

DANIELA FERNANDEZ – Nevada City City Council
SUSAN HOEK – Nevada County Board of Supervisors
TOM IVY – Grass Valley City Council, Vice Chair
ED SCOFIELD – Nevada County Board of Supervisors, Chair
JAY STRAUSS – Member-At-Large
DUANE STRAWSER – Member-At-Large
JAN ZABRISKIE – Town of Truckee



MICHAEL WOODMAN, Executive Director
AARON HOYT, Deputy Executive Director

Grass Valley • Nevada City

Nevada County • Truckee

REGULAR TELECONFERENCE MEETING AGENDA

A regular meeting of the Nevada County Transportation Commission (NCTC) will be held on
Wednesday, May 17, 2023 at 9:45 a.m.

at the following locations:

Grass Valley City Hall Council Chambers
125 East Main Street, Grass Valley, California

Video Conferencing located at the
Donner Room, Truckee Town Hall
10183 Truckee Airport Rd, Truckee, CA 96161

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: Please come to the podium, or use the Zoom **“Raise Hand”** feature, when the agenda item number and subject matter are announced. For items not on the agenda, please comment during the Public Comment time. When recognized, please provide your name and address for the record. The Chair may limit any individual to 3 minutes, and may limit the total time allocated for Public Comment to a minimum of 15 minutes. Time to address the Commission will be allocated based on the number of requests received. Not all members may be allowed to speak if the total time allotted expires.

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. These meeting rooms are accessible to people with disabilities. 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: 9:45 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. [Financial Reports:](#)

February and March 2023

- NCTC Administration/Planning Fund.
- Regional Transportation Mitigation Fee Program Fund.
- State Transit Assistance Fund.
- Regional Surface Transportation Program Fund.

2. [NCTC Minutes:](#) March 20, 2023 Meeting

Recommendation: Approve.

3. [Coronavirus Response and Relief Supplemental Appropriations Act of 2021 \(CRRSAA\) Bid Targets:](#) See staff report.

Recommendation: Approval of NCTC CRRSAA Bid Targets table for FFY 2021.

4. [Revised Findings of Apportionment for FY 2023/24:](#) The State Department of Finance has provided an updated population estimate for Nevada County. In accordance with state statutes, staff has apportioned the estimated revenues to the entities within the jurisdiction of the Nevada County Transportation Commission.

Recommendation: Adopt Resolution **23-07**.

5. [Regional Surface Transportation Program \(RSTP\) Bid Targets for FY 2022/23](#): The attached table has been prepared by staff based on the Caltrans Office of Local Assistance estimate of RSTP funds for FY 2022/23.

Recommendation: Approve the Bid Target table as a basis for allocation from the RSTP Fund for FY 2022/23.

6. [Vehicle Miles Traveled Screening Tool Update](#): See staff report.

Recommendation: Authorize the Executive Director to execute the Work Order with Fehr & Peers.

ACTION ITEMS

7. [Final FY 2023/24 Overall Work Program](#): See staff report.

Recommendation: Adopt Resolution **23-08** by roll call vote.

8. [Professional Services Agreement for Auditor Controller](#): See staff report.

Recommendation: Adopt Resolution **23-09** by roll call vote.

9. [FY 2021/22 Fiscal and Compliance Audits](#): Presentation by Coley Delaney, CPA from The Pun Group. See staff report.

Recommendation: Adopt Resolution **23-10** by roll call vote.

10. [Revised TDA Allocation Request from the Town of Truckee](#): The Town of Truckee is requesting a revised allocation of LTF Funds for FY 2022/23.

Recommendation: Adopt Resolution **23-11** by roll call vote.

11. [Regional Transportation Mitigation Fee Program Update](#): Presentation by GHD, Inc. See staff report.

Recommendation: Provide comments.

12. [Draft Regional Transportation Plan Goals, Policies, and Objectives](#): Presentation by Aaron Hoyt. See staff report.

Recommendation: Provide comments.

INFORMATIONAL ITEMS

13. Correspondence

- A. Mike Woodman, Executive Director, Nevada County Transportation Commission, Draft 2023 State Highway System Management Plan: Climate and Adaptation and Resilience, File 260.0, 3/8/2023
- B. Malia M. Cohen, California State Controller, Fiscal Year 2022-23 Second Quarter State of Good Repair Program Allocation, File 370.2.1, 3/6/2023
- C. Malia M. Cohen, California State Controller, Fiscal Year 2022-23 Second Quarter State Transit Assistance Allocation, File 1370.0, 3/6/2023

14. Executive Director’s Report

15. Project Status Report

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

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: July 19, 2023.

ADJOURNMENT OF MEETING

This agenda was posted 72 hours in advance of the meeting at the Grass Valley City Hall, the Truckee Town Hall, 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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2023 NCTC MEETING SCHEDULE

JANUARY 25, 2023 – Meeting canceled

MARCH 20, 2023

MAY 17, 2023

JULY 19, 2023

SEPTEMBER 20, 2023

NOVEMBER 15, 2023

Meetings will be held at the Grass Valley City Council Chambers
at 9:45 a.m. unless noted otherwise

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		

**Nevada County Transportation Commission
Monthly Financial Report 2022/23**

FEBRUARY

TOWN OF TRUCKEE (5805) LTF

16.89%

Cash Balance 2/1/23	\$786,417.44
Additions	\$69,146.87
Deductions	<u>\$0.00</u>
Cash Balance 2/28/23	\$855,564.31
 <u>Budget and Allocations</u>	
Fund Balance 6/30/22	\$887,013.16
Revenue Revised Findings Reso 22-12 5/18/22	<u>\$646,574.00</u>
AMOUNT TO BE ALLOCATED	\$1,533,587.16
 Total Amount of Approved Allocations	 <u>\$511,288.14</u>
BALANCE Available for Allocation	\$1,022,299.02

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7/20/22 22-24	Transit/Paratransit Operations	\$511,288.14	\$383,466.10	\$127,822.04

**Nevada County Transportation Commission
Monthly Financial Report FY 2022/23**

FEBRUARY

PEDESTRIAN AND BIKE (5806) LTF

2.00%

Cash Balance 2/1/23	\$309,471.15
Additions	\$8,794.63
Deductions	<u>\$0.00</u>
Cash Balance 2/28/23	\$318,265.78

Budget and Allocations

Fund Balance 6/30/22	\$333,441.86
Revenue Revised Findings Reso 22-12 5/18/22	<u>\$82,236.00</u>
AMOUNT TO BE ALLOCATED	\$415,677.86

Total Amount of Approved Allocations	<u>\$61,500.00</u>
BALANCE Available for Allocation	\$354,177.86

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY	BALANCE
07/20/22 22-23	Nevada City Commercial Street Phase 2 Sidewalk & Railings	\$61,500.00	\$61,500.00	\$0.00
	TOTAL	\$61,500.00	\$61,500.00	\$0.00

Nevada County Transportation Commission
Monthly Financial Report FY 2022/23
FEBRUARY

NEVADA COUNTY (5807) LTF
66.37%

Cash Balance 2/1/23	\$2,857,604.63
Additions	\$271,698.70
Deductions	<u>\$0.00</u>
Cash Balance 2/28/23	\$3,129,303.33

Budget and Allocations	
<u>Fund Balance 6/30/22</u>	\$3,777,627.82
Revenue Revised Findings Reso 22-12 5/18/22	<u>\$2,540,581.00</u>
AMOUNT TO BE ALLOCATED	\$6,318,208.82

Total Amount of Approved Allocations	<u>\$5,140,820.00</u>
BALANCE Available for Allocation	\$1,177,388.82

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7/20/22 22-21	Transit/Paratransit Operations	\$2,680,167.00	\$2,025,397.33	\$654,769.67
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	\$5,140,820.00	\$2,025,397.33	\$3,115,422.67

Nevada County Transportation Commission
Monthly Financial Report FY 2022/23
FEBRUARY

GRASS VALLEY (5808) LTF
13.45%

Cash Balance 2/1/23	\$39,826.15
Additions	\$55,062.75
Deductions	<u>\$39,826.15</u>
Cash Balance 2/28/23	\$55,062.75

Budget and Allocations

Fund Balance 6/30/22	\$154,724.32
Revenue Revised Findings Reso 22-12 5/18/22	<u>\$514,877.00</u>
AMOUNT TO BE ALLOCATED	\$669,601.32
Total Amount of Approved Allocations	<u>\$514,877.00</u>
BALANCE Available for Allocation	\$154,724.32

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7/20/22 22-22	Transit/Paratransit Operations	\$514,877.00	\$374,774.18	\$140,102.82

**Nevada County Transportation Commission
Monthly Financial Report FY 2022/23**

FEBRUARY

NEVADA CITY (5809) LTF

3.29%

Cash Balance 2/1/23	\$9,751.08
Additions	\$13,481.62
Deductions	<u>\$9,751.08</u>
Cash Balance 2/28/23	\$13,481.62

Budget and Allocations

Fund Balance 6/30/22	\$37,638.34
Revenue Revised Findings Reso 22-12 5/18/22	<u>\$126,063.00</u>
AMOUNT TO BE ALLOCATED	\$163,701.34

Total Amount of Approved Allocations	<u>\$126,063.00</u>
BALANCE Available for Allocation	\$37,638.34

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
07/20/22 Reso 22-23	Transit/Paratransit Operations	\$126,063.00	\$91,514.99	\$34,548.01

**Nevada County Transportation Commission
Monthly Financial Report FY 2022/23**

FEBRUARY

COMMUNITY TRANSIT SERVICES (5810) LTF

5.00%

Cash Balance 2/1/23	\$124,930.56
Additions	\$21,546.84
Deductions	<u>\$0.00</u>
Cash Balance 2/28/23	\$146,477.40

Budget and Allocations

Fund Balance 6/30/22	\$188,804.41
Revenue Revised Findings Reso 22-12 5/18/22	<u>\$201,479.00</u>
AMOUNT TO BE ALLOCATED	\$390,283.41

Total Amount of Approved Allocations	<u>\$201,479.00</u>
BALANCE Available for Allocation	\$188,804.41

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7/20/22 22-21	Nevada County Paratransit Operations	\$167,449.00	\$125,586.00	\$41,863.00
7/20/22 22-24	Truckee Paratransit Operations	\$34,030.00	\$25,522.50	\$8,507.50
	TOTAL	\$201,479.00	\$151,108.50	\$50,370.50

Nevada County Transportation Commission
Monthly Financial Report FY 2022/23

FEBRUARY NCTC Administration & Planning (6327)

Cash Balance 2/1/23	\$401,551.11
Additions	\$145,437.41
Deductions	\$84,623.16
Cash Balance 2/28/23	\$462,365.36
<u>BUDGET: Estimated Revenue & Allocations</u>	
Fund Balance 6/30/22	\$536,795.06
Estimated Revenue	<u>\$2,125,205.82</u>
AVAILABLE FOR ALLOCATION	\$2,662,000.88
Total of Approved Allocations	<u>\$2,125,205.82</u>
BALANCE AVAILABLE FOR ALLOCATION	\$536,795.06

W.E.	DESCRIPTION	Allocation	YTD Activity Accrual Basis	Balance	% Expended
1.1	<u>General Services</u>				
	NCTC Staff	\$213,753.00	\$140,130.09	\$73,622.91	65.56%
	Indirect	\$35,564.85	\$14,322.74	\$21,242.11	40.27%
	Consultant Human Resources	\$5,000.00	\$0.00	\$5,000.00	0.00%
1.2	<u>Fiscal Administration</u>				
	NCTC Staff	\$232,683.99	\$142,274.70	\$90,409.29	61.15%
	Indirect	\$38,714.64	\$13,845.79	\$24,868.85	35.76%
	Fiscal Audit unallowable	\$51,500.00	\$0.00	\$51,500.00	0.00%
2.1	<u>Regional Transportation Plan</u>				
	NCTC Staff	\$47,956.64	\$30,289.09	\$17,667.55	63.16%
	Indirect	\$17,305.59	\$5,500.85	\$11,804.74	31.79%
	Transportation Engineering	\$25,000.00	\$1,531.88	\$23,468.12	6.13%
	Local Agency	\$30,000.00	\$5,649.83	\$24,350.17	18.83%
	Traffic Counts	\$10,000.00	\$3,885.94	\$6,114.06	38.86%
2.1.1	<u>Regional Transportation Plan Update</u>				
	NCTC Staff	\$56,053.91	\$35,340.72	\$20,713.19	63.05%
	Consultant	\$144,997.82	\$60,870.87	\$84,126.95	41.98%
2.2	<u>Transportation Improvement Program</u>				
	NCTC Staff	\$38,213.01	\$24,200.98	\$14,012.03	63.33%
	Indirect	\$14,248.63	\$3,330.74	\$10,917.89	23.38%
2.2.1	<u>Regional Transportation Mitigation Fee Update</u>				
	NCTC Staff	\$47,424.56	\$18,566.01	\$28,858.55	39.15%
	Consultant	\$99,937.42	\$49,190.05	\$50,747.37	49.22%
2.3	<u>Transit & Paratransit Programs</u>				
	NCTC Staff	\$46,317.03	\$29,378.36	\$16,938.67	63.43%
	Indirect	\$13,452.26	\$2,660.05	\$10,792.21	19.77%
2.3.3	<u>Eastern Nevada County Transit Development Plan</u>				
	NCTC Staff	\$34,534.13	\$4,210.68	\$30,323.45	12.19%
	Consultant	\$75,000.00	\$0.00	\$75,000.00	0.00%
2.4	<u>Coordination of Regional Planning</u>				
	NCTC Staff	\$79,543.39	\$68,178.06	\$11,365.33	85.71%
	Indirect	\$28,108.04	\$8,238.09	\$19,869.95	29.31%
	Rural Counties Task Force	\$2,000.00	\$0.00	\$2,000.00	
	Statewide Local Streets & Roads Ass	\$750.00	\$0.00	\$750.00	0.00%
	State Advocacy	\$50,000.00	\$0.00	\$50,000.00	0.00%
	PCPTA Rail Study	\$5,735.00	\$0.00	\$5,735.00	
2.4.2	<u>Airport Land Use Commission Planning & Reviews</u>				
	NCTC Staff	\$23,303.16	\$11,995.95	\$11,307.21	51.48%
	Consultant	\$15,000.00	\$3,244.81	\$11,755.19	21.63%
2.4.4	<u>RCTF Rural Induced Demand Study</u>				
	NCTC Staff	\$49,089.89	\$21,642.38	\$27,447.51	44.09%
	Consultant	\$125,000.00	\$14,533.45	\$110,466.55	11.63%
2.4.6	<u>Nevada County Fleet Electrification</u>				
	NCTC Staff	\$16,999.36	\$3,199.78	\$13,799.58	18.82%
	Consultant	\$230,000.00	\$0.00	\$230,000.00	0.00%
	Contingency	\$222,019.50	\$0.00	\$222,019.50	0.00%
	TOTAL ALL WORK ELEMENTS	\$2,125,205.82	\$716,211.89	\$1,408,993.93	33.70%

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

**Nevada County Transportation Commission
Monthly Financial Report FY 2022/23**

FEBRUARY

REGIONAL TRANSPORTATION MITIGATION FEE FUND (6328)

Cash Balance 2/1/23	\$2,246,024.57
Additions	\$0.00
Deductions	\$0.00
Cash Balance 2/28/23	\$2,246,024.57

**RTMF REVENUES, INTEREST, AND EXPENDITURES
2000/01 - 2022/23**

JURISDICTION	COLLECTED/EXPENDED 2000/01 - 2021/22	COLLECTED/EXPENDED 2022/23	TOTAL COLLECTED/EXPENDED
Grass Valley	\$2,571,833.36	\$0.00	\$2,571,833.36
Nevada City	\$200,561.32	\$0.00	\$200,561.32
Nevada County	\$5,446,199.27	\$297,516.32	\$5,743,715.59
Total	\$8,218,593.95	\$297,516.32	\$8,516,110.27
Interest	\$235,972.25	\$15,155.99	\$251,128.24
Expenditures	\$6,466,436.37	\$54,777.57	\$6,521,213.94
TOTAL	\$1,988,129.83	\$257,894.74	\$2,246,024.57

RTMF ALLOCATIONS

DATE/RESO	PROJECT	ORIGINAL ALLOCATION	PRIOR YEARS EXPENDITURES	REMAINING ALLOCATION	EXPENDED YTD Accrual Basis	BALANCE
5/18/22 Reso 22-16	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	\$12,501.41	\$3,113,699.89
7/19/17 Reso 17-29	Grass Valley East Main Street/Bennett Street Intersection	\$1,500,000.00	\$1,457,723.84	\$42,276.16	\$42,276.16	\$0.00
9/21/22 Reso 22-34	NCTC RTMF Update W.E. 2.2.1 Consultant	\$136,715.84	\$36,778.42	\$99,937.42	\$0.00	\$99,937.42
9/21/22 Reso 22-34	NCTC RTMF Update W.E. 2.2.1 Staff	\$75,632.82	\$28,208.26	\$47,424.56	\$0.00	\$47,424.56
TOTAL		\$6,103,811.50	\$2,782,972.06	\$3,320,839.44	\$54,777.57	\$3,266,061.87

Nevada County Transportation Commission
Monthly Financial Report FY 2022/23
FEBRUARY

STATE TRANSIT ASSISTANCE FUND (6357)

Cash Balance 2/1/23	\$3,925,808.23
Additions	\$0.00
Deductions	<u>\$0.00</u>
Cash Balance 2/28/23	\$3,925,808.23

Budget and Allocations

Fund Balance 6/30/22	\$4,049,337.78
Estimated STA Revenue	\$1,296,840.00
AMOUNT TO BE ALLOCATED	\$5,346,177.78

Total Approved Allocations	<u>\$721,628.86</u>
BALANCE Available for Allocation	\$4,624,548.92

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7/20/22 22-21	Nevada County Transit/Paratransit Services	\$23,802.00	\$0.00	\$23,802.00
7/20/22 22-24	Truckee Transit/Paratransit Services	\$418,826.86	\$170,382.40	\$248,444.46
11/9/22 22-37	Truckee Transit/Paratransit Services Capital - Railyard	\$279,000.00	\$279,000.00	\$0.00
	TOTAL	\$721,628.86	\$449,382.40	\$272,246.46

**Nevada County Transportation Commission
Monthly Financial Report FY 2022/23**

FEBRUARY

REGIONAL SURFACE TRANSPORTATION PROGRAM FUND (6492)

Cash Balance 2/1/23	\$2,346,650.86
Additions	\$0.00
Deductions	<u>\$503,314.00</u>
Cash Balance 2/28/23	\$1,843,336.86
<u>Budget and Allocations</u>	
Fund Balance 6/30/22	\$2,420,872.04
Estimated RSTP Revenue	<u>\$0.00</u>
AMOUNT TO BE ALLOCATED	\$2,420,872.04
Total Amount of Approved Allocations	<u>\$684,201.32</u>
BALANCE Available for Allocation	\$1,736,670.72

DATE/RESO	PROJECT	ORIGINAL ALLOCATION	PRIOR YEARS EXPENDITURES	REMAINING ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7/20/22 22-26	Nevada City FY 2022/23 Commercial Street Improvement Phase 2	\$92,000.00	\$0.00	\$92,000.00	\$92,000.00	\$0.00
5/15/19 19-11	Nev Co 2019/20 Shoulder Improvements Donner Pass Road	\$160,000.00	\$128,390.50	\$31,609.50	\$12,720.00	\$18,889.50
7/20/22 22-25	Nev Co 2022/23 General Maintenance	\$490,594.00	\$0.00	\$490,594.00	\$490,594.00	\$0.00
9/21/22 22-34	NCTC Project: 2022/23 Regional Transportation Plan Update	\$69,997.82	\$0.00	\$69,997.82	\$0.00	\$69,997.82
	TOTAL	\$812,591.82	\$128,390.50	\$684,201.32	\$595,314.00	\$88,887.32

**Nevada County Transportation Commission
Monthly Financial Report 2022/23**

MARCH

TOWN OF TRUCKEE (5805) LTF

16.89%

Cash Balance 3/1/23	\$855,564.31
Additions	\$44,844.81
Deductions	<u>\$0.00</u>
Cash Balance 3/31/23	\$900,409.12

Budget and Allocations

Fund Balance 6/30/22	\$887,013.16
Revenue Revised Findings Reso 23-03 3/20/23	<u>\$616,006.00</u>
AMOUNT TO BE ALLOCATED	\$1,503,019.16

Total Amount of Approved Allocations	<u>\$511,288.14</u>
BALANCE Available for Allocation	\$991,731.02

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7/20/22 22-24	Transit/Paratransit Operations	\$511,288.14	\$383,466.10	\$127,822.04

**Nevada County Transportation Commission
Monthly Financial Report FY 2022/23**

MARCH

PEDESTRIAN AND BIKE (5806) LTF

2.00%

Cash Balance 3/1/23	\$318,265.78
Additions	\$7,034.14
Deductions	<u>\$0.00</u>
Cash Balance 3/31/23	\$325,299.92

Budget and Allocations

Fund Balance 6/30/22	\$333,441.86
Revenue Revised Findings Reso 23-03 3/20/23	<u>\$78,348.00</u>
AMOUNT TO BE ALLOCATED	\$411,789.86

Total Amount of Approved Allocations	<u>\$61,500.00</u>
BALANCE Available for Allocation	\$350,289.86

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY	BALANCE
07/20/22 22-23	Nevada City Commercial Street Phase 2 Sidewalk & Railings	\$61,500.00	\$61,500.00	\$0.00
	TOTAL	\$61,500.00	\$61,500.00	\$0.00

**Nevada County Transportation Commission
Monthly Financial Report FY 2022/23**

MARCH

NEVADA COUNTY (5807) LTF

66.37%

Cash Balance 3/1/23	\$3,129,303.33
Additions	\$173,546.35
Deductions	<u>\$186,669.30</u>
Cash Balance 3/31/23	\$3,116,180.38

Budget and Allocations	
<u>Fund Balance 6/30/22</u>	\$3,777,627.82
Revenue Revised Findings Reso 23-03 3/20/23	<u>\$2,420,473.00</u>
AMOUNT TO BE ALLOCATED	\$6,198,100.82

Total Amount of Approved Allocations	<u>\$5,140,820.00</u>
BALANCE Available for Allocation	\$1,057,280.82

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7/20/22 22-21	Transit/Paratransit Operations	\$2,680,167.00	\$2,212,066.63	\$468,100.37
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	\$5,140,820.00	\$2,212,066.63	\$2,928,753.37

**Nevada County Transportation Commission
Monthly Financial Report FY 2022/23**

MARCH

GRASS VALLEY (5808) LTF

13.45%

Cash Balance 3/1/23	\$55,062.75
Additions	\$31,383.06
Deductions	<u>\$55,062.75</u>
Cash Balance 3/31/23	\$31,383.06

Budget and Allocations

Fund Balance 6/30/22	\$154,724.32
Revenue Revised Findings Reso 23-03 3/20/23	<u>\$490,536.00</u>
AMOUNT TO BE ALLOCATED	\$645,260.32

Total Amount of Approved Allocations	<u>\$514,877.00</u>
BALANCE Available for Allocation	\$130,383.32

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7/20/22 22-22	Transit/Paratransit Operations	\$514,877.00	\$429,836.93	\$85,040.07

**Nevada County Transportation Commission
Monthly Financial Report FY 2022/23**

MARCH

NEVADA CITY (5809) LTF

3.29%

Cash Balance 3/1/23	\$13,481.62
Additions	\$7,683.86
Deductions	<u>\$13,481.62</u>
Cash Balance 3/31/23	\$7,683.86

Budget and Allocations

Fund Balance 6/30/22	\$37,638.34
Revenue Revised Findings Reso 23-03 3/20/23	<u>\$120,103.00</u>
AMOUNT TO BE ALLOCATED	\$157,741.34

Total Amount of Approved Allocations	<u>\$126,063.00</u>
BALANCE Available for Allocation	\$31,678.34

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
07/20/22 Reso 22-23	Transit/Paratransit Operations	\$126,063.00	\$104,996.61	\$21,066.39

**Nevada County Transportation Commission
Monthly Financial Report FY 2022/23**

MARCH

COMMUNITY TRANSIT SERVICES (5810) LTF

5.00%

Cash Balance 3/1/23	\$146,477.40
Additions	\$13,211.06
Deductions	<u>\$0.00</u>
Cash Balance 3/31/23	\$159,688.46

Budget and Allocations

Fund Balance 6/30/22	\$188,804.41
Revenue Revised Findings Reso 23-03 3/20/23	<u>\$191,954.00</u>
AMOUNT TO BE ALLOCATED	\$380,758.41

Total Amount of Approved Allocations	<u>\$201,479.00</u>
BALANCE Available for Allocation	\$179,279.41

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7/20/22 22-21	Nevada County Paratransit Operations	\$167,449.00	\$125,586.00	\$41,863.00
7/20/22 22-24	Truckee Paratransit Operations	\$34,030.00	\$25,522.50	\$8,507.50
	TOTAL	\$201,479.00	\$151,108.50	\$50,370.50

Nevada County Transportation Commission
Monthly Financial Report FY 2022/23

MARCH NCTC Administration & Planning (6327)

Cash Balance 3/1/23	\$462,365.36
Additions	\$109,478.74
Deductions	\$141,910.63
Cash Balance 3/31/23	\$429,933.47

BUDGET: Estimated Revenue & Allocations

Fund Balance 6/30/22	\$536,795.06
Estimated Revenue	<u>\$2,125,205.82</u>
AVAILABLE FOR ALLOCATION	\$2,662,000.88
Total of Approved Allocations	<u>\$2,125,205.82</u>
BALANCE AVAILABLE FOR ALLOCATION	\$536,795.06

W.E.	DESCRIPTION	Allocation	YTD Activity Accrual Basis	Balance	% Expended
1.1	<u>General Services</u>				
	NCTC Staff	\$213,753.00	\$164,093.54	\$49,659.46	76.77%
	Indirect	\$35,564.85	\$18,541.99	\$17,022.86	52.14%
	Consultant Human Resources	\$5,000.00	\$0.00	\$5,000.00	0.00%
1.2	<u>Fiscal Administration</u>				
	NCTC Staff	\$232,683.99	\$167,633.17	\$65,050.82	72.04%
	Indirect	\$38,714.64	\$18,013.03	\$20,701.61	46.53%
	Fiscal Audit unallowable	\$51,500.00	\$0.00	\$51,500.00	0.00%
2.1	<u>Regional Transportation Plan</u>				
	NCTC Staff	\$47,956.64	\$35,366.57	\$12,590.07	73.75%
	Indirect	\$17,305.59	\$7,173.15	\$10,132.44	41.45%
	Transportation Engineering	\$25,000.00	\$1,531.88	\$23,468.12	6.13%
	Local Agency	\$30,000.00	\$5,649.83	\$24,350.17	18.83%
	Traffic Counts	\$10,000.00	\$3,885.94	\$6,114.06	38.86%
2.1.1	<u>Regional Transportation Plan Update</u>				
	NCTC Staff	\$56,053.91	\$42,104.62	\$13,949.29	75.11%
	Consultant	\$144,997.82	\$70,836.87	\$74,160.95	48.85%
2.2	<u>Transportation Improvement Program</u>				
	NCTC Staff	\$38,213.01	\$29,771.63	\$8,441.38	77.91%
	Indirect	\$14,248.63	\$4,544.42	\$9,704.21	31.89%
2.2.1	<u>Regional Transportation Mitigation Fee Update</u>				
	NCTC Staff	\$47,424.56	\$21,837.02	\$25,587.54	46.05%
	Consultant	\$99,937.42	\$56,153.25	\$43,784.17	56.19%
2.3	<u>Transit & Paratransit Programs</u>				
	NCTC Staff	\$46,317.03	\$35,880.19	\$10,436.84	77.47%
	Indirect	\$13,452.26	\$3,664.28	\$9,787.98	27.24%
2.3.3	<u>Eastern Nevada County Transit Development Plan</u>				
	NCTC Staff	\$34,534.13	\$4,554.30	\$29,979.83	13.19%
	Consultant	\$75,000.00	\$0.00	\$75,000.00	0.00%
2.4	<u>Coordination of Regional Planning</u>				
	NCTC Staff	\$79,543.39	\$80,950.05	(\$1,406.66)	101.77%
	Indirect	\$28,108.04	\$10,915.73	\$17,192.31	38.83%
	Rural Counties Task Force	\$2,000.00	\$0.00	\$2,000.00	
	Statewide Local Streets & Roads Ass	\$750.00	\$0.00	\$750.00	0.00%
	State Advocacy	\$50,000.00	\$0.00	\$50,000.00	0.00%
	PCPTA Rail Study	\$5,735.00		\$5,735.00	
2.4.2	<u>Airport Land Use Commission Planning & Reviews</u>				
	NCTC Staff	\$23,303.16	\$13,735.43	\$9,567.73	58.94%
	Consultant	\$15,000.00	\$5,020.58	\$9,979.42	33.47%
2.4.4	<u>RCTF Rural Induced Demand Study</u>				
	NCTC Staff	\$49,089.89	\$24,079.39	\$25,010.50	49.05%
	Consultant	\$125,000.00	\$26,727.87	\$98,272.13	21.38%
2.4.6	<u>Nevada County Fleet Electrification</u>				
	NCTC Staff	\$16,999.36	\$5,369.05	\$11,630.31	31.58%
	Consultant	\$230,000.00	\$0.00	\$230,000.00	0.00%
	Contingency	\$222,019.50	\$0.00	\$222,019.50	0.00%
	TOTAL ALL WORK ELEMENTS	\$2,125,205.82	\$858,033.78	\$1,267,172.04	40.37%

