

EXHIBIT SUMMARY SHEET

Proposing Entity (include other participating entities):

City of Grass Valley

Contact Person: Zac Quentmeyer

Address: 125 E Main St Grass Valley, Ca 95945

Phone #: 530-274-4713

FAX # 530-274-4399

EMAIL:

zacq@cityofgrassvalley.com

Total Project Budget: \$61,976.57

	AB 2766 Funds	Co-Funding	Total Project Costs
Capital Costs	\$ 50,000	\$ 10,627.97	\$60,627.97
Operating Costs	\$ _____	\$ 1,348.60	\$ _____
TOTAL	\$ 50,000	\$ 11,976.57	\$ 61,976.57

Type of Project: (check one)

Quantifiable Project

Reduced Emission Vehicles Project

Implementation Area for Project: Check if District-wide

Describe the Implementation Area for the Project (e.g. city, county, region):
The implementation area is within the city limits of the City of Grass Valley.

Estimated Emission Reductions:

A. Emission Reductions (lbs/yr)

Reactive Organic Gases: 40.05 Nitrogen Oxides: 59.15 PM₁₀ 4.05

B. Vehicle Miles Traveled (VMT) Reduced: 0

Single Occupancy Vehicle Trips Reduced: 0

C. Number of people reached per day through public education: 0

Cost-effectiveness: \$ 58.11 per pound (AB 2766 Funds Only)

Brief Project Description:

Replace two John Deere tractors (JD955 and JD301-A) with new 4052M Heavy Duty John Deere tractor.

REQUEST FOR PROPOSAL CONTENTS CHECKLIST

Applicant: City of Grass Valley

Please complete and attach this checklist with your application.

- | | |
|-------------------------------------|--|
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| <input checked="" type="checkbox"/> | All Pages Numbered |
| <input checked="" type="checkbox"/> | Proposal, One Original |
| <input checked="" type="checkbox"/> | (CHECK ONE ONLY)
Quantifiable Project |
| <input type="checkbox"/> | - OR - |
| <input type="checkbox"/> | Reduced Emission Vehicles Project |

MA Attachments

- Cost effectiveness calculations*
- Old Vehicle Info*
- New Vehicle Info*

Attachment 2 -1



CITY OF GRASS VALLEY
ADMINISTRATION
125 East Main Street
Grass Valley, CA 95945
(530) 274-4310

Council Members
Jan Arbuckle, Mayor
Hilary Hodge, Vice Mayor
Bob Branstrom
Tom Ivy
Haven Caravelli

September 6, 2023


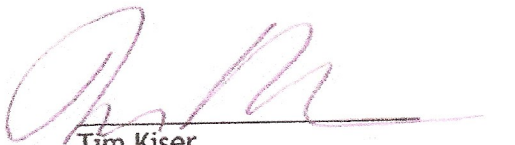
Dear NSAQMD AB 2766 Surcharge Fund Program 2024 Grant Reviewing Committee,

City of Grass Valley staff has reviewed, understands, and agrees to general provisions contained in the sample contract shown in the AB 2766 DMV Surcharge Fund Program Request for Proposals document. The City Manager will be delegated the authority to conduct all negotiations, sign and submit all documents, including, but not limited to applications agreements, amendments, and payment request, which may be necessary for the completion of the grant scope. If selected for funding the City of Grass Valley will adopt a formal resolution as required by the grant guidelines.

Applicant: City of Grass Valley
Address: 125 E Main St. Grass Valley, Ca 95945
Contact Person: Zac Quentmeyer
Phone Number: 530-274-4713

Thank you for your time and consideration.

Sincerely,


Jan Arbuckle
Mayor, City of Grass Valley
Tim Kiser
City Manager, City of Grass Valley

Project Description:

This project consists of replacing two John Deere tractors (JD955 and JD301-A) with a new 4052M Heavy Duty John Deere tractor. The primary objective of the project is to reduce emissions and increase staff efficiencies by replacing two outdated tractors with a new tractor capable of performing the same task as both replacement tractors. This project would include retiring one John Deere 301A diesel tractor, approximately 45 years old, and one John Deere 955 diesel tractor, approximately 30 years old. One John Deere 4052M Heavy Duty Compact Utility tractor would be purchased to replace the functionality of the retired tractors. The city utilizes tractors for leveling, aerating turf, spreading seed and fertilizer, snow removal, post hole digging, trenching and material mobilization.

