- Project support and administration of grant (NCTC/Consultant, RPA/PPM/LTF)
- Prepare quarterly reports and invoices (NCTC, RPA/PPM/LTF)
- Project initiation and data collection (NCTC/Consultant, RPA/PPM/LTF)
- Review previous research on induced demand and document findings related to rural highway improvements (NCTC/Consultant, RPA/PPM/LTF)
- Review state guidance documents in relation to induced demand for transportation projects (NCTC/Consultant, RPA/PPM/LTF)
- Review and collect available data on induced demand related to rural highway improvements (NCTC/Consultant, RPA/PPM/LTF)
- Review and document the causal factors related to the induced demand, including a review of their presence on rural highway projects (NCTC/Consultant, RPA/PPM/LTF)
- Determine the significance and applicability of induced demand for roadway improvement projects in various rural corridors (NCTC/Consultant, RPA/PPM/LTF)
- Provide recommendations on how to appropriately address induced demand on rural highway improvements, including recommendations for addressing these rural highway improvements in relation to CEQA and recommendations for incorporating the study findings into future updates of state guidance documents (NCTC/Consultant, RPA/PPM/LTF)
- Develop recommended methodologies and thresholds for each jurisdiction (NCTC/Consultant, RPA/PPM/LTF)
- Prepare Working Papers (NCTC/Consultant, RPA/PPM/LTF)
- Prepare Administrative Draft (NCTC/Consultant, RPA/PPM/LTF)
- Prepare Draft Report (NCTC/Consultant, RPA/PPM/LTF)
- Present Draft Report to the Rural Counties Task Force (NCTC/Consultant, RPA/PPM/LTF)
- Prepare Final Report (NCTC/Consultant, RPA/PPM/LTF)

WORK ELEMENT 2 – REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.4.4 – Rural Counties Task Force Rural Induced Demand Study (continued)

Products:

- Draft Report (Jan 23)
- Revised Draft Report (April 23)
- Final Report (Jun 23)

Budget 2.4.4

Revenues:		
	RPA Grants	\$125,000.00
	RPA Formula	\$35,980.43
	LTF	\$10,222.95
Total		\$171,203.38
Expenditures:		
	Staff	\$46,203.38
	Consulting	\$125,000.00
Total		\$171,203.38

WORK ELEMENT 3 - CALTRANS ACTIVITIES WITH NCTC FOR FY 2020/21

ACTIVITY	DESCRIPTION	PRODUCTS
System Planning	Completion of system planning products used by Caltrans and its transportation partners	Caltrans District 3 System Planning documents consistent with the Caltrans District 3 System Planning Five-Year Work Plan.
Advance Planning	Completion of pre-programming studies (e.g., Project Initiation Documents) so as to be ready to program resources for capital projects	Project Initiation Documents (PID), as indicated in the Two-Year PID Work Plan.
Regional Planning	Participate in and assist with various regional planning projects and studies	Participation in the following projects and studies: <ul style="list-style-type: none"> ■Town of Truckee-Sustainable Community Grant & Adaptation Grant ■NCTC-2 RPA Grants ■SR 49 CSMP Update ■Assisting with SR 49 INFRA Grant Application ■Oversite of Planning Studies/ Conceptual Projects pertaining to the State Highway System
Local Development Review Program	Review of local development proposals potentially impacting the State Highway System	Assistance to lead agencies to ensure the identification and mitigation of local development impacts to the State Highway System that is consistent with the State's smart mobility goals.

Glossary of Terms and Acronyms

Active Transportation Plan: Identifies a network of pedestrian and bicycle facilities and projects to support pedestrian and bicycle safety for people of all ages and abilities. Specifically, the Active Transportation Plan aims to:

- Identify barriers and innovative solutions to encourage walking and bicycling as viable travel modes
- Effectively build on recently completed and current active transportation planning efforts
- Develop walking/bicycling networks supportive of existing and future land uses and projects
- Develop a clearly-defined implementation strategy with specific, creative, yet practical and financially feasible projects matched to specific funding opportunities

Active Transportation Program (ATP): Created in 2013 by the passage of SB 99 and AB 101, the Active Transportation Program consolidates existing federal and state transportation programs into a single program with a focus to make California a national leader in active transportation. The purpose of the Active Transportation Program is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking,
- Increase safety and mobility for non-motorized users,
- Advance the active transportation efforts of regional agencies to achieve Greenhouse Gas (GHG) reduction goals, pursuant to SB 375 (of 2008) and SB 341 (of 2009),
- Enhance public health and ensure that disadvantaged communities fully share in the benefits of the program, and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Airport Land Use Commission (ALUC): The fundamental purpose of ALUCs is to promote land use compatibility around airports. As expressed in state statutes, this purpose is "... to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses." The statutes give ALUCs two principal powers by which to accomplish this objective:

1. ALUCs must prepare and adopt an airport land use plan; and
2. ALUCs must review the plans, regulations, and other actions of local agencies and airport operators for consistency with that plan.

Airport Land Use Compatibility Plan (ALUCP): A document referred to by ALUCs and individuals seeking to review standards for land use planning in the vicinity of an airport. The ALUCP defines compatible land uses for noise, safety, airspace protection, and overflight within the Airport Influence Area (AIA).

Allocation: A distribution of funds by formula or agreement. With regard to Transportation Development Act funds, allocation is the discretionary action by the RTPA which designates funds for a specific claimant for a specific purpose.

Apportionment: Distribution of funds by a formula. Apportionment under the Transportation Development Act is the determination by the RTPA of each area's share of anticipated LTF for the ensuing fiscal year.

California Environmental Quality Act (CEQA): A statute that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible.

Capital Improvement Program (CIP) or Capital Improvement Plan: A short-range plan, which identifies capital projects and equipment purchases, provides a planning schedule and identifies options for financing the plan.

Congestion Mitigation and Air Quality (CMAQ): A federal funding program that is available in western Nevada County for transportation projects that demonstrate emission reductions to help attain federal air quality standards. Western Nevada County was classified in 2004 as "non-attainment" for 8-hour ozone standards. Project categories eligible for CMAQ funding include:

- Alternative fuels and vehicles
- Congestion reduction and traffic flow improvements
- Transit improvements
- Bicycle and pedestrian facilities
- Public education and outreach
- Diesel engine retrofits
- Car pooling and van pooling

Projects are submitted by local jurisdictions for consideration and are ranked based on air quality benefits and project readiness. NCTC then reviews the ranking and chooses projects to be funded.

Corridor System Management Plan (CSMP): Foundational documents supporting a partnership-based, integrated management of all travel modes (cars, trucks, transit, bicycles, and pedestrians) and infrastructure (highways, roads, rail tracks, information systems and bike routes) so that mobility along a corridor is provided in the most efficient and effective manner possible.

Federal Highway Administration (FHWA): An agency within the U.S. Department of Transportation that supports state and local governments in the design, construction, and maintenance of the Nation's highway system (Federal Aid Highway Program) and various federally and tribal owned lands (Federal Lands).

Federal Transit Administration (FTA): A federal agency that provides financial and technical assistance to local public transit systems, including buses, subways, light rail, commuter rail, trolleys and ferries.

Findings of Apportionment: Prior to March 1 of each year, Nevada County Transportation Commission (NCTC), pursuant to the California Code of Regulations Section 6644, transmits “Findings of Apportionment” for all prospective claimants. The apportionments are determined from the Nevada County Auditor-Controller's estimate of Local Transportation Funding (LTF) for the ensuing fiscal year, less those funds allocated for Transportation Development Act (TDA) administration, transportation planning and programming, pedestrian/bicycle projects, and community transit services. The remaining funds are then apportioned according to the population of each applicant's jurisdiction in relation to the total population of the County.

Fixing America’s Surface Transportation (FAST) Act: A federal law enacted in 2015 to provide long-term funding for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs.

FTA Section 5310: This program set forth in United States Code (U.S.C.) Title 49 Section 5310 provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.

FTA Section 5311: This program set forth in United States Code (U.S.C.) Title 49 Section 5311 provides grants for Rural Areas providing capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000 where many residents often rely on public transit to reach their destinations.

Interregional Transportation Improvement Program (ITIP): The ITIP is a five-year program of projects funded through the State Transportation Improvement Program (STIP) that obtains funding primarily through the per-gallon State tax on gasoline. The ITIP is prepared by the California Department of Transportation (Caltrans) and is submitted to the California Transportation Commission (CTC) for approval.

Level of Service (LOS): A qualitative measure used to relate the quality of traffic service. LOS is used to analyze highways by categorizing traffic flow and assigning quality levels of traffic based on performance measures like speed, density, etc. North American highway LOS standards use letters A through F, with A being the best and F being the worst, similar to academic grading.

Local Transportation Fund (LTF): The LTF is derived from a 1/4-cent general sales tax collected statewide. The State Board of Equalization, based on the sales tax collected in each county, returns the sales tax revenues

to each county's LTF. The LTF was created in 1971 when legislation was passed to provide funding to counties for transit and non-transit related purposes.

Memorandum of Understanding (MOU): An agreement between two (or more) parties. It expresses a convergence of will between the parties, indicating an intended common line of action. Many government agencies use MOUs to define a relationship between agencies.

Metropolitan Planning Organization (MPO): MPOs are the regional planning entities in urbanized areas, usually an area with a population of 50,000 or more. There are 18 MPOs in California, accounting for approximately 98% of the state's population.

Nevada County Airport Land Use Commission (NCALUC): The Nevada County Transportation Commission was designated by the Nevada County Board of Supervisors and the city selection committee as the ALUC for the Nevada County Airport in May 2010. The NCTC Executive Director serves as the NCALUC Executive Director with support from the NCTC staff.

Nevada County Airport Land Use Compatibility Plan (NCALUCP): The basic function of this plan is to promote compatibility between the airport and surrounding land uses. The plan serves as a tool for use by the NCALUC in fulfilling its duty to review airport and adjacent land use development proposals. Additionally, the plan sets compatibility criteria applicable to local agencies and their preparation or amendment of land use plans and ordinances and to land owners in their design of new developments.

North State Super Region (NSSR): Regional transportation planning agencies from 16 counties in Northern California came together on October 20, 2010 to sign a memorandum of agreement. This agreement created an alliance between the agencies to work together and support each other on issues related to transportation and to have a unified voice representing the North State.

Northern Sierra Air Quality Management District (NSAQMD): The Northern Sierra Air Quality Management District was formed in 1986 by the merging of the Air Pollution Control Districts of Nevada, Plumas and Sierra Counties. The District is required by state law to achieve and maintain the federal and state Ambient Air Quality Standards, which are air quality standards set at levels that will protect the public health. The District is composed of three primary entities, each with a specific purpose: District staff, Governing Board of Directors, and Hearing Board.

Overall Work Program (OWP): NCTC annually adopts a budget through the preparation of an Overall Work Program. This work program describes the planning projects and activities or work elements that are to be funded, and the type of funds that will pay for the expenditures.

Planning, Programming, and Monitoring (PPM): PPM is funding allocated by the California Transportation Commission (CTC) through the State Transportation Improvement Program (STIP). Designated uses of PPM include:

- Regional transportation planning – includes development and preparation of the regional transportation plan;
- Project planning – includes the development of project study reports or major investment studies conducted by regional agencies or by local agencies, in cooperation with regional agencies;
- Program development – includes the preparation of regional transportation improvement programs (RTIPs) and studies supporting them; and
- Monitoring the implementation of STIP projects – includes project delivery, timely use of funds, and compliance with state law and CTC guidelines.

Plans, Specifications, and Estimates (PS&E): In this stage of project development, the scope of the selected alternative is refined; design surveys and photogrammetric mapping is obtained; and reports including traffic data, hydrology and hydraulics, geotechnical design, pavement design, and materials and sound wall design reports are completed. Final right-of-way requirements are determined and procurement is initiated. At the completion of the PS&E stage, a complete set of project plans have been developed that will allow a competent contractor to bid and build the project. These plans include a refined estimate of the construction costs and any required specifications on how the work is to proceed.

Project Approval and Environmental Documentation (PA/ED): The PA/ED step of project development reinforces the philosophy of balancing transportation needs with community goals and values. Outputs of the

PA / ED step are the project report and environmental document. The project report is an engineering document that evaluates the various alternatives for selection of a preferred alternative. The environmental document is a disclosure document that assesses the potential impacts of the project on the environment.

Project Initiation Document (PID): a report that documents the purpose, need, scope, cost, and schedule for a transportation project. The PID identifies and describes the viable alternatives to a transportation problem.

Project Study Report (PSR): A report of preliminary engineering efforts, including a detailed alternatives analysis, cost, schedule, and scope information for a transportation project. A PSR also includes estimated schedule and costs for environmental mitigation and permit compliance.