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

**Nevada County Transportation Commission
Monthly Financial Report FY 2022/23**

MARCH

REGIONAL TRANSPORTATION MITIGATION FEE FUND (6328)

Cash Balance 3/1/23	\$2,246,024.57
Additions	\$14,823.23
Deductions	\$0.00
Cash Balance 3/31/23	\$2,260,847.80

**RTMF REVENUES, INTEREST, AND EXPENDITURES
2000/01 - 2022/23**

JURISDICTION	COLLECTED/EXPENDED 2000/01 - 2021/22	COLLECTED/EXPENDED 2022/23	TOTAL COLLECTED/EXPENDED
Grass Valley	\$2,571,833.36	\$0.00	\$2,571,833.36
Nevada City	\$200,561.32	\$0.00	\$200,561.32
Nevada County	\$5,446,199.27	\$297,516.32	\$5,743,715.59
Total	\$8,218,593.95	\$297,516.32	\$8,516,110.27
Interest	\$235,972.25	\$29,979.22	\$265,951.47
Expenditures	\$6,466,436.37	\$54,777.57	\$6,521,213.94
TOTAL	\$1,988,129.83	\$272,717.97	\$2,260,847.80

RTMF ALLOCATIONS

DATE/RESO	PROJECT	ORIGINAL ALLOCATION	PRIOR YEARS EXPENDITURES	REMAINING ALLOCATION	EXPENDED YTD Accrual Basis	BALANCE
5/18/22 Reso 22-16	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	\$12,501.41	\$3,113,699.89
7/19/17 Reso 17-29	Grass Valley East Main Street/Bennett Street Intersection	\$1,500,000.00	\$1,457,723.84	\$42,276.16	\$42,276.16	\$0.00
9/21/22 Reso 22-34	NCTC RTMF Update W.E. 2.2.1 Consultant	\$136,715.84	\$36,778.42	\$99,937.42	\$0.00	\$99,937.42
9/21/22 Reso 22-34	NCTC RTMF Update W.E. 2.2.1 Staff	\$75,632.82	\$28,208.26	\$47,424.56	\$0.00	\$47,424.56
TOTAL		\$6,103,811.50	\$2,782,972.06	\$3,320,839.44	\$54,777.57	\$3,266,061.87

**Nevada County Transportation Commission
Monthly Financial Report FY 2022/23**

MARCH

STATE TRANSIT ASSISTANCE FUND (6357)

Cash Balance 3/1/23	\$3,925,808.23
Additions	\$397,798.49
Deductions	<u>\$0.00</u>
Cash Balance 3/31/23	\$4,323,606.72

Budget and Allocations

Fund Balance 6/30/22	\$4,049,337.78
Estimated STA Revenue	\$1,296,840.00
AMOUNT TO BE ALLOCATED	\$5,346,177.78

Total Approved Allocations	<u>\$721,628.86</u>
BALANCE Available for Allocation	\$4,624,548.92

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7/20/22 22-21	Nevada County Transit/Paratransit Services	\$23,802.00	\$0.00	\$23,802.00
7/20/22 22-24	Truckee Transit/Paratransit Services	\$418,826.86	\$170,382.40	\$248,444.46
11/9/22 22-37	Truckee Transit/Paratransit Services Capital - Railyard	\$279,000.00	\$279,000.00	\$0.00
	TOTAL	\$721,628.86	\$449,382.40	\$272,246.46

**Nevada County Transportation Commission
Monthly Financial Report FY 2022/23**

MARCH

REGIONAL SURFACE TRANSPORTATION PROGRAM FUND (6492)

Cash Balance 3/1/23	\$1,843,336.86
Additions	\$13,865.81
Deductions	<u>\$0.00</u>
Cash Balance 3/31/23	\$1,857,202.67
<u>Budget and Allocations</u>	
Fund Balance 6/30/22	\$2,420,872.04
Estimated RSTP Revenue	<u>\$0.00</u>
AMOUNT TO BE ALLOCATED	\$2,420,872.04
Total Amount of Approved Allocations	<u>\$684,201.32</u>
BALANCE Available for Allocation	\$1,736,670.72

DATE/RESO	PROJECT	ORIGINAL ALLOCATION	PRIOR YEARS EXPENDITURES	REMAINING ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7/20/22 22-26	Nevada City FY 2022/23 Commercial Street Improvement Phase 2	\$92,000.00	\$0.00	\$92,000.00	\$92,000.00	\$0.00
5/15/19 19-11	Nev Co 2019/20 Shoulder Improvements Donner Pass Road	\$160,000.00	\$128,390.50	\$31,609.50	\$12,720.00	\$18,889.50
7/20/22 22-25	Nev Co 2022/23 General Maintenance	\$490,594.00	\$0.00	\$490,594.00	\$490,594.00	\$0.00
9/21/22 22-34	NCTC Project: 2022/23 Regional Transportation Plan Update	\$69,997.82	\$0.00	\$69,997.82	\$0.00	\$69,997.82
	TOTAL	\$812,591.82	\$128,390.50	\$684,201.32	\$595,314.00	\$88,887.32

DANIELA FERNANDEZ – Nevada City City Council
 SUSAN HOEK – Nevada County Board of Supervisors
 TOM IVY – Grass Valley City Council, Vice Chair
 ED SCOFIELD – Nevada County Board of Supervisors, Chair
 JAY STRAUSS – Member-At-Large
 DUANE STRAWSER – Member-At-Large
 JAN ZABRISKIE – Town of Truckee



MICHAEL WOODMAN, Executive Director
 AARON HOYT, Deputy Executive Director

Grass Valley • Nevada City

Nevada County • Truckee

MINUTES OF NCTC MEETING March 20, 2023

A regular meeting of the Nevada County Transportation Commission (NCTC) was held on Wednesday, March 20, 2023 in the Grass Valley City Hall Council Chambers, 125 E. Main Street, Grass Valley, California. Notice of the meeting was posted 72 hours in advance and was scheduled for 9:45 a.m.

Members Present: Susan Hoek
 Tom Ivy
 Ed Scofield
 Jay Strauss
 Duane Strawser
 Jan Zabriskie

Members Absent: Daniela Fernandez

Staff Present: Mike Woodman, Executive Director
 Aaron Hoyt, Deputy Executive Director
 Dan Landon, Executive Advisor
 Kena Sannar, Transportation Planner
 Dale Sayles, Administrative Services Officer
 Carol Lynn, Administrative Assistant

Standing Orders: Commissioner Scofield convened the Nevada County Transportation Commission meeting at 9:52 a.m.

Pledge of Allegiance, Roll Call

PRESENTATION OF CERTIFICATE OF APPRECIATION

Chair Scofield presented a Certificate of Appreciation to Jan Arbuckle on the occasion of her retirement from her position as Commissioner on the Nevada County Transportation Commission. Chair Scofield highlighted some of Jan's many accomplishments during her tenure, saying she has been a longstanding advocate for public safety, broadband access, major public works projects, and funding for our local roads. Her involvement on the Commission has been valuable in representing transportation needs throughout the county. Chair Scofield opened the floor for comments from Commissioners and staff, several of whom expressed their appreciation for Commissioner Arbuckle's contributions and dedication over the years.

PUBLIC COMMENT: There was no public comment.

CONSENT ITEMS

1. Financial Reports
October, November and December 2022, January 2023
2. NCTC Minutes
November 9, 2022 NCTC Meeting Minutes
3. Allocation Request from Grass Valley for Regional Surface Transportation Program Funds for FY 2020/21 Projects
Resolution 23-01
4. Allocation Request from Town of Truckee for Regional Surface Transportation Program Funds for FY 2020/21 Projects
Resolution 23-02
5. Approval of Low Carbon Transit Operations Program FY 2022/23 Funding Amounts
Approved FY 2022/23 funding amounts
6. Revised Findings of Apportionment for FY 2022/23 and Preliminary Findings of Apportionment for FY 2023/24
Resolutions 23-03 and 23-04
7. State Transit Assistance Preliminary Apportionments for FY 2023/24
Approved the apportionment table

ACTION: Approved Consent Items by roll call vote
MOTION: Strawser / **SECOND:** Strauss
AYES: Hoek, Ivy, Scofield, Strauss, Strawser, Zabriskie
NOES: None
ABSENT: Daniela Fernandez
ABSTAIN: None

ACTION ITEMS

8. Amendment 2 FY 2022/23 Overall Work Program
Resolution 23-05

This is an administrative amendment to the FY 2022/23 Overall Work Program. This amendment was necessary due to revised revenue projections that decreased the amount of FY 2022/23 Local Transportation Funding anticipated, and necessitated a budget adjustment to make sure that the amount of LTF budgeted for planning does not exceed the allowed amount. The adjustment does not change the total budget amounts or the revenue totals or expenditures for the Work Elements.

ACTION: Approved Resolution 23-05 by roll call vote
MOTION: Strauss / **SECOND:** Strawser
AYES: Hoek, Ivy, Scofield, Strauss, Strawser, Zabriskie
NOES: None
ABSENT: Daniela Fernandez
ABSTAIN: None

9. Draft FY 2023/24 Overall Work Program
Comments provided

Regional Transportation Planning Agencies are required by the state to annually prepare an Overall Work Program that describes the planning activities and projects to be accomplished, and details of the budgeted revenue and expenditures. Several projects are still in progress and are carried over into this year's Draft Overall Work Program, including the Nevada County Regional Transportation Plan Update, the Eastern Nevada County Transit Development Plan, the Rural Counties Task Force Rural Induced Demand Study, and the Zero Emission Vehicle Transition Plan for the County of Nevada.

As part of the update of the Regional Transportation Plan there will be an opportunity for the public to utilize an online platform, <https://dks.mysocialpinpoint.com/nctc-rtp#/sidebar/tab/about> as an interactive way for people to provide comments on the local transportation issues they would like to see addressed. There will be public workshops presented as well as pop-up booths at some of the street events on both the eastern and the western side of the county in an effort to gather public input during the update.

Included in the Coordination of Regional Planning work element will be staff time to focus on the first and last mile study for the passenger railway extending to Reno, and also impacts of winter traffic congestion and potential solutions, both of which will be addressed in the update of the Regional Transportation Plan.

NCTC funded a study in 1993 to look at extending passenger rail from the capital corridor in Sacramento through to Truckee and Reno. Based on the study the public was supportive of the idea. The main challenge was the infrastructure needs as well as the competition between Union Pacific's freight model versus the passenger model, track capacity and timing. Placer County Transportation Planning Agency did a subsequent study to look at the concept of extending passenger rail to Truckee, the Tahoe area, Reno, and beyond. Railroad needed to do some freight modeling to see how the passenger component could fit in, but did not do the modeling at that time. Currently, Placer County Transportation Planning Agency is taking the lead on another study with the railroad's participation. NCTC staff is hopeful that the study will make some recommendations, and then they can work with Caltrans and the California State Transportation Agency as well as Union Pacific to find the revenue needed to address infrastructure and other challenges. There is some renewed interest and some momentum at the state level given the current emphasis on reducing vehicle miles traveled and greenhouse gas emissions. Staff is hopeful that the effort will see some positive progress.

ACTION: Approved Draft FY 2023/24 Overall Work Program by roll call vote
MOTION: Hoek / **SECOND:** Strawser
AYES: Hoek, Ivy, Scofield, Strauss, Strawser, Zabriskie
NOES: None
ABSENT: Daniela Fernandez
ABSTAIN: None

10. Professional Services Agreement to Develop the Nevada County Zero Emission Vehicle Transition Plan
Resolution 23-06

NCTC staff coordinated with the County of Nevada and was awarded a Rural Planning Assistance grant in the amount of \$230,000 to conduct this study. The study will provide a detailed plan on how to transition the county's fleet of vehicles to meet new state zero emission regulations for public transit, light duty, medium duty, and heavy-duty vehicles, it will identify the infrastructure needs for zero emission alternatives, and will look at alternative options such as electric and hydrogen. It will take into consideration charging and fueling requirements based on the various viable sources for power, and will look at vehicle maintenance needs as well as public charging infrastructure at county facilities. Frontier Energy Inc. was selected to develop the plan that will involve each of the individual departments for the county and their specific fleet needs. The plan will not address the jurisdictions of Grass Valley, Nevada City, and Town of Truckee, which could be accomplished in additional studies.

ACTION: Approved Resolution 23-06 by roll call vote

MOTION: Zabriskie / SECOND: Strawser

AYES: Hoek, Ivy, Scofield, Strauss, Strawser, Zabriskie

NOES: None

ABSENT: Daniela Fernandez

ABSTAIN: None

11. Presentation: Regional Transportation Plan Update
Comments provided

Jim Damkowitch from DKS Associates gave a presentation on the update of the Regional Transportation Plan.

Having projects included in the Regional Transportation Plan is a requirement for many state and federal funding sources, so for a project in this county to be eligible for state and federal funds, rather than spending local funds, the project needs to be included in an adopted Regional Transportation Plan.

Jim Damkowitch's presentation slides and presentation transcript can be viewed here:

<https://www.nctc.ca.gov/Reports/Regional-Transportation-Plan/index.html>

12. Election of Officers

It is the Commission's policy to elect a chair and vice chair at the first meeting of the year. Chair Scofield opened the floor for nominations for the chair and vice chair for 2023.

Motion made by Commissioner Scofield and seconded by Commissioner Hoek to nominate Commissioner Ed Scofield as the Nevada County Transportation Commission Chair for 2023. On a roll call vote the motion passed unanimously.

Motion made by Commissioner Strawser and seconded by Commissioner Ivy to nominate Commissioner Tom Ivy as the Nevada County Transportation Commission Vice Chair for 2023. On a roll call vote the motion passed unanimously.

INFORMATIONAL ITEMS

13. Correspondence

- A. Senator Brian Dahle and Assemblywoman Megan Dahle, Support Letter for Grass Valley Wildfire Evacuation Route Project on SR 49, File 1200.4, 2/9/23
- B. California Transportation Commission, Highlights of the 2022 Annual Report to the California Legislature, File 370.0, 1/25/23.
- C. Betty T. Yee, California State Controller, Fiscal Year 2022-23 First Quarter State of Good Repair Program Allocation, File 370.2.1, 11/16/2022
- D. Betty T. Yee, California State Controller, Fiscal Year 2022-23 First Quarter State Transit Assistance Allocation, File 1370.0, 11/16/2022
- E. Malia M. Cohen, California State Controller, Reissuance of the Fiscal Year 2023-24 State of Good Repair Program Allocation Preliminary Estimate, File 370.2.1, 2/9/23.

Senator Brian Dahle and Assemblywoman Megan Dahle’s letter is in support of the Grass Valley Wildfire Evacuation Route Project on SR 49, a grant funding proposal that was submitted by Caltrans District 3 in coordination with NCTC staff for funding from the State Transportation Infrastructure Climate Adaptation Program, a new federal funding program through the Infrastructure Investment Jobs Act.

The project is focused on making incremental enhancements to the State Route 49 corridor to help improve the efficiency of evacuation egress and ingress for first responders. The project proposes to construct both northbound and southbound shoulders and a center two-way left turn lane, between Ponderosa Way north of Alta Sierra to Wolf/Combie Road. These improvements would be beneficial during an evacuation scenario to mitigate the high volume of traffic by utilizing the shoulders and potentially the two-way center left turn lane for evacuation while still allowing for ingress of emergency first responders. If awarded, this project would be in construction by the year 2026.

7. Executive Director’s Report

NCTC staff in coordination with Nevada County OES has been working in collaboration with the UCLA Engineering and Research Team to find grant funding to conduct a Wildfire Evacuation Research Project that would include Western Nevada County. The project would include development of a comprehensive, multipurpose community-centered wildfire evacuation modeling and simulation platform tool. The tool will integrate aspects of wildfire dynamics, existing traffic conditions, and modeling improvement scenarios for the roadways. The tool could also utilize satellite imagery to make vegetation management decisions such as shaded fuel breaks. Once the tool is developed, it could then be utilized by other agencies across the state and modeled for each region. The UCLA Engineering and Research Team recently submitted a proposal to establish a Wildfire Research Center that would work on two or three testbed regions, one of which would be the Sierra Nevada including Western Nevada County.

The UCLA team contacted Mr. Woodman after hearing him give input on prioritizing evacuation improvements in high wildfire risk areas such as Western Nevada County and State Route 49, and invited him to participate as a panelist in a UCLA workshop in Los Angeles to discuss the Wildfire Research Center, and community needs and desired outcomes. The UCLA team is hopeful that funding can be secured for the research center, and will continue to pursue funding opportunities to do this kind of wildfire modeling tool, and have Western Nevada County as one of the key collaborating partners.

NCTC staff applied for a Sustainable Communities Grant to conduct a comprehensive operational analysis of western Nevada County Transit, Fixed Route and Paratransit Services. The analysis will provide an in-depth look at the variety of models for delivering transit, including the different alternative models, to see what provides the most cost-effective way of delivering transit service, and recommendations on how best to move forward.

The Commission thanked Executive Director Woodman and Deputy Executive Director Hoyt for the work they are doing in collaboration with the California Transportation Commission and Caltrans to bring local concerns to the table.

11. Project Status Report

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

Sam Vandell, Caltrans District 3 Project Manager for Nevada County, reviewed the March Caltrans Project Status Report.

The Gold Nugget Project on Highway 20 is approaching design completion this spring with the main construction starting in 2024. Broadband middle mile fiber optic is included with that project. On Highway 49, they anticipate completion of the Nevada 49 Corridor Improvement Project environmental document this spring. Design is wrapping up on the Highway 49 Safety Barrier project, although there has been some right of way delays due to acquisition.

On Highway 80, the Yuba Pass Separation Overhead project is on schedule to wrap up design this spring, however due to railroad review processes, the project may be delayed. Union Pacific has their own schedule and are in control of their situations, so they impact a lot of projects and schedules. The Soda Springs Pavement Repair project design is finishing this month and should be going out for advertisement and construction this summer.

Caltrans District 3 Safety Department has pulled together accident data over 10 years for the State Route 20 corridor between Highway 49 and Rough and Ready Highway. They will analyze the data and identify the accidents in one-to-two-mile segments within a three- to-five-year period to see if there is a concentration that would trigger safety funding for any segment of the corridor. There will also be a report in the near future regarding the Omega Curves project, and Caltrans continues to look into adding the merge lane arrows at the Wolf/Combie Road intersection on Highway 49.

Appreciation was given to the Caltrans Maintenance team for the cleanup of the Transit Center after the big storms, which made it easier for passengers to access the area when the buses were able to start running again.

COMMISSION ANNOUNCEMENTS: Executive Director Woodman reported on an item of concern at the state level. Caltrans released the 2023 Draft State Highway System Management Plan, which

identifies needs and regions of the state that will receive funding for programs the state operates. The State Highway Operations Protections Program includes \$1.7 billion of Climate Adaptation and Resiliency funding, and it proposes to spend all of that funding to address sea level rise in the six coastal districts. NCTC staff provided comments to Caltrans Headquarters and worked with other agencies to address the more urgent climate adaptation projects like wildfire and the recent flooding. Sea level rise is important, but there should also be investment in the current and recurring climate risks and challenges that the state faces. Deputy Executive Director Hoyt will be attending the California Transportation Commission meeting in Los Angeles and providing comments on that issue.

SCHEDULE FOR NEXT MEETING: The next regular meeting of the NCTC has been scheduled for May 17, 2023 at 9:45 a.m. at the Grass Valley City Council Chambers.

ADJOURNMENT OF MEETING: The meeting was adjourned at 11:41 a.m.

Respectfully submitted by: _____
Carol Lynn, Administrative Assistant

Approved on: _____

By: _____
Ed Scofield, Chair
Nevada County Transportation Commission

DANIELA FERNANDEZ – Nevada City City Council
 SUSAN HOEK – Nevada County Board of Supervisors
 TOM IVY – Grass Valley City Council, Vice Chair
 ED SCOFIELD – Nevada County Board of Supervisors, Chair
 JAY STRAUSS – Member-At-Large
 DUANE STRAWSER – Member-At-Large
 JAN ZABRISKIE – Town of Truckee



MICHAEL WOODMAN, Executive Director
 AARON HOYT, Deputy Executive Director


Grass Valley • Nevada City

Nevada County • Truckee

File: 1430.5

MEMORANDUM

TO: Nevada County Transportation Commission

FROM: Michael Woodman, Executive Director 

SUBJECT: Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA)

DATE: May 17, 2023

RECOMMENDATION: Approve the “NCTC CRRSA Apportionment Bid Targets” table for Federal Fiscal Year 2021.

BACKGROUND: The Federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021 apportioned \$911.8 million to California (COVID Relief Funds) and \$476,584 to Nevada County. The funds were intended to “prevent, prepare for, and respond to coronavirus” and offset revenue losses and cost increases associated with the pandemic. The Act allowed COVID Relief Funds to be used for preventive and routine maintenance; operations; personnel; salaries; contracts; debt service payments; and availability payments; as well as transfers to public tolling agencies. Projects that are eligible for the Surface Transportation Block Grant Program, under the Federal Highway Administration, are generally eligible for CRRSA funds, and the funds may also be converted to Federal Transit Administration funds. The federal share of costs may be up to 100 percent.

The CRRSA funding distribution among states was determined by the Federal Highway Administration (FHWA). In California, Caltrans further apportions the funding per population distribution, as required by the CRRSA.

The attached “NCTC CRRSA Apportionment Bid Targets” chart shows the bid targets by jurisdiction and the amount of funding available for each jurisdiction. Upon approval of the Bid Targets, NCTC will coordinate with the agencies to develop a list of eligible projects for submittal to Caltrans District 3. The projects will then be approved by the California Transportation Commission at their August 2023 meeting, at which time local agencies will gain access to the funds.

attachments

**CORONAVIRUS RESPONSE AND RELIEF SUPPLEMENTAL APPROPRIATIONS
ACT OF 2021 – (CRRSSA)¹
Bid Targets**

Jurisdiction	Estimated Population Resolution (22-12)	Population %	Bid Targets²
Nevada County	67,191	66.37%	\$ 316,293
Grass Valley	13,617	13.45%	\$ 64,100
Nevada City	3,334	3.29%	\$ 15,694
Truckee	17,100	16.89%	\$ 80,496
Total	101,242	100%	\$ 476,584

Note:

1. CRRSSA information available at <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/crrsaa/crrsaa-process>
2. FFY 2020/21 funds must be obligated by June 30, 2024.

DANIELA FERNANDEZ – Nevada City City Council
 SUSAN HOEK – Nevada County Board of Supervisors
 TOM IVY – Grass Valley City Council, Vice Chair
 ED SCOFIELD – Nevada County Board of Supervisors, Chair
 JAY STRAUSS – Member-At-Large
 DUANE STRAWSER – Member-At-Large
 JAN ZABRISKIE – Town of Truckee



MICHAEL WOODMAN, Executive Director
 AARON HOYT, Deputy Executive Director


Grass Valley • Nevada City

Nevada County • Truckee

File: 720.1, 1400.0

MEMORANDUM

TO: Nevada County Transportation Commission

FROM: Michael Woodman, Executive Director 

SUBJECT: Revised Findings of Apportionment for FY 2023/24, Resolution 23-07

DATE: May 17, 2023

RECOMMENDATION: Approve Resolution 23-07 adopting the Revised Findings of Apportionment for FY 2023/24.

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

The apportionments are determined from the Auditor-Controller's estimate of Local Transportation Funding (LTF) for the ensuing fiscal year, less those funds made available for Transportation Development Act administration, planning projects, pedestrian/bicycle projects, and community transit service projects. The remaining funds are apportioned by each jurisdiction's percentage of the total population.

On March 20, 2023, NCTC approved Resolution 23-04 adopting the FY 2023/24 Preliminary Findings of Apportionment based on the California Department of Finance Population Estimates 2022 E-1 Report. On May 1, 2023, NCTC obtained the 2023 E-1 Report with updated population figures. In accordance with Section 6655.5 of the California Code of Regulations, the attached Resolution 23-07, Revised Findings of Apportionment for FY 2023/24, has been prepared to update the apportionments with the latest population data. The apportionment adjustments are as follows:

COMPARISON OF POPULATION ESTIMATES AND APPORTIONMENTS						
Department of Finance E-1 Report May 1, 2022 and May 1, 2023				Apportionments		
Jurisdiction	1/1/2022 Population	1/1/2023 Population	Population Change	Resolution 23-04 3/20/23 Preliminary Findings	Resolution 23-07 5/17/23 Revised Findings	Difference
Nevada County	67,191	67,214	23	\$2,515,373	\$2,529,275	\$13,902
Grass Valley	13,617	13,488	-129	\$509,768	\$507,556	-\$2,212
Nevada City	3,334	3,342	8	\$124,812	\$125,760	\$948
Truckee	17,100	16,676	-424	\$640,158	\$627,521	-\$12,637
Total	101,242	100,720	-522	\$3,790,111	\$3,790,111	

Totals may not equal sum of amounts in column due to rounding.

**RESOLUTION 23-07
OF THE
NEVADA COUNTY TRANSPORTATION COMMISSION**

REVISED FINDINGS OF APPORTIONMENT FOR FISCAL YEAR 2023/24

WHEREAS, Section 6655.5 of the California Code of Regulations states that the transportation planning agency may, at any time before the conveyance of initial allocation instructions pursuant to Section 6659, issue a revised determination of apportionments based on a revised determination of populations; and

WHEREAS, the Auditor-Controller of Nevada County has issued an estimate of \$4,963,460 as the amount available for allocation in FY 2023/24; 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 2023/24

Sales and Use Tax	\$4,902,460
Interest	\$61,000
Subtotal	\$4,963,460

Anticipated Allocations

Administration and Planning	-\$892,449
Pedestrian and Bicycles	-\$81,420
Community Transit Services	-\$199,480
Total Estimated FY 2023/24 LTF Available for Apportionment	\$3,790,111

Area apportionments based on population: Population figures from State of California Department of Finance 2023 E-1 Report, May 1, 2023

Jurisdiction	Estimated Population	Percent of Estimated Total	Apportionment
Nevada County	67,214	66.73%	\$2,529,274
Grass Valley	13,488	13.39%	\$507,556
Nevada City	3,342	3.32%	\$125,760
Truckee	16,676	16.56%	\$627,521
TOTAL	100,720	100.00%	\$3,790,111

Totals may not equal sum of amounts in column due to rounding.

NOW, THEREFORE, BE IT RESOLVED, that Nevada County Transportation Commission finds that the above figures represent area apportionments to be used for FY 2023/24. These apportionments will be used as the basis for allocations throughout FY 2023/24, 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 May 17, 2023 by the following vote:

Ayes:

Noes:

Absent:

Abstain:

Ed Scofield, Chair
Nevada County Transportation Commission

Attest: _____
Dale D. Sayles
Administrative Services Officer

**FY 2023-24 COMMUNITY TRANSIT SERVICE (CTS)
REVISED BID TARGETS**

Jurisdiction	Estimated Population	Population %	CTS Bid Targets
Nevada County	67,214	66.73%	\$ 166,453
Grass Valley	13,488	13.39%	0*
Nevada City	3,342	3.32%	0*
Truckee	16,676	16.56%	\$ 33,027
TOTAL	100,720	100.00%	\$ 199,480

* Nevada County serves as transit operator for Grass Valley and Nevada City.
Population estimates from State Department of Finance 2023 E-1 Report, May 1, 2023.