Project Organization/Background:

The City of Grass Valley is a municipal government incorporated in 1893. The city has extensive experience with heavy duty equipment replacement projects. The city employes a variety of engineers, planners and analysts experienced in preparing estimates of emission reductions for both this proposal and reporting purposes. City staff continually prepares applications and completes reports for a wide variety of grants on an annual basis. The accounting requirements for the city's proposed project will be minimal and the city has well established financial processes and policies to track project costs.

Emission Benefits/Cost Effectiveness

Standard emission calculations show this project would reduce NOx by 59.15 pounds per year, ROG by 40.05 pounds per year, and PM10 by 4.05 pounds per year. Assuming the lifespan of the proposed new tractor is 30 years, the lifetime emission reductions would equate to a reduction of 1,774.5 pounds of NOx, 1,201.5 pounds of ROG, and 121.5 pounds of PM10. This project would not reduce vehicle miles traveled, vehicle trips or persons served.

Standard cost effectiveness calculations find that the cost per pound of pollutants reduced is \$58.11 per pound.

Work Statement

Phase 1: January 1, 2024 – March 31, 2024

- Task 1: Evaluate the condition of each of the existing tractors. Prepare a plan for disposal by selling at auction through a broker.
City staff involved in the task: Deputy Public Works Director, Fleet Supervisor.
- Task 2: Carry out disposal plan.
City staff involved in the task: Deputy Public Works Director, Fleet Supervisor.

Phase 2: January 1, 2024 – March 31, 2024

- Task 1: Solicit multiple proposals from vendors for the purchase of desired new tractor.
- City staff involved in the task: Deputy Public Works Director, Fleet Supervisor.

- Task 2: Complete a purchasing agreement with the most cost-effective vendor and purchase equipment.
City staff involved in the task: Deputy Public Works Director.

- Task 3: Design and procure a placard to install on the new equipment acknowledging funding by Northern Sierra Air Quality Management District utilizing DMV Surcharge Funds.
City staff involved in the task: Deputy Public Works Director.

Funding Request/Breakdown Cost

Task	AB 2766 DMV Surcharge Funds	Co-Funding- City of Grass Valley	Total Task Cost
Purchase 4052M Heavy Duty John Deere Tractor	\$49,900.00	\$10,627.97	\$60,527.97
Design and procure a placard to install on new equipment acknowledging funding by Northern Sierra Air Quality Management District utilizing DMV Surcharge Funds.	\$100.00	\$0.00	\$100.00
Administrative Cost – Project Management: Deputy Public Works Director (20 hours), Fleet Supervisor (8 hours), Maintenance Worker III (2 hours)	\$0.00	\$1,348.60	\$1,348.60
Total	\$50,000	\$11,976.57	\$61,976.57

Equipment List: John Deere 4052M Heavy Duty Tractor: \$60,527.97 (82.6% of cost funded by AB 2766 DMV Surcharge funds)

Operating Cost funded by AB 2766 funds: \$0.00

Standard City finance procedures will be used during the procurement of the new tractor equipment. City staff will log time into project spreadsheets to track administrative costs associated with the project.

Schedule of Deliverables/Monitoring Program

Deliverable	Date of Delivery
Retire John Deere tractor- JD955.	March 31,2024
Retire John Deere tractor- JD301-A.	March 31,2024
Purchase 4052M Heavy Duty John Deere tractor and attachments.	March 31, 2024
Design and procure a placard to install on new equipment acknowledging funding by Northern Sierra Air Quality Management District utilizing DMV Surcharge Funds.	March 31, 2024
Submit Quarterly Financial Report and request for reimbursement.	March 31, 2024
Monitoring and logging use of new equipment by City staff.	July 1, 2024
Submit Final Report.	July 31, 2024

Spreadsheet for Calculating the Cost Effectiveness of Old diesel engines versus new diesel engines

**please only enter values into those cells that are shaded blue; all other cells are either formulas or constants

Conversion Factor for converting grams to pounds: 454
 Amount of Grant Request: \$ 50,000
 Capital Recovery Factor: 0.12