Public Transportation Modernization Improvement & Service Enhancement Account (PTMISEA): PTMISEA was created by Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Of the \$19.925 billion available to Transportation, \$3.6 billion dollars was allocated to PTMISEA to be available to transit operators over a ten-year period. PTMISEA funds may be used for transit rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements, or rolling stock (buses and rail cars) procurement, rehabilitation or replacement. Funds in this account are appropriated annually by the Legislature to the State Controller's Office (SCO) for allocation in accordance with Public Utilities Code formula distributions: 50% allocated to Local Operators based on fare-box revenue and 50% to Regional Entities based on population.

Regional Improvement Program (RIP): The RIP is one of two funding programs in the State Transportation Improvement Program (STIP). The RIP receives 75% of the STIP funds and the second program, the Interregional Improvement Program receives 25% of STIP funds. RIP funds are allocated every two years by the California Transportation Commission (CTC) to projects submitted by Regional Transportation Planning Agencies (RTPAs) in their Regional Transportation Improvement Programs (RTIPs).

Regional Surface Transportation Program (RSTP): The RSTP was established by the State of California to utilize federal Surface Transportation Program funds for a wide variety of transportation projects. The State exchanges these federal funds for less restrictive state funds to maximize the ability of local agencies to use the funds for transportation purposes including planning, construction of improvements, maintenance and operation of public streets, and pedestrian and bicycle projects.

Regional Transportation Improvement Program (RTIP): NCTC submits regional transportation projects to the California Transportation Commission (CTC) for funding in a list called the RTIP. The RTIP is a five-year program that is updated every two years. Projects in the RTIP are funded from the Regional Improvement Program (RIP).

Regional Transportation Mitigation Fee (RTMF): The Western Nevada County Regional Transportation Mitigation Fee Program was established in 2001 through a partnership of Nevada County, City of Nevada City, City of Grass Valley, and the Nevada County Transportation Commission (NCTC). The RTMF Program was developed to collect impact fees from new development to help fund transportation improvement projects needed to accommodate growth in the region of western Nevada County.

Regional Transportation Plan (RTP): The Regional Transportation Plan has been developed to document transportation policy, actions, and funding recommendations that will meet the short- and long-term access and mobility needs of Nevada County residents over the next 20 years. This document is designed to guide the systematic development of a comprehensive multi-modal transportation system for Nevada County.

Regional Transportation Planning Agency (RTPA): County or multi-county entities charged by state law in meeting certain transportation planning requirements. As the RTPA for Nevada County, NCTC coordinates transportation planning for Grass Valley, Nevada City, Nevada County, and the Town of Truckee.

Request for Proposal (RFP): A document that solicits proposals, often made through a bidding process, by an agency or company interested in procurement of a commodity, service, or valuable asset, to potential suppliers to submit business proposals.

Rural Counties Task Force (RCTF): There are 26 rural county Regional Transportation Planning Agencies (RTPAs) or Local Transportation Commissions represented on the Rural Counties Task Force (RCTF). The RCTF is an informal organization with no budget or staff that generally meets every other month. A member of

the CTC usually acts as liaison to the RCTF, and CTC and Caltrans staff typically attend these meetings to explain and discuss changing statewide transportation issues that may be of concern to the rural counties.

Rural Planning Assistance (RPA): Annually the 26 rural RTPAs receive state transportation planning funding, known as RPA, on a reimbursement basis, after costs are incurred and paid for using local funds.

Social Services Transportation Advisory Council (SSTAC): Consists of representatives of potential transit users including the general public, seniors and/or disabled; social service providers for seniors, disabled, and persons of limited means; local consolidated transportation service agencies; and Truckee residents who represent the senior and Hispanic communities. The SSTAC meets at least once annually and has the following responsibilities:

- To maintain and improve transportation services to the residents of Nevada County, particularly the elderly and disabled.
- Review and recommend action to the NCTC relative to the identification of unmet transit needs and advise the Commission on transit issues, including coordination and consolidation of specialized transportation services.
- Provide a forum for members to share information and concerns about existing elderly and handicapped transportation resources.

State Highway Operations and Protection Program (SHOPP): The SHOPP is a four-year listing of projects prepared by Caltrans.

State Transit Assistance (STA): These funds are provided by the State for the development and support of public transportation needs. They are allocated by the State Controller's Office to each county based on population and transit performance.

State Transportation Improvement Program (STIP): The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. STIP programming generally occurs every two years. The STIP has two funding programs, the Regional Improvement Program and the Interregional Improvement Program.

Technical Advisory Committee (TAC): The Technical Advisory Committee (TAC) is made up of representatives of local public works and planning departments, Caltrans District 3, public airport operators, the air pollution control district, public transit operators, and the NCTC consultant engineer on retainer. Members are assigned by staff of local jurisdictions and other participating organizations. Any decisions made or actions proposed by the TAC shall be subject to the review and approval of the NCTC.

TAC responsibilities include:

- Provide technical input, assistance, and recommendations to the Commission to ensure there is comprehensive coordination and cooperation in the transportation planning process for Nevada County.
- Review and comment on comprehensive regional transportation plans for the area, which include the Regional Transportation Plan (RTP), the Regional Transportation Improvement Program (RTIP), and the Overall Work Program (OWP).
- Coordinate efforts and discussions to create and maintain circulation elements of the General Plan and specific plans of the member governments.

Transit Development Plan (TDP): Transit Development Plans study the County's transit services. They help identify transit service needs, prioritize improvements and determine the resources required for implementing modified or new service. The plans also provide a foundation for requests for State and federal funding,

Transit Services Commission (TSC): This commission oversees and advises as necessary the daily operations of the western Nevada County transit system. The TSC has the following responsibilities:

- Establish fares;
- Adopt the level of transit and paratransit services, including route structure and service areas;
- Monitor public response;
- Approve proposed purchase of additional vehicles;

- Review and approve the annual budget for transit and paratransit operations.

Transportation Development Act (TDA): The Transportation Development Act was enacted in 1971 and provides two major sources of funding for public transportation: the Local Transportation Fund (LTF) and the State Transit Assistance fund (STA). The TDA funds a wide variety of transportation programs, including planning and programming activities, pedestrian and bicycle facilities, community transit services, and public transportation projects. One of NCTC's major responsibilities is the administration of TDA funding in Nevada County.

Travel Demand Model (also Traffic Model): A computer model used to estimate travel behavior and travel demand for a specific future time frame, based on a number of assumptions. In general, travel analysis is performed to assist decision makers in making informed transportation planning decisions. The strength of modern travel demand forecasting is the ability to ask critical "what if" questions about proposed plans and policies.

Truckee North Tahoe Transportation Management Association (TNT/TMA): The Truckee North Tahoe Transportation Management Association is dedicated to fostering public-private partnerships and resources for the advocacy and promotion of innovative solutions to the unique transportation challenges of the Truckee-North Lake Tahoe Resort Triangle. The TNT/TMA is a planning stakeholder and partner with NCTC.

Truckee Tahoe Airport Land Use Commission (TTALUC): The Truckee Tahoe Airport is an "intercounty" airport situated in both Nevada County and Placer County; therefore, a special ALUC with representatives from both counties was formed. Six members are selected, one each, by Placer and Nevada Counties' Board of Supervisors, City Selection Committees, and Airport Managers of each county. A seventh member is chosen by the other six members to represent the general public. NCTC authorized its staff on May 19, 2010 to provide staff support to the TTALUC.

Truckee Tahoe Airport Land Use Compatibility Plan (TTALUCP): A document referred to by the TTALUC and individuals seeking to review standards for land use planning in the vicinity of the Truckee Tahoe Airport. The plan defines compatible land uses for noise, safety, airspace protection, and overflight. The TTALUC performs consistency determinations for proposed projects in the area covered by the Compatibility Plan as needed.

Vehicle Miles Traveled (VMT): VMT is a metric of the total miles traveled by vehicles in a defined area over a defined period of time and is often used to estimate the environmental impacts of driving, such as Greenhouse Gases and air pollutant emissions. Factors that influence VMT include travel mode, number of trips, and distance traveled. California jurisdictions are transitioning from a Level of Service (LOS) metric to a Vehicle Miles Traveled (VMT) metric within the California Environmental Quality Act's (CEQA) transportation analysis.

Table 1

Budget Summary FY 2022/23

Revenues	Draft	Amendment 1	Difference
	FY 2022/23	FY 2021/22	
LTF Administration	732,600.00	660,000.00	72,600.00
LTF Planning	149,827.00	135,277.00	14,550.00
LTF Contingency	75,000.00	0.00	
Rural Planning Assistance (RPA) <i>Formula</i>	294,000.00	294,000.00	0.00
Rural Planning Assistance (RPA) <i>Formula</i> Carryover	0.00	30,275.63	-30,275.63
Rural Planning Assistance (RPA) Grants	125,000.00	0.00	125,000.00
Rural Planning Assistance (RPA) Grants Carryover	0.00	100,000.00	-100,000.00
Regional Transportation Mitigation Fees (RTMF)	109,183.66	111,264.78	-2,081.11
STIP Planning Funds (PPM)	98,124.44	75,000.00	23,124.44
ALUC Fees	15,000.00	15,000.00	0.00
Regional Surface Transportation Program (RSTP)	0.00	0.00	0.00
LTF Carryover	140.80	23,201.30	-23,060.50
TOTAL	1,598,875.90	1,444,018.71	79,857.20
Expenditures	Draft	Amendment 1	Difference
	FY 2022/23	FY 2021/22	
Salary	621,687.04	538,053.04	83,634.00
Benefits	218,394.98	192,168.23	26,226.76
Direct (Table 2)	493,499.00	428,164.00	65,335.00
Indirect (Table 3)	145,577.00	132,945.00	12,632.00
Contingency	119,717.88	152,688.44	-32,970.56
TOTAL	1,598,875.90	1,444,018.71	154,857.20

	Estimated	Estimated	Difference
Fund Balance	FY 2022/23	FY 2021/22	
	\$119,577.08	\$119,717.88	(\$140.80)

	FY 2022/23	FY 2021/22
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LTF = Local Transportation Fund

PPM = Planning, Programming & Monitoring

ALUC = Airport Land Use Commission

Table 2**Direct Costs Budget FY 2022/23**

Work Element		FY 22/23 DRFT	FY 21/22 AMENDMENT 1	Difference	Source
1.1	Human Resources Consulting	\$5,000.00	\$5,000.00	\$0.00	LTF
1.2	Fiscal Auditor	\$51,500.00	\$50,000.00	\$1,500.00	LTF
1.2	Triennial Performance Audits	\$0.00	\$43,220.00	(\$43,220.00)	LTF
2.1	Traffic Counts	\$10,000.00	\$10,000.00	\$0.00	LTF, RPA
2.1	Transportation Engineering	\$25,000.00	\$25,000.00	\$0.00	LTF, RPA
2.1	Local Agencies Participation in Regional Planning	\$30,000.00	\$30,000.00	\$0.00	RPA
2.1.1	Regional Transportation Plan Update	\$75,000.00	\$75,000.00	\$0.00	PPM
2.2.1	RTMF Update	\$79,999.00	\$79,999.00	\$0.00	RTMF
2.3.3	Eastern Nevada County Transit Development Plan	\$75,000.00	\$0.00	\$75,000.00	Grant/RPA
2.4	Coordination of Regional Planning	\$2,000.00	\$2,000.00	\$0.00	RPA, LTF
2.4.2	Airport Land Use Commission Planning & Reviews	\$15,000.00	\$15,000.00	\$0.00	ALUC, LTF
2.4.3	READY Nevada County	\$0.00	\$104,602.15	(\$104,602.15)	RPA
2.4.4	RCTF Rural Induced Demand Study	\$125,000.00	\$125,000.00	\$0.00	RPA
TOTAL		\$493,499.00	\$564,821.15	(\$71,322.15)	