NCTC Resolution 23-07, Revised Findings of Apportionment.

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.

**NCTC PEDESTRIAN and BIKE FUND
BALANCES**

MAY 2023			revised Findings for FY23/24																	
Fiscal Year	Estimated Revenue	Increase to CASH ONLY Year to Date	NEVADA CITY				NEVADA COUNTY				GRASS VALLEY				TRUCKEE				Balance	
	Preliminary & Revised Findings		Revenue	Allocated	Expended	Balance Available	Revenue	Allocated	Expended	Balance Available	Revenue	Allocated	Expended	Balance Available	Revenue	Allocated	Expended	Balance Available	Remaining	
Fund Balance		\$157,607.40	\$165.26				\$75,986.74				\$15,790.22				\$65,665.18				\$157,607.40	
2018/19	\$62,953.00	\$71,388.70	\$17,847.18			\$18,090.69	\$17,847.18	\$148,500		(\$15,268.83)	\$17,847.18	\$125,000		\$17,967.65	\$17,847.18			\$92,048.61	\$112,838.11	
2019/20	\$67,247.00	\$69,782.49	\$17,445.62			\$35,536.31	\$17,445.62		\$148,500	\$2,176.79	\$17,445.62		\$125,000	\$35,413.27	\$17,445.62			\$109,494.23	\$182,620.60	
2020/21	\$83,120.00	\$83,384.08	\$20,846.02	\$34,000	\$34,000	\$22,382.33	\$20,846.02			\$23,022.81	\$20,846.02			\$56,259.29	\$20,846.02			\$130,340.25	\$232,004.68	
2021/22	\$74,279.00	\$86,088.75	\$21,522.19			\$43,904.52	\$21,522.19			\$44,545.00	\$21,522.19			\$77,781.48	\$21,522.19			\$151,862.44	\$318,093.44	
2022/23	\$78,348.00	\$68,706.45	\$19,587.00	\$61,500	\$61,500	\$1,991.52	\$19,587.00			\$64,132.00	\$19,587.00			\$97,368.48	\$19,587.00			\$171,449.44	\$334,941.43	
2023/24	\$81,420.00		\$20,355.00			\$22,346.52	\$20,355.00			\$84,487.00	\$20,355.00			\$117,723.48	\$20,355.00			\$191,804.44	\$416,361.43	
TOTALS				\$229,752	\$229,752			\$243,433	\$243,433			\$150,000	\$150,000		\$125,794	\$125,794			only matches at Year End	

FY 22/23 Revenues for NevCo, NCity, GV, and Truckee columns D, H, L, P are based on Estimated Revenue Column B for the year from Revised Findings of Apportionment 5/18/22 = 25% column B for each

At the End of June, Change Calc in columns D,H,L, P to calc on Column C instead of on Column B

Column C is actual increase to CASH for the FY (not Revenue including accruals).

STATE'S POPULATION DECLINE SLOWS WHILE HOUSING GROWS
PER NEW STATE DEMOGRAPHIC REPORT

FOR IMMEDIATE RELEASE:
May 1, 2023

CONTACT: Walter Schwarm
(916) 323-4086
H.D. Palmer
(916) 323-0648

SACRAMENTO— Stable births, fewer deaths, and a rebound in foreign immigration slowed California's recent population decline in 2022, with the state's population estimated at 38,940,231 people as of January 1, 2023, according to new data released today by the California Department of Finance.

Over the same period, statewide housing growth increased to 0.85 percent – its highest level since 2008. California added 123,350 housing units on net, including 20,683 accessory dwelling units (ADUs), to bring total housing in the state to 14,707,698 units. New construction represents 116,683 housing units with 63,423 single family housing units, 51,787 multi-family housing units, and 1,473 mobile homes.

The 0.35-percent population decline for 2022, roughly 138,400 persons, marks a slowdown compared to the recent decline during the COVID-19 Pandemic. Between 2021 and 2022, California's population decreased 0.53 percent or 207,800 persons, due mainly to sharp declines in natural increase and foreign immigration.

For 2022, natural increase – the net amount of births minus deaths -- increased from 87,400 in 2021 to 106,900 in 2022. Births decreased slightly from 420,800 in 2021 to 418,800 in 2022, while deaths declined gradually from 333,300 persons in 2021 to 311,900 persons in 2022, respectively.

Foreign immigration nearly tripled in 2022 compared to the prior year, with a net gain of 90,300 persons in 2022 compared to 31,300 in 2021. While foreign immigration to California has nearly returned to pre-pandemic levels, natural increase has not rebounded. Total births remain low due to fertility declines; while deaths have eased gradually from their pandemic peak, they remain elevated.

With slower domestic in-migration and increased domestic out-migration likely the result of work-from-home changes, declines in net domestic migration offset the population gains from natural increase and international migration.

The report contains preliminary year-over-year January 2023 and revised January 2021 and January 2022 population data for California cities, counties, and the state. These estimates are based on information through January 1, 2023. Significant changes over the year include:

- Population growth slowed but remained positive in the interior counties of the Central Valley and the Inland Empire, while most counties saw declines, including every coastal county except San Benito (0.2 percent).
- Only two counties had growth above a half of a percent: Madera (0.6 percent) and Yuba (0.6 percent), due to housing gains. The next largest in percentage growth were San Joaquin (0.4 percent), Merced (0.4 percent), and Imperial (0.4 percent) counties.

- Forty-six of the state's fifty-eight counties lost population. The ten largest percentage decreases were: Lassen (-4.3 percent), Del Norte (-1.3 percent), Plumas (-1.2 percent), Santa Cruz (-1.0 percent), Marin (-1.0 percent), Tehama (-1.0 percent), Napa (-1.0 percent), Lake (-0.9 percent), Monterey (-0.8 percent), and Los Angeles (-0.8 percent).
- The state's three most populous counties all experienced population loss: Los Angeles declined by 73,293 persons (-0.75 percent), San Diego by 5,680 persons (-0.2 percent), and Orange by 14,782 persons (-0.5 percent).
- The top five cities where housing production drove population growth include: Paradise (24.1 percent) in Butte County, Lathrop (11.1 percent) in San Joaquin County, Duarte (6.6 percent) in Los Angeles County, Wheatland (4.6 percent) in Yuba County, and Shafter (4.3 percent) in Kern County.

County housing highlights include:

- Yuba had the highest housing growth (2.3 percent) of all counties, followed by: Placer, Butte, Madera, San Joaquin, Yolo, Alameda, San Benito, Merced, and Imperial.
- Twelve counties gained housing at or above 1.0 percent.
- One county lost housing: Mariposa due to a wildfire in 2022.
- Ranked by net housing gains, Los Angeles (19,556), San Diego (7,034), Oakland (4,005), San Francisco (2,823), and Unincorporated Riverside County (2,106) added the most housing units in 2022.
- Larger densely populated urban areas built most of the multi-family housing throughout the state. Los Angeles led the state gaining 12,074 multi-family units, comprising 61.7 percent of their net housing growth, followed by San Diego (4,568 for 64.9 percent), Oakland (3,880 for 96.9 percent), and San Francisco (2,573 for 91.1 percent).
- Conversely, single family housing is more likely to be built further inland in typically more suburban cities. Cities with a high proportion of single family growth include: Roseville (100 percent single family), Santa Clarita (100 percent single family), Fresno (91.7 percent single family), and Irvine (71 percent single family).

Also of note in the report:

- 356 cities lost population, while 125 gained population and one had no change.
- Of the ten largest cities in California, only three gained population: Sacramento had the largest percentage gain in population (0.2 percent, or 1,203) followed by Bakersfield (0.2 percent, or 882) and Fresno (0.1 percent, or 599).
- Accessory dwelling unit production increased by 60.6 percent, with the state adding 20,638 ADUs in 2022.
- Group quarters represent 2.4 percent (926,000) of the total state population. This population includes those living in college dormitories (269,000) and in correctional facilities (168,000). In 2022, California's group quarters population increased by 11,000 people or 1.2 percent. The college dormitory population grew by 16,000 (6.2 percent). Correctional facilities declined in population in 2022 by 4,200 people (-2.5 percent) across federal, state and local facilities. As college dormitory populations continue to return to a post-

pandemic normal, several jurisdictions saw significant gains in population due to this population. The City of Arcata in Humboldt County grew by 4.1 percent due to a 45.1 percent increase at Cal Poly Humboldt. The City of Marina in Monterey County grew by 2.5 percent due to a 12.6 percent increase at California State University at Monterey Bay.

State prisons are generally located in remote areas; as a result, increases or decreases can account for significant changes in their respective area populations. For example, prison declines led to population decreases in Susanville (-9.5 percent) in Lassen County, Calipatria (-5.6 percent) in Imperial County, and Crescent City (-4.4 percent) in Del Norte County.

Background Information:

These population estimates are produced annually by Finance for use by local areas to calculate their annual appropriations limit. The State Controller's Office uses Finance's estimates to update their population figures for distribution of state subventions to cities and counties, and to comply with various state codes. Additionally, estimates are used for research and planning purposes by federal, state, and local agencies, the academic community, and the private sector.

Changes to the housing stock are used in the preparation of the annual city population estimates. Estimated occupancy of housing units and the number of persons per household further determine population levels. Changes in city housing stock result from new construction, demolitions, housing unit conversions, and annexations. The sub-county population estimates are then adjusted to be consistent with independently produced county estimates.

Comparing Census Bureau's recently released July 1, 2022 estimates with Finance's January 1, 2023 estimates should generally be avoided since they refer to different points in time. In addition, there are numerous differences between the two series including the effects of the wildfires, changes in migration patterns, accelerating slowdown in births, and excess deaths due to the COVID-19 Pandemic that make comparisons difficult.

All Finance population and housing estimates are benchmarked to a decennial census. The estimates in this report are benchmarked to the 2020 decennial census.

Related population reports are available on the Department's website:

<http://www.dof.ca.gov/Forecasting/Demographics/>

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**E-1: City/County/State Population Estimates with Annual Percent Change
January 1, 2022 and 2023**

JURISDICTION	Total Population		Percent Change	JURISDICTION	Total Population		Percent Change
	1/1/22	1/1/23			1/1/22	1/1/23	
Napa	135,941	134,637	-1.0	Placer	409,441	410,305	0.2
American Canyon	21,631	21,338	-1.4	Auburn	13,596	13,365	-1.7
Calistoga	5,162	5,127	-0.7	Colfax	2,038	2,016	-1.1
Napa	77,533	76,821	-0.9	Lincoln	51,199	52,313	2.2
St Helena	5,380	5,355	-0.5	Loomis	6,715	6,607	-1.6
Yountville	2,819	2,778	-1.5	Rocklin	71,655	71,179	-0.7
Balance of County	23,416	23,218	-0.8	Roseville	151,450	152,928	1.0
Nevada	100,973	100,720	-0.3	Balance of County	112,788	111,897	-0.8
Grass Valley	13,474	13,488	0.1	Plumas	19,232	18,996	-1.2
Nevada City	3,256	3,342	2.6	Portola	2,129	2,094	-1.6
Truckee	16,693	16,676	-0.1	Balance of County	17,103	16,902	-1.2
Balance of County	67,550	67,214	-0.5	Riverside	2,430,976	2,439,234	0.3
Orange	3,151,946	3,137,164	-0.5	Banning	30,856	31,250	1.3
Aliso Viejo	51,016	50,766	-0.5	Beaumont	54,349	56,590	4.1
Anaheim	335,946	328,580	-2.2	Blythe	17,417	17,265	-0.9
Brea	46,947	48,184	2.6	Calimesa	10,950	10,962	0.1
Buena Park	83,359	83,517	0.2	Canyon Lake	11,003	10,949	-0.5
Costa Mesa	111,649	111,183	-0.4	Cathedral City	51,621	51,433	-0.4
Cypress	49,877	49,818	-0.1	Coachella	41,935	42,462	1.3
Dana Point	33,009	33,155	0.4	Corona	157,139	157,005	-0.1
Fountain Valley	56,976	56,987	0.0	Desert Hot Springs	32,389	32,608	0.7
Fullerton	143,013	142,873	-0.1	Eastvale	69,978	69,514	-0.7
Garden Grove	171,195	171,183	0.0	Hemet	89,170	89,918	0.8
Huntington Beach	196,469	195,714	-0.4	Indian Wells	4,785	4,774	-0.2
Irvine	305,688	303,051	-0.9	Indio	89,789	90,837	1.2
Laguna Beach	22,506	22,445	-0.3	Jurupa Valley	105,154	104,983	-0.2
Laguna Hills	30,667	30,525	-0.5	Lake Elsinore	71,989	71,973	0.0
Laguna Niguel	65,010	64,702	-0.5	La Quinta	37,562	37,979	1.1
Laguna Woods	17,536	17,450	-0.5	Menifee	107,411	110,034	2.4
La Habra	62,037	61,835	-0.3	Moreno Valley	208,302	208,289	0.0
Lake Forest	86,614	87,127	0.6	Murrieta	110,592	109,998	-0.5
La Palma	15,402	15,332	-0.5	Norco	25,035	25,037	0.0
Los Alamitos	11,894	12,129	2.0	Palm Desert	50,626	50,615	0.0
Mission Viejo	92,118	91,846	-0.3	Palm Springs	44,165	44,092	-0.2
Newport Beach	83,653	83,411	-0.3	Perris	78,474	78,948	0.6
Orange	138,155	139,063	0.7	Rancho Mirage	16,854	17,012	0.9
Placentia	51,327	52,507	2.3	Riverside	314,818	313,676	-0.4
Rancho Santa Margarita	47,300	47,066	-0.5	San Jacinto	54,303	54,103	-0.4
San Clemente	63,431	63,237	-0.3	Temecula	109,468	108,899	-0.5
San Juan Capistrano	34,869	35,089	0.6	Wildomar	36,438	36,336	-0.3
Santa Ana	304,258	299,630	-1.5	Balance of County	398,404	401,693	0.8
Seal Beach	24,871	24,647	-0.9	Sacramento	1,573,366	1,572,453	-0.1
Stanton	38,986	39,084	0.3	Citrus Heights	86,152	85,837	-0.4
Tustin	79,696	79,558	-0.2	Elk Grove	176,621	177,005	0.2
Villa Park	5,791	5,790	0.0	Folsom	84,438	85,498	1.3
Westminster	90,660	90,498	-0.2	Galt	25,185	25,557	1.5
Yorba Linda	67,284	67,068	-0.3	Isleton	766	759	-0.9
Balance of County	132,737	132,114	-0.5	Rancho Cordova	80,156	81,117	1.2

DANIELA FERNANDEZ – Nevada City City Council
 SUSAN HOEK – Nevada County Board of Supervisors
 TOM IVY – Grass Valley City Council, Vice Chair
 ED SCOFIELD – Nevada County Board of Supervisors, Chair
 JAY STRAUSS – Member-At-Large
 DUANE STRAWSER – Member-At-Large
 JAN ZABRISKIE – Town of Truckee



MICHAEL WOODMAN, Executive Director
 AARON HOYT, Deputy Executive Director


Grass Valley • Nevada City

Nevada County • Truckee

File 500.1

MEMORANDUM

TO: Nevada County Transportation Commission

FROM: Michael Woodman, Executive Director 

SUBJECT: Federal Fiscal Year (FFY) 2022/23 Regional Surface Transportation Program Apportionment for Fiscal Year (FY) 2023/24 Bid Targets

DATE: May 17, 2023

RECOMMENDATION: Approve Regional Surface Transportation Program Apportionment for FFY 2022/23 for FY 2023/24 Bid Targets.

BACKGROUND: The Regional Surface Transportation Program (RSTP) was established by the State of California to utilize federal Surface Transportation Program funds for a wide variety of transportation projects. The State allows Nevada County Transportation Commission (NCTC) to exchange these federal funds for state funds to maximize the ability of local public works departments to use the funds for transportation purposes including planning, construction, improvement, maintenance, and operation of public streets and highways, and pedestrian and bicycle projects. NCTC has the responsibility for distributing these exchanged funds to the local jurisdictions. Annual apportionments of RSTP funds range from \$900,000 to \$1,000,000.

Each year Caltrans notifies NCTC of the amount of RSTP funds that will be available based on federal budget appropriations. NCTC then establishes bid targets for each jurisdiction based on its pro rata portion of the countywide population and notifies the jurisdictions of their share. However, NCTC has discretion in allocating RSTP funds and may award an agency more or less than its bid target in order to fund high priority regional projects.

For FFY 2022/23 the apportionment to NCTC is **\$1,374,593**. The chart below shows the bid targets by jurisdiction and the amounts that are available for allocation for FY 2023/24.

Jurisdiction	Estimated Population Resolution 23-07	Population %	Bid Targets FY 2023/24
TOTAL			\$1,374,593.00
NCTC 5%			\$68,729.65
Subtotal			\$1,305,863.35
Grass Valley	13,488	13.39%	\$174,875.74
Nevada City	3,342	3.32%	\$43,329.98
Truckee	16,676	16.56%	\$216,209.07
Nevada County	67,214	66.73%	\$871,448.56
TOTAL	100,720	100.00%	\$1,374,593.00

FEDERAL APPORTIONMENT EXCHANGE PROGRAM
CALIFORNIA DEPARTMENT OF TRANSPORTATION
REGIONAL TRANSPORTATION PLANNING AGENCY

District: 03
Agency: Nevada County Transportation Commission

Agreement No. X23-6144(051)
AMS Adv ID:0323000189

THIS AGREEMENT is made on _____, by Nevada County Transportation Commission, a Regional Transportation Planning Agency (RTPA) designated under Section 29532 of the California Government Code, and the State of California, acting by and through the Department of Transportation (STATE).

WHEREAS, RTPA desires to assign RTPA's portion of federal apportionments made available to STATE for allocation to transportation projects in accordance with Section 182.6 of the Streets and Highways Code (Regional Surface Transportation Program/Regional Surface Transportation Block Grant Program [RSTP/RSTBGP] funds) in exchange for nonfederal State Highway Account funds:

NOW, THEREFORE, the parties agree as follows:

1. As authorized by Section 182.6(g) of the Streets and Highways Code, RTPA agrees to assign to STATE the following portion of its estimated annual RSTP/RSTBGP apportionment:


\$1,374,593.00 for Fiscal Year 2022/2023

The above referenced portion of RTPA's estimated annual RSTP/RSTBGP apportionment is equal to the estimated total RSTP/RSTBGP apportionment less (a) the estimated minimum annual RSTP/RSTBGP apportionment set for the County under Section 182.6(d)(2) of the Streets and Highways Code, (b) any Federal apportionments already obligated for projects not chargeable to said County's annual RSTP/RSTBGP minimum apportionment, and (c) those RSTP/RSTBGP apportionments RTPA has chosen to retain for future obligation.

2. RTPA agrees the exchange for County's estimated annual RSTP/RSTBGP minimum apportionment under Section 182.6(d)(2) of the Streets and Highways Code will be paid by STATE directly to Nevada County.

For Caltrans Use Only

I hereby Certify upon my own personal knowledge that budgeted funds are available for this encumbrance

 Accounting Officer

| Date 03/29/2023 | \$ 1,374,593.00

3. Subject to the availability of STATE funds following the receipt of an RTPA invoice evidencing RTPA's assignment of those estimated RSTP/RSTBGP funds under Section 1 to STATE, STATE agrees to pay to RTPA an amount not to exceed \$1,374,593.00 of non-federal exchange funds ("Funds") that equals the sum of the estimated RSTP/RSTBGP apportionment assigned to State in Section 1 above.

4. RTPA agrees to allocate all of these Funds only for those projects implemented by cities, counties, and other public transportation agencies as are authorized under Article XIX of the California State Constitution, in accordance with the requirements of Section 182.6(d)(1) of the Streets and Highways Code.

5. RTPA agrees to provide to STATE annually by each August 1 a list of all local project sponsors allocated Funds in the preceding fiscal year and the amounts allocated to each sponsor.

6. RTPA agrees to require project sponsors receiving those Funds provided under this AGREEMENT to establish a special account for the purpose of depositing therein all payments received from RTPA pursuant to this Agreement: (a) for cities within their Special Gas Tax Street Improvement Fund, (b) for counties, within their County Road Fund, and (c) for all other sponsors, a separate account.

7. RTPA agrees, in the event a project sponsor fails to use Funds received hereunder in accordance with the terms of this AGREEMENT, to require that project sponsor to return those exchange Funds to RTPA for credit to the account established under Section 6 above. In the event of any such requirement by STATE, RTPA shall provide written verification to STATE that the requested corrective action has been taken.

8. STATE reserves the right to reduce the STATE Funds payment required hereunder to offset such additional obligations by the RTPA or any of its sponsoring agencies against any RSTP/RSTBGP federal apportionments as are chargeable to, but not included in, the assignment made under Section 1 above.

9. COST PRINCIPLES

A) RTPA agrees to comply with, and require all project sponsors to comply with Office of Management and Budget Supercircular 2 CFR 200, Cost Principles for State and Local Government and the Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

B) RTPA will assure that its fund recipients will be obligated to agree that (A) Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, Et Seq., shall be used to determine the allowability of individual project cost items and (B) Those parties shall comply with Federal Administrative Procedures in accordance with 2 CFR 200, Uniform Administrative Requirements for Grants and Cooperative Agreements To State And Local Governments. Every sub-recipient receiving funds as a contractor or sub-contractor under this agreement shall comply with Federal administrative procedures in accordance with 2 CFR 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

C) Any fund expenditures for costs for which RTPA has received payment or credit that are determined by subsequent audit to be unallowable under Office of Management and Budget Supercircular 2 CFR 200 are subject to repayment by RTPA to STATE. Should RTPA fail to reimburse fund moneys due STATE within 30 days of demand, or within such other period as may be agreed in writing between the parties, hereto, STATE is authorized to intercept and withhold future payments due RTPA and STATE or any third-party source, including but not limited to, the State Treasurer, The State Controller and the CTC. The implementation of the Supercircular will cancel 49 Cfr Part 18.

10. THIRD PARTY CONTRACTING

A) RTPA shall not award a construction contract over \$10,000 or other contracts over \$25,000 [excluding professional service contracts of the type which are required to be procured in accordance with Government Code Sections 4525 (d), (e) and (f)] on the basis of a noncompetitive negotiation for work to be performed using Funds without the prior written approval of STATE.

B) Any subcontract or agreement entered into by RTPA as a result of disbursing Funds received pursuant to this AGREEMENT shall contain all of the fiscal provisions of this Agreement; and shall mandate that travel and per diem reimbursements and third-party contract reimbursements to subcontractors will be allowable as project costs only after those costs are incurred and paid for by the subcontractors.

C) In addition to the above, the preaward requirements of third party contractor/consultants with RTPA should be consistent with Local Program Procedures as published by STATE.

11. ACCOUNTING SYSTEM

RTPA, its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate Fund expenditures by line item. The accounting system of RTPA, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices.

12. RIGHT TO AUDIT

For the purpose of determining compliance with this AGREEMENT and other matters connected with the performance of RTPA's contracts with third parties, RTPA, RTPA's contractors and subcontractors and STATE shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times for three years from the date of final payment of Funds to RTPA. STATE, the California State Auditor, or any duly authorized representative of STATE or the United States Department of Transportation, shall each have access to any books, records, and documents that are pertinent for audits, examinations, excerpts, and transactions, and RTPA shall furnish copies thereof if requested.

13. TRAVEL AND SUBSISTENCE

Payments to only RTPA for travel and subsistence expenses of RTPA forces and its subcontractors claimed for reimbursement or applied as local match credit shall not exceed rates authorized to be paid exempt non-represented State employees under current State Department of Personnel Administration (DPA) rules.

If the rates invoiced are in excess of those authorized DPA rates, then RTPA is responsible for the cost difference and any overpayments shall be reimbursed to STATE on demand.

STATE OF CALIFORNIA
Department of Transportation

Nevada County Transportation Commission

By: _____
Office of Project Management Oversight
Division of Local Assistance

Date: _____

APPROVED
By Mike Woodman at 8:50 am, May 01, 2023

By: _____

Title: Michael G. Woodman
Executive Director

Date: _____

FEDERAL APPORTIONMENT EXCHANGE BUYOUT PROGRAM ANNUAL REPORT FOR

Nevada County Transportation Commission

(RTPA NAME)

A	B	C = A+B-D	D		
Cash Retained by RTPA as of 06/30/22	Cash Received From Caltrans 7/1/21 to 6/30/22	Cash Retained by RTPA as of 6/30/22	Cash Disbursed by RTPA From 7/1/21 to 6/30/22		
			Date of Disbursement	Amount of Cash Disbursement	Name of Agency or Contractor Receiving Cash
2,356,258.73	1,145,539.00	\$2,405,806.34	07/27/2021	\$ 16,671.00	Nevada County
			06/09/2022	\$150,000.00	Grass Valley
			06/16/2022	\$ 61,374.50	Nevada County
			06/16/2022	\$867,945.89	Nevada County
			TOTAL	\$1,095,991.39	

**RESOLUTION 23-05
OF THE
NEVADA COUNTY TRANSPORTATION COMMISSION**

APPROVAL OF AMENDMENT 2 TO THE FY 2022/23 OVERALL WORK PROGRAM

WHEREAS, the Nevada County Transportation Commission (NCTC), through the adoption of Resolution 22-34 approved the FY 2022/23 Overall Work Program (OWP); and

WHEREAS, Section 99233.2 of the California Public Utilities Code provides for the transportation planning agency to utilize up to 3% of the annual Local Transportation Fund revenues for the conduct of the transportation planning and programming process; and

WHEREAS, NCTC has determined it is necessary to amend the OWP budget to accurately reflect revenues that will be received during the fiscal year; and

WHEREAS, the requirements of the Master Fund Transfer Agreement No. 74A0798 are incorporated by reference as part of the FY 2022/23 OWP.

NOW, THEREFORE, BE IT RESOLVED, that the modifications recommended in the attached memorandum are adopted as Amendment 2 of the FY 2022/23 Overall Work Program.

BE IT FURTHER RESOLVED, that the budget of the FY 2022/23 Overall Work Program is approved as follows:

\$ 882,427.00	Local Transportation Funds (LTF)
\$ 294,000.00	Rural Planning Assistance (RPA) Formula Funds
\$ 21,731.55	Rural Planning Assistance (RPA) Formula Carryover Funds
\$ 230,000.00	Rural Planning Assistance (RPA) Grant Funds
\$ 125,000.00	Rural Planning Assistance (RPA) Grant Carryover Funds
\$ 152,361.98	Regional Transportation Mitigation Fees (RTMF)
\$ 155,669.84	State Transportation Improvement Program (STIP) Planning Funds (PPM)
\$ 15,000.00	ALUC Fees
\$ 69,997.82	Regional Surface Transportation Program (RSTP)
\$ 179,017.63	Local Transportation Funds (LTF) Carryover
\$2,125,205.82	Total Budget FY 2022/23

BE IT FURTHER RESOLVED, that NCTC does hereby allocate 3% of the annual Local Transportation Fund revenues for FY 2022/23 for transportation planning and programming.

BE IT FURTHER RESOLVED, that the Executive Director of NCTC, or his designee, is hereby authorized to apply for grants, sign certifications and assurances, issue Request for Proposals for projects included in the Overall Work Program, and execute agreements to facilitate receipt of revenues and expenditure of funds as set forth in the Overall Work Program, in accordance with NCTC's Administrative Operating Procedures.