Old Engine #1		Old Engine #2	
46 Horsepower (hp)	33 Horsepower (hp)		
20 Annual Hours of Operation	30 Annual Hours of Operation		
Old Engine #1 ROG	Old Engine #2 ROG	15.18 g/bhp-hr	15.18 g/bhp-hr
Old Engine #1 NOx	Old Engine #2 NOx	14.06 g/bhp-hr	14.06 g/bhp-hr
Old Engine #1 PM	Old Engine #2 PM	0.9979 g/bhp-hr	0.9979 g/bhp-hr
ROG	ROG	30.76 lbs/year	33.10 lbs/year
NOx	NOx	28.49 lbs/year	30.66 lbs/year
PM	PM	2.02 lbs/year	2.18 lbs/year
Old Engine Total	Old Engine Total	61.28 lbs/year all pollutants	65.94 lbs/year all pollutants

New Engine #1		New Engine #2	
46 Horsepower (hp)	0 Horsepower (hp)		
50 Annual Hours of Operation	0 Annual Hours of Operation		
New Engine #1 ROG	New Engine #2 ROG	0 g/bhp-hr	0 g/bhp-hr
New Engine #1 NOx	New Engine #2 NOx	0 g/bhp-hr	0 g/bhp-hr
New Engine #1 PM	New Engine #2 PM	0 g/bhp-hr	0 g/bhp-hr
ROG	ROG	23.81 lbs/year	0.00 lbs/year
NOx	NOx	0.00 lbs/year	0.00 lbs/year
PM	PM	0.15 lbs/year	0.00 lbs/year
New Engine Total	New Engine Total	23.96 lbs/year all pollutants	0.00 lbs/year all pollutants

Emissions Reduced, ROG	6.95 lbs/year	Emissions Reduced, ROG	33.10 lbs/year
Emissions Reduced, NOx	28.49 lbs/year	Emissions Reduced, NOx	30.66 lbs/year
Emissions Reduced, PM	1.87 lbs/year	Emissions Reduced, PM	2.18 lbs/year

Difference between old and new: 37.31 all pollutants Difference between old and new: 65.94 all pollutants

Cost Effectiveness for New Engine #1: \$ 150.80 per pound Cost Effectiveness for New Engine #2: \$ 91.00 per pound

Capital Recover Factors		Cost Effectiveness if grant amount is for both engines: \$ 58.11 per pound	
1 year	1.03 project life		
3 years	0.35 project life		
5 years	0.22 project life		
7 years	0.16 project life		
10 years	0.12 project life		
12 years	0.10 project life		
15 years	0.08 project life		
20 years	0.07 project life		

RETIRE JOHN DEERE 301A

TractorData

Tractors > John Deere > 301A

John Deere 301A Engine

[Tractors](#) [Lawn Tractors](#) [Compare](#) [Articles/News](#) [Tractor Shows](#) [Contact](#)

[Overview](#) [Engine](#) [Transmission](#) [Dimensions](#) [Photos](#) [Attachments](#)



1973 - 1981

Industrial tractor

Engines overview

[John Deere 2.5L 3-cyl diesel](#)

[John Deere 2.7L 3-cyl gasoline](#)

Engine Detail

John Deere
diesel

3-cylinder
liquid-cooled

Displacement 152 ci
2.5 L

Bore/Stroke 3.86x4.33 inches
98 x 110 mm

Power (gross) 46 hp
34.3 kW

Air cleaner dry

Rated RPM 2500

Torque 110 lb-ft
149.2 Nm

Torque RPM 1300

Starter volts 12

Oil capacity 6 qts
5.7 L

Coolant capacity 12 qts
11.4 L

Intake valve clearance 0.014 inches
0.356 mm

Exhaust valve clearance 0.018 inches
0.457 mm

RETIRE JOHN DEERE 955

TractorData

Tractors > John Deere > 955

John Deere 955 Engine

[Tractors](#) [Lawn Tractors](#) [Compare](#) [Articles/News](#) [Tractor Shows](#) [Contact](#)

[Overview](#) [Engine](#) [Transmission](#) [Dimensions](#) [Photos](#) [Attachments](#)



1989 - 1998

55 Compact Series
Compact Utility tractor

Series map:

