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Nevada County • Truckee

## MEMORANDUM

TO: The Nevada County Transportation Commission

FROM: Daniel B. Landon, Executive Director 

SUBJECT: Executive Director's Report for the July 20, 2016 Meeting

DATE: July 7, 2016

1. CALIFORNIA TRANSPORTATION COMMISSION: REGIONAL TRANSPORTATION PLAN (RTP) AND CALIFORNIA TRANSPORTATION PLAN (CTP) GUIDELINES

On June 30<sup>th</sup> I participated in a panel discussion at a meeting hosted by the California Transportation Commission (CTC) to initiate a stakeholder-driven process to concurrently update the RTP Guidelines and develop the CTP Guidelines for CTC consideration at the end of the calendar year.

The panel discussions included representatives from state and regional agencies, Tribal Governments, and organizations representing environmental, equity, land-use, and business perspectives. The panel discussions identified important issues for consideration in the development of both regional and statewide regional transportation planning guidance. Malcolm Daugherty, Director of Caltrans, pointed out that the goal of achieving consistency and compatibility between the CTP and RTPs is a multifaceted objective. State and regional planners have to look at improvement of mobility and take into account environmental concerns, public health, air quality, and economic well-being. Dr. Karen Smith, Director of California Department of Public Health, stated that transportation has long been a determinant quality of life. She noted that the way we live, where and how we live, impacts our health. Transportation is a link for people to their work, school, food, and medical services. During the panel discussion of regional planning, I noted that rural needs and demands are different than urban ones. The State of California looks very different depending on where you live and work. As planners developing RTP's, we are stewards of community values and the RTPs reflect those values. Regional Transportation Planning Agencies do not have land-use authority, but the RTP informs the agencies that do have land-use authority. Therefore, Regional Transportation Planning Agencies must work very closely with the agencies that have land-use authority so the RTP provides information on the impacts of decisions regarding development. I also noted that rural counties shoulder a disproportionate burden related to the cost of maintenance for the state highway system. Residents in rural counties have to maintain almost 3 times as many lane-miles as residents in urban areas and available payment funding per mile is approximately 60% in rural areas when compared to the rest of California. Maura Twomey, Director of the Association of Monterey Bay Area Governments, noted that RTP's become a means to "rollout" the local and the state's visions.

Since the mid-1970s, California state law has required the preparation of RTPs to address transportation issues and assist local and state decision-makers in shaping California's transportation infrastructure. The purpose of the RTP is to establish regional goals, identify present and future needs, deficiencies and constraints, analyze potential solutions, estimate available funding, and propose investments.

Updates to the Commission's 2010 RTP Guidelines are necessary in light of changes to state statute, impending final rulemakings pursuant to the previous federal reauthorization, and recent passage of the Fixing America's Surface Transportation (FAST) Act of 2015. Updates are also needed to reflect advances in the practice of long-range regional transportation planning, including, but not limited to, improvements in the areas of modeling, public health, and other possible items which may impact the RTPs and statewide transportation plans.

The CTP is a long-range (20-year) plan prepared every five years by Caltrans to provide a common policy framework to guide transportation investments and decisions by all levels of government, the private sector, and transportation stakeholders. Federal Regulations and State Statutes require the development of a long-range statewide transportation plan. To meet federal and state requirements, this document describes California's transportation system and explores major trends that will likely influence travel behavior and transportation decisions over the next 20 years at a minimum. It outlines goals, policies, strategies, performance measures, and recommendations to achieve that vision. The CTP identifies a policy framework designed to guide transportation-related decisions for the betterment of all who live, work, and conduct business in California. Its purpose is to guide policy decisions and investments made at all levels of government and within the private sector to enhance the economy, improve social equity, support local communities, and protect the environment, including achievement of the state's greenhouse gas (GHG) reduction goals. In developing the CTP, state transportation planners, stakeholders, and partners should consider factors such as defining legislation, the latest in applied technology, performance measures, and improvements required to meet California's mobility needs. Furthermore, the CTP should be based on the needs expressed by the full breadth of California's culturally diverse population—from rural geographical areas to the most populous urban centers. The CTP should reflect the evolution of stakeholder expectations and state policy goals to move California's transportation system from a focus on transportation as an end in itself, to transportation as a means for improving quality of life, economic opportunity, and the environment.