PASSED AND ADOPTED by Nevada County Transportation Commission on March 20, 2023 by the following vote:

Ayes: Commissioner Hoek, Commissioner Ivy, Commissioner Scofield, Commissioner Strauss, Commissioner Strawser, Commissioner Zabriskie

Noes:

Absent:

Abstain:


Ed Scofield, Chair
Nevada County Transportation Commission

Attest: 
Dale D. Sayles
Administrative Services Officer

RSTP Available to Allocate

1	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
2	5/17/23 BID Targets														
3	Jurisdiction Allocation Resolution	Project Title	Total Cash in Prior Year Open Allocations	Cash Available to Allocate 7/1/2022	NCTC Grant Applications	YTD Interest as of 03/31/2023	Est. Population Reso 23-07 5/17/2023	Pop. %	FFY 22/23 Apportionment For FY 23/24 Bid Targets not yet received	YTD Total Allocations	YTD Allocated Cash Expended	22/23 YTD Cash Returned or Rescinded	Amount Available to Allocate	Cash Remaining in Open Allocations	TOTAL CASH Allocated & Unallocated 5/17/23 BID Targets
4									X23-6144(051)				= Column D + E + F + I - J + L	= Column C + J - K	= Column M + N
5															
6	Grass Valley		\$0.00	\$299,478.78		\$4,468.62	13,488	13.39%	\$174,875.74	\$0.00	\$0.00	\$0.00	\$478,823.15	\$0.00	\$478,823.15
7			\$0.00											\$0.00	
8			\$0.00											\$0.00	
9															
10	Nevada City		\$0.00	\$92,387.25		\$686.51	3,342	3.32%	\$43,329.98	\$92,000.00	\$92,000.00	\$0.00	\$44,403.73	\$0.00	\$44,403.73
11	Reso 22-26	Commercial Street Phase 2	\$0.00							\$92,000.00	\$92,000.00			\$0.00	
12			\$0.00											\$0.00	
13															
14	Truckee		\$0.00	\$1,096,509.18		\$16,361.39	16,676	16.56%	\$216,209.07	\$0.00	\$0.00	\$0.00	\$1,329,079.63	\$0.00	\$1,329,079.63
15			\$0.00											\$0.00	
16			\$0.00											\$0.00	
17															
18	Nevada County		\$31,609.50	\$728,450.13		\$7,555.12	67,214	66.73%	\$871,448.56	\$490,594.00	\$503,314.00	\$0.00	\$1,116,859.81	\$18,889.50	\$1,135,749.31
19	Reso 19-11	Donner Pass Drainage & Shoulder Maintenance 19/20	\$31,609.50								\$12,720.00			\$18,889.50	
20	Reso 22-25	General Maintenance 22/23	\$0.00							\$490,594.00	\$490,594.00			\$0.00	
21															
22															
23	Nevada County Transportation Commission		\$0.00	\$172,437.19		\$2,572.99			\$68,729.65	\$69,997.82	\$0.00	\$0.00	\$173,742.01	\$69,997.82	\$243,739.83
24	Reso 22-34	RTP Update 22/23	\$0.00							\$69,997.82				\$69,997.82	
25			\$0.00											\$0.00	
26															
27	TOTAL		\$31,609.50	\$2,389,262.53		\$31,644.63	100,720	100.00%	\$1,374,593.00	\$652,591.82	\$595,314.00	\$0.00	\$3,142,908.34	\$88,887.32	\$3,231,795.67

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

KEY	
Allocated Cash	
Unallocated Cash	
Total Cash	

The Regional Surface Transportation Program (RSTP) started in 1992. Revenues come from the Federal Transportation Act. Caltrans exchanges the Federal funds on a dollar-for-dollar basis and provides rural agencies with less restrictive State funds. NCTC receives \$800,000 to \$1,000,000 per year. Funds are mainly used for street maintenance and rehabilitation projects. NCTC annually establishes pro rata shares or "bid targets" based on population; however, NCTC has discretion over project selection and can choose to award a jurisdiction more or less than its bid target.

DANIELA FERNANDEZ – Nevada City City Council
 SUSAN HOEK – Nevada County Board of Supervisors
 TOM IVY – Grass Valley City Council, Vice Chair
 ED SCOFIELD – Nevada County Board of Supervisors, Chair
 JAY STRAUSS – Member-At-Large
 DUANE STRAWSER – Member-At-Large
 JAN ZABRISKIE – Town of Truckee



MICHAEL WOODMAN, Executive Director
 AARON HOYT, Deputy Executive Director


Grass Valley • Nevada City

Nevada County • Truckee

File: 1030.2.1.2

MEMORANDUM

TO: Nevada County Transportation Commission

FROM: Michael Woodman, Executive Director 

SUBJECT: Authorization for Executive Director to Execute a Work Order with Fehr & Peers to Update the NCTC VMT Screening Tool

DATE: May 17, 2023

RECOMMENDATION: Authorize the Executive Director to execute a Work Order with Fehr & Peers to update the Nevada County Transportation Commission's Vehicle Miles Traveled (VMT) Screening Tool and continue related web hosting services for an amount not to exceed \$14,000.

BACKGROUND: California Senate Bill 743 (SB 743), adopted in 2013, changed how transportation impacts are measured in the review of land use and transportation plans and projects under the California Environmental Quality Act (CEQA). The legislation removed automobile delay as the primary measure of transportation impacts of environmental significance, typically measured by traffic level of service (LOS) and replaced it with VMT.

In 2020, as part of the regional transportation planning process, NCTC, in coordination with the County of Nevada, City of Grass Valley, City of Nevada City, and Town of Truckee, contracted with the firm Fehr & Peers to develop a planning study to provide recommendations for methodology, thresholds, and procedures for analysis of land use and transportation projects in each of the jurisdictions within Nevada County in relation to implementation and compliance with SB 743. As part of that process, Fehr & Peers also developed a VMT Screening Tool for utilization by the jurisdictions in western Nevada County to streamline the analysis of the potential VMT impacts of land use projects.

As part of current effort underway to update of the Regional Transportation Mitigation Fee Program adjustments were made to the NCTC Travel Demand Model, which serves as the basis for the VMT calculations in the VMT Screening Tool. The model adjustments necessitate an update to the VMT Screening Tool.

Fehr & Peers proposes to update, host, and maintain, and staff to provide the technical support required for hosting and maintaining, the Web Application Product on Fehr & Peers Esri Cloud Hosted Solution. The VMT Screening Tool will be updated with the new summarized results for the base and future year model scenarios. Fehr & Peers will re-publish the VMT Screening Base Layers and Geoprocessing

Service to Fehr & Peers' GIS Development Server for testing to ensure the tool provides proper results. The VMT Screening Tool will be updated to the latest version that utilizes ArcGIS JavaScript API. Fehr & Peers will host one training session (up to one hour) to teach jurisdiction staff on how to use the updated VMT Screening Tool.

Fehr & Peers will migrate the VMT Screening Tool from Fehr & Peers' GIS Development Server to a new Fehr & Peers managed cloud hosted environment (in compliance with Esri's updated terms of service agreement). Fehr & Peers will maintain the NCTC VMT Screening Tool on the new Esri Server to host the tool on an annual basis.



May 2, 2023

Mike Woodman
Executive Director
Nevada County Transportation Commission

Subject: Proposal for Nevada County Transportation Commission SB 743 Model and VMT Screening Tool Update

Dear Mr. Woodman:

Thank you for contacting Fehr & Peers to assist you with the Nevada County Transportation Commission SB 743 Model and VMT Screening Tool Update. Our proposed scope of work, schedule, and fee estimate are described below.

Scope of Work

Task 1 – VMT Analysis Update

- Fehr & Peers will confirm receipt of the latest NCTC travel demand model, briefly review the model structure (inputs and outputs) for any significant changes from the previous version, run the model (base and future years), perform the VMT analysis, and summarize results into the format for the screening tool.

Task 2 – VMT Screening Tool Update

- Fehr & Peers will update the VMT screening tool with the new summarized results for the base and future year model scenarios.
- Fehr & Peers will re-publish the VMT Screening Base Layers and Geoprocessing Service to Fehr & Peers' GIS Development Server for testing to ensure the tool provides proper results.
- Fehr & Peers will migrate the VMT Screening Tool from Fehr & Peers' GIS Development Server to a new Fehr & Peers managed cloud hosted environment (in compliance with Esri's terms of service agreement).
- Fehr & Peers will maintain the NCTC VMT Screening Tool on the new Esri Server to host the tool on a yearly basis. The hosting environment will be fully transferrable to NCTC if requested.

(Optional Task)

- Fehr & Peers will update the VMT Screening Tool to the latest version that utilizes the ArcGIS JavaScript API to enhance the functionality and usability of the tool. An example of the updated VMT Screening Tool may be viewed [here](#). Fehr & Peers will host one training session (up to one hour) to teach appropriate end users on how to use the updated VMT Screening Tool.

Fehr & Peers will perform work under Tasks 1 and 2 for a fixed fee of **\$12,000** for a contract period of one year. Work under the Optional Task may be completed for an additional fee of **\$2,000**. Any additional analysis that is requested outside of this scope of work will be completed on a time and materials basis. We will submit the draft memorandum of work completed and provide access to the updated VMT



Screening Tool within four to six weeks following receipt of written authorization to proceed. Invoices will be submitted monthly for services rendered and are due and payable upon receipt.

If the terms of this proposal and the attached General Terms and Conditions are acceptable to you, this letter can serve as our contractual agreement. In that case, please return a signed copy of this letter to us.

We look forward to working with you on this project. If you have any questions or comments, please contact William Edmonson at (916) 262-7394.

Sincerely,

FEHR & PEERS

A handwritten signature in blue ink that reads "Dave B. Robinson".

Dave B. Robinson, P.E.

Principal

Accepted By

Signature _____

Name _____

Title _____

Company _____

Date _____

William Edmonson

William Edmonson, GISP

Assistant GIS Manager

**NEVADA COUNTY TRANSPORTATION COMMISSION
WORK ORDER FEHR & PEERS VMT TOOL UPDATE 05/17/2023**

Date: May 17, 2023

To: William Edmonson, Fehr & Peers

From: Mike Woodman, Executive Director

In accordance with Section V.B. of the NCTC Administrative Operating Procedures Manual, I am issuing a work order (Work Order) for Fehr & Peers (F&P) to provide professional transportation consulting services in the project NCTC SB 743 Vehicle Miles Traveled (VMT) Screening Tool pursuant to a Contract dated January 17, 2018 (WE212011718). Based on specifications stated in the Contract, F&P developed data (Data Products) and created a web application (Web Application Product) for Nevada County Transportation Commission (“Client”). The Data Products is currently stored, and the Web Application Product currently hosted, by F&P on F&P’s Esri Cloud Hosted Solution. By this Work Order, Client now retains F&P to continue storing the Data Products and hosting and maintaining the Web Application Product.

During the term of this Work Order, and pursuant to its terms and conditions, F&P agrees to provide the following services specified below:

I. Host Web Application Product on the F&P’s Esri Cloud Hosted Solution

Model 3.1: Updated Web Application Product

F&P shall update, migrate, and store the Data Products and to host and maintain the Web Application Product on F&P’s Cloud Hosted Web Server for one additional nominal year, ending on June 30, 2024.

The types and range of Data Products to be made available on the Web Application Product and the features, format, “look and feel,” functions of the Web Application Product, shall not change.

- i) F&P will provide technical support related to accessing Content on demand by the Client.

The content will have 95% uptime, excluding regular scheduled maintenance windows of (Sunday 7am -12pm Pacific Time). Technical support relating to access will be provided Monday- Friday 8am to 5pm Pacific Time with responses within 1 business day of initial contact.

- ii) Client agrees that no enhancements to or updating of the Web Application Product will be required during this contract period.
- iii) Client agrees that F&P will not offer any technical support beyond that required for the hosting of the Web Application Product on F&P’s Cloud Hosted Web Server, and as for the hosting of the Web Application Product, F&P will not offer 24x7 technical support.

II. Property Rights and Licenses

- A.** F&P shall own exclusively all rights, title, and interest in and to the following:
- 1.** All Web Application Product hosted on the F&P's Esri Cloud Hosted Solution
 - 2.** All Data Products not purchased or owned by Client pursuant to this Work Order or previous Agreement or Work Order;
 - 3.** All intellectual and other properties owned by F&P under the Contract;
 - 4.** All of F&P's inventions, improvements, discoveries, methodologies, models, formats, software, algorithms, processes, procedures, designs, specifications, findings, other intellectual properties developed, gathered, compiled or produced by F&P prior to or independently of any of its services under this Work Order or any previous Agreement or Work Order (Background IP), including such Background IP that F&P may employ in the performance of this Work Order, or may incorporate into any part of any Web Application Product or Data Products;
 - 5.** All of F&P's proprietary information, data, trade secrets or know-how, including, but not limited to, ideas, works of authorship, research, product plans, products, services, customers, customer lists, markets, software, developments, inventions, processes, formulas, technology, designs, drawings, engineering, hardware configuration information, marketing, finances or other business information, including any that may be accessed through F&P's Esri Cloud Hosted Solution; and
 - 6.** Any suggestions, enhancements, recommendations, or other feedback provided by Client or those authorized by Client to use the Web Application Product.
- B.** F&P grants Client an irrevocable, non-exclusive, non-transferable, royalty-free license in perpetuity to use, disclose, derive from, such Background IP, but only as an inseparable part of the Web Application Product or Data Products.
- C.** F&P shall bear no liability or responsibility for any part of the Web Application Product, or Data Products that have been modified post-delivery not by F&P or used not by F&P for a purpose other than that for which they were prepared under this Work Order or any previous Agreement or Work Order.
- D.** Client shall own all rights, title, and interest in and to the following:
- 1.** all information and data provided by Client that may be used to produce, or incorporated into the Web Application Product, or Data Products purchased by Client pursuant to the Contract or this Work Order; and
 - 2.** The Web Application Products, and Data Products purchased by Client pursuant to the Contract or this Work Order except for all properties owned by F&P under section II.A. above.

- E. Except for the limited license set forth in Section II.B., and except for ownership rights granted to Client in Section II.D., F&P reserves all rights in the Web Application Product, and Data Products, and any related information, data, or intellectual property. Except as provided in this Section II., no other license or ownership or property rights are granted, express or implied.

III. Compensation

- A. Client agrees to pay F&P the amount of \$12,000 for F&P to update, host, and maintain, and for F&P's staff to provide the technical support required for hosting and maintaining, the Web Application Product on F&P's Esri Cloud Hosted Solution.

Fehr & Peers will update the VMT screening tool with the new summarized results for the base and future year model scenarios.

Fehr & Peers will re-publish the VMT Screening Base Layers and Geoprocessing Service to Fehr & Peers' GIS Development Server for testing to ensure the tool provides proper results.

Fehr & Peers will migrate the VMT Screening Tool from Fehr & Peers' GIS Development Server to a new Fehr & Peers managed cloud hosted environment (in compliance with Esri's terms of service agreement). Fehr & Peers will maintain the NCTC VMT Screening Tool on the new Esri Server to host the tool on a yearly basis. The hosting environment will be fully transferrable to NCTC if requested.

- B. Client agrees to pay F&P the amount of \$2,000 for F&P to update the VMT Screening Tool to the latest version of the Tool that utilizes ArcGIS JavaScript API. Fehr & Peers will host one training session (up to one hour) to teach appropriate end users on how to use the updated VMT Screening Tool.

All charges will be inclusive of all taxes including all sales or services taxes that are assessed on the services and products provided by F&P.

IV. Term

- A. This Work Order is effective as of the date it is made.
- B. This Work Order shall continue in full force and effect until the termination of F&P's duties to host and maintain the Web Application Product, or until this Work Order is terminated under Section V. below.

V. Termination

- A. Client may terminate this Work Order at any time before the expiration of its term by providing F&P with a 30-day written notice.
- B. Should the Client default on its obligations under this Work Order, F&P may terminate this Work Order by providing Client with a 30-day written notice.
- C. Upon termination of this Work Order under Section V.A. above, F&P shall refund Client any

fee pre-paid for the duration remaining in the term.

- D. F&P shall not refund Client any pre-paid fee should this Work Order be terminated under Section V.B. above.
- E. Client shall be liable to F&P for damages should this Work Order be terminated under Section V.B. above.

Report: Fehr & Peers will prepare appropriate text, tables, and/or graphics to document the results of this Work Order.

Time/Cost: The total cost of this work is not to exceed \$14,000.

Schedule: This work effort will be completed and be delivered to NCTC no later than June 30, 2023.

Michael Woodman
Executive Director

Date: May 17, 2023

DANIELA FERNANDEZ – Nevada City City Council
SUSAN HOEK – Nevada County Board of Supervisors
TOM IVY – Grass Valley City Council, Vice Chair
ED SCOFIELD – Nevada County Board of Supervisors, Chair
DUANE STRAWSER – Member-At-Large
JAY STRAUSS – Member-At-Large
JAN ZABRISKIE – Town of Truckee




MICHAEL WOODMAN, Executive Director
AARON HOYT, Deputy Executive Director

Grass Valley • Nevada City

Nevada County • Truckee

File: 1030.0

MEMORANDUM

TO: Nevada County Transportation Commission
FROM: Michael Woodman, Executive Director 
SUBJECT: Final FY 2023/24 Overall Work Program, Resolution 23-08
DATE: May 17, 2023

RECOMMENDATION: Adopt Resolution 23-08 approving the Final FY 2023/24 Overall Work Program (OWP).

BACKGROUND: In finalizing the FY 2023/24 OWP, staff integrated General Comments and Specific Comments from the attached letter from Caltrans District 3 Office of Transportation Planning, dated March 23, 2023.

The City Council of Grass Valley, the City Council of Nevada City, the Town Council of the Town of Truckee, and the Nevada County Board of Supervisors passed resolutions approving the draft OWP as presented.

**RESOLUTION 23-08
OF THE
NEVADA COUNTY TRANSPORTATION COMMISSION**

APPROVE THE FINAL FY 2023/24 OVERALL WORK PROGRAM

WHEREAS, California Government Code Section 29532.1(d) identifies the Nevada County Transportation Commission (NCTC) as the designated Regional Transportation Planning Agency (RTPA) for Nevada County; and

WHEREAS, NCTC has developed its FY 2023/24 Overall Work Program (OWP) to meet its responsibilities as a RTPA; and

WHEREAS, the FY 2023/24 OWP incorporates the ten Federal Planning Factors set forth in Title 23 of the United States Code, Section 134(f) into the NCTC planning program; and

WHEREAS, Section 99233.1 of the California Public Utilities Code provides for the transportation planning agency to be allocated funds that are necessary to administer the Transportation Development Act; and

WHEREAS, Section 99233.2 of the California Public Utilities Code provides for the transportation planning agency to utilize up to 3% of the annual revenues for the conduct of the transportation planning and programming process; and

WHEREAS, the requirements of the Master Fund Transfer Agreement No. 74A0798 are incorporated by reference as part of the FY 2023/24 OWP.

NOW, THEREFORE, BE IT RESOLVED, that the Final FY 2023/24 OWP is approved, and the budget of \$2,101,794.41 consisting of the following funds, is adopted:

\$1,068,332.33	Local Transportation Funds (LTF)
\$ 294,000.00	Rural Planning Assistance (RPA) Formula Funds
\$ 355,000.00	Rural Planning Assistance (RPA) Grant Funds
\$ 5,000.00	Regional Transportation Mitigation Fees (RTMF)
\$ 213,154.84	State Transportation Improvement Program (STIP) Planning Funds (PPM)
\$ 15,000.00	Airport Land Use Commission (ALUC)
<u>\$ 151,307.23</u>	<u>Regional Surface Transportation Program (RSTP)</u>
\$ 2,101,794.41	Total Budget FY 2023/24

BE IT FURTHER RESOLVED, that NCTC does hereby allocate 3% of the annual Local Transportation Fund revenues for FY 2023/24 for transportation planning and programming and \$619,973.60 for administration of Transportation Development Act funds.

BE IT FURTHER RESOLVED, that NCTC does hereby allocate Rural Planning Assistance (Formula and Grant) funds, Regional Transportation Mitigation Fees, State Transportation Improvement Program Planning funds, Airport Land Use Commission Fees, and Regional Surface Transportation Program funds to the FY 2023/24 Overall Work Program in the amounts shown above.

BE IT FURTHER RESOLVED, that the Executive Director of the NCTC is hereby authorized to apply for grants, sign certifications and assurances, and execute agreements to facilitate receipt of revenues and expenditure of funds as set forth in the Overall Work Program in accordance with NCTC's Administrative Operating Procedures.

PASSED AND ADOPTED by the Nevada County Transportation Commission on May 17, 2023 by the following vote:

Ayes:

Noes:

Absent:

Abstain:

Ed Scofield, Chair
Nevada County Transportation Commission

Attest: _____
Dale D. Sayles
Administrative Services Officer

California Department of Transportation

DISTRICT 3
703 B STREET | MARYSVILLE, CA 95901-5556
(530) 741-4233 | FAX (530) 741-4245 TTY 711
www.dot.ca.gov



March 23, 2023

Mike Woodman
Executive Director
Nevada County Transportation Commission
101 Providence Mine Rd, Suite 102
Nevada City, CA 95959

Dear Mr. Woodman,

Thank you for the opportunity to review and comment on the Nevada County Transportation Commission's (NCTC) Fiscal Year (FY) 2023-24 Draft Overall Work Program (OWP). Based on our review the Office of Regional Planning offers the following comments:

General Comments:

- Caltrans commends NCTC for developing a detailed and concise OWP that clearly identifies the goals and priorities of the region.
- Revise the Planning Factor table on pages I-5 as the work elements identified do not match those in the OWP.
- It is important to note that Work Elements/work tasks which will be completed over multiple years should have a schedule that details and identifies significant milestones to be accomplished throughout the term of the OWP

Specific Comments:

- **WE 2.1: Regional Transportation Plan (RTP)**
 - Per FHWA's Regional Planning Program Review recommendations, OWPs must better identify the organization responsible for carrying out the tasks within each work element and it should be consistent throughout the OWP. To better align with FHWA's recommendation and 23 CFR

450.308(c), NCTC must identify any activities performed by outside agencies, i.e., outside consultants, cities, nonprofits, etc.

- Consider changing the title of this WE as it is very similar to WE 2.1.1 and this seems to be focused on support, monitoring, and coordination of the RTP. The two similar WE titles are somewhat confusing.
- **WE 2.1.1: Nevada County Regional Transportation Plan Update**
 - Revise the products identified as some fall outside of the fiscal year. Move those items to the Previous Work section.
- **WE 2.2: Transportation Improvement Programs**
 - Per FHWA's Regional Planning Program Review recommendations, OWPs must better identify the organization responsible for carrying out the tasks within each work element and it should be consistent throughout the OWP. To better align with FHWA's recommendation and 23 CFR 450.308(c), NCTC must identify any activities performed by outside agencies, i.e., outside consultants, cities, nonprofits, etc.
- **WE 2.3: Transit and Paratransit Programs**
 - Non-planning-related transit administration of funds is not an eligible use of RPA funds. Either provide more information in the WE to determine eligibility or remove the activities related to the administration of FTA funds to a non-RPA-funded WE.
- **WE 2.3.3: Eastern Nevada County Transit Development Plan Update**
 - Revise the products identified as some fall outside of the FY. Move those items to the Previous Work section.
- **WE 2.4: Coordination of Regional Planning**
 - The activities identified in the additional/Continuing Work are RPAs, however, there is no RPA identified in the budget revenue table.
- **WE 2.4.4: Rural Counties Task Force Rural Induced Demand Study**
 - Include a Previous Work section and update accordingly.
 - Revise the products identified as some fall outside of the FY. Move those items to the Previous Work section.
- **WE 2.4.6: Zero Emission Vehicle Transition Plan for the County of Nevada**
 - Include a Previous Work section and update accordingly.
 - Revise the products identified as some fall outside of the fiscal year. Move those items to the Previous Work section.

Reminders:

The final OWP package is due to Caltrans by May 30, 2023. The following items must be included in the final OWP package:

- Response letter acknowledging Caltrans's comments on the draft OWP. The response needs to demonstrate where Caltrans comments were addressed within the Final OWP.
- Electronically signed Overall Work Program Agreement (OWPA)
- Budget Revenue Summary (BRS)
- Board Resolution approving the OWP
- Electronically signed Certifications and Assurances
- Final OWP and Appendices

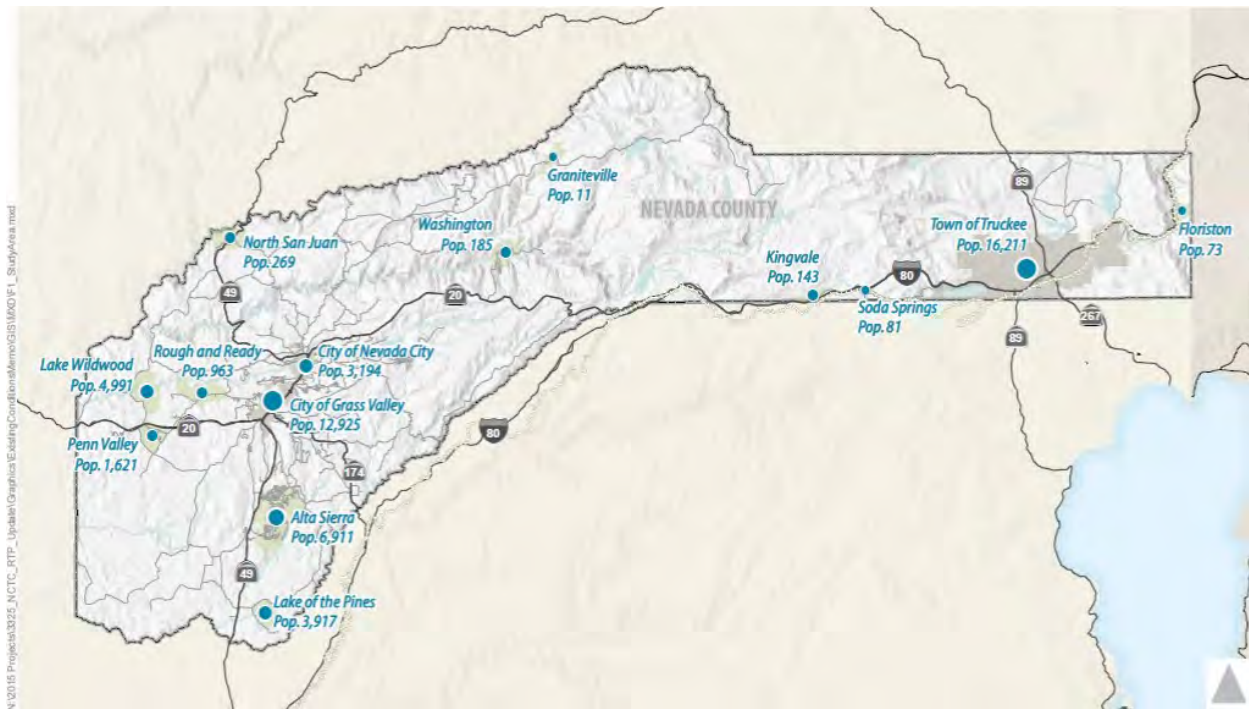
If you have questions, please contact Mona Elbadawy at (530)-821-8582,
mona.elbadawy@dot.ca.gov

Sincerely,



Kevin Yount
Branch Chief, Transportation Planning - North
Division of Planning, Local Assistance, and Sustainability

Nevada County Transportation Commission



2023/24 Overall Work Program

Draft – March 1, 2023

Final – May 17, 2023

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NEVADA COUNTY TRANSPORTATION COMMISSION

CREATING A BETTER FUTURE BY BUILDING UPON SUCCESSES OF THE PAST



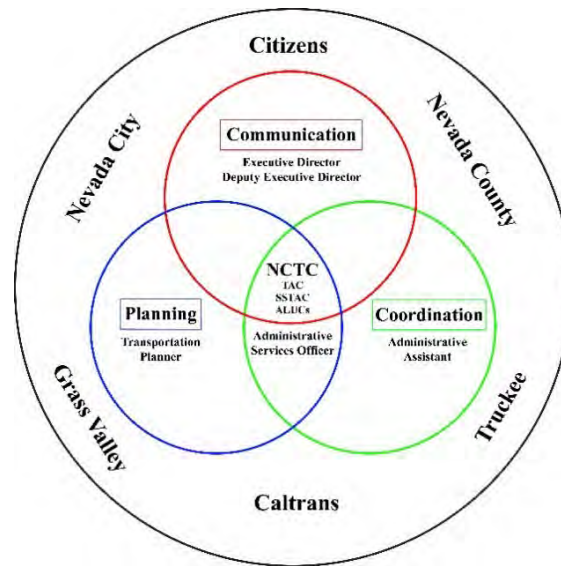
MISSION STATEMENT

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, Congestion Mitigation and Air Quality Improvement Program 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 Latino communities. The goal of the SSTAC is to maintain and improve transportation services to the residents of Nevada County, particularly the underserved and under-represented 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, 2022, the population of Nevada County was estimated at 101,242. The largest municipality is Truckee with a population of 17,100, followed by Grass Valley at 13,617 and Nevada City at 3,334. The population of the unincorporated portion of the County was 67,191. The Race and Ethnicity data for Nevada County on Census.gov reported the racial makeup of the county as 83.5% White, followed by 10.2% Hispanic, 1.4% Asian, 1.0% Native American, 0.4% Black or African American, 0.1% Native Hawaiian and Pacific Islander, and 3.4% Some Other Race. The data at Census.gov indicates that 13.6% 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. While there are currently no federally recognized tribes located within Nevada County, NCTC consults with the Native American Heritage Commission to identify Native American tribal organizations with historic or cultural interests regarding lands in Nevada County. These groups include but are not limited to the Nisenan of the Nevada City Rancheria and United Auburn Indian Community (UAIC).
- NCTC consults with USDA Forest Service Tahoe National Forest and Bureau of Land Management.
- Citizens are encouraged to attend and speak at NCTC meetings on any matter included for discussion on the agenda at that meeting.