Table 3**Indirect Costs Budget FY 2022/23**

ACCT	ITEM	FY 22/23 drft	FY 21/22 Amendment 1	Variance	Variance %
13.2	Nevada County Auditor/Controller	\$21,800	\$21,800	\$0	0.00%
13.1	Legal Counsel	\$15,000	\$15,000	\$0	0.00%
13.3	TNT/TMA Membership	\$4,125	\$4,125	\$0	0.00%
13.21	Website Update/Maintenance	\$11,500	\$11,500	\$0	0.00%
13.17	Nevada County ERC Membership	\$1,000	\$1,000	\$0	0.00%
	Insurance	\$21,750	\$21,250	\$500	2.35%
1.1	General Liability & Errors and Omissions	\$18,250	\$18,250	\$0	0.00%
1.3	Workers' Compensation	\$3,500	\$3,000	\$500	16.67%
	Office Expenses	\$28,802	\$28,499	\$303	1.06%
2.1	Phones	\$1,500	\$1,500	\$0	0.00%
2.2	Equipment Rental	\$500	\$500	\$0	0.00%
2.3	Records Storage	\$1,250	\$1,200	\$50	4.17%
2.4	Equipment Maintenance Agreements	\$1,000	\$1,000	\$0	0.00%
2.5	Publications/Legal Notices	\$2,500	\$2,500	\$0	0.00%
2.6	Janitorial Services	\$900	\$900	\$0	0.00%
2.7	Payroll Service	\$1,800	\$1,800	\$0	0.00%
2.8	Supplies	\$2,500	\$2,500	\$0	0.00%
2.9	Printing & Reproduction	\$250	\$250	\$0	0.00%
2.10	Subscriptions	\$300	\$300	\$0	0.00%
2.11	Computer Software & Network Maintenance	\$12,652	\$11,579	\$1,073	9.27%
2.12	Postage	\$150	\$150	\$0	0.00%
2.13	Telework Reimbursement	\$3,500	\$4,320	(\$820)	-18.98%
3	Equipment	\$4,800	\$4,800	\$0	0.00%
	Copier/Printer	\$800	\$800	\$0	0.00%
	Office Furniture	\$500	\$500	\$0	0.00%
	Laptop /Computer	\$3,000	\$3,000	\$0	0.00%
	Miscellaneous	\$500	\$500	\$0	0.00%
5	Training and Conferences	\$1,000	\$1,000	\$0	0.00%
6	Office Lease	\$28,000	\$26,000	\$2,000	7.69%
7	Utilities	\$3,000	\$3,000	\$0	0.00%
8	Travel - Meals & Lodging	\$750	\$750	\$0	0.00%
9	Travel - Mileage/Fares/Parking	\$1,250	\$1,250	\$0	0.00%
10	Professional & Service Organization	\$2,800	\$2,800	\$0	0.00%
	TOTAL	\$145,577	\$142,774	\$2,803	1.96%

Table 4

Revenues - FY 2022/23 OWP

	Work Element	LTF Carryover	RPA Grants	RPA Grant Carryover	RPA Formula	RPA Formula Carryover	22/23 LTF	ALUC Fees	RTMF	STIP Planning PPM	Contingency	TOTAL
1.1	General Services	0.00					261,034.37		5,000.00			266,034.37
1.2	TDA Admin.						340,906.51					340,906.51
2.1	Regional Transportation Plan	0.00			20,712.63		81,213.26			23,124.44		125,050.33
2.1.1	Regional Transportation Plan Update				49,724.89					75,000.00		124,724.89
2.2	Transportation Improvement Program				29,130.76		9,238.98					38,369.73
2.2.1	RTMF Update								104,183.66			104,183.66
2.3	Transit & Paratransit Programs				45,008.38		14,929.36					59,937.74
2.3.3	Eastern Nevada County Transit Development Plan				41,144.59						75,000.00	116,144.59
2.4	Coordination of Regional Planning	140.80			72,298.33		25,757.18					98,196.31
2.4.2	Airport Land Use Commission Planning & Reviews						19,406.51	15,000.00				34,406.51
2.4.4	RCTF Rural Induced Demand Study		125,000.00		35,980.43		10,222.95					171,203.38
	Contingency	0.00					119,717.88					119,717.88
	Totals	140.80	125,000.00	0.00	294,000.00	0.00	882,427.00	15,000.00	109,183.66	98,124.44	75,000.00	1,598,875.91

Totals may not equal addition of amounts in columns due to rounding.

Table 5**Expenditures - FY 2022/23**

Work Elements		PY	Staff	Indirect	Transportation Engineering	Consulting	Local Agency	Other	Total
1.1	General Services	1.55	222,480.87	38,553.49		5,000.00			266,034.37
1.2	TDA Admin.	1.60	246,662.59	42,743.92				51,500.00 (1)	340,906.51
2.1	Regional Transportation Plan	0.25	43,837.07	16,213.26	25,000.00		40,000.00 (2)		125,050.33
2.1.1	Regional Transportation Plan Update	0.29	49,724.89			75,000.00			124,724.89
2.2	Transportation Improvement Program	0.15	29,130.76	9,238.98					38,369.73
2.2.1	RTMF Update	0.15	24,184.66			79,999.00			104,183.66
2.3	Transit & Paratransit Programs	0.24	45,008.38	14,929.36					59,937.74
2.3.3	Eastern Nevada County Transit Development Plan	0.24	41,144.59			75,000.00			116,144.59
2.4	Coordination of Regional Planning	0.39	72,298.33	23,897.98				2,000.00 (3)	98,196.31
2.4.2	Airport Land Use Commission Planning & Reviews	0.12	19,406.51			15,000.00			34,406.51
2.4.4	RCTF Rural Induced Demand Study	0.26	46,203.38			125,000.00			171,203.38
	Contingency							119,717.88	119,717.88
TOTAL		5.25	840,082.02	145,577.00	25,000.00	374,999.00	40,000.00	173,217.88	1,598,875.90

Totals may not equal addition of amounts in columns due to rounding.

Notes:

(1) \$51,500 Fiscal Audit Contract

(2) \$10,000 Traffic Counts, Local Agency (WE 2.1): Nev. Co. \$7,500; Truckee \$7,500; Nevada City \$7,500; Grass Valley \$7,500.

(3) \$2,000 Rural Counties Task Force

Indirect Costs are paid with local funds, no RPA or STIP planning funds are used.

Table 6 Budget Detail FY 2022/23 Draft 3/16/22

ACCT	ITEM	ALLOCATION
1	Insurance	21,750.00
1.1	General Liability & Errors and Omissions	18,250.00
1.3	Workers' Compensation	3,500.00
2	Office Expenses	28,802.00
2.1	Phones	1,500.00
2.2	Equipment Rental	500.00
2.3	Records Storage	1,250.00
2.4	Equipment Maintenance Agreements	1,000.00
2.5	Publications/Legal Notices	2,500.00
2.6	Janitorial Services - carpets, blinds, interior painting, etc.	900.00
2.7	Payroll Service	1,800.00
2.8	Supplies	2,500.00
2.9	Printing & Reproduction	250.00
2.10	Subscriptions	300.00
2.11	Computer Software & Network Maintenance	12,652.00
2.12	Postage	150.00
2.13	Telework Reimbursement	3,500.00
3	Equipment	4,800.00
5	Training and Conferences	1,000.00
6	Office Lease	28,000.00
7	Utilities	3,000.00
8	Travel - Meals & Lodging	750.00
9	Travel - Mileage/ Fares/ Parking	1,250.00
10	Professional & Service Organizations	2,800.00
	Subtotal Items 1-10	92,152.00
11	Contingency	119,717.88
12	Salaries, Wages, & Benefits	840,082.02
12.1	Executive Director	222,186.84
12.11	Deputy Executive Director	194,052.58
12.2	Administrative Services Officer	146,248.23
12.3	Transportation Planner	140,860.32
12.4	Administrative Assistant	99,838.91
12.8	Temporary Employee	36,895.14
13	Other Services	546,924.00
13.1	Legal Counsel	15,000.00
13.2	Nevada County Auditor/Controller	21,800.00
13.3	TNT/TMA Membership	4,125.00
13.4	Fiscal Audits (WE 1.2)	51,500.00
13.6	Triennial Performance Audits (WE 1.2)	0.00
13.7	Traffic Counts (WE 2.1)	10,000.00
13.8	Transportation Engineering (WE 2.1)	25,000.00
13.11a	Local Agencies (WE 2.1)	30,000.00
13.13	Reg. Transp. Mitigation Fee Update (WE 2.2.1)	79,999.00
13.16a	Rural Counties Task Force Membership (WE 2.4)	2,000.00
13.17	Nevada County ERC Membership	1,000.00
13.19	Eastern Nev. Co. Transit Development Plan (WE 2.3.3)	75,000.00
13.21	Website Update/Maintenance	11,500.00
13.23	Regional Transportation Plan Update (WE 2.1.1)	75,000.00
13.30	Airport Land Use Commission Project Reviews (WE 2.4.2)	15,000.00
13.48	Human Resources Consulting (WE 1.1)	5,000.00
13.57	RCTF Rural Induced Demand Study (WE 2.4.4)	125,000.00
	TOTAL Budget Items 1-13	1,598,875.90
	Indirect Costs	
	Accounts 1 through 10	92,152.00
	Legal	15,000.00
	Nevada Co. Auditor/Controller	21,800.00
	TNT/TMA	4,125.00
	Nevada Co. ERC Membership	1,000.00
	Website Update/Maintenance	11,500.00
	Total Indirect Costs	145,577.00
	Calculated Indirect Rate Indirect Cost / Salaries & Benefits	17.33%

JAN ARBUCKLE – Grass Valley City Council, Vice Chair
 ANDREW BURTON – Member-At-Large
 SUSAN HOEK – Nevada County Board of Supervisors
 ED SCOFIELD – Nevada County Board of Supervisors, Chair
 DUANE STRAWSER – Nevada City City Council
 JAN ZABRISKIE – Town of Truckee



MICHAEL WOODMAN, Executive Director

Grass Valley • Nevada City

Nevada County • Truckee

File: 1030.3.2.2

MEMORANDUM

TO: Nevada County Transportation Commission

FROM: Mike Woodman, Executive Director

SUBJECT: Amendment 1 to the Professional Services Agreement with GHD to Update the Western Nevada County Regional Transportation Mitigation Fee Program in Coordination with the Updates of the Nevada County Local Traffic Mitigation Fee and Grass Valley Traffic Impact Fee Programs, Resolution 22-07

DATE: March 16, 2022

RECOMMENDATION: Adopt Resolution 22-07, approving Amendment 1 to the Professional Services Agreement with GHD to update the Western Nevada County Regional Transportation Mitigation Fee Program in Coordination with the Updates of the Nevada County Local Traffic Mitigation Fee and Grass Valley Traffic Impact Fee Programs.

BACKGROUND: On May 19, 2021, Nevada County Transportation Commission (NCTC) approved an agreement with GHD for an initial term through June 30, 2022. Amendment 1 extends the agreement termination date to December 31, 2022, and increases the compensation amount by \$33,258.84. The cost of the additional work brings the total contract amount to \$113,257.84.

The increase in the contract amount is necessary to address the need for additional traffic counts, necessary modifications to the NCTC travel demand model, and compliance with new regulations that have been adopted after the release of the Scope of Work.

The Scope of Work anticipated the ability to use counts from the past nexus studies, combined with observed growth trends, to establish a reasonable baseline. However, due to the age of the data from the past nexus studies, which itself relied in parts on prior data, and the changes in travel patterns brought on by the COVID-19 pandemic, new data collection will be required. In particular, while some roadway segment counts have been made available to GHD, new intersection counts will be collected during a.m. and p.m. peak hours. This data will support the participating agencies' desire to determine if there are any existing deficiencies at study locations not included in the previous nexus study, and to in turn develop forecasted turning movements to determine fair share attribution of deficiencies to land use develop and identify any future deficiencies at these locations. GHD will collect new traffic counts at the intersections specified in the capital projects list, totaling 18 intersection peak hour counts. GHD will also create figures of the existing intersection geometry and peak hour turning movement data. GHD will utilize the new and prior counts to estimate additional roadway volumes at project locations.

Task 2.3 and 2.4 of the authorized Scope of Work assumed use of the NCTC regional travel demand model to forecast projected traffic growth, develop fair share contributions, and identify future deficiencies and capital improvement needs. The regional travel demand model was received from NCTC and it was determined that modifications were needed to conduct the nexus analysis. GHD will make modifications to the model script and recompile the model files such that it can be run for such analysis. In particular, the select link and select zone analysis modules within the model, which are required to determine regional and local proportional share of improvements, will have enhanced functionality.

GHD will formally document these changes to the model and assemble the new version of the model package for future use. GHD proposes to repackage the model to facilitate transfer from NCTC and other consultant firms or partner agencies that may require its use. GHD will also develop post-processing sheets to extract turning movements from the model for the purpose of this nexus study. GHD has included additional modeling time necessary to verify fair share calculations at new study locations and for locations where prior improvement needs are anticipated to change based on input received from the participating agencies.

AB 602 was signed into law in September 2021, after the original Scope of Work was prepared and after the project contract was signed. AB 602 imposes additional requirements on nexus studies adopted after June 30th, 2022, as these nexus studies will be. Most significantly, AB 602 requires that fees on residential developments be based on the square footage of the dwelling. This means that new trip-generation rates will need to be developed as will new, square-footage based forecasts for future residential development. GHD has included additional time to run up to 3 alternate residential fee calculations to comply with the requirements of AB 602. These preliminary calculations will demonstrate the implementation and revenue challenges of each structure such that the participating agencies may select a preferred and desired option. GHD will work with EPS to provide a reasonable and defensible structure that best meets the needs of each of the participating agencies.

attachment

AMENDMENT 1
TO THE PROFESSIONAL SERVICES AGREEMENT
BETWEEN THE NEVADA COUNTY TRANSPORTATION COMMISSION
AND GHD INC.
TO UPDATE THE WESTERN NEVADA COUNTY REGIONAL TRANSPORTATION
MITIGATION FEE PROGRAM IN COORDINATION WITH THE UPDATES OF THE
NEVADA COUNTY LOCAL TRAFFIC MITIGATION FEE AND THE
GRASS VALLEY TRAFFIC IMPACT FEE PROGRAMS

This Amendment 1 to the May 20, 2021 Agreement for professional services (“Agreement”) between the Nevada County Transportation Commission (“NCTC”) and GHD Inc. (“Consultant”) is entered into effective March 16, 2022.