The CTP is a core document that helps tie together several internal and external plans and programs to help define and plan transportation in California. The CTP is an unconstrained document that integrates and builds upon six Caltrans modal plans (Interregional Plan, Freight Plan, Rail Plan, Aviation Plan, Transit Plan, and Bicycle & Pedestrian Plan) as well as RTPs prepared by regional planning agencies. Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs) are the entities that receive local/regional, state, and federal transportation planning funds to accomplish regional transportation planning activities. Both types of agencies perform similar transportation planning functions in their respective jurisdictions. One of their key functions is the development of a policy framework that shapes a respective region's long-range planning goals and is generally presented in the format of an RTP. They are essential partners with local entities in achieving federal criteria pollutant and GHG emissions reduction goals. Unlike the CTP, which is not project based, RTPs include a financially constrained project list, must be accompanied by an environmental document, and must be consistent with air quality conformity requirements as appropriate.

2. CALIFORNIA ENERGY COMMISSION'S ALTERNATIVE AND RENEWABLE FUEL AND VEHICLE TECHNOLOGY PROGRAM: DC FAST CHARGERS FOR CALIFORNIA'S INTERREGIONAL CORRIDORS

In October 2013, the Governors of California, Washington, and Oregon, and the Premier of British Columbia, signed an agreement called the "Pacific Coast Action Plan on Climate and Energy," which includes a commitment to transition the West Coast to clean modes of transportation. One action is to expand the use of zero-emission vehicles (ZEVs), aiming for 10 percent of new vehicle purchases in public and private fleets to be ZEVs by 2016. In support, the states of Washington and Oregon installed the Pacific Northwest portion of the West Coast Electric Highway, currently a network of electric vehicle DC fast charging stations located every 25 to 50 miles along Interstate 5 and other major roadways in the Pacific Northwest.

The California Energy Commission has provided a grant funding opportunity that seeks to install DC fast charging stations on corridors that facilitate interregional travel within California, as well as to and from Nevada, Arizona, and the Oregon coast. This corridor fast charging network will support alternative transportation fuel and vehicle technology goals of the State of California. Corridor charging stations also give existing and prospective electric vehicle owners the assurance that they can recharge when driving long distances along a freeway or highway. Establishing an adequate charging infrastructure will help to increase range confidence, one of the prime concerns believed to influence consumer purchase and use of plug-in electric vehicles (PEVs). The deployment of a DC fast charging network will enable interregional and interstate travel by electric vehicles and support the charging needs of local electric vehicle owners.

The corridors identified in Table 1 reflect target areas for installation of DC fast charging infrastructure that will allow PEV drivers to travel between popular regions within California, as well as to Nevada, Arizona and the Oregon coast with range confidence. This solicitation seeks projects that will complete the identified corridors by installing fast charging sites.

**Table 1: Maximum Awards for Corridors**

	<b>Corridor</b>	<b>Maximum Award</b>
1	I-15: North of Victorville to West of Nevada	\$1,165,000
2	SR-101: South of Oregon to Garberville	\$1,050,000
3	I-10: Beaumont to Blythe	\$930,000
4	SR-101: Leggett to North of Santa Rosa	\$875,000
5	I-80: Auburn to West of Nevada	\$875,000
6	I-50: Placerville to South Lake Tahoe	\$700,000
7	SR-14: East of Santa Clarita to Inyokern	\$700,000
8	SR-58: East of Bakersfield to Lenwood	\$700,000
9	SR-152: SR 99 to East of Gilroy	\$525,000
10	SR-120: Oakdale to Yosemite	\$525,000
11	SR-41: Oakhurst to Lemoore	\$525,000
12	SR-12: Fairfield to Lodi	\$525,000
13	I-505: Vacaville to Dunnigan	\$350,000
14	SR-49: Auburn to Grass Valley	\$350,000
15	I-205/I-580: Ulmar to Tracy	\$175,000

The interregional corridors identified in Table 1 have significant gaps without fast charger coverage based on existing and planned DC fast charging stations. The Energy Commission's goal with this solicitation is to fund stations that will fill in these gaps and thereby contribute to the DC fast charging network on California's major interregional highway corridors.

Each application must choose one of the 15 identified corridors listed in Table 2. An applicant may submit more than one application, as long as each application is for a separate corridor.