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. In addition to discretionary recreation demand travel, high housing costs have increased daily commuter trips into and out of the Truckee/North Tahoe region. To address these issues requires a multimodal and multijurisdictional 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 2020 Census reported that approximately 28.5% of the county population was over 65 years of age, between 2010 and 2020 that population increased from 19.6% to 28.5%, and it is projected that by 2030 this population is expected to increase to over 40%. 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 local, 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, including zero-emission bus fleets and charging technology
- High cost of housing and short-term rentals increasing commute trips and distances
- Improvements to the regional transportation system to ensure safe and efficient emergency evacuation

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 multimodal transportation system;
- 4) Create and maintain a comprehensive, multi-modal transportation system to serve the needs of the County.

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

- Support of ongoing operation of Gold Country Connects, Truckee Tahoe Area Regional 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, constructed 2015/16
- SR 89 “Mousehole” Grade Separation, programmed 2012 STIP, constructed 2015/16
- Northeast Grass Valley Sidewalk Improvements, constructed 2015/16
- Newtown Road Class II/III Bike Lanes, constructed 2016/17
- Nevada County Active Transportation Plan, 2018/19
- SR 49 Multimodal Corridor Plan, 2019/20
- SR 174/20 Intersection Analysis, 2019/2020
- NCTC Travel Demand Model Update, 2019/20
- Western Nevada County Transit Development Plan 2021/22
- SR 49 Comprehensive Multimodal Corridor Plan 2021/22
- SR 49-La Barr Meadows to McKnight Way, Environmental Impact Report 2021/22, Plans, Specifications, and Estimates 2023/24
- Ready Nevada County Extreme Climate Event Mobility and Adaptation Plan, 2021/22
- Legacy Trail – Brockway Multi-use Path, Construction 2021/22
- Legacy Trail Phase 4, Plans, Specifications, and Estimate, 2021/22
- Church Street Extension and Trout Creek Restoration, Plans Specifications, and Estimates 2021/2022
- Truckee Railyard Mobility Hub, Right of Way Acquisition, Plans Specifications, and Estimate, 2022/23
- West River Streetscape Improvement Project, Plans, Specifications, and Estimate, 2022/23
- Town of Truckee Microtransit Feasibility Study 2022/23
- Coldstream/I-80 Off Ramp Roundabout, Construction 2022/23

Federal Planning Factors:

As shown in the chart below, the Federal Planning Factors have been integrated into NCTC’s FY 2023/24 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 2.3	WE 2.3.3	WE 2.4	WE 2.4.1	WE 2.4.2	WE 2.4.4	WE 2.4.6
Economic Vitality	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	X
Preservation	X		X	X	X	X	X	X	X	X	X	
Resiliency & Reliability	X	X	X	X	X	X	X	X	X		X	X
Travel & Tourism	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.

Additional/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. (LTF)
- 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 24)

Budget 1.1

Revenues:		
	LTF	\$267,607.26
	RTMF	\$5,000.00
Total		\$272,607.26
Expenditures:		
	Staff	\$230,716.88
	Indirect	\$36,890.38
	Consulting	\$5,000.00
Total		\$272,607.26

Indirect costs are paid with local funds (see Budget Table 5).

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
- Oversee fiscal and performance audits, as required
- Provide assistance to claimants in completing claims and resolving audit findings and/or recommendations
- Preparation of State Controller's Annual Report
- Annual "Unmet Transit Needs" public hearing (SSTAC)
- Preparation of monthly financial reports
- Review and process claims for TDA funds
- Reports to Caltrans regarding FTA grants and RPA funds
- Update transportation/transit claim guidelines and forms
- Administer the Regional Surface Transportation Program
- Accounting/payroll
- Coordination of community transit services and funding with Consolidated Transportation Service Agencies
- Triennial Performance Audit for FY 2018/19, 2019/20, and 2020/21

Additional/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)
- Administer Federal Transit Administration revenues (5311, Cares Act, and CRRSAA) (LTF)

Products:

- Closeout FY 2022/23 OWP (Sept 23)
- Manage FY 2023/24 Overall Work Program (July 23-June 24)
- Draft FY 2024/25 Overall Work Program (Mar 24)
- Final FY 2024/25 Overall Work Program (May 24)
- Completed Fiscal and Compliance Audit (Mar 24)

WORK ELEMENT 1 - COMMUNICATION AND COORDINATION (continued)

Project 1.2 - Fiscal Administration

- State Controller's Annual Report (Dec 23)
- Accounting Reports/Payroll/Payment Authorizations/Tax Reports (Ongoing)
- Financial reports (Monthly)
- Findings of Apportionment (Feb 24)

Budget 1.2

Revenues:		
	LTF	\$352,366.34
Total		\$352,366.34
Expenditures:		
	Staff	\$258,059.08
	Indirect	\$41,262.25
	Fiscal Audits	\$53,045.00
Total		\$352,366.34

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

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 (Transportation Planning), 2.1.1 (Nevada County Regional Transportation Plan Update), 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 and emergency preparedness (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)

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

- ✓ Conduct transit needs public hearings and prepare transit development plans and transit marketing plans as appropriate. (Project 2.3)
- ✓ 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-6).

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 - Transportation Planning

Purpose: Regional planning and implementation, monitoring the regional transportation system, and implementation 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 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 database: airport locations, airport boundaries, noise contours, airport influence area, and ground access routes to airports.

Additional/Continuing Work:

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

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.1 - Transportation Planning (continued)

- Coordinate with public safety agencies. (NCTC) (RPA & LTF)
- Local participation in regional planning and updating traffic counts (NCTC, Grass Valley, Nevada City, Town of Truckee, Nevada County) (RPA)
- Monitor existing traffic conditions and safety data. (NCTC) (RPA & LTF)
Coordinate with Caltrans to develop and implement performance measures in the regional planning process. (NCTC) (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. (NCTC) (RPA & LTF)
- Review and compare the California State Transportation Agency Final 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. (NCTC) (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. (NCTC) (RPA & LTF)
- Planning activities related to CMAQ program including preparation and releasing of call for projects, review and ranking applications, project selection, and programming. (NCTC) (RPA & LTF)
- Coordinate review of safety and design concerns of state highway projects. (NCTC) (RPA, LTF, & PPM)
- 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. (NCTC) (RPA & LTF)
- SB743 VMT Forecasting Tool and Web Hosting. (NCTC/Consultant) (LTF)
- Analyze climate related impacts to the transportation system and identify strategies to address resiliency. (NCTC) (RPA & LTF)
- Participate in update of Town of Truckee General Plan (NCTC) (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:		
	RPA Formula	\$44,477.07
	LTF	\$4,330.47
	LTF Carryover	\$1,865.43
	STIP Planning PPM	\$79,154.84
Total		\$129,827.81
Expenditures:		
	Staff	\$47,921.36
	Indirect	\$16,906.46
	Traffic Engineering	\$25,000.00
	Local Agency	\$30,000.00
	Traffic Counts	\$10,000.00
Total		\$129,827.81

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

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.1.1 – Nevada County Regional Transportation Plan (RTP) 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.
- Incorporated into the RTP, policies, strategies, programs, and actions that enhance movement of people, goods, services, and information.
- Prepared and distributed a Request for Proposals to qualified consultants to update the RTP. Reviewed proposals, selected consultant, and executed contract to update the RTP.
- RTP administrative draft and draft EIR

Additional/Continuing Work:

- Integrate system safety and security elements into the RTP. (NCTC/Consultant) (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. (NCTC/Consultant) (RPA)
- Project Advisory Committee activities. (NCTC/Consultant) (RPA & STIP)
- Project meetings and coordination. (NCTC/Consultant) (RPA & STIP)
- Project support and administration of grant. (NCTC/Consultant) (RPA & STIP)
- Prepare quarterly reports and invoices. (NCTC) (RPA & STIP)
- Project initiation and baseline information/data collection. (NCTC/Consultant) (RPA & STIP)
- Consultant to update content, graphics, and EIR for update of RTP. (NCTC/Consultant) (PPM)
- Review and confirm RTP goals and objectives. (NCTC/Consultant) (RPA & STIP)
- Analysis of previous performance measures. (NCTC/Consultant) (RPA & STIP)
- Identify trends and targets for each performance measure. (NCTC/Consultant) (RPA & STIP)
- Develop system performance report. (NCTC/Consultant) (RPA & STIP)
- Prepare forecast of future conditions and needs. (NCTC/Consultant) (RPA & STIP)
- Identify policies, strategies, and investments that will support attainment of performance targets and desired trends. (NCTC/Consultant) (RPA & STIP)
- Prepare financial plan regarding implementation of adopted strategies in RTP. (NCTC/Consultant) (RPA & STIP)
- Prepare media releases and hold public workshops. (NCTC/Consultant) (RPA & STIP)
- Prepare Draft RTP and environmental documentation. (Consultant) (RPA & STIP)
- Prepare Final RTP and environmental documentation. (Consultant) (RPA & STIP)

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

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

Products:

- Draft 2045 Nevada County Regional Transportation Plan (Aug 2023)
- Final 2045 Nevada County Regional Transportation Plan & Addendum EIR (Nov 2023)

Budget 2.1.1

Revenues:		
	RPA Formula	\$57,813.65
	STIP PPM	\$75,000.00
	RSTP	\$69,997.82
Total		\$202,811.47
Expenditures:		
	Staff	\$57,813.65
	Consultant	\$144,997.82
Total		\$202,811.47

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 Interregional Transportation Improvement Program (ITIP) funding 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.
- 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.
- Participate with Caltrans in developing the SR 49 Comprehensive Multimodal Corridor Plan (CMCP). (RPA & LTF)
- 2022 RTIP adoption November 17, 2021

Additional/Continuing Work:

- Monitor STIP implementation. (NCTC) (RPA & LTF)
- Encourage interagency coordination necessary to identify and develop new RTIP projects. (NCTC) (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. (NCTC) (RPA & LTF)
- Coordinate with Caltrans regarding Interregional Transportation Improvement Program (ITIP) participation in STIP funded projects in Nevada County. (NCTC) (RPA & LTF)
- Begin preparation of draft 2024 RTIP - October 2023 (NCTC) (RPA & LTF)
- Public hearing and adoption of 2024 RTIP - November 2023 (NCTC) (RPA & LTF)
- Submittal of 2024 RTIP to the CTC - December 2023 (NCTC) (RPA & LTF)
- Review consistency of future RTIP projects with the Climate Action Plan for Transportation Infrastructure and California Transportation Plan 2050 (NCTC) (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)
- Adopt FY 23/24 RTIP (Nov 23)

Budget 2.2

Revenues:		
	RPA Formula	\$41,915.19
	LTF	\$6,702.01
Total		\$48,617.21
Expenditures:		
	Staff	\$41,915.19
	Indirect	\$6,702.01
Total		\$48,617.21

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

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.

Previous Work:

- 2021 Western Nevada County Transit Development Plan
- 2021 Nevada County Coordinated Public Transit-Human Services Transportation Plan.
- Monitor ridership, expenditures, and revenue for each system.
- Hold coordination meetings with transit and paratransit providers.
- Check operational performance indicators for each system.
- Develop and present information regarding alternative forms of transportation that are sustainable and practical for Nevada County.
- Coordinate with human service transportation providers.
- Distribute press releases and other educational information regarding alternative forms of transportation.
- Participate on the Accessible Transportation Coalition Initiative-Mobility Action Partners Coalition.
- Administer Federal Transit Administration revenues (5311, Cares Act, and CRRSAA).
- Assisted transit operators with analysis of impacts due to COVID-19.

Additional/Continuing 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 feasibility analysis of transit electrification mandate. (LTF & RPA)
- Coordinate with Town on public polling effort in consideration of 2024 Transportation - Transit Ballot Measure (LTF & RPA)

• 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	\$36,518.76
	LTF	\$9,802.41
	LTF Carryover	\$18,051.42
Total		\$64,372.59
Expenditures:		
	Staff	\$49,517.04
	Indirect	\$14,855.55
Total		\$64,372.59

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

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

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.
- Scope of Work (May 23)
- Request for Proposals (June 23)

Additional/Continuing Work Activities:

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

Products:

- Consultant contract (July 23)
- Technical Memoranda (Mar 24)
- Draft Report (Apr 24)
- Final Report (June 24)

Budget 2.3.3

Revenues:		
	RPA Formula	\$43,391.36
	LTF	\$75,000.00
Total		\$118,391.36
Expenditures:		
	Staff	\$43,391.36
	Consulting	\$75,000.00
Total		\$118,391.36

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

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

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, including VMT.
- 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).
- Participate and coordinate in regional evacuation planning efforts.

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).

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.4 - Coordination of Regional Planning (continued)

Additional/Continuing Work:

- Participate in Regional Transportation Planning Agency group meetings and California Rural Counties Task Force meetings. (LTF)
- Participate in Federal and State Clean Air Act transportation related air quality planning activities. (LTF)
- Participate in the Truckee/North Tahoe Transportation Management Association (TNT/TMA) and Resort Triangle Transportation Planning Coalition (RTTPC) meetings. (LTF)
- Review and comment on Caltrans Systems Plans and related documents. (LTF)
- Coordination with the Nevada County Economic Resource Council. (LTF)
- Monitor legislation that impacts transportation planning. (LTF)
- Monitor planning efforts in Grass Valley, Nevada City, Nevada County, Truckee. (LTF)
- Present information to local civic groups regarding regional transportation planning. (LTF)
- Participate in local ad hoc committees. (LTF)
- Maintain formal consultation with Native American Tribal Governments. (LTF)
- Maintain formal consultation with the U.S Forest Service and Bureau of Land Management. (LTF)
- Monitor implementation of the Nevada County Active Transportation Plan. (LTF)
- Participate in the “Zero Traffic Fatalities Task Force”. (LTF)
- Participate in Critical Freight Corridors Working Group. (LTF)
- Participate in SR 49 Stakeholders Committee. (LTF)
- Distribute press releases. (LTF)
- California Local Streets and Roads Needs Assessment Oversight Committee Participation (LTF)
- Coordinate with partner agencies to implement the federal performance-based approach in the scope of the transportation planning process. (LTF)
- Participate in the California Federal Programming Group (CFPG). (LTF)
- Participate in the Transportation Cooperative Committee. (LTF)
- Participate on the Truckee Transit Center Study Project Advisory Committee. (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. (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. (LTF)
- Participate in Interregional Transportation Strategic Plan (ITSP) Workshops. (LTF)
- Participate in Federal Rescission working group. (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). (LTF)
- Participate on the Project Advisory Committee for the SR 49 Safety Assessment. (LTF)
- Participate with CalSTA in development and implementation of the Climate Action Plan for Transportation Infrastructure (CAPTI). (LTF)
- Participate with PCTPA and Caltrans to develop update of Sacramento to Reno Passenger Rail Service Planning Study – Truckee/Tahoe/Reno (LTF)

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.4 - Coordination of Regional Planning (continued)

- Coordinate with California State Association of Counties and Rural County Representatives of California regarding transportation policy (LTF)
- Participate and coordinate evacuation planning with the Nevada County Office of Emergency Services, Nevada County Sheriff’s Department, CAL FIRE NEU, California Highway Patrol, and other local emergency responders. (LTF)

Products:

- Reports regarding participation in regional coordination activities (e.g. Zero Traffic Fatalities Task Force, Critical Freight Corridors Working Group, ITSP Workshops, Sacramento to Reno Passenger Rail Service Planning Study – Truckee/Tahoe/Reno, 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:		
	LTF	\$29,956.80
	LTF Carryover	\$157,275.85
Total		\$187,232.65
Expenditures:		
	Staff	\$97,970.32
	Indirect	\$30,777.34
	Rural Counties Task Force	\$2,000.00
	PCTPA Rail Study	\$5,735.00
	Statewide Local Streets and Roads	\$750.00
	State Advocacy	\$50,000.00
Total		\$187,232.65

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

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.4.1 – Local Roads Safety Plan

Purpose: The Federal Highway Administration (FHWA) requires all states to have a Strategic Highway Safety Plan (SHSP) that provides a framework for reducing highway fatalities and serious injuries on all public roads. In turn, California encourages local agencies to have a Local Road Safety Plan (LRSP) to competitively obtain Highway Safety Improvement Program (HSIP) funds. Nevada County will update their 2019 LRSP.

Previous Work:

- Development of regional transportation models
- Update of Western Nevada County Transit Development Plans, Nevada County Bicycle Master Plan and Nevada County Pedestrian Improvement Plan
- Preparation of Nevada County LRSP adopted in 2019

Continuing Work:

- Prepare and distribute a Request for Proposal to qualified consultants (Nevada County DPW)
- Review proposals, select consultant, and execute a contract (Nevada County DPW)
- Engage consultant to prepare Nevada County LRSP (Nevada County DPW)
- Draft vision statement and goals (Nevada County DPW)
- Identify stakeholders to assist with development of vision and goals, as well as review of analysis, safety strategies and priorities (Nevada County DPW)
- Prepare data summary, perform analysis, develop heat maps and identify emphasis locations, and develop safety strategies (Nevada County DPW)
- Engage the community and seek feedback at key progress points (Nevada County DPW)
- Identify funding opportunities and priority projects (Nevada County DPW)
- Prepare draft and final Nevada County LRSP (Nevada County DPW)

Products:

- Scope of Work (August 2023)
- Request for Proposals (August 2023)
- Consultant contract (October 2023)
- Project initiation and selection of stakeholders (November 2023)
- Vision and Goals (November 2023)
- Data summary, analysis, emphasis areas, and safety strategies (May 2024)
- Funding opportunities and priorities (June 2024)
- Draft and Final Nevada County LRSP (July and September 2024, respectively)

Budget 2.4.1

Revenues:		
	RSTP	\$81,309.41
Total		\$81,309.41
Expenditures:		
	NCTC	\$1,309.41
	Nevada County	\$80,000.00
Total		\$81,309.41

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

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)

Additional/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	\$23,321.46
	ALUC Fees	\$15,000.00
Total		\$38,321.46
Expenditures:		
	Staff	\$23,321.46
	ALUC Reviews	\$15,000.00
Total		\$38,321.46

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

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.

Previous Work:

- Draft Report (Jun 23)

Work Activities:

- Prepare and distribute a Request for Qualifications to qualified consultants (NCTC) (RPA Formula, LTF)
- Establish Project Selection Committee and Project Advisory Committee (NCTC) (RPA Formula, LTF)
- Review and rank proposals, conduct oral interviews, and finalize consultant ranking (NCTC) (RPA Formula, LTF)
- Select consultant and execute contract (NCTC) (RPA Formula, LTF)
- Finalize the work program and refine scope of work (NCTC/Consultant) (RPA Formula, LTF)
- Project meetings and coordination (NCTC/Consultant, RPA Formula) (RPA Grant, LTF)
- Project Advisory Committee activities (NCTC/Consultant, RPA Formula) (RPA Grant, LTF)
- Project support and administration of grant (NCTC/Consultant) (RPA Formula, LTF)
- Prepare quarterly reports and invoices (NCTC) (RPA Formula, LTF)
- Project initiation and data collection (NCTC/Consultant) (RPA Formula, RPA Grant, LTF)
- Review previous research on induced demand and document findings related to rural highway improvements (NCTC/Consultant) (RPA Formula, RPA Grant, LTF)
- Review state guidance documents in relation to induced demand for transportation projects (NCTC/Consultant) (RPA Formula, RPA Grant, LTF)
- Review and collect available data on induced demand related to rural highway improvements (NCTC/Consultant) (RPA Formula, RPA Grant, 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 Formula, RPA Grant, LTF)
- Determine the significance and applicability of induced demand for roadway improvement projects in various rural corridors (NCTC/Consultant) (RPA Formula, RPA Grant, 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 Formula, RPA Grant, LTF)
- Develop recommended methodologies and thresholds for each jurisdiction (NCTC/Consultant) (RPA Formula, RPA Grant, LTF)
- Prepare Working Papers (NCTC/Consultant) (RPA Formula, RPA Grant, LTF)
- Prepare Administrative Draft (NCTC/Consultant) (RPA Formula, RPA Grant, LTF)
- Prepare Draft Report (NCTC/Consultant) (RPA Formula, RPA Grant, LTF)

WORK ELEMENT 2 – REGIONAL TRANSPORTATION PLANNING (continued)

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

- Present Draft Report to the Rural Counties Task Force (NCTC/Consultant) (RPA Formula, RPA Grant, LTF)
- Prepare Final Report (NCTC/Consultant) (RPA Formula, RPA Grant, LTF)

Products:

- Revised Draft Report (July 23)
- Final Report (Oct 23)

Budget 2.4.4

Revenues:		
	RPA Grant Carryover	\$125,000.00
	RPA Formula	\$43,391.36
Total		\$168,391.36
Expenditures:		
	Staff	\$43,391.36
	Consulting	\$125,000.00
Total		\$168,391.36

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

WORK ELEMENT 2 – REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.4.6 – Zero Emission Vehicle Transition Plan for County of Nevada

Purpose: On behalf of the County of Nevada, the Nevada County Transportation Commission will manage a fleet electrification planning study to identify how the County of Nevada can make the transition to electrification of public fleets to comply with upcoming California Air Resource Board (CARB) regulations related to the Innovative Clean Transit and lightweight, medium-duty, and heavy-duty public fleet electrification regulations.

The study will guide Nevada County in its endeavor to meet the regulations by evaluating and identifying a detailed plan to successfully convert the county vehicle fleet to electric vehicles within the timeline specified by CARB. The infrastructure needs for power delivery and charging, maintenance needs, and capital replacement considerations will be incorporated into the overall plan. Where electrification of certain vehicle fleet mix (e.g. heavy duty trucks) may not be possible due to market readiness, other zero-carbon alternatives will be explored and evaluated for fleet replacement and infrastructure improvements needs.

Previous Work:

- Small Transit Agency Rollout Plan (April 2023)
- RFP (Feb 2023)
- Contract Executed (Mar 23)

Work Activities:

- Prepare and distribute a Request for Proposals to qualified consultants (NCTC) (RPA Formula)
- Establish Project Selection Committee and Project Advisory Committee (NCTC) (RPA Formula)
- Review and rank proposals, conduct oral interviews, and finalize consultant ranking (NCTC) (RPA Formula)
- Select consultant and execute contract (NCTC) (RPA Formula)
- Finalize the work program and refine scope of work (NCTC) (RPA Formula)
- Project meetings and coordination (NCTC/Consultant) (RPA Formula, RPA Grant)
- Project Advisory Committee activities (NCTC/Consultant) (RPA Formula, RPA Grant)
- Project support and administration of grant (NCTC) (RPA Formula)
- Prepare quarterly reports and invoices (NCTC) (RPA Formula)
- Develop electric vehicle conversion plan for lightweight, medium, and heavy-duty vehicle fleet (Consultant) (RPA Grant)
- Develop electric vehicle conversion plan for the public transit fleet (Consultant) (RPA Grant)
- Recommend electric vehicle charging stations plan, including location and type of charges and electric infrastructure improvement plan (Consultant) (RPA Grant)
- Develop electric vehicle transition plan by fleet type (Consultant) (RPA Grant)
- Develop required Small Transit Rollout Plan for Nevada County Transit (Consultant) (RPA Grant)
- Develop funding plan to identify possible funding source to leverage incentives and rebate programs (Consultant) (RPA Grant)
- Prepare Administrative Draft (NCTC/Consultant) (RPA Formula, RPA Grant)
- Prepare Draft Report (NCTC/Consultant) (RPA Formula, RPA Grant)
- Prepare Final Report (NCTC/Consultant) (RPA Formula, RPA Grant)

WORK ELEMENT 2 – REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.4.6 – Zero Emission Vehicle Transition Plan for County of Nevada (continued)

Products:

- Administrative Draft Report (January 2024)
- Draft Report (March 2024)
- Final Report (May 2024)

Budget 2.4.6

Revenues:		
	RPA Formula	\$26,492.60
	RPA Grant	\$230,000.00
Total		\$256,492.60
Expenditures:		
	Staff	\$26,492.60
	Consulting	\$230,000.00
Total		\$256,492.60

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

WORK ELEMENT 3 - CALTRANS ACTIVITIES WITH NCTC FOR FY 2023/24

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"> • Rural Counties Task Force Rural Induced Demand Study • SR 49 CSMP Update • Assisting with SR 49 TCEP, SCCP, RAISE, Rural Surface Transportation Program Grant Applications • Oversight 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 2023/24

Revenues	Final	Draft	Difference
	FY 2023/24	FY 2023/24	
LTF Administration	619,973.60	621,492.38	-1,518.78
LTF Planning	149,113.17	148,903.80	209.37
LTF Contingency	122,052.87	122,052.87	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	0.00	0.00
Rural Planning Assistance (RPA) Grants	0.00	0.00	0.00
Rural Planning Assistance (RPA) Grants Carryover	355,000.00	355,000.00	0.00
Regional Transportation Mitigation Fees (RTMF)	5,000.00	5,000.00	0.00
STIP Planning Funds (PPM)	213,154.84	213,154.84	0.00
ALUC Fees	15,000.00	15,000.00	0.00
Regional Surface Transportation Program (RSTP)	151,307.23	69,997.82	81,309.41
LTF Carryover	177,192.70	177,192.70	0.00
TOTAL	2,101,794.41	2,021,794.41	80,000.00

Expenditures	Final	Draft	Difference
	FY 2023/24	FY 2023/24	
Salary	698,472.58	698,472.58	0.00
Benefits	223,347.14	223,347.14	0.00
Direct (Table 2)	851,527.82	771,527.82	80,000.00
Indirect (Table 3)	147,394.00	147,394.00	0.00
Contingency	181,052.87	181,052.87	0.00
TOTAL	2,101,794.41	2,021,794.41	80,000.00

	Estimated	estimated	Difference
Fund Balance	FY 2023/24	FY 2022/23	
	\$64,630.20	\$241,822.90	(\$177,192.70)

Table 2**Direct Costs Budget FY 2023/24**

Work Element		Final 23/24	Draft 23/24	Difference	Source
1.1	Human Resources Consulting	\$5,000.00	\$5,000.00	\$0.00	LTF
1.2	Fiscal Auditor	\$53,045.00	\$53,045.00	\$0.00	LTF
2.1	Traffic Counts	\$10,000.00	\$10,000.00	\$0.00	RPA, LTF, PPM
2.1	Transportation Engineering	\$25,000.00	\$25,000.00	\$0.00	LTF, PPM
2.1	Local Agencies Participation in Regional Planning	\$30,000.00	\$30,000.00	\$0.00	RPA, LTF, PPM
2.1.1	Regional Transportation Plan Update	\$144,997.82	\$144,997.82	\$0.00	RPA, PPM, RSTP
2.2.1	RTMF Update	\$0.00	\$0.00	\$0.00	RTMF
2.3.3	Eastern Nevada County Transit Development Plan	\$75,000.00	\$75,000.00	\$0.00	RPA, LTF
2.4	Coordination of Regional Planning/Intergovernmental Advocacy	\$58,485.00	\$58,485.00	\$0.00	RPA, LTF
2.4.1	Local Agency LRSP	\$80,000.00	\$0.00	\$80,000.00	RSTP
2.4.2	Airport Land Use Commission Planning & Reviews	\$15,000.00	\$15,000.00	\$0.00	ALUC, LTF
2.4.4	RCTF Rural Induced Demand Study	\$125,000.00	\$125,000.00	\$0.00	RPA
2.4.6	Zero Emission Vehicle Transition Plan for County of Nevada	\$230,000.00	\$230,000.00	\$0.00	RPA Grant
TOTAL		\$851,527.82	\$771,527.82	\$80,000.00	