WHEREAS, NCTC and Consultant entered into the Agreement for professional services to update the Western Nevada County Regional Transportation Mitigation Fee Program in coordination with the updates of the Nevada County Local Traffic Mitigation Fee and the Grass Valley Traffic Impact Fee Programs; and

WHEREAS, NCTC and Consultant wish to amend the Agreement to extend the termination date from June 30, 2022 to December 31, 2022.

NOW, THEREFORE, NCTC and Consultant agree as follows:

1. The Agreement is hereby amended to include additional services as more specifically described in Exhibit "A" attached hereto and incorporated herein.
2. Section 9 of the Agreement (“**Time of Performance**”) is amended to read as follows:
 - a. This Agreement shall go into effect on May 20, 2021, contingent upon approval by NCTC, and Consultant shall commence work after notification to proceed by NCTC’s Contract Administrator or Project Administrator. The contract shall end on December 31, 2022, unless extended by written contract amendment, pursuant to NCTC’s Administrative Operating Procedures.
 - b. Consultant is advised that any recommendation for contract award is not binding on NCTC until the Agreement is fully executed and approved by NCTC.
 - c. Consultant shall complete work as expeditiously as is consistent with generally accepted standards of professional skill and care and the orderly progress of work.
3. Section 10 of the Agreement (“**Compensation**”) is amended to read as follows:
 10. Compensation: NCTC shall pay Consultant as compensation in full for all services performed by Consultant pursuant to this Agreement, a total sum not

to exceed \$113,257.84. Consultant will not perform work, nor be required to perform work, outside those services specified in this Agreement which would result in billings in excess of \$113,257.84 without the prior written agreement of both parties.

4. Except as expressly amended herein, all terms and conditions of the Agreement will remain in full force and effect.

This Amendment 1 to the Agreement between the Nevada County Transportation Commission and GHD Inc. is effective March 16, 2022.

IN WITNESS WHEREOF, THE PARTIES HAVE ENTERED INTO THIS AGREEMENT AS OF THE DATE HEREIN ABOVE APPEARING:

NEVADA COUNTY TRANSPORTATION COMMISSION:

Ed Scofield
Chair

APPROVED AS TO FORM:



SLOAN SAKAI YEUNG & WONG LLP
Legal Counsel to NCTC

GHD Inc.:

Consultant
GHD Inc.



GHD ref: 11230706
NCTC Contract # WE322051921
Original Agreement Date: April 15, 2021
Original Project Description: Western Nevada County RTMF Update

“Exhibit A” Additional Services Agreement #1

Whereas a Professional Consulting Services Agreement (AGREEMENT) was previously entered; and whereas the parties now want to change the scope of services (SCOPE); therefore the CLIENT and CONSULTANT hereby agree on this date: **March 16, 2022**.

CLIENT:

Name: Mike Woodman,
NCTC

Address: 101 Providence Mine Rd, Ste 102

Nevada City, CA 95959

Phone: 530-265-3202

Email: mwoodman@nccn.net

CONSULTANT:

Name: Todd Tregenza, AICP
GHD Inc.

Address: 2200 21st Street

Sacramento, CA 95818

Phone: 916-782-8688

Email: Todd.Tregenza@ghd.com

This Additional Services Agreement (**ASA# 1**) is intended to modify nothing in the original AGREEMENT, except the description of Services to be Performed (A), and Compensation (B), as follows:

A. Services to be Performed:

Additional services beyond the original scope of work have been identified that are necessary to complete the project. The need for these additional services is based on information revealed during the course of working on the project to date and legislation passed since contract authorization that change requirements of the project work. The following describes changes to the currently authorized scope of work.

Task 3.0: Public Outreach

Based on consensus of each participating agency, the public outreach task of this Scope of Work will be modified. Public meetings will be shifted to public governing board hearings that are already included in the project budget in later tasks. The proposed project website, which was to serve as a place to host project documents, will be eliminated in lieu of the participating agencies hosting project documents on their own public websites, consistent with the requirements of AB 602. Labor and cost previously associated with this task will be shifted to the proposed tasks below.

Task 2.7: Traffic Data Collection

GHD has reviewed available traffic data and found limited recent counts at the locations where there are capital projects. The Scope of Work anticipated the ability to use counts from the past nexus studies,

combined with observed growth trends, to establish a reasonable baseline. However, due to the age of the data from the past nexus studies, which itself relied in parts on prior data, and the changes in travel patterns brought on by the COVID-19 pandemic, new data collection will be required. In particular, while some roadway segment counts have been made available to GHD, new intersection counts will be collected during a.m. and p.m. peak hours for locations that don't have available traffic counts from recent studies. This data will support the participating agencies' desire to determine if there are any existing deficiencies at study locations not included in the previous nexus study, and to in turn develop forecasted turning movements to determine fair share attribution of deficiencies to land use develop and identify any future deficiencies at these locations. GHD will collect new traffic counts at the intersections specified in the capital projects list, totaling 18 intersection peak hour counts. GHD will also create figures of the existing intersection geometry and peak hour turning movement data. GHD will utilize the new and prior counts to estimate additional roadway volumes at project locations.

Task 2.8: Travel Demand Model Modifications

Task 2.3 and 2.4 of the authorized Scope of Work assumed use of the NCTC regional travel demand model to forecast projected traffic growth, develop fair share contributions, and identify future deficiencies and capital improvement needs. The regional travel demand model received from NCTC was missing some functions necessary for this study (select zone and select link). GHD will make modifications to the model script and recompile the model files. GHD will make some structural edits to the modal so that the added modules function for any consultant later provided with the model software package.

GHD will document these changes to the model and assemble the model package for future use. GHD proposes to repackage the model to facilitate transfer from NCTC and other consultant firms or partner agencies that may require its use. GHD will also develop post-processing sheets to extract turning movements from the model for the purpose of this nexus study. GHD has included additional modeling time necessary to verify fair share calculations at new study locations and for locations where prior improvement needs are anticipated to change based on input received from the participating agencies.

Lastly, GHD will map the land use growth in the model for participating agency review and verification. It will be of critical importance, given the relatively low development forecast for the region, to ensure that the geographic distribution of the land development that is anticipated is in fact appropriately reflected in type, quantity, and location. Specifically, if the model's growth increment is significantly lower than anticipated in the respective General Plans for City of Grass Valley or County of Nevada, it may be advantageous to utilize a growth increment that is representative of a buildout scenario in lieu of a particular horizon year.

Note: The preparation of model land use maps and tables will enable a review and verification. GHD has included a single land use scenario as part of the base cost estimate, which will include any modifications or refinements to the land use provided by the participating agencies in this review. Additional model land use scenarios beyond the one included would be subject to additional staff time and cost.

Task 2.9: Incorporate AB 602 Requirements

AB 602 was signed into law in September 2021, after the original Scope of Work was prepared and after the project contract was signed. AB 602 imposes additional requirements on nexus studies adopted after June 30th, 2022, as these nexus studies will be. Most significantly, AB 602 requires that fees on residential developments be based on the square footage of the dwelling. This means that new trip-generation rates will need to be developed as will new, square-footage based forecasts for future residential development. GHD has included additional time to run up to 3 alternate residential fee calculations to comply with the requirements of AB 602. These preliminary calculations will demonstrate the implementation and revenue challenges of each structure such that the participating agencies may select a preferred and desired option. GHD will work with EPS to provide a reasonable and defensible structure that best meets the needs of each of the participating agencies.

Note: GHD assumes a single residential fee structure will be developed for all three participating agencies. Variations between agencies are likely to be subject to additional staff time and cost.

B. Project Schedule and Cost Estimate:

No changes are proposed to our current project schedule. The total compensation for services will be \$33,258.84 on a not-to-exceed time and materials basis, broken down by staff in estimated hourly increments as follows.

Table 1 Cost Estimate

Task	GHD	EPS	Expense	Total
3.0: Public Outreach	\$ (17,766.00)	\$ (1,399.00)		\$ (19,165.00)
2.7: Traffic Data Collection	\$ 3,066.00		\$ 6,500.00	\$ 9,566.00
2.8: TDM Modifications	\$ 23,692.84			\$ 23,692.84
2.9: Incorporate AB 602	\$ 17,766.00	\$ 1,399.00		\$ 19,165.00
Total	\$ 26,758.84	-	\$ 10,000	\$ 33,258.84

CLIENT:

BY:

NAME: **Michael Woodman**

TITLE: **Executive Director**

DATE: **March 16, 2022**

CONSULTANT:

BY:



NAME: **Todd Tregenza**

TITLE: **Project Manager**

DATE: **March 16, 2022**

**RESOLUTION 22-07
OF THE
NEVADA COUNTY TRANSPORTATION COMMISSION**

APPROVAL OF AMENDMENT 1
TO THE NEVADA COUNTY TRANSPORTATION COMMISSION (NCTC)
PROFESSIONAL SERVICES AGREEMENT WITH GHD
TO UPDATE THE WESTERN NEVADA COUNTY REGIONAL TRANSPORTATION
MITIGATION FEE PROGRAM IN COORDINATION WITH
THE UPDATES OF THE NEVADA COUNTY LOCAL TRAFFIC MITIGATION FEE AND
GRASS VALLEY TRAFFIC IMPACT FEE PROGRAMS

WHEREAS, on May 20, 2022, NCTC and GHD entered into a Professional Services Agreement to update the Western Nevada County Regional Transportation Mitigation Fee Program (RTMF); and

WHEREAS, NCTC and GHD wish to amend the Agreement to extend the term, amend the scope of services, and amend the compensation to provide for Traffic Counts, necessary modifications to the NCTC Travel Demand Model, and additional work activities related to compliance with Assembly Bill 602; and

WHEREAS, NCTC staff recommends executing Amendment 1 to extend the agreement termination date from June 30, 2022 to December 31, 2022, identify the additional work to be done and increase the compensation by \$33,258.84, for a total sum not to exceed of \$113,257.84.

NOW, THEREFORE, BE IT RESOLVED, that NCTC authorizes the Chair to execute Amendment 1 to the Agreement between NCTC and GHD to update the Western Nevada County Regional Transportation Mitigation Fee Program in Coordination with the Updates of the Nevada County Local Traffic Mitigation Fee and Grass Valley Traffic Impact Fee Programs.

PASSED AND ADOPTED by the Nevada County Transportation Commission on March 16, 2022, by the following vote:

Ayes:

Noes:

Absent:

Abstain:

Ed Scofield, Chair
Nevada County Transportation Commission

Attest: _____
Dale D. Sayles
Administrative Services Officer

HIGHLIGHTS OF THE **2021** **ANNUAL REPORT** TO THE CALIFORNIA LEGISLATURE

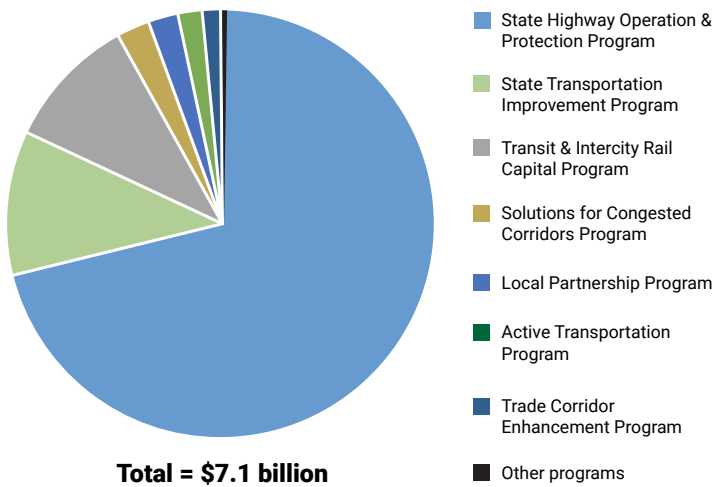


CALIFORNIA
TRANSPORTATION
COMMISSION

YEAR IN REVIEW

Commission Meetings and Events. In 2021, the Commission held seven regular business meetings, two joint meetings with the California Air Resources Board and the California Department of Housing and Community Development, three Road Charge Technical Advisory Committee meetings, four Equity Advisory Roundtable meetings, and over two dozen workshops. Meetings and events were held virtually in accordance with public health guidance and state legislation/executive orders related to the COVID pandemic. The December 8-9, 2021 Commission meeting utilized a hybrid in-person, virtual format.