**Table 2: Corridors and Preferred Additional Number of Sites**

	<b>Corridor</b>	<b>Approximate Miles</b>	<b>Preferred Additional Number of Sites</b>
1	I-15: North of Victorville to West of Nevada	144	5
2	SR-101: South of Oregon to Garberville	169	6
3	I-10: Beaumont to Blythe	148	4
4	SR-101: Leggett to North of Santa Rosa	127	5
5	I-80: Auburn to West of Nevada	85	5
6	I-50: Placerville to South Lake Tahoe	59	4
7	SR-14: East of Santa Clarita to Inyokern	119	4
8	SR-58: East of Bakersfield to Lenwood	134	4
9	SR-152: SR 99 to East of Gilroy	83	3
10	SR-120: Oakdale to Yosemite	67	3
11	SR-41: Oakhurst to Lemoore	80	3
12	SR-12: Fairfield to Lodi	47	3
13	I-505: Vacaville to Dunnigan	40	2
14	SR-49: Auburn to Grass Valley	24	2
15	I-205/I-580: Ulmar to Tracy	18	1

The deadline for submission of applications for this solicitation was June 24, 2016. Through communications with the Northern Sierra Air Quality Management District, we became aware of at least two applicants interested in installing charging stations in the I-80 and SR-49 corridors. Based on that interest, I provided the attached letter of support to the California Energy Commission and received a letter in response from John Kato, Deputy Director of the Fuels and Transportation Division of the California Energy Commission.

attachments



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COMMISSION

File 10.1

June 14, 2016

Dr. Robert B. Weisenmiller, Ph.D., Chair  
California Energy Commission  
1516 Ninth Street  
Sacramento, CA 95814-5512

**RE: Letter of Support for DC Fast Chargers in Nevada County**

Dear Dr. Weisenmiller:

The Nevada County Transportation Commission (NCTC) supports the efforts of the California Energy Commission to install DC Fast Chargers for California's Interregional Corridors. As the agency responsible for transportation planning in Nevada County, NCTC supports the installation of electric vehicle (EV) chargers in the I-80 and SR 49 corridors to serve residents and visitors and to encourage the adoption of plug-in electric vehicles.

Installation of electric vehicle charging stations is consistent with Goal 1.0 of the Nevada County Regional Transportation Plan: *Provide for safe and efficient movement of all people, goods, services, and information*, as well as, Policy 1.9: *Facilitate the coordination implementation of local and regional transportation programs to improve mobility and air quality*. Additionally, the project is consistent with Goal 2.0: *Reduce adverse impacts on the natural, social, cultural, and historical environment and quality of life*, and Policy 2.8: *Support transportation projects that minimize vehicle emissions while providing cost-effective movement of people and goods*.

Upon completion of this project, EV drivers will be able to travel between popular regions within California, as well as to Nevada, Arizona, and the Oregon coast, with increased range confidence.

If you have any questions regarding NCTC's support for the project, please contact me at the phone number or email address below.

Sincerely,

Daniel B. Landon  
Executive Director  
(530) 265-3202  
dlandon@nccn.net

## CALIFORNIA ENERGY COMMISSION

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SACRAMENTO, CA 95814-5512  
www.energy.ca.gov

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July 06, 2016

Daniel B. Landon  
Executive Director  
101 Providence Mine Road, Suite 102  
Nevada City, CA 95959

Dear Mr. Landon,

On behalf of Chair Weisenmiller, thank you for supporting the California Energy Commission's (Energy Commission) Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP) solicitation – GFO-15-603.

Under GFO-15-603, the ARFVTP will provide funding for Direct Current (DC) fast charging stations in corridors that facilitate major interregional travel within California as well as interlocking conduits to and from Nevada, Arizona, and the Oregon coast. These DC fast charging network corridors are an integral part in supporting California's climate change, air quality, and energy goals. These projects continue to showcase California's leadership in the advancement and transformation of alternative fuels and vehicle technologies.

As the Energy Commission continues to strengthen California's sustainability goals in environment, economy, and equity, we encourage you to continue participating in the implementation of the ARFVTP and its associated funding activities. Thank you again for your interest and commitment to the success of this program and strengthening California's clean energy future.

Sincerely,

A handwritten signature in black ink, appearing to read "John Kato", written over a vertical line.

John Kato  
Deputy Director  
Fuels and Transportation Division

cc: Robert B. Weisenmiller, Chair  
California Energy Commission