Table 3**Indirect Costs Budget FY 23/24**

ACCT	ITEM	Final FY 23/24	Draft FY 23/24	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	\$24,750	\$24,750	\$0	0.00%
1.1	General Liability & Errors and Omissions	\$18,250	\$18,250	\$0	0.00%
1.3	Workers' Compensation	\$6,500	\$6,500	\$0	0.00%
	Office Expenses	\$26,904	\$26,904	\$0	0.00%
2.1	Phones	\$1,500	\$1,500	\$0	0.00%
2.2	Equipment Rental	\$500	\$500	\$0	0.00%
2.3	Records Storage	\$1,600	\$1,600	\$0	0.00%
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	\$10,254	\$10,254	\$0	0.00%
2.12	Postage	\$300	\$300	\$0	0.00%
2.13	Telework Reimbursement	\$3,500	\$3,500	\$0	0.00%
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	\$28,000	\$0	0.00%
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:	\$3,515	\$3,515	\$0	0.00%
	TOTAL	\$147,394	\$147,394	\$0	0.00%

Table 4

Revenues - FY 2023/24 OWP Final

	Work Element	23/24 LTF	LTF Carryover	RPA Grants	RPA Grant Carryover	RPA Formula	RPA Formula Carryover	ALUC Fees	RTMF	STIP Planning PPM	RSTP	TOTAL
1.1	General Services	267,607.26							5,000.00			272,607.26
1.2	Fiscal Administration	352,366.34										352,366.34
2.1	Transportation Planning	4,330.47	1,865.43			44,477.07				79,154.84		129,827.81
2.1.1	Regional Transportation Plan Update					57,813.65				75,000.00	69,997.82	202,811.47
2.2	Transportation Improvement Program	6,702.01				41,915.19						48,617.21
2.3	Transit & Paratransit Programs	9,802.41	18,051.42			36,518.76						64,372.59
2.3.3	Eastern Nevada County Transit Development Plan	75,000.00				43,391.36						118,391.36
2.4	Coordination of Regional Planning	29,956.80	157,275.85									187,232.65
2.4.1	Local Road Safety Plan (LRSP)										81,309.41	81,309.41
2.4.2	Airport Land Use Commission Planning & Reviews	23,321.46						15,000.00				38,321.46
2.4.4	RCTF Rural Induced Demand Study				125,000.00	43,391.36						168,391.36
2.4.6	Zero Emission Vehicle Transition Plan for County of Nevada				230,000.00	26,492.60						256,492.60
	Contingency	122,052.87								59,000.00		181,052.87
	Totals	891,139.63	177,192.70	0.00	355,000.00	294,000.00	0.00	15,000.00	5,000.00	213,154.84	151,307.23	2,101,794.41

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

Table 5**Expenditures - FY 2023/24 Final**

Work Elements		PY	Staff	Indirect	Transportation Engineering	Consulting	Local Agency	Other	Total
1.1	General Services	1.55	230,716.88	36,890.38		5,000.00			272,607.26
1.2	Fiscal Administration	1.58	258,059.08	41,262.25				53,045.00 (1)	352,366.34
2.1	Transportation Planning	0.26	47,921.36	16,906.46	25,000.00		40,000.00 (2)		129,827.81
2.1.1	Regional Transportation Plan Update	0.32	57,813.65			144,997.82			202,811.47
2.2	Transportation Improvement Program	0.23	41,915.19	6,702.01					48,617.21
2.3	Transit & Paratransit Programs	0.26	49,517.04	14,855.55					64,372.59
2.3.3	Eastern Nevada County Transit Development Plan	0.22	43,391.36			75,000.00			118,391.36
	Nev. Co. Coordinated Public Transit-Human Services	0.00	0.00			0.00			0.00
2.4	Coordination of Regional Planning	0.51	97,970.32	30,777.34		50,000.00	(4)	8,485.00 (3)	187,232.65
2.4.1	Local Road Safety Plan (LRSP)		1,309.41				80,000.00		81,309.41
2.4.2	Airport Land Use Commission Planning & Reviews	0.13	23,321.46			15,000.00			38,321.46
2.4.3	READY Nevada County	0.00	0.00			0.00			0.00
2.4.4	RCTF Rural Induced Demand Study	0.22	43,391.36			125,000.00			168,391.36
2.4.6	Zero Emission Vehicle Transition Plan for County of Nevada	0.14	26,492.60			230,000.00			256,492.60
	Contingency							181,052.87	181,052.87
TOTAL		5.44	921,819.72	147,394.00	25,000.00	644,997.82	120,000.00	242,582.87	2,101,794.41

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

Notes:

- (1) \$53,045 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, \$5,735 PCTPA Rail Study, \$750 Statewide Local Streets and Roads
- (4) State Advocacy

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

Table 6 Budget Detail FY 2023/24 Final

ACCT	ITEM	ALLOCATION
1	Insurance	24,750.00
1.1	General Liability & Errors and Omissions	18,250.00
1.3	Workers' Compensation	6,500.00
2	Office Expenses	26,904.00
2.1	Phones	1,500.00
2.2	Equipment Rental	500.00
2.3	Records Storage	1,600.00
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	10,254.00
2.12	Postage	300.00
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	3,515.00
	Subtotal Items 1-10	93,969.00
11	Contingency	181,052.87
12	Salaries, Wages, & Benefits	921,819.72
12.1	Executive Director	240,246.49
12.11	Deputy Executive Director	210,385.86
12.2	Administrative Services Officer	152,234.50
12.3	Transportation Planner	146,558.50
12.4	Administrative Assistant	103,786.43
12.8	Temporary Employee	68,607.95
13	Other Services	904,952.82
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)	53,045.00
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
13.11b	Local Agency LRSP (WE 2.4.1)	80,000.00
13.16a	Rural Counties Task Force Membership (WE 2.4)	2,000.00
13.16b	Statewide Local Streets and Roads Needs Assessment (WE 2.4)	750.00
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)	144,997.82
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
13.58	Zero Emission Vehicle Transition Plan for County of Nevada (WE 2.4.6)	230,000.00
13.59	State Advocacy (WE 2.4)	50,000.00
13.60	PCTPA Rail Study (WE 2.4)	5,735.00
	TOTAL Budget Items 1-13	2,101,794.41
	Indirect Costs	
	Accounts 1 through 10	93,969.00
	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	147,394.00
	Calculated Indirect Rate Indirect Cost / Salaries & Benefits	15.99%

DANIELA FERNANDEZ – Nevada City City Council
 SUSAN HOEK – Nevada County Board of Supervisors
 TOM IVY – Grass Valley City Council, Vice Chair
 ED SCOFIELD – Nevada County Board of Supervisors, Chair
 JAY STRAUSS – Member-At-Large
 DUANE STRAWSER – Member-At-Large
 JAN ZABRISKIE – Town of Truckee



MICHAEL WOODMAN, Executive Director
 AARON HOYT, Deputy Executive Director


Grass Valley • Nevada City

Nevada County • Truckee

File: 720.1

MEMORANDUM

TO: Nevada County Transportation Commission

FROM: Michael Woodman, Executive Director 

SUBJECT: Professional Services Agreement with the County of Nevada for Accounting Services, Resolution 23-09

DATE: May 17, 2023

RECOMMENDATION: Adopt Resolution 23-09 authorizing the Chair to execute an agreement with the County of Nevada for accounting services.

BACKGROUND:

The County of Nevada, Auditor-Controller's Office executed an agreement with Nevada County Transportation Commission (NCTC) in 1999 for fiscal administrative services.

This new agreement includes updates to the not-to-exceed amount, org codes and fund numbers.

**RESOLUTION 23-09
OF THE
NEVADA COUNTY TRANSPORTATION COMMISSION**

**APPROVAL OF NEVADA COUNTY TRANSPORTATION COMMISSION'S
PROFESSIONAL SERVICES AGREEMENT WITH THE COUNTY OF NEVADA
TO PROVIDE ACCOUNTING SERVICES**

WHEREAS, the Nevada County Transportation Commission recognizes that it is necessary to have financial services from the Nevada County Auditor-Controller for the Commission to perform proper fiscal and compliance reporting; and

WHEREAS, the Nevada County Auditor-Controller has previously provided fiscal administrative services and has indicated a willingness to continue providing such services; and

WHEREAS, there is an increased demand on Nevada County general fund resources; and

WHEREAS, the Transportation Development Act (TDA) provides for payment to be made to Nevada County for accounting services.

NOW, THEREFORE, BE IT RESOLVED, that the Executive Director of Nevada County Transportation Commission is hereby authorized to execute the agreement between Nevada County Transportation Commission and Nevada County which will provide compensation for the services provided by the Nevada County Auditor-Controller to Nevada County Transportation Commission in an amount not to exceed \$30,000 annually. Payments to Nevada County shall be by journal entry after the fully executed county resolution and agreement have been received by both parties.

PASSED AND ADOPTED by the Nevada County Transportation Commission on May 17, 2023 by the following vote:

Ayes:

Noes:

Absent:

Abstain:

Ed Scofield, Chair
Nevada County Transportation Commission

Attest: _____
Dale D. Sayles
Administrative Services Officer

**PROFESSIONAL SERVICES AGREEMENT
BETWEEN THE
NEVADA COUNTY TRANSPORTATION COMMISSION
AND NEVADA COUNTY AUDITOR-CONTROLLER
FOR ACCOUNTING SERVICES**

This Agreement effective May 17, 2023, by and between the Nevada County Transportation Commission (hereinafter referred to as “NCTC”), and COUNTY OF NEVADA, (hereinafter referred to as “County”), in consideration of the mutual promises, covenants, and conditions hereinafter set forth, the parties do hereby agree as follows:

WHEREAS the County provides Local Transportation Funds accounting services to NCTC in accordance with Government Code Sections 29530 through 29536, and;

WHEREAS the Local Transportation Fund funding includes administration in accordance with the Public Utilities Code Sections 99233.1 and 99400(d), and;

WHEREAS the County general fund has limited resources to provide accounting service.

NOW, THEREFORE, THE PARTIES MUTUALLY AGREE AS FOLLOWS:

1. NCTC agrees to reimburse the County Auditor-Controller department for accounting services to administer the funds held by the County on behalf of NCTC.
2. Said accounting services will be billed to NCTC, semi-annually, for the actual cost of providing the accounting services. The billing will be based on the cost per transaction for normal accounts payable and general accounting processing. Transaction details and costs will be obtained from the most recently approved Countywide Cost Allocation Plan (A87).
3. The Auditor-Controller will send NCTC an itemized invoice for current services rendered administering the following funds and all the sub accounts contained in each fund:

Local Transportation Fund – NCTC	6317000009210000
Local Transportation Fund – Town of Truckee	6317000009215805
Local Transportation Fund – Pedestrian and Bike	6317000009215806
Local Transportation Fund – Nevada County	6317000009215807
Local Transportation Fund – Grass Valley	6317000009215808
Local Transportation Fund – Nevada City	6317000009215809
Local Transportation Fund – Community Transit Services	6317000009215810
PTMISEA	6318000009210000
NCTC Administration and Planning	6327000009210000
Regional Transportation Mitigation Fee Fund	6328000009210000
State Transit Assistance Fund	6357000009210000
Regional Surface Transportation Program	6492000009210000
Other funds may be added as required.	

4. The charge to NCTC for the current level of service will not exceed \$30,000 per year. This amount may be revised in subsequent years by amendment.

5. The auditor-controller shall give advance notice to NCTC with the first semi-annual billing or no later than April 30th if the amount of \$30,000 per year is estimated to be exceeded and will not charge more than \$30,000 in that year unless an amendment to this agreement has been fully executed.
6. NCTC Administration and Planning 6327000009210000 account 520010 will be charged for the accounting services and the County general fund 01011020204111000 account 450120 will record the reimbursement (revenue).

IN WITNESS HEREOF, this Agreement between the Nevada County Transportation Commission and County of Nevada Auditor-Controller has been executed by the parties hereto and is effective May 17, 2023.

NEVADA COUNTY TRANSPORTATION COMMISSION

By: _____ Date: _____
Michael G. Woodman, Executive Director
Nevada County Transportation Commission

Nevada County Transportation Commission Counsel, Approved as to Form

By: _____ Date: _____
Osman Mufti, Sloan Sakai Yeung & Wong LLP

COUNTY OF NEVADA

By: _____ Date: _____
Sue Hoek, Chair, Board of Supervisors

Approved as to Form

By: _____ Date: _____
County Counsel

Attest

By: _____ Date: _____
Julie Patterson Hunter, Clerk of the Board

DANIELA FERNANDEZ – Nevada City City Council
 SUSAN HOEK – Nevada County Board of Supervisors
 TOM IVY – Grass Valley City Council, Vice Chair
 ED SCOFIELD – Nevada County Board of Supervisors, Chair
 JAY STRAUSS – Member-At-Large
 DUANE STRAWSER – Member-At-Large
 JAN ZABRISKIE – Town of Truckee



MICHAEL WOODMAN, Executive Director
 AARON HOYT, Deputy Executive Director


Grass Valley • Nevada City

Nevada County • Truckee

File: 1400.3

MEMORANDUM

TO: Nevada County Transportation Commission

FROM: Michael Woodman, Executive Director 

SUBJECT: FY 2021/22 Fiscal and Compliance Audits, Resolution 23-10

DATE: May 17, 2023

RECOMMENDATION: Adopt Resolution 23-10 accepting the following FY 2021/22 Fiscal and Compliance Audits as complete:

- Nevada County Transportation Commission (NCTC) Report to the Commission and Financial Statements and Independent Auditors' Reports
- County of Nevada Transit Services Fund
- Town of Truckee Transit Fund
- City of Grass Valley Transportation Development Act Fund
- City of Nevada City Transportation Development Act Fund

BACKGROUND: NCTC's independent auditor, The Pun Group, had one finding #2022-001 for the County of Nevada audit. NCTC, Grass Valley, Nevada City, and the Town of Truckee had no instances of non-compliance required to be reported under Government Auditing Standards, nor any matters considered to be material weaknesses in the fiscal audits listed above and presented in this agenda packet.

Coley Delaney, CPA from The Pun Group, will present an overview of the FY 2021/22 Fiscal and Compliance Audits at the NCTC meeting on May 17, 2023.

The full FY 2020/21 Fiscal and Compliance Audit reports can be viewed on our website, <https://www.nctc.ca.gov/Reports/Fiscal-Audits/index.html>

**RESOLUTION 23-10
OF THE
NEVADA COUNTY TRANSPORTATION COMMISSION**

**FISCAL AND COMPLIANCE AUDITS FOR NCTC AND ITS CLAIMANTS
FOR FISCAL YEAR 2021/22**

WHEREAS, pursuant to the Transportation Development Act, NCTC is required to transmit to the California State Controller an annual report of its accounts and records; and

WHEREAS, NCTC, as the transportation planning agency for Nevada County, is responsible to ensure that all claimants to whom it directs an allocation of funds shall submit an annual certified fiscal audit to the State Controller, and is to be conducted by an entity other than the claimant; and

NOW, THEREFORE, BE IT RESOLVED, that upon review of the Fiscal and Compliance Audits for NCTC and its claimants for Fiscal Year 2021/22, prepared by The Pun Group, the Commission accepts the documents and finds the Fiscal and Compliance Audits complete per terms of the contract.

PASSED AND ADOPTED by the Nevada County Transportation Commission on May 17, 2023 by the following vote:

Ayes:

Noes:

Absent:

Abstain:

Ed Scofield, Chair
Nevada County Transportation Commission

Attest: _____
Dale D. Sayles
Administrative Services Officer



INDEPENDENT AUDITORS' REPORT



To the Commissioners
of the Nevada County Transportation Commission
Nevada City, California

Report on the Audit of the Financial Statements

Opinions

We have audited the accompanying financial statements of the governmental activities and the major fund of the Nevada County Transportation Commission (the "Commission") as of and for the year ended June 30, 2022, and the related notes to the basic financial statements, which collectively comprise the Commission's basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and the major fund of the Commission, as of June 30, 2022, and the respective changes in financial position thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Commission, and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Emphasis of a Matter

Implementation of GASB Statement No. 87

As described in Notes 4 and 6 to the basic financial statements, the District implemented GASB Statement No. 87, *Leases*. Our opinion is not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Commission's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditors' Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with auditing standards generally accepted in the United States of America and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with auditing standards generally accepted in the United States of America and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Commission's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Commission's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis and the Budgetary Comparison Schedule – General Fund be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the Required Supplementary Information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audits were conducted for the purpose of forming opinions on the financial statements that collectively comprise the Commission's basic financial statements. The Schedule of Allocated Revenues and Expenditures and Schedule of PTMISEA Proposition 1B Proceeds are presented for purposes of additional analysis as required by the Transportation Development Act and the California Code of Regulations and are not a required part of the basic financial statements.

The Schedule of Allocated Revenues and Expenditures and Schedule of PTMISEA Proposition 1B Proceeds are the responsibility of management and were derived from and relate directly to the underlying accounting records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Schedule of Allocated Revenues and Expenditures and Schedule of PTMISEA Proposition 1B Proceeds are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Information

Management is responsible for the other information included in the annual report. The other information comprises the Statement of Net Position by Area of Apportionment – Local Transportation Funds, Statement of Revenues, Expenditures, and Changes in Fund Balance by Area of Apportionment – Local Transportation Funds, Schedule of Allocations and Expenditures – Local Transportation Funds, Schedule of Allocations and Expenditures – State Transit Assistance Funds, Schedule of Allocations and Expenditures – RSTP Exchange Funds, Schedule of Allocations and Expenditures – Regional Transportation Mitigation Fee Funds, and Schedule of Allocations and Expenditures – State of Good Repair Funds, but does not include the basic financial statements and our auditors' report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated March 31, 2023 on our consideration of the Commission's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Commission's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Commission's internal control over financial reporting and compliance.

A handwritten signature in black ink that reads "The Per Group, LLP". The signature is written in a cursive, flowing style.

San Diego, California
March 31, 2023

**REPORT ON INTERNAL CONTROL OVER FINANCIAL
REPORTING AND ON COMPLIANCE (INCLUDING THOSE CONTAINED IN THE TDA STATUTES
AND CALIFORNIA CODE OF REGULATIONS) AND OTHER MATTERS BASED ON AN AUDIT
OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE
WITH *GOVERNMENT AUDITING STANDARDS***

Independent Auditors' Report

To the Board of Directors
of the Nevada County Transportation Commission
Nevada City, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities and each major fund of the Nevada County Transportation Commission ("the Commission"), as of and for the year ended June 30, 2022, and the related notes to the basic financial statements, which collectively comprise the Commission's basic financial statements, and have issued our report thereon dated March 31, 2023.

Report on Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Commission's internal control over financial reporting ("internal control") as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Commission's internal control. Accordingly, we do not express an opinion on the effectiveness of the Commission's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that have not been identified. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weakness. However, material weaknesses or significant deficiencies may exist that have not been identified.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Commission's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

In connection with our audit referred to above, we also performed an audit for compliance with the Transportation Development Act, the *California Code of Regulations* for the year ended June 30, 2022. In connection with our audit, we performed to the extent applicable, the compliance audit tasks set forth in Section 6666 of the *California Code of Regulations*. The results of performing the tasks specified in Section 6666 disclosed no instances of noncompliance with the applicable statutes, rules, and regulations of the Act. In our opinion, the funds allocated to and received by the Commission for the year ended June 30, 2022, pursuant to the Transportation Development Act, were accounted for and expended in conformance with the Transportation Development Act and the *California Code of Regulations*.

Also, as part of our audit we performed tests of compliance to determine whether certain State bonds funds were received and expended in accordance with the applicable bond act and State accounting requirements. In November 2006, California Voters passed a bond measure enacting the Highway Safety, Traffic reduction, Air Quality and Port Security Bond Act of 2006. Of the \$19.925 billion of state general obligation bonds authorized, \$4 billion was set aside by the State as instructed by the statute as the Public Transportation Modernization Improvement and Service Enhancement Account ("PTMISEA"). These funds are available to the California Department of Transportation for intercity rail projects and to transit operators in California for rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements or for rolling stock procurement, rehabilitation or replacement. For the year ended June 30, 2022, the PTMISEA funds received and expended were verified in the course of our audit are included in the Schedule of PTMISEA Proposition 1B Proceeds within the Supplementary Information.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing and to express an opinion on the compliance of the Commission with the Transportation Development Act, and the *California Code of Regulations*, and not to provide an opinion on the effectiveness of the Commission's internal control or on other compliance. This report is an integral part of an audit performed in accordance with Government Auditing Standards in considering the Commission's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.



San Diego, California
March 31, 2023

**DRAFT RESOLUTION 23-11
OF THE
NEVADA COUNTY TRANSPORTATION COMMISSION**

TRANSPORTATION DEVELOPMENT ACT REVISED ALLOCATION TO THE TOWN OF TRUCKEE FOR TRANSIT/PARATRANSIT SERVICES DURING FISCAL YEAR 2022/23

WHEREAS, the Town of Truckee has requested a revised allocation of LTF as set forth below:

Project Title/Description	Authorized by TDA Sections	Total Project Cost	Original Amount Allocated	Revised Amount Requested	Difference
Transit/Paratransit Operations STA	6731(b)	\$1,910,563	\$418,826.86	\$418,826.86	\$0.00
Transit/Paratransit Operations CTS	99275(a)		\$34,030.00	34,030.00	\$0.00
Transit/Paratransit Operations LTF	99400(c)(d)(e)		\$511,288.14	\$669,516.14	\$158,228.00
TOTAL			\$964,145.00	\$1,122,373.00	\$158,228.00

WHEREAS, as the Fiscal Year 2021/22 Fiscal and Compliance Audit for Year Ending on June 30, 2022, identified an operating deficit of \$158,228; and

WHEREAS, the Town of Truckee has requested NCTC to allocate \$158,228 in LTF funds from the six-month reserve to cover the FY 2021/22 operating deficit; and

WHEREAS, in accordance with the California Code of Regulations Section 6649, the sum of the claimant's allocations from LTF and from the STA Fund cannot exceed the claimant's Maximum Transportation Development Act (TDA) Eligibility for FY 2022/23; and

WHEREAS, the Town of Truckee Director of Administrative Services has determined that Truckee revised eligibility is \$1,122,373 in TDA funds for transit/paratransit operations during FY 2022/23; and

WHEREAS, the proposed expenditures are in conformity with the Regional Transportation Plan; and

WHEREAS, the level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements of PUC Sections 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as they may be applicable to the claimant; and

WHEREAS, the Town of Truckee is making full use of federal funds available; and

WHEREAS, priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs; and

WHEREAS, Town of Truckee has made reasonable efforts to implement productivity improvements recommended pursuant to PUC Section 99244; and

NOW, THEREFORE, BE IT RESOLVED, that the Town of Truckee is allocated a revised allocation of \$669,516.14 for LTF as authorized under PUC Section 99400(c)(d)(e) for transit/paratransit operations during FY 2022/23. Payment will be made from Truckee's six-month operating reserve held by NCTC; and

BE IT FURTHER RESOLVED, that full payment of this revised allocation is contingent upon receipt of the Town of Truckee's revised revenue and expense budgets and these related signed documents: Resolution, revised maximum TDA eligibility letter, claim letter, and claim form.

BE IT FURTHER RESOLVED, that the Executive Director of the Nevada County Transportation Commission is hereby directed to issue allocation instructions in accordance with this resolution to the Nevada County Auditor-Controller.

PASSED AND ADOPTED by the Nevada County Transportation Commission on May 17, 2023, by the following vote:

Ayes:

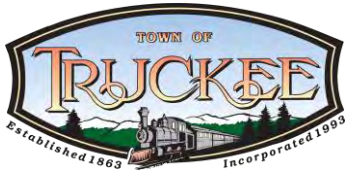
Noes:

Absent:

Abstain:

Ed Scofield, Chair
Nevada County Transportation Commission

Attest: _____
Dale D. Sayles
Administrative Services Officer



Date: May 9, 2023

Honorable Mayor and Council Members:

Author and Title: Alfred Knotts, Transportation Program Manager; Cindy Peterson, Finance Manager

Title: Adoption of Resolution 2023-25 Revising Fiscal Year 2022/23 Transportation Development Act Claim and Amendment to Fiscal Year 2022/2023 Budget

Approved By: _____ Jen Callaway, Town Manager

Recommended Action: Town Council adopt Resolution 2023-25 authorizing the submittal of a revised Fiscal Year (FY) 2022/2023 Transportation Development Act Claim Form and Amend FY 2022/23 Budget Revenues and Expenditures by \$158,228.

Discussion: Each year, the Nevada County Transportation Commission (NCTC) requires an audit of the Town’s transit related financial activity in compliance with California Code of Regulations, Title 21, section 6662, 6505, and 26909. NCTC hires an independent auditor to conduct the audits for the various agencies receiving Transportation Development Act funds from NCTC, including the Town.

The independent auditing firm, the Pun Group Accountants & Advisors recently completed the audit of the Town of Truckee Transit Fund, which includes Transportation Development Act (TDA), Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA), and State of Good Repair (SGR) Expenditure Reports for the fiscal years ending on June 30, 2021 and 2022. NCTC will be accepting this audit report at their meeting on May 17, 2023, while the Town will be accepting the report at the regularly scheduled meeting of the Town Council on May 23, 2023.

Regarding the Town’s transit funding, federal transportation funding is made available through a reimbursement process, meaning once operating expenses have been realized the Town then submits for reimbursement. In the case of TDA funding, the Town must forecast expenditures prior to transit services being provided. Then an annual reconciliation is necessary of transit expenditures vs. TDA revenue occurs toward the end of each fiscal year. This reconciliation action occurs once either operating deficits or surplus, defined by TDA as “unearned revenue, are realized following the completion of the annual Transit Fund Audit.

Now that the Transit Fund Audit is complete an operating deficit of \$158,228 has been identified for FY21/22. As such, the Town is seeking to revise the FY 2022/23 TDA claim increasing the claim approved under Resolution 2022-37 from \$545,318.14 to \$703,546.14 in order to reconcile FY 21/22 operating costs vs. revenue.

These funds would come out of the TDA reserves currently held by the NCTC for such purposes. These reserves would be replenished as part of the FY 23/24 TDA allocations to maintain a six (6) month operating reserve which is currently approximately \$936,947.49.

Priority:

- Enhanced Communication Climate and Greenhouse Gas Reduction Housing
- Infrastructure Investment Emergency and Wildfire Preparedness Core Service

Fiscal Impact: Revising the FY 2022/23 TDA Claim will result in a transfer of \$158,228 to the Town from the current approximate TDA Reserve Balance of \$936,947.49 resulting in an approximate Reserve Balance of \$778,719.49. This \$158,228 drawdown will be “replenished” as part of the FY 23/24 TDA allocations and claims process to maintain a six (6) month operating reserve per current practice.

Finally, this revised claim will also result in an amendment to the FY 2022/2023 Budget thereby increasing Transit Revenues by \$158,228 with a corresponding amendment of \$158,228 in Transit Expenditures.

Public Communication: Nothing outside of this staff report and associated agenda posting.

Attachments: Attachment A – Resolution 2023-25

ATTACHMENT A

**TOWN OF TRUCKEE
California**

RESOLUTION 2023-25

**A RESOLUTION OF THE TRUCKEE TOWN COUNCIL REQUESTING THE NEVADA
COUNTY TRANSPORTATION COMMISSION REVISE FISCAL YEAR 2022/2023
TRANSPORTATION DEVELOPMENT ACT CLAIM AND ALLOCATE FUNDS FROM
OPERATING RESERVES**

WHEREAS, Transportation Development Act (TDA) Funds are allocated to the Nevada County Transportation Commission (NCTC) for the Town of Truckee; and

WHEREAS, The Town Claimed \$545,318.14 in TDA Local Transportation Funds (LTF) in FY 21/22 from the LTF (\$511,288.14) and CTS (\$34,030); and

WHEREAS, the Transit Fund Independent Auditors Report for Year's Ending on June 30, 2022 identified an operating deficit of \$158,228; and

WHEREAS, submittal of this revised claim will result in a FY 22/23 Budget Amendment of both Transit Revenues and Expenditures in the amount of \$158,228;

WHEREAS, The NCTC holds a reserve balance in TDA Funds to cover a six (6) month operating reserve; and

WHEREAS, the Town has an approximate amount of reserves held by NCTC in the amount of \$936,947.49 for such uses.

NOW, THEREFORE, BE IT RESOLVED THAT THE TRUCKEE TOWN COUNCIL requests the following:

1. NCTC allocate an additional \$158,228 in LTF funding from reserves revising the FY 22/23 TDA LTF Claim from \$545,318.14 to \$703,546.14
2. NCTC withhold \$158,228 in FY 23/24 TDA apportionments to replenish reserves providing for a six (6) month operating reserve per current practice.