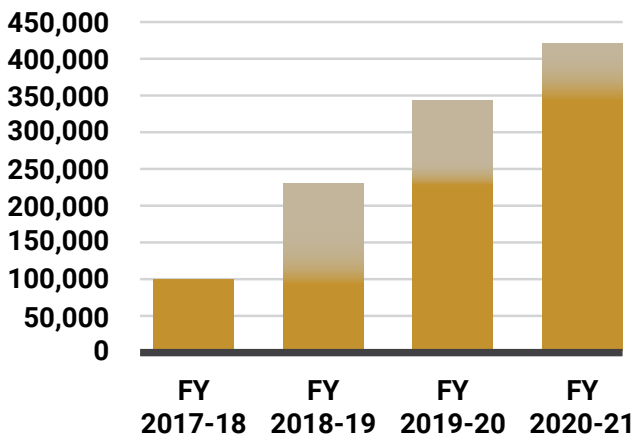
PROJECT ALLOCATIONS FY 2020-21



Program funding determined by legislation, not the Commission.

Projects Funded. At its regular business meetings, the Commission continued to allocate funds to vital road, highway, active transportation, transit, and intercity rail projects. Projects are benefitting communities throughout California, including those most disadvantaged. These projects bring roadways up to a state of good repair, as required by Senate Bill 1 (Beall, Chapter 5, 2017), the Road Repair and Accountability Act, while they also advance state climate goals, reduce congestion, enhance goods movement, create a strong economy and high-paying jobs, and make streets more accessible and safer for bicyclists and pedestrians. Highway capacity projects make up a small share of investments and are intended to serve strategic purposes, including enhancing goods movement; improving safety for travelers and construction workers; and implementing high-occupancy vehicle lanes and pricing options, such as express lanes, that can increase multi-modal travel options to reduce congestion and support new mobility choices.

Jobs Created (cumulative)



Jobs Created. Overall, in Fiscal Year 2020-21, the Commission allocated \$7.1 billion in transportation funds, which will create over 79,000 jobs and lead to diverse transportation improvements throughout the state. Since the Road Repair and Accountability Act was enacted, the Commission has allocated over \$30 billion from all fund sources creating over 420,000 jobs.

Federal Infrastructure Legislation. Throughout 2021, the Commission, the California State Transportation Agency, and the California Department of Transportation, together engaged with California's Congressional delegation to highlight state priorities for federal infrastructure legislation. The Infrastructure Investment and Jobs Act, which was signed into law on November 15, 2021, includes multiple state priorities, such as increased flexibility to use federal freight program funds on multi-modal projects.

Equity and Public Engagement

In 2021, the Commission continued its work towards improving equity outcomes throughout the state through the following initiatives:

Racial Equity Statement. On January 27, 2021, the Commission adopted its Racial Equity Statement. This statement acknowledges historical and present racial inequity in the transportation sector and outlines the Commission's commitment to addressing racial inequity in our work moving forward.

Equity Advisory Roundtable. In April 2021, the Commission held its first Equity Advisory Roundtable meeting. The Roundtable brings together equity experts, practitioners, and community leaders from throughout the state to collaborate with Commission staff over a series of virtual meetings to develop recommendations to the Commission related to specific equity activities. The Roundtable also met three more times in 2021.

Community Listening Sessions. Throughout 2021, the Commission, the California Department of Transportation (Caltrans), and the California State Transportation Agency (CalSTA) collaborated

on developing plans for a listening session tour, to take place in early 2022. The goal is to garner public feedback about how state transportation systems have impacted their communities, and use this information to inform specific policies, programs, or legislative recommendations to address equity, environmental justice, and community-oriented concerns.

Equity Advisory Committee(s). In 2021, the Commission also began working, in partnership with Caltrans and CalSTA, to explore the establishment of an Equity Advisory Committee or Committees. This effort aligns with the Commission's Racial Equity Statement and seeks to elevate community voices in how government agencies plan and fund transportation projects.

Equity-Focused Staffing. In 2021, the Commission redirected an existing transportation planner position and borrowed a position from Caltrans to focus exclusively on equity, and have requested new permanent positions in the state budget to ensure that the Commission can continue to make progress in this critical policy area.

Transportation, Climate, and Housing

In 2021, the Commission continued to work collaboratively to coordinate transportation, climate, and housing efforts as follows:

CAPTI Implementation. At its August meeting, the Commission endorsed the Climate Action Plan for Transportation Infrastructure (CAPTI) framework and strategies to invest discretionary transportation dollars to combat and adapt to climate change while supporting public health, safety, and equity. Beginning six days after the Commission's action, Commission staff began facilitating public dialogue to implement CAPTI strategies at competitive program guidelines development workshops.

Pro-housing Policy. During the year, Commission staff continued coordination with staff from the California Department of Housing and Community Development to refine housing-specific evaluation criteria and guidance for

Commission competitive programs guidelines.

Joint Meetings. In April and November, the Commission held joint meetings with the California Air Resources Board and the California Department of Housing and Community Development that included, among other topics, interagency coordination on housing, vehicle miles traveled reduction, and equity; and community-based organization efforts to deepen community engagement and prioritize the needs of underserved communities.

ZEV Market Development Strategy. Commission staff contributed to the development of California's Zero-Emission Vehicle (ZEV) Market Development Strategy (published in February 2021), which is meant to help accelerate the zero-emission vehicle marketplace to deliver climate and air quality benefits to all Californians.

RECOMMENDATIONS

Ensuring adequate funding for California's transportation system has been a longstanding priority for the Commission. In 2021, a key recommendation from the Commission's 2020 Annual report was enacted through Senate Bill 339 (Wiener). This legislation authorizes a new road charge pilot program to test revenue collection, in order to prepare for the eventual replacement of the state gas tax with a more sustainable financing mechanism. The Commission and the Commission's Road Charge Technical Advisory Committee have begun working on implementation of this bill. Additionally, the Commission has identified two significant infrastructure funding needs for consideration in 2022 from the state's anticipated \$31 billion General Fund surplus. Using the General Fund surplus for the Commission's proposed infrastructure augmentations also would help satisfy the State Appropriations Limit (also known as the Gann Limit).

Active Transportation Augmentation (\$2 Billion)

The Commission recommends augmenting the Active Transportation Program with \$2 billion in one-time funds from the state's General Fund surplus. This augmentation would help address the substantial backlog of projects for this program and fund new, transformative projects, such as bicycle highways. Projects funded with the augmentation would advance state climate goals and benefit disadvantaged communities throughout the state, expanding mobility options and enhancing connectivity to housing, health care facilities, grocery stores, essential community services, transit, schools, jobs, and recreation.

Additionally, the Commission recommends:

- Repaying aviation funds loaned to the General Fund during initial stages of the COVID pandemic. The repaid funds could then be used for airport improvements, including acquisition and development projects.
- Removing statutory restrictions on Caltrans's contracting with Native American tribal governments in order to reduce project delays and uncertainties.
- Authorizing the Commission to allocate all of Caltrans's capital outlay support resources in order to provide a more complete picture of the department's capital outlay support workload.

The California Transportation Commission was established in 1978 as an independent state entity. The Commission is responsible for funding highway, local road, transit, intercity passenger rail, active transportation, and aeronautics projects throughout California. The Commission also advises and assists the California State Transportation Agency Secretary and the Legislature on state transportation policies and plans.

Transit Augmentation (\$2.5 Billion)

The Commission recommends augmenting the State Transportation Improvement Program with \$2.5 billion in one-time funds from the state's General Fund surplus, to be dedicated to transit projects. This augmentation would address a lack of new funding for transit projects from the Public Transportation Account. Projects funded would advance climate goals and improve transportation equity by providing enhanced mobility options for residents throughout the state. Projects could include inter-modal and transit facility improvements; zero-emission buses and their infrastructure; rail improvements; and grade separations.

Hilary Norton, Chair
Bob Alvarado, Vice Chair

Jon Rocco Davis	Carl Guardino
Lee Ann Eager	Fran Inman
Clarissa Reyes Falcon	Joseph K. Lyou, Ph.D.
Darnell Grisby	Michele Martinez
	Joseph Tavaglione

Assemblymember Laura Friedman (Ex Officio)
Senator Josh Newman (Ex Officio)

Mitch Weiss, Executive Director



BETTY T. YEE
California State Controller

January 31, 2022

County Auditors Responsible for State of Good Repair Program Funds
 Transportation Planning Agencies
 County Transportation Commissions
 San Diego Metropolitan Transit System

SUBJECT: Fiscal Year 2022-23 State of Good Repair Program Allocation Estimate

Enclosed is the summary schedule of State of Good Repair (SGR) program funds available to be allocated for fiscal year (FY) 2022-23 to each Transportation Planning Agency (TPA), county transportation commission, and the San Diego Metropolitan Transit System for the purposes of Public Utilities Code (PUC) section 99312.1(c). Allocations for the SGR program are calculated pursuant to the distribution formulas in PUC sections 99313 and 99314. Also enclosed is a schedule detailing the estimated available amount calculated pursuant to PUC section 99314 for each TPA by operator.

PUC section 99313 allocations are based on the latest available annual population estimates from the Department of Finance. Pursuant to PUC section 99314.10, the PUC section 99314 allocations are based on the State Controller's Office (SCO) transmittal letter, Reissuance of the FY 2020-21 SGR Program Allocation Estimate, dated July 30, 2021.

According to the FY 2022-23 enacted California Budget, the estimated amount of SGR program funds budgeted is \$121,013,000. Prior to receiving an apportionment of SGR program funds in a fiscal year, an agency must submit a list of proposed projects to the California Department of Transportation (DOT). DOT reports to SCO the eligible agencies that will receive an allocation quarterly pursuant to PUC sections 99313 and 99314. SCO anticipates that the first quarter's allocation to eligible agencies will be paid by November 30, 2022. Please refer to the schedule for the amounts that relate to your agency.

Please contact Mike Silvera by telephone at (916) 323-0704 or email at msilvera@sco.ca.gov with any questions, or for additional information about this schedule. Information for the SGR program can be found on the DOT website at: <https://dot.ca.gov/programs/rail-and-mass-transportation/state-transit-assistance-state-of-good-repair>.

Sincerely,

MELMA DIZON
 Manager
 Local Apportionments Section

Enclosures

STATE CONTROLLER'S OFFICE
2022-23 STATE OF GOOD REPAIR PROGRAM
ESTIMATED AVAILABLE AMOUNT SUMMARY
JANUARY 31, 2022

<u>Regional Entity</u>	Estimated Available 2022-23 Amount Based on PUC 99313 Allocation	Estimated Available 2022-23 Amount Based on PUC 99314 Allocation	Total Estimated Available 2022-23 Amount Allocation
	A	B	C= (A + B)
Metropolitan Transportation Commission	\$ 11,809,467.00	\$ 32,422,155.00	\$ 44,231,622.00
Sacramento Area Council of Governments	3,003,658.00	1,048,619.00	4,052,277.00
San Diego Association of Governments	1,465,930.00	360,419.00	1,826,349.00
San Diego Metropolitan Transit System	3,616,904.00	1,483,915.00	5,100,819.00
Tahoe Regional Planning Agency	165,673.00	9,561.00	175,234.00
Alpine County Transportation Commission	1,740.00	136.00	1,876.00
Amador County Transportation Commission	57,303.00	2,168.00	59,471.00
Butte County Association of Governments	310,711.00	17,249.00	327,960.00
Calaveras County Local Transportation Commission	69,045.00	844.00	69,889.00
Colusa County Local Transportation Commission	34,108.00	1,496.00	35,604.00
Del Norte County Local Transportation Commission	41,315.00	2,172.00	43,487.00
El Dorado County Local Transportation Commission	266,917.00	18,380.00	285,297.00
Fresno County Council of Governments	1,574,001.00	282,929.00	1,856,930.00
Glenn County Local Transportation Commission	45,501.00	1,265.00	46,766.00
Humboldt County Association of Governments	200,607.00	34,803.00	235,410.00
Imperial County Transportation Commission	285,208.00	26,375.00	311,583.00
Inyo County Local Transportation Commission	28,459.00	0.00	28,459.00
Kern Council of Governments	1,401,546.00	85,972.00	1,487,518.00
Kings County Association of Governments	233,863.00	9,405.00	243,268.00
Lake County/City Council of Governments	98,026.00	5,299.00	103,325.00
Lassen County Local Transportation Commission	42,271.00	1,985.00	44,256.00
Los Angeles County Metropolitan Transportation Authority	15,399,124.00	20,042,663.00	35,441,787.00
Madera County Local Transportation Commission	242,956.00	8,089.00	251,045.00
Mariposa County Local Transportation Commission	27,652.00	775.00	28,427.00
Mendocino Council of Governments	132,872.00	10,172.00	143,044.00
Merced County Association of Governments	436,681.00	21,074.00	457,755.00
Modoc County Local Transportation Commission	14,551.00	1,143.00	15,694.00
Mono County Local Transportation Commission	20,383.00	29,998.00	50,381.00
Transportation Agency for Monterey County	670,451.00	208,585.00	879,036.00
Nevada County Local Transportation Commission	149,425.00	7,352.00	156,777.00
Orange County Transportation Authority	4,835,025.00	1,750,398.00	6,585,423.00
Placer County Transportation Planning Agency	487,814.00	70,186.00	558,000.00
Plumas County Local Transportation Commission	27,774.00	4,536.00	32,310.00
Riverside County Transportation Commission	3,762,913.00	615,929.00	4,378,842.00
Council of San Benito County Governments	97,391.00	1,608.00	98,999.00
San Bernardino County Transportation Authority	3,335,879.00	714,312.00	4,050,191.00
San Joaquin Council of Governments	1,201,233.00	274,122.00	1,475,355.00
San Luis Obispo Area Council of Governments	415,733.00	29,796.00	445,529.00
Santa Barbara County Association of Governments	676,359.00	173,408.00	849,767.00
Santa Cruz County Transportation Commission	400,315.00	370,546.00	770,861.00
Shasta Regional Transportation Agency	272,580.00	14,423.00	287,003.00
Sierra County Local Transportation Commission	4,889.00	189.00	5,078.00
Siskiyou County Local Transportation Commission	67,962.00	2,882.00	70,844.00
Stanislaus Council of Governments	852,353.00	48,202.00	900,555.00
Tehama County Transportation Commission	100,194.00	2,067.00	102,261.00
Trinity County Transportation Commission	20,750.00	810.00	21,560.00
Tulare County Association of Governments	738,543.00	77,629.00	816,172.00
Tuolumne County Transportation Council	81,967.00	2,159.00	84,126.00
Ventura County Transportation Commission	1,280,478.00	208,300.00	1,488,778.00
State Totals	\$ 60,506,500.00	\$ 60,506,500.00	\$ 121,013,000.00