855

955

24.0hp

33.0hp

Engine Detail

Yanmar 3TN84RJ

diesel

3-cylinder

liquid-cooled

Displacement 87.3 ci
1.4 L

Bore/Stroke 3.31x3.39 inches
84 x 86 mm

Power 33 hp
24.6 kW

Fuel system direct injection

Air cleaner dry element

Pre-heating air heater

Compression 18.0:1

Rated RPM 3200

Operating RPM 1400-3425

Starter volts 12

Oil capacity 4.5 qts
4.3 L

Coolant capacity 4 qts
3.8 L

PURCHASE JOHN DEERE 4052M Heavy Duty



4052M Heavy Duty Compact Utility Tractor

★★★★★ 5.0 (3) [Write a review](#)

- Factory-installed 440R Quick Park™ Loader Mounting System included
- Turbocharged diesel engine
- eHydrostatic Transmission
- Standard mid and rear hydraulics
- Category 1 and 2, Three-point hitch

\$55,594.00 USD, PLUS ADDITIONAL CHARGES¹

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Key Specs

[✕ Export to Excel](#)

Engine power (gross)	37.9 kW 51.5 hp PS at 2600 rpm SAE J1995 rated power
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Engine

Family	EYDXL2.09TDA FYDXL2.09TDA GYDXL2.09TDA
Manufacturer	Yanmar®
Engine model	4TNV06CT-MJT
Engine power (gross)	37.9 kW 51.5 hp PS at 2600 rpm SAE J1995 rated power
Power take-off (PTO) power	eHydro™ transmission: 30.5 kW 40.9 hp Per SAE J1995
Rated engine speed	2600 rpm
Type	Diesel

Injection pump type	High-pressure common rail direct injection
Aspiration	Turbocharged
Emissions compliance	Final Tier 4
Cylinders/displacement	4 cylinders 2.091 L 127.6 cu in.
Number of cylinders	Four
Cylinder liners	Cast-in-block
Bore and stroke	86 x 90 mm 3.4 x 3.54 in.
Compression ratio	19.1:1
Lubrication	Pressurized
Cooling system	Liquid
Air cleaner	Dual element with electronic restriction indicator
Engine torque at rated speed	139 Nm 102.5 lb-ft
Fuel tank capacity	56.9 L 15 U.S. gal.



YANMAR POWER TECHNOLOGY CO., LTD

EXECUTIVE ORDER U-R-028-1031
New Off-Road
Compression-Ignition Engines

Pursuant to the authority vested in California Air Resources Board by Sections 43013, 43018, 43101, 43102, 43104 and 43105 of the Health and Safety Code; and

Pursuant to the authority vested in the undersigned by Sections 39515 and 39516 of the Health and Safety Code and Executive Order G-19-095;

IT IS ORDERED AND RESOLVED: That the following compression-ignition engines and emission control systems produced by the manufacturer are certified as described below for use in off-road equipment. Production engines shall be in all material respects the same as those for which certification is granted.

MODEL YEAR	ENGINE FAMILY	DISPLACEMENT (liters)	FUEL TYPE	USEFUL LIFE (hours)
2022	NYDXL02.1TDA	2.091	Diesel	8,000
SPECIAL FEATURES & EMISSION CONTROL SYSTEMS		TYPICAL EQUIPMENT APPLICATION		
Electronic Direct Injection, Turbocharger, Exhaust Gas Recirculation, Electronic Control Module, Periodic Trap Oxidizer, Oxidation Catalyst		Crane, Loader, Tractor, Dozer, Pump, Compressor, Excavator		

The engine models and codes are attached.

The following are the exhaust certification standards (STD), or family emission limit(s) (FEL) as applicable, and certification levels (CERT) for non-methane hydrocarbon (NMHC), oxides of nitrogen (NOx), or non-methane hydrocarbon plus oxides of nitrogen (NMHC+NOx), carbon monoxide (CO), and particulate matter (PM) in grams per kilowatt-hour (g/kW-hr), and the opacity-of-smoke certification standards and certification levels in percent (%) during acceleration (Accel), lugging (Lug), and the peak value from either mode (Peak) for this engine family (Title 13, California Code of Regulations, (13 CCR) Section 2423):

RATED POWER CLASS	EMISSION STANDARD CATEGORY		EXHAUST (g/kw-hr)					OPACITY (%)		
			NMHC	NOx	NMHC+NOx	CO	PM	ACCEL	LUG	PEAK
19 ≤ kW < 56	Tier 4 Final	STD	N/A	N/A	4.7	5.0	0.03	N/A	N/A	N/A
		CERT	--	--	3.3	0.1	0.001	--	--	--

BE IT FURTHER RESOLVED: That for the listed engine models, the manufacturer has submitted the information and materials to demonstrate certification compliance with 13 CCR Section 2424 (emission control labels), and 13 CCR Sections 2425 and 2426 (emission control system warranty).