The foregoing Resolution was introduced by _____, seconded by _____, at a Regular Meeting of the Truckee Town Council, held on the 9th day of May 2023, and adopted by the following vote:

AYES:

NOES:

ABSENT:

Lindsay Romack, Mayor

ATTEST:

Judy Price, MMC, Town Clerk

Town of Truckee Transit Fund
Notes to the Basic Financial Statements (Continued)
For the Years Ended June 30, 2022 and 2021

Note 4 – Compliance Requirements of Local Transportation Funds (Continued)

The Transit Fund is subject to the provision of Section 6633.2 of Title 21, Division 3, Chapter 2, Article 4 of the *California Code of Regulations* requiring the calculation and adherence of fare and local support ratios for TDA transit funding. Accordingly, the Transit Fund must maintain a ratio equaling or exceeding 10%. The Transit Fund's fare ratio of operating revenues to operating expenses, as calculated below, indicates the Transit Fund was in compliance with the provisions of the TDA for the fiscal years ended June 30, 2022 and June 30, 2021. The fare ratio calculations are as follows:

<u>June 30,</u>	<u>2022</u>	<u>2021</u>
Fare revenues	\$ 177,665	\$ 238,283
Applicable operating revenues	\$ 177,665	\$ 238,283
Operating expenses	\$ 1,667,818	\$ 1,587,705
Less: depreciation	(120,424)	(74,488)
Applicable operating expenses	\$ 1,547,394	\$ 1,513,217
Actual fare ratio	11.48%	15.75%

Note 5 – Unearned Revenue

The Commission allocates monies to the Transit Fund to support transit operations. TDA allocations are considered earned when they are properly spent for operations by the transit system. Allocations received but not earned are recorded as unearned revenue. In addition, other revenue sources often provide funds that have not been earned. At June 30, 2022 and 2021, the Transit Fund had allocations that had been received but not earned as follows:

	<u>TDA</u>	<u>SGR</u>
Unearned Revenue/(Operating Deficit) - July 1, 2020	\$ 376,236	\$ 398,294
Allocations		
Community transit services	26,805	-
Local transportation funds	509,295	-
State Transit Assistance	21,155	-
State of Good Repair	-	147,262
Other	-	5,642
Returned unearned revenue	(376,237)	-
Capital expenditures	-	(229,682)
Maximum eligibility:		
Operating	(669,453)	-
Unearned Revenue/(Operating Deficit) - June 30, 2021 *	\$ (112,199)	\$ 321,516
Allocations:		
Community transit services (LTF)	30,100	-
Local transportation funds	739,642	-
State Transit Assistance	216,183	-
State of Good Repair	-	150,441
Other	-	1,478
Returned unearned revenue (STA)	-	-
Capital expenditures	-	(6,193)
Maximum eligibility:		
Operating	(1,031,954)	-
Unearned Revenue/(Operating Deficit) - June 30, 2022 *	\$ (158,228)	\$ 467,242

* Note: if calculation returns a balance less than \$0, then unearned revenue is \$0.

DANIELA FERNANDEZ – Nevada City City Council
 SUSAN HOEK – Nevada County Board of Supervisors
 TOM IVY – Grass Valley City Council, Vice Chair
 ED SCOFIELD – Nevada County Board of Supervisors, Chair
 JAY STRAUSS – Member-At-Large
 DUANE STRAWSER – Member-At-Large
 JAN ZABRISKIE – Town of Truckee



MICHAEL WOODMAN, Executive Director
 AARON HOYT, Deputy Executive Director


Grass Valley • Nevada City

Nevada County • Truckee

File: 1030.3.2.2

MEMORANDUM

TO: Nevada County Transportation Commission

FROM: Michael Woodman, Executive Director 

SUBJECT: Regional Transportation Mitigation Fee Program Update

DATE: May 17, 2023

RECOMMENDATION: Receive a presentation on the status of the Regional Transportation Mitigation Fee Program Update and provide input on the draft fees.

BACKGROUND: The western Nevada County Regional Transportation Mitigation Fee (RTMF) program was established in 2001 through a partnership of Nevada County, Nevada City, Grass Valley, and the Nevada County Transportation Commission (NCTC). The program provides a mechanism for new development to pay its fair share towards the cost of construction of the regional system of roads, streets, and highways needed to accommodate forecasted growth in western Nevada County. The RTMF program operates pursuant to the Mitigation Fee Act, also known as California Assembly Bill 1600 (AB 1600) or California Government Code Sections 66000 et seq., which governs impact fees in California.

There are two main components to the RTMF program: a Nexus Study, and an Administrative Manual. The Nexus Study identifies the total fees to be collected by the RTMF Program; the method by which the RTMF will be allocated to residential and nonresidential land uses; and explains how the residential and nonresidential fees were determined. The Administrative Manual contains guidelines on how the RTMF Program will be implemented and administered by the cities, the county, and NCTC.

AB 1600 requires periodic updates to the RTMF program to account for changes in development patterns and/or intensities, transportation system deficiencies, and projects costs that fluctuate over time. On May 19, 2021, NCTC entered into a professional services agreement with GHD to update the RTMF program. Since then, GHD has updated the Western Nevada County Travel Demand Model, coordinated with local jurisdictions on forecasted land use patterns; updated the capital improvement program (CIP) of projects, including costs; and conducted the required nexus study to calculate the percentage of new developments proportion of traffic attributable to the projects in the CIP.

The following sections are intended to provide an overview of a new requirement of nexus that is incorporated into this update, a summary of changes to the capital improvement project list, and the resulting draft RTMF fees. The GHD team will present a more detailed discussion of these elements at the May 17, 2023 Commission meeting for review and discussion.

AB 602

Assembly Bill (AB) 602 was signed into law in September 2021 and changed the basis for assessing impact fees on residential units. As of January 1, 2022, fee programs shall calculate a fee imposed on a housing development project proportionally to the square footage of the proposed housing units. That is unless the program can justify why this cannot be implemented. The intent of AB 602 is to clean up “... *an opaque and informal patchwork of guidelines and common practices*” and to reduce the fees burden on small, affordable housing units.

The consultant presented various options that comply with AB 602 to the Technical Advisory Committee and ultimately decided on a recommended methodology. That methodology establishes a fee based on the size of residential units categorized by small (<1,500 sq. ft.), medium (1,500 to 2,500 sq. ft.), and large (>2,500 sq. ft.). These categories are tied back to the Institute of Traffic Engineers (ITE) Trip Generation Rates Manual which indicates that larger homes typically generate more trips. Therefore, the larger the housing type, the greater the associated fee will be.

Capital Improvement Program

The CIP represents the projects that would be eligible to receive RTMF allocations as revenue is received. The proposed CIP project list was updated to reflect current project costs and additions and deletions of projects. The current construction bidding environment and inflation played a significant role in the proposed CIP which is describe below:

- Two improvement projects on SR 49 south of La Barr Meadows Road and Alta Sierra Drive were ultimately removed from the prior CIP. The two projects were estimated to cost in excess of \$200 million and would be heavily reliant on federal and/or state grants to deliver these projects. The inclusion of the projects would have also significantly increased the RTMF fee per unit. AB 1600 requires that projects have a reasonable expectation that they can be funded, which there is no guarantee given the current competitive grant environment for such a project. Therefore, staff chose to recommend the removal of these projects from the CIP.
- State Route (SR) 49 Capital Improvement Project just south of the McKnight Way Interchange (postmile 13.1 to 11.0) was determined to be deficient and added to the CIP. This project is in the design phase and NCTC has submitted two competitive grants requesting construction funding. NCTC anticipates completing the funding package with State Regional Improvement Program (RIP) formula funding and approximately \$2.6 million in RTMF fees.

The resulting changes represent a decrease of approximately \$133 million to the CIP in comparison to the prior program. Table 1 summarizes the proposed CIP Project list, including changes to the project list.

Facility	Location	2016 Nexus Study Project Costs	Proposed 2023 Nexus Study Project Costs¹	Notes
SR-49 Interchange	Dorsey Drive Interchange	\$24,000,000	\$ 24,000,000	This improvement has been built and will be kept in the program until the city is fully reimbursed.

Table 1 Proposed RTMF Capital Improvement Program Project List				
Facility	Location	2016 Nexus Study Project Costs	Proposed 2023 Nexus Study Project Costs¹	Notes
E. Main St	@Bennett/Richardson	\$1,500,000	\$1,500,000	This improvement has been built and will be kept in the program until the city is fully reimbursed.
SR-49	PM 13.1 to PM 11.0	N/A	\$21,000,000	This is a new addition to the program. The project is in the design phase.
SR-49	South of La Barr Meadows Rd (SB)	\$33,417,273	N/A	The improvement was removed due to the cost and low possibility of receiving federal or state funding.
SR-49	South of Alta Sierra Dr (SB)	\$123,414,693	N/A	The improvement was removed due to the cost and low possibility of receiving federal or state funding.
McKnight Way	@ S. Auburn St/La Barr Meadows Rd	\$8,000,000	\$9,663,269	
McCourtney Rd	@ SR 20 Eastbound Ramps	\$1,556,515	\$2,083,969	
SR-20/49 NB Ramps	@ Idaho-Maryland Road	\$1,380,043	\$1,847,696	
SR-20/49 Interchange	@ Ridge Rd/Gold Flat Rd	\$670,000	N/A	This improvement was determined to operate acceptably and without a deficiency the improvement cannot be incorporated into the program.
SR-20/49	@ Uren Street	\$1,088,655	\$1,457,566	
South Auburn St	@ SR-20/49 NB Ramps	\$1,033,842	\$1,384,179	
SR-49	@ Coyote Street	\$350,000	\$468,604	
Total		\$196,411,021	\$63,405,283	
		Difference	-\$133,005,738	
Note: 1. Where updated projects costs were unavailable, the Engineering News Record (ENR) was used to escalate prior project cost estimates to today's level.				

Draft RTMF

To calculate the RTMF, the percentage of future development that is anticipated to contribute to deficient roadway operations is divided by the overall cost of the CIP. This is an oversimplification of the process, and several other calculations occur to determine the RTMF fee, such as the amount of residential and non-residential trips generated, the balance of funds that have not been allocated, anticipated funding from other sources, and the fee that individual land uses will be assessed (e.g., single family residential, multi-family residential, or mobile homes). The GHD team will provide more details on the process to calculate the draft RTMF Fee during their presentation.

Table 2 below compares the existing and proposed RTMF for all new residential and non-residential uses in Western Nevada County. The proposed fee is anticipated to increase by 3.8% for residential use while the non-residential uses would see an approximate 31% decrease in fees per trip.

Table 2			
Comparison of Current and Proposed RTMF			
Trip Type	Current Fee¹	Proposed Fee	% Change
Residential Per EDU ²	\$4,621.01	\$4,797.90	3.8%
Non-Residential Trips	\$85.72	\$59.19	-31%

Note:

1. Resolution 22-05, March 16, 2022.
2. An equivalent dwelling unit (EDU) is used to describe the approximate number of trips generated by a typical single family detached housing unit. This is used to create a common denominator between various residential types.

Next Steps

Following the presentation by GHD, staff is requesting comments on the proposed draft fees. Based on the input received, staff will make the necessary adjustments and present the draft Nexus Study and Administrative Manual for adoption at the July 2023 NCTC meeting.

DANIELA FERNANDEZ – Nevada City City Council
 SUSAN HOEK – Nevada County Board of Supervisors
 TOM IVY – Grass Valley City Council, Vice Chair
 ED SCOFIELD – Nevada County Board of Supervisors, Chair
 JAY STRAUSS – Member-At-Large
 DUANE STRAWSER – Member-At-Large
 JAN ZABRISKIE – Town of Truckee



MICHAEL WOODMAN, Executive Director
 AARON HOYT, Deputy Executive Director


Grass Valley • Nevada City

Nevada County • Truckee

File: 1210.0

MEMORANDUM

TO: Nevada County Transportation Commission

FROM: Michael Woodman, Executive Director 

SUBJECT: Draft Regional Transportation Plan Goals, Policies, and Objectives

DATE: May 17, 2023

RECOMMENDATION: Staff requests the Commission review and provide comments on the Draft Regional Transportation Plan Goals, Policies, and Objectives.

BACKGROUND: As the State-designated Regional Transportation Planning Agency (RTPA) for Nevada County, NCTC is required to prepare and adopt a RTP every five years. The RTP is a long range (20-year minimum) transportation funding plan that identifies the County's priorities in addressing traffic congestion, mobility needs, safety improvements, and maintenance of the existing transportation infrastructure. Not only does the plan comply with state statues for continuous, cooperative, and comprehensive planning, the RTP serves as the mechanism by which state and federal funds are allocated to local transportation projects. The current RTP was adopted in 2017.

The update is an opportunity to revisit the goals and policy statements of the plan, locally identified project priorities, funding assumptions, and alignment with new state transportation policies such as the Caltrans' California Transportation Plan 2050 and the California State Transportation Agency's Climate Action Plan for Transportation Infrastructure (CAPTI).

NCTC staff and the consultant team, DKS Associates, reviewed the 2016 RTP Goals, Objectives, and Policies with a focus on emerging trends that will better align with new statewide transportation policies and planning requirements. These policies include minimizing vehicle miles traveled (VMT), supporting multi-modal transportation alternatives and other emerging services to rural residents, and supporting practices to minimize the adverse impacts of future growth.

Attachment 1 contains the draft RTP Goals, Objectives, and Policies for the 2045 RTP in a track changes format highlighting changes from the 2016 RTP. The most notable changes include the addition of three new goals and their associated objectives, and policies surrounding the following topical areas:

- Goal 5: Develop a future-ready transportation system for connected systems and alternative fuels.
- Goal 6: Ensuring infrastructure resiliency and disaster preparedness.
- Goal 7: Ensuring that the transportation planning participation process includes underrepresented and underserved groups.

Staff will present an overview of the draft Goals, Objectives, and Policies providing the Commission the opportunity to provide direction on the policy document as well as the opportunity for public input.

Red text indicates changes from the 2016 RTP.

3.0 POLICY ELEMENT

The goals, objectives, and policies in the 2045 RTP are intended to guide the development of the transportation system and improve the quality of life for the citizens of Nevada County. Comprehensive goals, objectives, and policies that meet the needs of the region and are consistent with the County's regional vision and priorities for action have been developed for this RTP.

- Goals are a vision of circulation conditions toward which the County will direct planning and implementation. A goal is the end toward which effort is directed; it is general and timeless.
- Objectives are specific conditions that represent intermediate steps in attaining goals; several objectives can relate to a single goal. An objective is a point to be attained, and the best objectives are measurable. They are capable of being quantified and realistically attained considering probable funding and political constraints. Objectives represent levels of achievement in movement toward a goal. Objectives may be tied to specific performance measures.
- Policies are specific statements that guide decision-making and suggest actions to be carried out to meet objectives and attain goals. Policies reflect all relevant effects, including the natural environment, social, and economic factors. Together, policies serve as a planning guideline for local and state officials when making decisions.

Nevada County is typical of many rural counties in California in that the County's existing transportation system and dispersed population centers, topography, and lack of funding limit alternative solutions to transportation-related problems. The automobile is the primary mode of moving people in the county, and trucking is the primary mode of moving goods and commodities. The use of other modes of transportation for daily travel has

been limited because of lack of facilities, distance between communities, difficult rural terrain and lack of an economic base to provide support for public transportation.

A transportation system provides mobility to sustain social, economic, and recreational activities. An improperly developed transportation system can result in ineffective mobility and cause adverse and undesirable conditions, such as safety hazards, long delays, air pollution, and unnecessary energy consumption. The goals, objectives, policies, and implementation measures of this RTP are intended to guide the development of a transportation system that will maintain and improve the quality of life in Nevada County over the next 20 years. To this end, consistency with the California Interregional Transportation Strategic Plan, the California Transportation Plan, and the California Strategic Highway Safety Plan strategies are important parts of the overall goals and policies of this RTP. In addition, the 2017 RTP Guidelines for addressing GHG emissions and VMT reduction is considered as part of the overall transportation investment strategies for the plan.

The goals, objectives, and policies for each component of the Nevada County Transportation System are provided below. They cover both short-range and long-range desired outcomes. They are consistent with the policy direction of the General Plans for Nevada County and the cities of Grass Valley, Nevada City, and Truckee, the updated transit policies for western and eastern Nevada County, the bicycle and pedestrian plans for Nevada County and Truckee, and the federal Infrastructure Investment and Jobs Act (IIJA). They also reflect input provided from the public. Given the limited transportation dollars available, the goals, objectives, and policies reflect a balanced approach and focus on the most feasible desired outcomes.

Goal 1.0 Provide for the safe and efficient movement of all people, goods, and services, on the roadway network.

- Objective
 - 1.A Improve safety for all modes.
 - 1.B Minimize VMT.
 - 1.C Maintain levels of service adopted by local jurisdictions.
- Policies
 - 1.1 Coordinate across local, state, and regional jurisdiction in plan development to ensure an integrated transportation system, maximize regional network efficiency, and minimize duplication of effort for transportation planning.
 - 1.2 Support the use of Intersection Control Evaluation (ICE) to create intersection alternatives that promote safety and operational efficiency, per Caltrans Traffic Operations Policy Directive #13-02, and support roadway and street designs that avoid bicycle-auto, pedestrian-auto, and bicycle- pedestrian conflicts.
 - 1.3 Coordinate with Caltrans and the SR 49 Stakeholders Committee to ensure development, implementation, and funding of projects within the SR 49 Corridor System Management Plan (CSMP) that improve safety and operations.
 - 1.4 Work with both the public and private sectors to enhance transit, ridesharing, telecommuting, and other means of increasing vehicle occupancy and reducing congestion on the regional roadway network.
 - 1.5 Program improvements that support the planned development of the region in a coordinated manner within the framework of the local general plans.
 - 1.6 Provide jurisdictions technical support for local roadway improvement efforts through transportation studies and analyses to meet plan goals, as requested.

- 1.7 Improve the provision of, and accessibility to traveler information systems.
- 1.8 Assist local jurisdictions in the review and update VMT thresholds.
- 1.9 Continue to coordinate the update of the Regional Traffic Mitigation Fee program (RTMF) with local agency impact fee programs to ensure that new development and private sector activities mitigate their impacts to the transportation system.
- 1.10 Support efforts to maintain speed limits on rural highways as well as efforts of jurisdictions to lower or maintain speeds limits in relation to AB 43.
- 1.11 Support efforts to implement transportation demand management, transportation systems management, and parking strategies to reduce VMT and ensure efficient operation of the transportation system.

Goal 2.0 Create and maintain a comprehensive, multi-modal transportation system to serve the needs of the County.

- Objectives
 - 2.A Reduce dependence on the automobile by emphasizing transit, ridesharing, working from home, and pedestrian and bicycle travel.
 - 2.B Create bicycle, pedestrian, and transit networks that provide access and connections between key destinations including schools and commercial centers.
 - 2.C Support safe aviation access at our airports.
- Policies
 - 2.1 Maintain existing and proposed facilities for pedestrians, bicyclists, and motorists, and regularly clear these facilities of debris.

- 2.2 Regularly review the provision of public transportation in the County to ensure that accessibility to essential services is available to the general public and to those with limited mobility options, such as those with lower incomes, are mobility impaired, or elderly. *(combined and revised prior policies 2.3 and 2.4)*
- 2.3 Support the funding of operational improvements, maintenance, and modernization of public transit services and facilities.
- 2.4 Support the provision of microtransit, improved paratransit, or other on-demand services that may assist in the provision of shared mobility in rural areas and have measures to ensure that access to a mobile device is not a prerequisite for service.
- 2.5 Encourage transit services along the SR 49 corridor as recommended in the State Route 49 Corridor System Management Plan.
- 2.6 Develop connections between the eastern and western County and usable commuter service to neighboring regions by expanding and connecting transit and rail networks.
- 2.7 Annually conduct the Unmet Transit Needs process in accordance with Section 99401.5 of the Public Utilities Code and address unmet needs.
- 2.8 Encourage jurisdictions to review and assess the impact of new development proposals on transit system, and to consider the proximity to transit and multi-modal facilities when siting educational, social service, major employment sites, or commercial facilities. *(combined and revised prior policies 2.9 and 2.10)*
- 2.9 Encourage the completion of existing non-motorized transportation systems and facilities (including bikeways and sidewalks), with an emphasis on connectivity and safety.
- 2.10 Encourage improved pedestrian facilities in high density areas.

- 2.11 Existing general aviation facilities should be maintained and improved. Participate with the state in development of the California Aviation System Plan as a means of planning for future development of aviation facilities.
- 2.12 Review development proposals for consistency with adopted Airport Land Use Compatibility Plan to identify potential safety issues and conflicts.
- 2.13 Encourage increased passenger service on existing rail lines by participation in regional rail studies and seeking improvements to existing rail transportation facilities within the County.
- 2.14 Regularly review connectivity between regional airports and population centers to ensure sufficient ground transportation options exist for airport users.

Goal 3.0 Reduce adverse impacts on the natural, social, cultural, and historical environment and the quality of life.

- Objective
 - 3.A All projects in the RTP are consistent with management and conservation strategies of regional resources contained in the General Plans.
 - 3.B Reduce regional emissions of criteria pollutants and greenhouse gases.
 - 3.C Minimize the impact of the transportation system on existing agricultural and greenfield uses.
- Policies
 - 3.1 Establish and protect "scenic highways" in accordance with local general plans.
 - 3.2 Assist the Northern Sierra Air Quality Management District (AQMD) with the development of transportation control measures that will be needed to meet the required emission reductions of the California Clean Air Act.
 - 3.3 Encourage the use of alternative fuels and electric vehicles to

reduce impacts on air quality as feasible. *(formerly 3.8)*

- 3.4 Assist in the implementation of transportation control measures as requested by the cities of Grass Valley and Nevada City, the Town of Truckee, and Nevada County.
- 3.5 Ensure transportation facilities are compatible with adjacent land uses, management, and conservation strategies of the jurisdictions' general plans.
- 3.6 Support transportation projects that minimize vehicle emissions while providing cost effective movement of people and goods.
- 3.7 Support efforts to reduce pollution within the County as well as in the upwind emitting regions of the Sacramento and San Francisco Bay areas.
- 3.8 Encourage the use of appropriate native plant landscapes in shoulders and median strips to increase carbon uptake while minimizing water use.
- 3.9 Support use of reflective aggregate where feasible to reduce heat absorption and greenhouse gases.
- 3.10 Support maintenance and noise abatement projects at local airports
- 3.11 Support smart growth principles in Nevada County

Goal 4.0 Develop an economically sustainable transportation system.

- Objectives
 - 4.A Minimize the capital and operating costs of all travel modes.
 - 4.B Balance farebox recovery with transit service.
- Policies
 - 4.1 Pursue new sources of funds for maintenance, expansion, and improvement of transportation facilities and services. *(formerly policy 1.4)*

- 4.2 Educate the public about the limitations of state and federal transportation funding and the need to seek new revenue sources for transportation projects. (*formerly policy 1.5*)
- 4.3 Support innovative alternative transportation improvements that provide equivalent solutions or benefits at a reduced cost compared to accepted standard improvements.
- 4.4 Support federal legislation increasing funds available for all transportation modes by formal resolution and petitioning local representatives in Congress.
- 4.5 Encourage responsible agencies to consider formation of assessment districts for assisting in the financing of projects and programs included in the Regional Transportation Plan, when feasible.
- 4.6 Develop viable alternative fund sources such as a local transportation sales tax, local option motor vehicle fuel tax, public/private partnerships, peak hour congestion pricing, and bond measures.
- 4.7 Facilitate the equitable distribution of Surface Transportation Program funds among the County of Nevada, Town of Truckee, and cities of Grass Valley and Nevada City.
- 4.8 The fares on all public transportation systems should be set to minimize the subsidy per ride, provided the amount of the fare does not cause major reductions in ridership.
- 4.9 Support continued return of fair share of motor vehicle fuel taxes to local agencies in Nevada County.
- 4.10 Withhold Transportation Development Act allocations to a local entity if the entity's proposed expenditures are not in conformity with the Regional Transportation Plan.
- 4.11 Maximize use of federal and state transportation funding sources and advocate for full funding of transportation programs, including the State Transportation Improvement Program (STIP).
- 4.12 Work with the California Transportation Commission,

Caltrans, jurisdictions, and other regional agencies to maximize allocations of statewide funds, such as, State Highway Operation Protection Program (SHOPP), Active Transportation Program (ATP), and Interregional Transportation Improvement Program (ITIP), for Nevada County.

- 4.13 Work with local, state, and federal officials to stop attempts to divert or reduce transportation funding.
- 4.14 Construction of additional streets and roads with public funds should be secondary to improving, maintaining, and realigning existing streets and roads, unless determined to be necessary for safety, operational improvements, or facilitate implementation of adopted General Plans.
- 4.15 Fund maintenance at an appropriate level to minimize future repair and replacement costs.

Goal 5.0 Develop a future-ready transportation system.

- Objectives
 - 5.A Connect households to broadband across Nevada County.
 - 5.B Support expansion of an alternative fuel refueling network that serves residents and visitors.
- Policies
 - 5.1 Continue to support a last-mile broadband program, as well as the State's Middle-Mile Broadband Initiative, in order to ensure broadband access for residents of Nevada County.
 - 5.2 Support local efforts to identify opportunities to expand the broadband network and local connectivity during the systematic review of transportation projects.
 - 5.3 Support continued expansion of electric vehicle charging station networks, and ensure equitable access to all charger types, particularly for residents of multifamily dwelling units. *(formerly policy 3.7)*
 - 5.4 Support the provision of clean vehicle grant or rebate

programs as provided by the State or Northern Sierra AQMD.

- 5.5 Maintain and support regional and statewide Intelligent Transportation System (ITS) programs.
- 5.6 Review transportation design guidelines, such as retro reflectivity requirements or striping width, to be able to accommodate autonomous and/or connected vehicles.
- 5.7 Support roadway design features that facilitate V2X (vehicle to infrastructure) communications.
- 5.8 Support the streamlining of information dissemination using mobile communications that covers varying modes, including park-and-ride, ticketing, payment, and schedules to support trips and trip-chaining and improve mobility and accessibility.

Goal 6.0 Ensure infrastructure resiliency and disaster preparedness.

- Objectives
 - 6.A Conduct planning efforts to identify climate change impacts to transportation infrastructure.
 - 6.B Identify transportation improvements to support emergency evacuation planning.
- Policies
 - 6.1 Continually assess whether solutions and concepts in the READY Nevada County plan are being implemented to ensure readiness during disaster events.
 - 6.2 Convene a coalition of Caltrans District 3, Nevada County OES, CalFIRE, Nevada County Sherriff's Office and other agencies to assess wildfire risk and develop evacuation infrastructure improvements projects to adequately and safely evacuate Nevada County residents.
 - 6.3 Organize a statewide effort to spotlight the critical funding and infrastructure needs in high wild-fire prone areas and advocate for state and federal funding assistance.
 - 6.4 Support and participate in regional disaster planning and mitigation

by engaging with CalFire, the US Forest Service, and other regional partners to inform the public about best practices, such as best construction and maintenance practices at the wildland-urban interface and, in forested areas, to conduct where appropriate forest management and wildfire mitigation measures such as controlled burns, and to construct rockfall and landslide management infrastructure, particularly in burns scars.

- 6.5 Support the undergrounding of new power infrastructure to prevent wildfires.
- 6.6 Support local agencies with technical guidance when pursuing flood, landslide, or wildfire prevention and mitigation grants.
- 6.7 Coordinate social media campaigns about disaster preparedness with local agencies.

Goal 7.0 Ensure that the transportation planning participation process includes underrepresented and underserved groups .

- Objectives
 - 7.A Identify underserved populations in Nevada County and identify challenges and barriers to access to employment and essential services.
 - 7.B Ensure that underrepresented populations have access to information they can understand about countywide transportation changes.
- Policies
 - 7.1 Incorporate an equity-focused approach towards public outreach by considering policies that allow underrepresented and underserved populations greater voice in planning efforts.
 - 7.2 Establish equity objectives to be met, and regularly review progress towards those objectives.
 - 7.3 Ensure that planning with partner agencies addresses the needs of rural communities, Tribes, traditionally underserved communities, or those who lack reliable transportation connections to access medical care, health care, and other vital services.
 - 7.4 Ensure that planning and public outreach documents are available in

other languages consistent with the NCTC Title VI plan to maximize the ability of the public to comment.