STATE CONTROLLER'S OFFICE
2022-23 STATE OF GOOD REPAIR PROGRAM ESTIMATED AVAILABLE AMOUNT
BASED ON PUC 99314 ALLOCATION DETAIL
JANUARY 31, 2022

Regional Entity and Operator(s)	Revenue Basis	Estimated Available 2022-23 Amount Based on PUC 99314 Allocation
Mono County Local Transportation Commission Eastern Sierra Transit Authority	2,824,223	29,998.00
Transportation Agency for Monterey County Monterey-Salinas Transit	19,637,486	208,585.00
Nevada County Local Transportation Commission County of Nevada City of Truckee Regional Entity Totals	369,077 323,083 <hr/> 692,160	3,920.00 3,432.00 <hr/> 7,352.00
Orange County Transportation Authority City of Laguna Beach Orange County Transportation Authority Regional Entity Subtotals Orange County Transportation Authority - Corresponding to SCRRA*** Regional Entity Totals	1,910,271 110,748,483 112,658,754 NA <hr/> 112,658,754	20,291.00 1,176,348.00 1,196,639.00 553,759.00 <hr/> 1,750,398.00
Placer County Transportation Planning Agency City of Auburn County of Placer City of Roseville Regional Entity Totals	21,830 5,410,141 1,175,827 <hr/> 6,607,798	232.00 57,465.00 12,489.00 <hr/> 70,186.00
Plumas County Local Transportation Commission County of Plumas County Service Area 12 - Specialized Service Regional Entity Totals	346,829 80,198 <hr/> 427,027	3,684.00 852.00 <hr/> 4,536.00
Riverside County Transportation Commission City of Banning City of Beaumont City of Corona Palo Verde Valley Transit Agency City of Riverside - Specialized Service Riverside Transit Agency Sunline Transit Agency Regional Entity Subtotals Riverside County Transportation Commission - Corresponding to SCRRA*** Regional Entity Totals	208,349 318,557 426,555 175,762 493,635 18,329,390 11,506,078 31,458,326 NA <hr/> 31,458,326	2,213.00 3,384.00 4,531.00 1,867.00 5,243.00 194,691.00 122,215.00 334,144.00 281,785.00 <hr/> 615,929.00
Council of San Benito County Governments San Benito County Local Transportation Authority	151,384	1,608.00

*** The amounts allocated to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.



BETTY T. YEE
California State Controller

February 23, 2022

County Auditors Responsible for State Transit Assistance Funds
Transportation Planning Agencies
County Transportation Commissions
San Diego Metropolitan Transit System

SUBJECT: Fiscal Year 2021-22 Second Quarter State Transit Assistance Allocation

Enclosed is a summary schedule of State Transit Assistance (STA) funds allocated for the second quarter of fiscal year (FY) 2021-22 to each Transportation Planning Agency (TPA), county transportation commission, and the San Diego Metropolitan Transit System for the purposes of Public Utilities Code (PUC) sections 99313 and 99314. Also enclosed is a schedule detailing the amount calculated pursuant to PUC section 99314 for each TPA by operator.

PUC section 99313 allocations are based on the latest available annual population estimates from the Department of Finance. Pursuant to PUC section 99314.10, the PUC section 99314 allocations are based on the State Controller's Office transmittal letter, Reissuance of the FY 2020-21 STA Allocation Estimate, dated July 30, 2021. Pursuant to PUC section 99314.3, each TPA is required to allocate funds to the STA-eligible operators in the area of its jurisdiction.

This is the second allocation for FY 2021-22. The total amount allocated to all agencies for the second allocation is \$179,286,162. The payment is scheduled to issue on February 24, 2022. Please refer to the schedule for the amounts that relate to your agency.

Please contact Mike Silvera by telephone at (916) 323-0704 or email at msilvera@sco.ca.gov with any questions, or for additional information.

Sincerely,

MELMA DIZON
Manager
Local Apportionments Section

Enclosures

STATE CONTROLLER'S OFFICE
2021-22 STATE TRANSIT ASSISTANCE ALLOCATION
SECOND QUARTER ALLOCATION SUMMARY
FEBRUARY 24, 2022

Regional Entity	PUC 99313 Funds from RTC Sections 7102(a)(3), 6051.8(a), and 6201.8(a)		PUC 99313 Funds from RTC Sections 6051.8(b), and 6201.8(b)		PUC 99314 Fiscal Year 2021-22 Quarter 2	Total Fiscal Year 2021-22 Quarter 2
	Fiscal Year 2021-22 Quarter 2	Fiscal Year 2021-22 Quarter 2	Fiscal Year 2021-22 Quarter 2	Fiscal Year 2021-22 Quarter 2	C	D= (A+B+C)
	A	B				
Metropolitan Transportation Commission	\$ 9,530,919	\$ 7,965,333	\$ 48,034,869	\$ 65,531,121		
Sacramento Area Council of Governments	2,424,125	2,025,929	1,553,577	6,003,631		
San Diego Association of Governments	1,183,090	988,751	533,977	2,705,818		
San Diego Metropolitan Transit System	2,919,050	2,439,555	2,198,485	7,557,090		
Tahoe Regional Planning Agency	133,707	111,744	14,165	259,616		
Alpine County Transportation Commission	1,405	1,175	202	2,782		
Amador County Transportation Commission	46,246	38,650	3,211	88,107		
Butte County Association of Governments	250,762	209,571	25,556	485,889		
Calaveras County Local Transportation Commission	55,723	46,570	1,250	103,543		
Colusa County Local Transportation Commission	27,527	23,006	2,217	52,750		
Del Norte County Local Transportation Commission	33,344	27,867	3,218	64,429		
El Dorado County Local Transportation Commission	215,417	180,032	27,231	422,680		
Fresno County Council of Governments	1,270,309	1,061,644	419,171	2,751,124		
Glenn County Local Transportation Commission	36,722	30,690	1,874	69,286		
Humboldt County Association of Governments	161,902	135,307	51,561	348,770		
Imperial County Transportation Commission	230,179	192,369	39,077	461,625		
Inyo County Local Transportation Commission	22,968	19,195	0	42,163		
Kern Council of Governments	1,131,128	945,325	127,370	2,203,823		
Kings County Association of Governments	188,741	157,738	13,933	360,412		
Lake County/City Council of Governments	79,113	66,117	7,850	153,080		
Lassen County Local Transportation Commission	34,115	28,511	2,941	65,567		
Los Angeles County Metropolitan Transportation Authority	12,427,979	10,386,510	29,694,095	52,508,584		
Madera County Local Transportation Commission	196,079	163,871	11,983	371,933		
Mariposa County Local Transportation Commission	22,317	18,651	1,149	42,117		
Mendocino Council of Governments	107,235	89,620	15,071	211,926		
Merced County Association of Governments	352,427	294,536	31,222	678,185		
Modoc County Local Transportation Commission	11,743	9,814	1,694	23,251		
Mono County Local Transportation Commission	16,450	13,748	44,443	74,641		
Transportation Agency for Monterey County	541,092	452,210	309,028	1,302,330		
Nevada County Local Transportation Commission	120,594	100,785	10,893	232,272		
Orange County Transportation Authority	3,902,143	3,261,161	2,593,293	9,756,593		
Placer County Transportation Planning Agency	393,694	329,025	103,985	826,704		
Plumas County Local Transportation Commission	22,415	18,733	6,720	47,868		
Riverside County Transportation Commission	3,036,888	2,538,036	912,530	6,487,454		
Council of San Benito County Governments	78,601	65,689	2,383	146,673		
San Bernardino County Transportation Authority	2,692,246	2,250,006	1,058,286	6,000,538		
San Joaquin Council of Governments	969,464	810,216	406,125	2,185,805		
San Luis Obispo Area Council of Governments	335,520	280,406	44,145	660,071		
Santa Barbara County Association of Governments	545,861	456,196	256,911	1,258,968		
Santa Cruz County Transportation Commission	323,077	270,007	548,981	1,142,065		
Shasta Regional Transportation Agency	219,988	183,852	21,368	425,208		
Sierra County Local Transportation Commission	3,946	3,298	279	7,523		
Siskiyou County Local Transportation Commission	54,849	45,840	4,270	104,959		
Stanislaus Council of Governments	687,898	574,901	71,414	1,334,213		
Tehama County Transportation Commission	80,862	67,580	3,062	151,504		
Trinity County Transportation Commission	16,747	13,996	1,199	31,942		
Tulare County Association of Governments	596,047	498,138	115,011	1,209,196		
Tuolumne County Transportation Council	66,152	55,286	3,198	124,636		
Ventura County Transportation Commission	1,033,419	863,666	308,608	2,205,693		
Subtotals	\$ 48,832,225	\$ 40,810,856				
State Totals		\$ 89,643,081	\$ 89,643,081	\$ 179,286,162		

STATE CONTROLLER'S OFFICE
2021-22 STATE TRANSIT ASSISTANCE ALLOCATION SECOND QUARTER PUC 99314 ALLOCATION DETAIL
FEBRUARY 24, 2022

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	<u>Fiscal Year 2021-22 Funds from RTC Sections 7102(a)(3), 6051.8(a), and 6201.8(a) Quarter 2 Gross Allocation</u>	<u>Fiscal Year 2021-22 Funds from RTC Sections 6051.8(b), and 6201.8(b) Quarter 2 Gross Allocation</u>	<u>Fiscal Year 2021-22 Quarter 2 Paid</u>
		A	B	C= (A+B)
Mono County Local Transportation Commission Eastern Sierra Transit Authority	2,824,223	24,210	20,233	44,443
Transportation Agency for Monterey County Monterey-Salinas Transit	19,637,486	168,340	140,688	309,028
Nevada County Local Transportation Commission				
County of Nevada	369,077	3,164	2,644	5,808
City of Truckee	323,083	2,770	2,315	5,085
Regional Entity Totals	692,160	5,934	4,959	10,893
Orange County Transportation Authority				
City of Laguna Beach	1,910,271	16,376	13,686	30,062
Orange County Transportation Authority	110,748,483	949,381	793,432	1,742,813
Regional Entity Subtotals	112,658,754	965,757	807,118	1,772,875
Orange County Transportation Authority - Corresponding to SCRRRA***	NA	446,915	373,503	820,418
Regional Entity Totals	112,658,754	1,412,672	1,180,621	2,593,293
Placer County Transportation Planning Agency				
City of Auburn	21,830	187	156	343
County of Placer	5,410,141	46,378	38,760	85,138
City of Roseville	1,175,827	10,080	8,424	18,504
Regional Entity Totals	6,607,798	56,645	47,340	103,985
Plumas County Local Transportation Commission				
County of Plumas	346,829	2,973	2,485	5,458
County Service Area 12 - Specialized Service	80,198	687	575	1,262
Regional Entity Totals	427,027	3,660	3,060	6,720
Riverside County Transportation Commission				
City of Banning	208,349	1,786	1,493	3,279
City of Beaumont	318,557	2,731	2,282	5,013
City of Corona	426,555	3,657	3,056	6,713
Palo Verde Valley Transit Agency	175,762	1,507	1,259	2,766
City of Riverside - Specialized Service	493,635	4,232	3,537	7,769
Riverside Transit Agency	18,329,390	157,127	131,317	288,444
Sunline Transit Agency	11,506,078	98,635	82,433	181,068
Regional Entity Subtotals	31,458,326	269,675	225,377	495,052
Riverside County Transportation Commission - Corresponding to SCRRRA***	NA	227,417	190,061	417,478
Regional Entity Totals	31,458,326	497,092	415,438	912,530
Council of San Benito County Governments				
San Benito County Local Transportation Authority	151,384	1,298	1,085	2,383

*** The amounts allocated to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.



BETTY T. YEE
California State Controller

February 23, 2022

County Auditors Responsible for State of Good Repair Program Funds
Transportation Planning Agencies
County Transportation Commissions
San Diego Metropolitan Transit System

SUBJECT: Fiscal Year 2021-22 Second Quarter State of Good Repair Program Allocation

Enclosed is a summary schedule of State of Good Repair (SGR) program funds allocated for the second quarter of fiscal year (FY) 2021-22 to each Transportation Planning Agency (TPA), county transportation commission, and the San Diego Metropolitan Transit System for the purposes of Public Utilities Code (PUC) section 99312.1(c). Allocations for the SGR program are calculated pursuant to the distribution formulas in PUC sections 99313 and 99314. Also enclosed is a schedule detailing the amount calculated pursuant to PUC section 99314 for each TPA by operator.