DANIELA FERNANDEZ – Nevada City City Council
 SUSAN HOEK – Nevada County Board of Supervisors
 TOM IVY – Grass Valley City Council
 ED SCOFIELD – Nevada County Board of Supervisors, Chair
 JAY STRAUSS – Member-At-Large
 DUANE STRAWSER – Member-At-Large
 JAN ZABRISKIE – Town of Truckee



MICHAEL WOODMAN, Executive Director
 AARON HOYT, Deputy Executive Director

Grass Valley • Nevada City

Nevada County • Truckee

File: 260.0

March 8, 2023

Tony Tavares, Director
 California Department of Transportation
 P.O. Box 942873
 Sacramento, CA 94273-0001

SUBJECT: Draft 2023 State Highway System Management Plan: Climate and Adaptation and Resilience

Dear Mr. Tavares,

California is set to make a historical investment of \$1.744 billion of Climate Adaptation and Resilience program funding through the Draft 2023 State Highway System Management Plan (SHSMP) to address the impacts of climate change. The importance of this funding opportunity to address the recent and annually occurring climate threats and impacts from wildfire, flooding, landslides, and other extreme weather impacts cannot be understated. An investment of this magnitude can provide significant benefits and strategically reduce climate impacts across the diverse regions of the state.

However, I am concerned that as proposed in the current draft version of the 2023 SHSMP, this landmark amount of climate funding, as identified, in Appendix B-33, will only be targeted to address risks associated with sea level rise. In the draft only the coastal districts are identified with climate “Baseline Inventory” deficiencies related to sea level rise and it appears that no other “Baseline Inventory” deficiencies are included in relation to the other climate impacts such as flooding and wildfire. With the climate and resiliency investment as proposed, California is missing a strategic opportunity to address inland, climate vulnerabilities and adaptation needs. Many of these inland areas that are impacted by these climate risks are also areas of persistent poverty, historically disadvantaged communities, AB 1550 low median income, and SB 535 disadvantaged communities.

The Draft SHSMP states, “Climate change is already leading to increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and the frequency and intensity of wildfire.” It is critical that actions are taken to address all of the identified climate risks. While I recognize and support climate adaptation and resiliency projects to address the projected long-term impacts of sea level rise, I feel it is critical to also invest in other more urgent and annually recurring climate impacts such as those resulting from wildfire, flooding, and landslides.

Between 2018 and 2022 California experienced 38,807 wildfires resulting in a total of 9,490,075 acres burned, 148 fatalities, and 40,796 structures damaged or destroyed. The recently updated 2022 CAL FIRE Wildfire Risk Area designations increased the wildfire risk designation for multiple counties across the state, such as Nevada County, to “Very High Wildfire Risk Areas”.

The need for safe evacuation routes has never been more prevalent. In Nevada County, 92% of the County’s residents live in a High or Very High Wildfire Severity Zone. According to evacuation modeling conducted

by the Nevada County Office of Emergency Services, a wildfire requiring the evacuation of the cities of Grass Valley, Nevada City, and adjacent residential areas would take approximately 7 hours and 44 minutes to evacuate the approximately 25,000 residents to the Bear River High School evacuation center located approximately 14 miles to the south. That time frame threatens the safety of all residents in the area.

With an increase in severe weather events, extended periods of drought, and human caused disasters, the Federal Highway Administration (FHWA) has highlighted the importance of the highway system during evacuations. Historically, California has been a forward-looking leader in transportation and this landmark investment provides a unique opportunity for coordination with FHWA, state and local Offices of Emergency Services, CAL FIRE, and regional transportation agencies to take measurable action towards ensuring safer evacuation routes.

The newly adopted Climate Action Plan for Transportation Infrastructure (CAPTI) framework specifically addresses the importance of "...facilitating emergency evacuations through the efficient traffic management strategies, such as the use of contra flow, use of two-way left turn lanes as through travel lanes, construction of full structural sections of shoulders and installation of Transportation System Management elements". Not only is this concept important to ensure community safety; it is also important to ensure first responders can quickly respond to incidents and mitigate the extent of the damage to the State Highway. Funding adaptation and resiliency projects to minimize wildfire related vulnerabilities impacts to the State Highway System that also support community evacuations in high wildfire risk areas should be prioritized.

I respectfully request that Caltrans also consider investments to address the critical inland impacts of climate change, such as the significant vulnerability wildfire presents to the State Highway System and to communities across the state in the final version of the SHSMP. It is critical that investments to address the impacts of climate change are equitably distributed across all regions of California.

Sincerely,



Mike Woodman
Executive Director

Cc: Michael Kever, Chief Deputy Director, Caltrans
Lee Ann Eager, Chair, California Transportation Commission
Mitch Weiss, Executive Director, California Transportation Commission
Amarjeet Benipal, Director, Caltrans District 3
Ed Scofield, Chair, Nevada County Transportation Commission/Chair, Nevada County Board of Supervisors, District 2



MALIA M. COHEN
California State Controller

March 6, 2023

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 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) 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 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 August 1, 2022.

This is the second allocation for FY 2022-23. The total amount allocated to all agencies for the second allocation is \$29,890,800.00. The payment is scheduled to issue on March 7, 2023. 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.

County Auditors Responsible for State of Good Repair Program Funds
Transportation Planning Agencies
County Transportation Commissions
San Diego Metropolitan Transit System
March 6, 2023
Page 2

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**

Digitally signed
by Melma Dizon
Date: 2023.03.06
15:14:26 -08'00'

MELMA DIZON
Manager
Local Apportionments Section

Enclosures

STATE CONTROLLER'S OFFICE
2022-23 STATE OF GOOD REPAIR PROGRAM SECOND QUARTER ALLOCATION SUMMARY
MARCH 7, 2023

Regional Entity	Amount Based on PUC 99313 Allocation	Amount Based on PUC 99314 Allocation	Total
	Fiscal Year 2022-23 Quarter 2	Fiscal Year 2022-23 Quarter 2	Fiscal Year 2022-23 Quarter 2
	A	B	C = (A + B)
Metropolitan Transportation Commission	\$ 2,903,864.00	\$ 8,040,381.00	\$ 10,944,245.00
Sacramento Area Council of Governments	754,869.00	260,048.00	1,014,917.00
San Diego Association of Governments	361,600.00	89,381.00	450,981.00
San Diego Metropolitan Transit System	892,180.00	367,996.00	1,260,176.00
Tahoe Regional Planning Agency	41,156.00	2,371.00	43,527.00
Alpine County Transportation Commission	458.00	34.00	492.00
Amador County Transportation Commission	15,369.00	538.00	15,907.00
Butte County Association of Governments	76,893.00	4,278.00	81,171.00
Calaveras County Local Transportation Commission	17,182.00	209.00	17,391.00
Colusa County Local Transportation Commission	8,317.00	371.00	8,688.00
Del Norte County Local Transportation Commission	10,381.00	539.00	10,920.00
El Dorado County Local Transportation Commission	66,307.00	4,558.00	70,865.00
Fresno County Council of Governments	385,700.00	70,163.00	455,863.00
Glenn County Local Transportation Commission	10,965.00	314.00	11,279.00
Humboldt County Association of Governments	51,553.00	8,631.00	60,184.00
Imperial County Transportation Commission	68,396.00	6,541.00	74,937.00
Inyo County Local Transportation Commission	7,238.00	0.00	7,238.00
Kern Council of Governments	347,003.00	21,320.00	368,323.00
Kings County Association of Governments	57,982.00	2,332.00	60,314.00
Lake County/City Council of Governments	25,709.00	1,314.00	27,023.00
Lassen County Local Transportation Commission	11,547.00	492.00	12,039.00
Los Angeles County Metropolitan Transportation Authority	3,761,072.00	4,910,754.00	8,671,826.00
Madera County Local Transportation Commission	60,031.00	2,006.00	62,037.00
Mariposa County Local Transportation Commission	6,501.00	192.00	6,693.00
Mendocino Council of Governments	34,326.00	2,523.00	36,849.00
Merced County Association of Governments	108,447.00	5,226.00	113,673.00
Modoc County Local Transportation Commission	3,314.00	284.00	3,598.00
Mono County Local Transportation Commission	5,103.00	7,439.00	12,542.00
Transportation Agency for Monterey County	165,419.00	51,727.00	217,146.00
Nevada County Local Transportation Commission	38,614.00	1,823.00	40,437.00
Orange County Transportation Authority	1,206,081.00	434,082.00	1,640,163.00
Placer County Transportation Planning Agency	121,182.00	17,406.00	138,588.00
Plumas County Local Transportation Commission	7,224.00	1,125.00	8,349.00
Riverside County Transportation Commission	928,910.00	152,745.00	1,081,655.00
Council of San Benito County Governments	24,974.00	399.00	25,373.00
San Bernardino County Transportation Authority	834,376.00	177,142.00	1,011,518.00
San Joaquin Council of Governments	299,131.00	67,980.00	367,111.00
San Luis Obispo Area Council of Governments	107,067.00	7,390.00	114,457.00
Santa Barbara County Association of Governments (SBCAG)	169,786.00	43,004.00	212,790.00
Santa Cruz County Transportation Commission	101,668.00	91,892.00	193,560.00
Shasta Regional Transportation Agency	68,855.00	3,577.00	72,432.00
Sierra County Local Transportation Commission	1,232.00	47.00	1,279.00
Siskiyou County Local Transportation Commission	16,717.00	715.00	17,432.00
Stanislaus Council of Governments	209,566.00	11,954.00	221,520.00
Tehama County Transportation Commission	24,811.00	513.00	25,324.00
Trinity County Transportation Commission	6,111.00	201.00	6,312.00
Tulare County Association of Governments	181,170.00	19,252.00	200,422.00
Tuolumne County Transportation Council	21,088.00	535.00	21,623.00
Ventura County Transportation Commission	317,955.00	51,656.00	369,611.00
State Totals	\$ 14,945,400.00	\$ 14,945,400.00	\$ 29,890,800.00

STATE CONTROLLER'S OFFICE
2022-23 STATE OF GOOD REPAIR PROGRAM SECOND QUARTER ALLOCATION
BASED ON PUC 99314 ALLOCATION DETAIL
MARCH 7, 2023

Regional Entity and Operator(s)	Revenue Basis	Amount Based on PUC 99314 Allocation Fiscal Year 2022-23 Quarter 2
Transportation Agency for Monterey County Monterey-Salinas Transit District	19,637,486	51,727.00
Nevada County Local Transportation Commission		
County of Nevada	369,077	972.00
City of Truckee	323,083	851.00
Regional Entity Totals	692,160	1,823.00
Orange County Transportation Authority		
City of Laguna Beach	1,910,271	5,032.00
Orange County Transportation Authority	110,748,483	291,723.00
Regional Entity Subtotals	112,658,754	296,755.00
Orange County Transportation Authority - Corresponding to SCRRRA***	NA	137,327.00
Regional Entity Totals	112,658,754	434,082.00
Placer County Transportation Planning Agency		
City of Auburn	21,830	58.00
County of Placer	5,410,141	14,251.00
City of Roseville	1,175,827	3,097.00
Regional Entity Totals	6,607,798	17,406.00
Plumas County Local Transportation Commission		
County of Plumas	346,829	914.00
County Service Area 12 - Specialized Service	80,198	211.00
Regional Entity Totals	427,027	1,125.00
Riverside County Transportation Commission		
City of Banning	208,349	549.00
City of Beaumont	318,557	839.00
City of Corona	426,555	1,124.00
Palo Verde Valley Transit Agency	175,762	463.00
City of Riverside - Specialized Service	493,635	1,300.00
Riverside Transit Agency	18,329,390	48,282.00
Sunline Transit Agency	11,506,078	30,308.00
Regional Entity Subtotals	31,458,326	82,865.00
Riverside County Transportation Commission - Corresponding to SCRRRA***	NA	69,880.00
Regional Entity Totals	31,458,326	152,745.00
Council of San Benito County Governments		
San Benito County Local Transportation Authority	151,384	399.00
San Bernardino County Transportation Authority		
Morongo Basin Transit Authority	1,027,787	2,707.00
Mountain Area Regional Transit Authority	564,732	1,488.00
City of Needles	58,190	153.00
Omnitrans	34,279,207	90,295.00
Victor Valley Transit Authority	4,530,204	11,933.00
Regional Entity Subtotals	40,460,120	106,576.00
San Bernardino County Transportation Authority - Corresponding to SCRRRA***	NA	70,566.00
Regional Entity Totals	40,460,120	177,142.00

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



MALIA M. COHEN
California State Controller

March 6, 2023

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

SUBJECT: Fiscal Year 2022-23 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) 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 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 August 1, 2022. 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 2022-23. The total amount allocated to all agencies for the second allocation is \$274,008,706. The payment is scheduled to issue on March 7, 2023. Please refer to the schedule for the amounts that relate to your agency.

County Auditors Responsible for State Transit Assistance Funds
Transportation Planning Agencies
County Transportation Commissions
San Diego Metropolitan Transit System
March 6, 2023
Page 2

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

Digitally signed by
Melma Dizon
Date: 2023.03.06
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MELMA DIZON
Manager
Local Apportionments Section

Enclosures

STATE CONTROLLER'S OFFICE
2022-23 STATE TRANSIT ASSISTANCE ALLOCATION SECOND QUARTER ALLOCATION SUMMARY
MARCH 7, 2023

Regional Entity	PUC 99313		PUC 99314		Total Fiscal Year 2022-23 Quarter 2
	Funds from RTC Sections 7102(a)(3), 6051.8(a), and 6201.8(a) Fiscal Year 2022-23 Quarter 2	Funds from RTC Sections 6051.8(b), and 6201.8(b) Fiscal Year 2022-23 Quarter 2	Fiscal Year 2022-23 Quarter 2	Fiscal Year 2022-23 Quarter 2	
	A	B	C	D= (A+B+C)	
Metropolitan Transportation Commission	\$ 14,556,283	\$ 12,063,414	\$ 73,413,208	\$ 100,032,905	
Sacramento Area Council of Governments	3,783,951	3,135,922	2,374,380	9,294,253	
San Diego Association of Governments	1,812,602	1,502,181	816,095	4,130,878	
San Diego Metropolitan Transit System	4,472,254	3,706,348	3,360,014	11,538,616	
Tahoe Regional Planning Agency	206,305	170,973	21,649	398,927	
Alpine County Transportation Commission	2,295	1,901	309	4,505	
Amador County Transportation Commission	77,042	63,848	4,908	145,798	
Butte County Association of Governments	385,445	319,435	39,057	743,937	
Calaveras County Local Transportation Commission	86,127	71,377	1,910	159,414	
Colusa County Local Transportation Commission	41,692	34,552	3,388	79,632	
Del Norte County Local Transportation Commission	52,037	43,125	4,919	100,081	
El Dorado County Local Transportation Commission	332,380	275,458	41,617	649,455	
Fresno County Council of Governments	1,933,408	1,602,298	640,633	4,176,339	
Glenn County Local Transportation Commission	54,966	45,553	2,864	103,383	
Humboldt County Association of Governments	258,422	214,165	78,804	551,391	
Imperial County Transportation Commission	342,851	284,135	59,722	686,708	
Inyo County Local Transportation Commission	36,283	30,069	0	66,352	
Kern Council of Governments	1,739,431	1,441,541	194,663	3,375,635	
Kings County Association of Governments	290,646	240,871	21,295	552,812	
Lake County/City Council of Governments	128,872	106,802	11,998	247,672	
Lassen County Local Transportation Commission	57,880	47,967	4,495	110,342	
Los Angeles County Metropolitan Transportation Authority	18,853,241	15,624,487	45,382,423	79,860,151	
Madera County Local Transportation Commission	300,918	249,384	18,316	568,618	
Mariposa County Local Transportation Commission	32,588	27,007	1,756	61,351	
Mendocino Council of Governments	172,065	142,598	23,033	337,696	
Merced County Association of Governments	543,613	450,516	47,717	1,041,846	
Modoc County Local Transportation Commission	16,615	13,769	2,589	32,973	
Mono County Local Transportation Commission	25,579	21,198	67,925	114,702	
Transportation Agency for Monterey County	829,203	687,196	472,298	1,988,697	
Nevada County Local Transportation Commission	193,560	160,412	16,647	370,619	
Orange County Transportation Authority	6,045,757	5,010,378	3,963,411	15,019,546	
Placer County Transportation Planning Agency	607,454	503,423	158,924	1,269,801	
Plumas County Local Transportation Commission	36,214	30,012	10,270	76,496	
Riverside County Transportation Commission	4,656,373	3,858,936	1,394,645	9,909,954	
Council of San Benito County Governments	125,186	103,747	3,641	232,574	
San Bernardino County Transportation Authority	4,182,501	3,466,217	1,617,410	9,266,128	
San Joaquin Council of Governments	1,499,465	1,242,671	620,693	3,362,829	
San Luis Obispo Area Council of Governments	536,698	444,785	67,467	1,048,950	
Santa Barbara County Association of Governments (SBCAG)	851,089	705,334	392,648	1,949,071	
Santa Cruz County Transportation Commission	509,632	422,354	839,025	1,771,011	
Shasta Regional Transportation Agency	345,149	286,040	32,658	663,847	
Sierra County Local Transportation Commission	6,174	5,116	428	11,718	
Siskiyou County Local Transportation Commission	83,797	69,446	6,525	159,768	
Stanislaus Council of Governments	1,050,500	870,594	109,143	2,030,237	
Tehama County Transportation Commission	124,370	103,071	4,680	232,121	
Trinity County Transportation Commission	30,634	25,387	1,833	57,854	
Tulare County Association of Governments	908,158	752,630	175,777	1,836,565	
Tuolumne County Transportation Council	105,708	87,605	4,888	198,201	
Ventura County Transportation Commission	1,593,823	1,320,869	471,655	3,386,347	
Subtotals	\$ 74,917,236	\$ 62,087,117			
State Totals		\$ 137,004,353	\$ 137,004,353	\$ 274,008,706	

STATE CONTROLLER'S OFFICE
2022-23 STATE TRANSIT ASSISTANCE ALLOCATION SECOND QUARTER PUC 99314 ALLOCATION DETAIL
MARCH 7, 2023

Regional Entity and Operator(s)	Revenue Basis	Fiscal Year 2022-23 Funds from RTC Sections 7102(a)(3), 6051.8(a), and 6201.8(a)		Fiscal Year 2022-23 Funds from RTC Sections 6051.8(b), and 6201.8(b)		Fiscal Year 2022-23 Quarter 1 Paid
		Quarter 2 Gross Allocation	Quarter 2 Gross Allocation	Quarter 2 Gross Allocation	Quarter 2 Gross Allocation	
		A		B		C= (A+B)
Modoc County Local Transportation Commission						
Modoc Transportation Agency	107,653		1,416		1,173	2,589
Mono County Local Transportation Commission						
Eastern Sierra Transit Authority	2,824,223		37,143		30,782	67,925
Transportation Agency for Monterey County						
Monterey-Salinas Transit District	19,637,486		258,264		214,034	472,298
Nevada County Local Transportation Commission						
County of Nevada	369,077		4,854		4,023	8,877
City of Truckee	323,083		4,249		3,521	7,770
Regional Entity Totals	692,160		9,103		7,544	16,647
Orange County Transportation Authority						
City of Laguna Beach	1,910,271		25,123		20,821	45,944
Orange County Transportation Authority	110,748,483		1,456,518		1,207,078	2,663,596
Regional Entity Subtotals	112,658,754		1,481,641		1,227,899	2,709,540
Orange County Transportation Authority - Corresponding to SCRRA***	NA		685,646		568,225	1,253,871
Regional Entity Totals	112,658,754		2,167,287		1,796,124	3,963,411
Placer County Transportation Planning Agency						
City of Auburn	21,830		287		238	525
County of Placer	5,410,141		71,152		58,967	130,119
City of Roseville	1,175,827		15,464		12,816	28,280
Regional Entity Totals	6,607,798		86,903		72,021	158,924
Plumas County Local Transportation Commission						
County of Plumas	346,829		4,561		3,780	8,341
County Service Area 12 - Specialized Service	80,198		1,055		874	1,929
Regional Entity Totals	427,027		5,616		4,654	10,270
Riverside County Transportation Commission						
City of Banning	208,349		2,740		2,271	5,011
City of Beaumont	318,557		4,190		3,472	7,662
City of Corona	426,555		5,610		4,649	10,259
Palo Verde Valley Transit Agency	175,762		2,312		1,916	4,228
City of Riverside - Specialized Service	493,635		6,492		5,380	11,872
Riverside Transit Agency	18,329,390		241,060		199,777	440,837
Sunline Transit Agency	11,506,078		151,323		125,408	276,731
Regional Entity Subtotals	31,458,326		413,727		342,873	756,600
Riverside County Transportation Commission - Corresponding to SCRRA***	NA		348,898		289,147	638,045
Regional Entity Totals	31,458,326		762,625		632,020	1,394,645

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

DANIELA FERNANDEZ – Nevada City City Council
 SUSAN HOEK – Nevada County Board of Supervisors
 TOM IVY – Grass Valley City Council, Vice Chair
 ED SCOFIELD – Nevada County Board of Supervisors, Chair
 JAY STRAUSS – Member-At-Large
 DUANE STRAWSER – Member-At-Large
 JAN ZABRISKIE – Town of Truckee



MICHAEL WOODMAN, Executive Director
 AARON HOYT, Deputy 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: Executive Director's Report for May 17, 2023

DATE: May 17, 2023

APRIL 12-13, 2023 CALIFORNIA TRANSPORTATION COMMISSION TOWN HALL MEETING

Annually the California Transportation Commission (CTC) holds one to two rural Town Hall meetings to provide the Commissioners and staff an opportunity to learn about different regions of the state and to hear about their unique needs and challenges. The most recent CTC Town Hall meeting was held on April 12-13, 2023 in Anderson, California and coordinated by the North State Super Region (NSSR). The NSSR represents the sixteen northern California Regional Transportation Planning Agencies/Metropolitan Planning Organizations, including NCTC. The group was formed in 2010 to provide a unified voice when addressing state and federal transportation funding and policy decisions.

NCTC's Executive Director and Deputy Executive Director attended the CTC Town Hall meeting, and as part of the agenda provided an overview and presentation of preliminary findings and next steps related to the Rural Induced Demand Study that NCTC is currently managing. The purpose of the study is to analyze the applicability of the concept of induced demand, which speculates that if a highway is widened it will create new vehicle trips and therefore reduce the intended congestion relief benefits. Rural agencies are concerned with the applicability of the urban based research in rural corridors absent significant congestion and are seeking data and analysis to help ensure the issue is correctly addressed in state guidelines, and that the associated funding program criteria do not unnecessarily limit the competitiveness of rural projects for state funding programs.

The presentation at the CTC Town Hall meeting was well received and staff from both the CTC and Caltrans Headquarters have been added to the Project Advisory Committee. NCTC has committed to attend a future regularly scheduled CTC meeting with updates as the study progresses.

UCLA COMMUNITY PYRO-RESILIENCE, EQUITABILITY, AND SUSTAINABILITY (CYPRES) ENGINEERING RESEARCH CENTER COLLABORATION/STAKEHOLDER WORKSHOP

The University of California Los Angeles (UCLA) Engineering Research team submitted a proposal for funding to the National Science Foundation on May 8, 2023 to establish an Engineering Research Center focused on conducting research on all aspects of wildfire resilience including evacuation planning/modeling. NCTC staff have been collaborating with the UCLA team, and in the event that funding is awarded to establish the research center, Nevada County has been identified as the first test bed region.

On March 22-23rd, 2023, NCTC's Executive Director attended the UCLA Engineering Research Center CyPRES Collaboration/Stakeholder workshop in Los Angeles and participated as a panel member to discuss infrastructure needs in relation to wildfire research. NCTC staff highlighted data needs related to documentation for competitive state and federal funding programs and opportunities for developing enhancements to evacuation modeling analysis tools to help guide and prioritize the investment of limited resources.

The main premise of CyPRES Engineering Research Center will be its transformative nature, which is reflected in its objectives:

- (1) To converge a set of key disciplines (from social science to engineering) into producing a necessarily holistic wildfire resilience framework that incorporates social equity and sustainability;
- (2) To co-produce research outcomes and technology with stakeholders, industry and academic partners, as well as local, state, and federal agencies through an inclusive and open culture environment;
- (3) To create a hub for knowledge, federated data tools, benchmarks, technology prototypes, integrated solutions, educational materials, and workforce training; and finally,
- (4) To devise and leverage technology solutions that will offer a sea change in capabilities in wildfire resilience assessment and future design of resilient communities.

It is anticipated that the National Science Foundation will announce the successful applicants by October of 2023. Please view the PowerPoint presentation of the CyPRES Engineering Research Center on our website, <https://www.nctc.ca.gov//documents/Newsletters/CyPRES-Workshop-Main.pptx.pdf>

CALTRANS DRAFT STATE HIGHWAY SYSTEM MANAGEMENT PLAN CONCERNS

On February 15, 2023, Caltrans released the Draft State Highway System Management Plan (SHSMP) for review and comment. The SHSMP integrates maintenance, rehabilitation, and operation into a single management plan that includes both a statewide needs assessment and an investment plan that will guide the management of the State Highway System. The needs assessment presents the total needs of the existing State Highway System from a performance management analysis that estimates the costs necessary to close all condition and performance gaps on the State Highway System. The needs assessment is not constrained by current funding levels for the management of the State Highway

System. The investment plan defines how available funding with budget constraints is recommended to be allocated and prioritizes where available resources should be focused.

California is set to make a historical investment of \$1.744 billion of Climate Adaptation and Resilience program funding through the Draft 2023 State Highway System Management Plan (SHSMP) to address the impacts of climate change.

However, as proposed in the current draft version of the 2023 SHSMP, this landmark amount of climate funding will only target risks associated with Sea Level Rise. NCTC staff and other inland Regional Transportation Planning Agencies and Metropolitan Planning Organizations submitted comments relaying concerns that there is no funding identified to address the annually re-occurring climate related impacts such as wildfire, flooding, and landslides.

The importance of this funding opportunity to address the recent and annually occurring climate threats and impacts from wildfire, flooding, landslides, and other extreme weather cannot be understated. An investment of this magnitude should provide significant benefits and strategically reduce climate impacts across the diverse regions of the state. With the climate and resiliency investment as proposed in the Draft SHSMP, California is missing a strategic opportunity to address significant inland, climate vulnerabilities and adaptation needs.

NCTC staff submitted comments on the Draft SHSMP that are included in Item 13 Correspondence of the May 17, 2023 NCTC meeting packet. NCTC's Deputy Executive Director, Aaron Hoyt also attended the March 23-24, 2023, California Transportation Commission meeting in Los Angeles and provided comments relaying NCTC staff's concerns. NCTC staff will also be attending the May 17, 2023 CTC meeting virtually and provide additional comments on this issue. NCTC staff have also communicated concerns related to this issue to Nevada County's legislative representatives.



Caltrans District 3 Project Status Report May 2023

Highway 20		
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	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	COMPLETE
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 Spring 2024.
	Design	Target completion Spring 2025.
Construction	Construction is expected to begin Summer 2025. Target completion Fall 2026.	

Highway 49		
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	NB and SB Truck Climbing Lanes, 22' Median with Barrier, 10" Shoulders, 4 right right turn lanes at Crestview Drive, Smith Road, Bethel Church Way, and Wellswood Way and two at-grade access-controlled roundabout intersections at Wellswood Way and Smith Road.
	Funding Source	STIP - RIP (NCTC)
	Total Cost	\$157,900,000
	Planning	COMPLETE
	Environmental	COMPLETE
	Design	Target completion Spring 2025.
Construction	Construction is expected to begin Fall 2025. 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 Spring 2025.
Construction	Construction is expected to begin Fall 2025. Target completion Fall 2028.	

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	Summer 2023
Construction	Construction is expected to begin Spring 2024. Target completion Summer 2025.	

Interstate 80		
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	COMPLETE
Design	Target completion Summer 2023	
Construction	Construction is expected to begin Summer 2024 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	COMPLETE	
Construction	Construction is expected to Fall 2023. Target completion Summer 2027.	
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 Spring 2024.
Design	Target completion Fall 2026.	
Construction	Construction is expected to begin Spring 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	

3F680 Relinquishment	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 complete Caltrans is working on the part Federal part of ED - NEPA
	Design	N/A: Relinquishment/ COMPLETE
	Construction	N/A: Relinquishment/ COMPLETE