PUC section 99313 allocations are based on the latest available annual population estimates from the Department of Finance. Pursuant to PUC section 99314.10, the PUC section 99314 allocations are based on the State Controller's Office transmittal letter, Reissuance of the FY 2020-21 SGR Program Allocation Estimate, dated July 30, 2021.

This is the second allocation for FY 2021-22. The total amount allocated to all agencies for the second allocation is \$29,017,800.30. The payment is scheduled to issue on February 24, 2022. Please refer to the schedule for the amounts that relate to your agency.

Please contact Mike Silvera by telephone at (916) 323-0704 or email at msilvera@sco.ca.gov with any questions, or for additional information about this schedule. Information for the SGR program can be found on the California Department of Transportation website at: <https://dot.ca.gov/programs/rail-and-mass-transportation/state-transit-assistance-state-of-good-repair>.

Sincerely,

MELMA DIZON
Manager
Local Apportionments Section

Enclosures

STATE CONTROLLER'S OFFICE
2021-22 STATE OF GOOD REPAIR PROGRAM
SECOND QUARTER ALLOCATION SUMMARY
FEBRUARY 24, 2022

Regional Entity	Amount Based on PUC 99313 Allocation Fiscal Year 2021-22 Quarter 2	Amount Based on PUC 99314 Allocation Fiscal Year 2021-22 Quarter 2	Total Fiscal Year 2021-22 Quarter 2
	A	B	C= (A+B)
Metropolitan Transportation Commission	\$ 2,831,801.27	\$ 7,803,342.12	\$ 10,635,143.39
Sacramento Area Council of Governments	720,249.49	252,381.01	972,630.50
San Diego Association of Governments	351,516.50	86,745.49	438,261.99
San Diego Metropolitan Transit System	867,300.29	357,147.41	1,224,447.70
Tahoe Regional Planning Agency	39,726.75	2,301.18	42,027.93
Alpine County Transportation Commission	417.26	32.77	450.03
Amador County Transportation Commission	13,740.62	521.71	14,262.33
Butte County Association of Governments	74,505.67	4,151.53	78,657.20
Calaveras County Local Transportation Commission	16,556.24	203.03	16,759.27
Colusa County Local Transportation Commission	8,178.86	360.14	8,539.00
Del Norte County Local Transportation Commission	9,907.06	522.87	10,429.93
El Dorado County Local Transportation Commission	64,004.16	4,423.62	68,427.78
Fresno County Council of Governments	377,430.94	68,095.08	445,526.02
Glenn County Local Transportation Commission	10,910.67	304.40	11,215.07
Humboldt County Association of Governments	48,103.76	8,376.29	56,480.05
Imperial County Transportation Commission	68,390.27	6,348.02	74,738.29
Inyo County Local Transportation Commission	6,824.17	0.00	6,824.17
Kern Council of Governments	336,077.83	20,691.43	356,769.26
Kings County Association of Governments	56,078.22	2,263.59	58,341.81
Lake County/City Council of Governments	23,505.78	1,275.29	24,781.07
Lassen County Local Transportation Commission	10,136.08	477.73	10,613.81
Los Angeles County Metropolitan Transportation Authority	3,692,567.81	4,770,090.84	8,462,658.65
Madera County Local Transportation Commission	58,258.59	1,946.86	60,205.45
Mariposa County Local Transportation Commission	6,630.81	186.63	6,817.44
Mendocino Council of Governments	31,861.47	2,448.29	34,309.76
Merced County Association of Governments	104,712.10	5,072.09	109,784.19
Modoc County Local Transportation Commission	3,489.10	275.21	3,764.31
Mono County Local Transportation Commission	4,887.54	7,219.98	12,107.52
Transportation Agency for Monterey County	160,767.89	50,202.21	210,970.10
Nevada County Local Transportation Commission	35,830.69	1,769.47	37,600.16
Orange County Transportation Authority	1,159,394.31	421,284.53	1,580,678.84
Placer County Transportation Planning Agency	116,973.41	16,892.50	133,865.91
Plumas County Local Transportation Commission	6,659.85	1,091.67	7,751.52
Riverside County Transportation Commission	902,311.91	148,241.50	1,050,553.41
Council of San Benito County Governments	23,353.58	387.01	23,740.59
San Bernardino County Transportation Authority	799,912.90	171,920.21	971,833.11
San Joaquin Council of Governments	288,044.65	65,975.62	354,020.27
San Luis Obispo Area Council of Governments	99,688.90	7,171.27	106,860.17
Santa Barbara County Association of Governments	162,184.71	41,735.83	203,920.54
Santa Cruz County Transportation Commission	95,991.72	89,182.84	185,174.56
Shasta Regional Transportation Agency	65,362.16	3,471.32	68,833.48
Sierra County Local Transportation Commission	1,172.35	45.43	1,217.78
Siskiyou County Local Transportation Commission	16,296.70	693.64	16,990.34
Stanislaus Council of Governments	204,386.29	11,601.19	215,987.48
Tehama County Transportation Commission	24,025.59	497.46	24,523.05
Trinity County Transportation Commission	4,975.77	194.83	5,170.60
Tulare County Association of Governments	177,095.84	18,683.78	195,779.62
Tuolumne County Transportation Council	19,654.93	519.56	20,174.49
Ventura County Transportation Commission	307,046.69	50,133.67	357,180.36
State Totals	\$ 14,508,900.15	\$ 14,508,900.15	\$ 29,017,800.30

STATE CONTROLLER'S OFFICE
2021-22 STATE OF GOOD REPAIR PROGRAM SECOND QUARTER ALLOCATION
BASED ON PUC 99314 ALLOCATION DETAIL
FEBRUARY 24, 2022

Regional Entity and Operator(s)	Revenue Basis	Amount Based on PUC 99314 Allocation Fiscal Year 2021-22 Quarter 2
Mendocino Council of Governments Mendocino Transit Authority	957,692	2,448.29
Merced County Association of Governments Transit Joint Powers Authority of Merced County Yosemite Area Regional Transportation System (YARTS) Regional Entity Totals	1,025,125 958,913 <hr/> 1,984,038	2,620.68 2,451.41 <hr/> 5,072.09
Modoc County Local Transportation Commission Modoc Transportation Agency - Specialized Service	107,653	275.21
Mono County Local Transportation Commission Eastern Sierra Transit Authority	2,824,223	7,219.98
Transportation Agency for Monterey County Monterey-Salinas Transit	19,637,486	50,202.21
Nevada County Local Transportation Commission County of Nevada City of Truckee Regional Entity Totals	369,077 323,083 <hr/> 692,160	943.53 825.94 <hr/> 1,769.47
Orange County Transportation Authority City of Laguna Beach Orange County Transportation Authority Regional Entity Subtotals Orange County Transportation Authority - Corresponding to SCRRA*** Regional Entity Totals	1,910,271 110,748,483 112,658,754 NA <hr/> 112,658,754	4,883.51 283,122.75 288,006.26 133,278.27 <hr/> 421,284.53
Placer County Transportation Planning Agency City of Auburn County of Placer City of Roseville Regional Entity Totals	21,830 5,410,141 1,175,827 <hr/> 6,607,798	55.82 13,830.74 3,005.94 <hr/> 16,892.50
Plumas County Local Transportation Commission County of Plumas County Service Area 12 - Specialized Service Regional Entity Totals	346,829 80,198 <hr/> 427,027	886.65 205.02 <hr/> 1,091.67
Riverside County Transportation Commission City of Banning City of Beaumont City of Corona Palo Verde Valley Transit Agency City of Riverside - Specialized Service Riverside Transit Agency Sunline Transit Agency Regional Entity Subtotals Riverside County Transportation Commission - Corresponding to SCRRA*** Regional Entity Totals	208,349 318,557 426,555 175,762 493,635 18,329,390 11,506,078 31,458,326 NA <hr/> 31,458,326	532.63 814.37 1,090.47 449.33 1,261.95 46,858.13 29,414.69 80,421.57 67,819.93 <hr/> 148,241.50
Council of San Benito County Governments San Benito County Local Transportation Authority	151,384	387.01

*** The amounts allocated to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.

JAN ARBUCKLE – Grass Valley City Council, Vice Chair
 ANDREW BURTON – Member-At-Large
 SUSAN HOEK – Nevada County Board of Supervisors
 ED SCOFIELD – Nevada County Board of Supervisors, Chair
 DUANE STRAWSER – Nevada City City Council
 JAN ZABRISKIE – Town of Truckee



MICHAEL WOODMAN, Executive Director


Grass Valley • Nevada City

Nevada County • Truckee

File: 950.6

MEMORANDUM

TO: Nevada County Transportation Commission

FROM: Michael Woodman, Executive Director 

SUBJECT: Executive Director's Report for the March 16, 2022 Meeting

DATE: March 16, 2022

INFRASTRUCTURE INVESTMENT AND JOBS ACT OF 2021

The *Infrastructure Investment and Jobs Act of 2021* (IIJA, P.L. 117-58) is a federal bill that addresses provisions related to federal-aid highway, transit, highway safety, motor carrier, research, hazardous materials, and rail programs of the U.S. Department of Transportation (U.S. DOT). The bill was approved by the 117th Congress (Senate passage on August 10, 2021 and House passage on November 5, 2021). On November 15, 2021, President Biden signed IIJA into law.

The bill includes \$1.2 trillion in investments over five years, from Federal Fiscal Year (FFY) 2022 through FFY 2026, including \$550 billion in new spending on transportation, water and power infrastructure, and pollution cleanup, in addition to regular annual spending on infrastructure projects. This overview focuses on major IIJA transportation formula (apportionment) and discretionary (competitive) funding programs, particularly in areas where California actively sought to shape the bill through engagement with Congress (climate action, equity, freight/goods movement, rail/transit, etc.). Under IIJA, California is estimated to receive the following guaranteed formula transportation funding:

- \$25.3 billion for federal-aid highway apportioned programs over five years (compared to approximately \$19.4 billion under the Fixing America's Surface Transportation Act (FAST Act), the last five-year authorization of federal-aid highway programs);
- \$4.2 billion over five years from a new bridge program;
- \$384 million over five years from a new program to support the expansion of an electric vehicle (EV) charging network; and
- \$9.45 billion over five years to improve public transportation options across the state (compared to approximately \$8.1 billion under the FAST Act, the last five-year authorization of federal-aid highway programs).

It should be noted that in the past, California - through the California Department of Transportation (Caltrans) - traditionally reached an agreement with local transportation agencies to divide federal-aid highway funding apportioned to California at 60 percent to be controlled by the state and 40 percent by local agencies.

IIJA also creates new transportation discretionary grant programs and increases funding for existing discretionary grant programs between FY 2022 and FY 2026 including:

- Existing: Local and Regional Project Assistance (formerly RAISE/BUILD/TIGER) funded at \$7.5 billion over five years (\$15 billion total including authorized funding);
- Existing: INFRA funded at \$8 billion over five years (\$14 billion total including authorized funding);
- Existing: Federal Railroad Administration's (FRA) CRISI program funded at \$5 billion over five years;
- Existing: Federal-State Partnership for Intercity Passenger Rail funded at \$36 billion over five years;
- Existing: Federal Transit Administration (FTA) Low-No Emission Vehicle Program funded at \$5.6 billion over five years;
- New: Bridge Investment Program (in addition to bridge formula program) funded at \$12.5 billion over five years;
- New: National Infrastructure Project Assistance (for megaprojects) funded at \$5 billion over five years (\$15 billion total including authorized funding);
- New: Safe Streets and Roads for All funded at \$5 billion over five years (\$6 billion total including authorized funding);
- New: Railroad Crossing Elimination Program at \$3 billion over five years;
- New: Culvert removal, replacement, and restoration funded at \$1 billion over five years;
- New: Strengthening Mobility and Revolutionizing Transportation Grant Program funded at \$500 million over five years;
- New: Reconnecting Communities Pilot Program at \$1 billion over five years;
- New: Charging and Fueling Infrastructure Discretionary Grants at \$2.5 billion over five years.

IIJA also provides five years of National Network funding to Amtrak, totaling \$16 billion, which can be used to upgrade California Amtrak stations and related facilities to full Americans with Disabilities Act (ADA) compliance, rehabilitate and replace old Amtrak-owned fleet and conduct corridor development activities. The IIJA guarantees \$8 billion, and authorizes \$15 billion more in future appropriations for FTA Capital Investment Grants.

NCTC staff is participating on eight stakeholder IIJA implementation sub-working groups established by the California State Transportation Agency (CalSTA) to help guide the development of new discretionary funding programs. NCTC staff will keep the Commission informed of funding opportunities as additional program details are developed.



Caltrans District 3 Project Status Report

March 2022

Highway 20		
0H690 NEV/PLA Turnouts	CO-RTE-PM	NEV - 20 - 25.15 (+ other various locations in other counties)
	Location	In Nevada county on Route 20 and Placer county on Route 193 at various locations.
	Description	Construct Turnouts
	Funding Source	SHOPP - Operational Improvements (310)
	Total Cost	\$3,095,000
	Planning	COMPLETE
	Environmental	COMPLETE
	Design	COMPLETE
Construction	Construction began Fall 2021. Target completion Fall 2022.	
2H62U Omega Curve Correction (2H620) (0H240) (1H810) (0H660)	CO-RTE-PM	NEV - 20 - 29.7/39.8
	Location	In Nevada County, near Omega, from 0.1 mile east of White Cloud Campground to 1.3 miles west of Zeibrigh Road.
	Description	Curve improvement, widen shoulders, and add turnout.
	Funding Source	SHOPP - Safety (010) and Operational Improvements (310)
	Total Cost	\$61,443,000
	Planning	COMPLETE
	Environmental	COMPLETE
	Design	COMPLETE
Construction	Construction is expected to begin Winter 2022. Target completion Winter 2025.	
4H070 Gold Nugget	CO-RTE-PM	NEV - 20 - 12.2/20.0
	Location	In and near Grass Valley and Nevada City, from RTE 20/49 SEP (Br#17-0049) to Rim Rock Lane.
	Description	Repair pavement, drainage, sign panels, ADA facilities, and roadside planting & irrigation. Install new storm water improvement, Maintenance Vehicle Pullouts (MVPs).
	Funding Source	SHOPP - Asset Management (120)
	Total Cost	\$23,990,000
	Planning	COMPLETE
	Environmental	COMPLETE
	Design	Target completion Spring 2023.
Construction	Construction is expected to begin Fall 2023. Target completion Winter 2024.	
0J520 NEV 20 CAPM	CO-RTE-PM	NEV - 20 - 20 / 46.119
	Location	Pavement CAPM and drainage improvements in Nevada County east of Nevada City from Rim Rock Road to Jct20/80.
	Description	Class II Pavement CAPM on Mainline and ramps, rehabilitate or replace poor conditions drainage systems. Evaluate /rehabilitate/replace poor condition lighting, sing panels, and TMS elements.
	Funding Source	SHOPP - Asset Management (121)
	Total Cost	\$38,010,000
	Planning	COMPLETE
	Environmental	Target completion Summer 2023.
	Design	Target completion Spring 2025.
Construction	Construction is expected to begin Summer 2025. Target completion Fall 2026.	
Highway 49		
0H210 Culvert Rehab (South)	CO-RTE-PM	NEV - 49 - 0.0/7.5
	Location	From Placer County Line to North of Lime Kiln Rd.
	Description	Culvert rehabilitation.
	Funding Source	SHOPP - Drainage (151) **SB1**
	Total Cost	\$4,399,000
	Planning	COMPLETE
	Environmental	COMPLETE
	Design	COMPLETE
Construction	Target completion Fall 2022.	
4E170 Nev-49 Corridor Improvement Project	CO-RTE-PM	NEV - 49 - 11.1/13.3
	Location	In Nevada County, from La Bar Meadows Road to McKnight Way.
	Description	Widen SR 49 to a four-lane highway with a continuous median/left-turn lane and 8-foot shoulders.
	Funding Source	STIP - RIP (NCTC)
	Total Cost	\$157,900,000
	Planning	COMPLETE
	Environmental	COMPLETE
	Design	Target completion Fall 2025.
Construction	Construction is expected to begin Winter 2026. Target completion Winter 2028.	

3H510 Nev-49 Corridor Improvement Project (SHOPP)	CO-RTE-PM	NEV - 49 - 10.8/13.3
	Location	In Nevada County, from La Bar Meadows Road to McKnight Way.
	Description	Widen shoulders, construct two way left turn lane (TWLTL), SB right turn lane, and NB truck climbing lane.
	Funding Source	SHOPP - Safety (015)
	Total Cost	\$78,770,000
	Planning	COMPLETE
	Environmental	Target completion Spring 2023.
	Design	Target completion Summer 2025.
4H600 49 Safety Barrier	CO-RTE-PM	PLA - 49 - 8.7/10.6
	Location	In Placer County on Route 49 from 0.2 miles south of Lorenson Road to 0.4 miles north of Lone Star Road.
	Description	Construct concrete median barrier with roundabouts.
	Funding Source	SHOPP - Safety (010)
	Total Cost	\$26,340,000
	Planning	COMPLETE
	Environmental	COMPLETE
	Design	Target completion Spring 2022.
Construction	Construction is expected to begin Summer 2022. Target completion Summer 2024.	

Interstate 80

1H010 Slope Stabilization	CO-RTE-PM	NEV - 80 - 28.3/28.7
	Location	Near Truckee from .2 mile east of Truckee River Bridge to .8 mil west of Farad U/C.
	Description	Construct rockfall wire mesh drapery, flatten cut slope, construct rockfall barrier, rehab drainage.
	Funding Source	SHOPP - Roadway Preservation (150)
	Total Cost	\$14,390,000
	Planning	COMPLETE
	Environmental	COMPLETE
	Design	COMPLETE
Construction	Target completion Spring 2022	
2H690 Slope Stabilization	CO-RTE-PM	NEV - 80 - 31.4/31.8
	Location	Near Truckee, 1.88 miles east of Farad UC (Br# 17-0064) to the Sierra County Line.
	Description	Rockfall Mitigation
	Funding Source	SHOPP - Roadway Preservation (150)
	Total Cost	\$8,730,000
	Planning	COMPLETE
	Environmental	COMPLETE
	Design	COMPLETE
Construction	Target completion Fall 2023.	
3H560 Yuba Pass SOH Bridge Replacement	CO-RTE-PM	NEV - 080 - 58.7 /60.2
	Location	In Nevada County near Emigrant Gap at the Yuba Pass Separation OH Bridges (Br#17-0023L/R).
	Description	Replace bridges, widen WB direction for truck climbing lane, install TMS elements and communications.
	Funding Source	SHOPP - Bridge Rehabilitation (110)
	Total Cost	\$101,780,000
	Planning	COMPLETE
	Environmental	Target completion Winter 2022.
	Design	Target completion Winter 2023.
Construction	Construction is expected to begin Summer 2023 Target completion Fall 2027.	
1H990 Soda Pavement Repair	CO-RTE-PM	VAR - VAR - VAR
	Location	In Placer and Nevada Counties near Soda Springs from Troy Rd UC to East of Soda Springs OC.
	Description	Rehabilitate Roadway, Construct truck climbing lane on EB I-80 direction, widen Jingvale UC, replace sign panels, upgrade lighting, TMS elements, and rehab drainage elements
	Funding Source	SHOPP -Pavement Preservation and Rehabilitation, Drainage System Restoration, Safety Signs and Lighting (121, 122, 151, 170)
	Total Cost	\$85,590,000
	Planning	COMPLETE
	Environmental	COMPLETE
	Design	Target completion March 2023.
Construction	Construction is expected to begin Summer 2024. Target completion Summer 2026.	
3H580 Acid Flats	CO-RTE-PM	NEV - 080 - 27.60/28.50
	Location	In Nevada County near Floriston at Truckee River Bridges (Br#17-0063L/R).
	Description	Replace bridges, install fiber optic and RWIS.
	Funding Source	SHOPP - Bridge Rehabilitation and Replacement (110)
	Total Cost	\$74,535,000
	Planning	COMPLETE
	Environmental	Target completion Winter 2024.
	Design	Target completion September 2026.
Construction	Construction is expected to begin Summer 2027. Target completion Fall 2029.	

1H18U Rdway Rehab	CO-RTE-PM	NEV - 80 - 13.00/15.50
	Location	In Truckee from west of Donner Park OC (BR#17-0045) to Trout Creek UC (BR#17-0031).
	Description	Rehabilitate pavement and drainage systems, upgrade ADA facilities, guardrail, and TMS elements.
	Funding Source	SHOPP Pavement Rehabilitation (122)
	Total Cost	\$30,566,000
	Planning	COMPLETE
	Environmental	COMPLETE
	Design	COMPLETE
Construction	Target completion Fall 2023	
2H01U Rockfall Protection	CO-RTE-PM	NEV - 80 - 31.37/31.78
	Location	In Nevada and Sierra Counties from 1.9 miles east of Farad Undercrossing to the Sierra County line and from 1.3 miles east of the
	Description	Stabilize cut slope erosion and prevent rockfall by flattening the slope or installing a drapery system, concrete barrier, and drainage
	Funding Source	SHOPP - Roadway Preservation (150)
	Total Cost	\$13,813,000
	Planning	COMPLETE
	Environmental	COMPLETE
	Design	COMPLETE
Construction	Target Start Fall 2022 / Target completion Fall 2023	
2J910 Safety Improvements	CO-RTE-PM	NEV - 80 - 26.0/27.4
	Location	In Nevada County on Route 80 at Floriston
	Description	Grind existing concrete pavement, place polyester concrete overlay, groove existing concrete pavement, remove/repair concrete barrier
	Funding Source	SHOPP Safety Improvement (010)
	Total Cost	\$3,750,000
	Planning	Target Spring 2022.
	Environmental	Target Summer 2022
	Design	Target Winter 2022
Construction	Target Start Spring 2023 / Target completion Spring 2024	

Highway 89

1J170 CAPM & Drainage Improvements	CO-RTE-PM	PLA - 89 - 13.1/21.667
	Location	In Placer and Nevada Counties on Route 89, 9.0 miles south of Truckee from Truckee River Bridge (Br # 19-0032) to Junction of Route 80 in Truckee.
	Description	Class 2 pavement CAPM, rehabilitate drainage, upgrade ADA facilities, guardrail, and TMS elements.
	Funding Source	SHOPP - Roadway Preservation (121)
	Total Cost	\$14,370,000
	Planning	This project is waiting to be programmed into the 2022 SHOPP.
	Environmental	Target completion Summer 2024.
	Design	Target completion Spring 2025.
Construction	Construction is expected to begin in Summer 2025. Target completion Fall 2027.	

Highway 174

4F370 Hwy 174 Safety Improvement Project	CO-RTE-PM	NEV - 174 - 2.7/4.6
	Location	In Nevada County, near Rollins Lake, from Maple Way to You Bet Road.
	Description	Safety - This project proposes to realign curves, widen shoulders, add a left turn lane at Greenhorn Access Rd.,
	Funding Source	SHOPP - Safety (010)
	Total Cost	\$27,368,000
	Planning	COMPLETE
	Environmental	COMPLETE
	Design	COMPLETE
Construction	COMPLETE, 1 year plant establishment period Fall 2022	
3F680 ADA Upgrades	CO-RTE-PM	NEV - 174 - 9.7/10.1
	Location	In Grass Valley from Race Street to Highway 20.
	Description	Relinquishment
	Funding Source	SHOPP
	Total Cost	\$1,950,000
	Planning	COMPLETE
	Environmental	COMPLETE: State ED: CEQA comlete Caltrans is working on the part Federal part of ED - NEPA
	Design	Relinquishment Agreement is signed with City of Grass Valley: Relinquishment Approval Report Winter of 2021
Construction	N/A: Relinquishment	