BE IT FURTHER RESOLVED: That for the listed engine models which include engines from different power categories in the same engine family, the manufacturer is complying with the more stringent set of standards from the 37 ≤ kW < 56 power category in conformance with the incorporated Section 1039.230 (e) of the "California Exhaust Emission Standards and Test Procedures for New 2011 and Later Tier 4 Off-Road Compression Ignition Engines, Part 1-D" adopted October 20, 2005 and last amended October 25, 2012.

Engines certified under this Executive Order must conform to all applicable California emission regulations.

This Executive Order is only granted to the engine family and model-year listed above. Engines in this family that are produced for any other model-year are not covered by this Executive Order.

Executed on this 2nd day of January 2022.

Allen Lyons, Chief
Emissions Certification and Compliance Division

Attachment: Engine Models

EO #: U-R-028-1031

Family: NYDXL02.ITDA

Attachment Last Revised:

12/16/2021

Model	Code	Trim	Config	Displacement	Displacement - Units	Peak Power	Peak Power - Units	Peak Power - Speed (rpm)	Peak Power - Fueling	Peak Power - Fuel Units	Peak Torque - Units	Peak Torque - Speed (rpm)	Peak Torque - Fuel	Peak Torque - Fuel Units	OBD	GHG	Special	Notes
4RTDPC			I4	2.091	Liters	61.4	horsepower	3000	36.7	mm3/stroke	129.0	1950	40.8	mm3/stroke				
4RTDAC			I4	2.091	Liters	59.0	horsepower	3000	35.3	mm3/stroke	124.0	1950	39.3	mm3/stroke				
4RTKAC			I4	2.091	Liters	55.1	horsepower	2800	34.8	mm3/stroke	124.0	1820	39.0	mm3/stroke				
4RTLAC			I4	2.091	Liters	53.0	horsepower	2700	34.4	mm3/stroke	124.0	1755	38.8	mm3/stroke				
4RTMAC			I4	2.091	Liters	50.8	horsepower	2600	33.9	mm3/stroke	124.0	1690	38.7	mm3/stroke				
4RTNAC			I4	2.091	Liters	49.1	horsepower	2500	33.6	mm3/stroke	124.0	1625	38.5	mm3/stroke				
4RTPAC			I4	2.091	Liters	47.6	horsepower	2400	33.9	mm3/stroke	125.0	1560	39.1	mm3/stroke				



Melissa Klundby <melissak@myairdistrict.com>

RE: City of Grass Valley - AB 2766 DMV Fund Program - Screening Proposal

Zac Quentmeyer <zacq@cityofgrassvalley.com>
To: Melissa Klundby <melissak@myairdistrict.com>

Wed, Jun 21, 2023 at 4:18 PM

Melissa,

Here is the info you requested:

The 2 tractors in question.

7401

Annual Hours of Operation: 20

Engine AND Equipment Year: 1974 John Deere 301AD

Engine Manufacturer: John Deere 3152DT - Diesel

Engine Horsepower: 46

Engine Certification: Tier - 0

EIN# XP8F33

43

Annual Hours of Operation: 30

Engine AND Equipment Year: 1990 John Deere 955 Compact Loader

Engine Manufacturer: Yanmar 3TN84-RJ - Diesel

Engine Horsepower: 33

Engine Certification: Tier - 0

EIN# RX8P63

Thank you,

CARB executive Orders
Grams per breaking HP

off road
compression ignition ?

EXHIBIT SUMMARY SHEET

Proposing Entity (include other participating entities): Incorporated Senior Citizens of Sierra County

Contact Person: Gloria Shelton

Address: P.O. Box 675, Loyalton, CA 96118

Phone #: (530)993-4770

FAX #: n/a

EMAIL: gloriaiscsc@gmail.com

Total Project Budget:

	AB 2766 Funds	Co-Funding	Total Project Costs
Capital Costs	\$ _____	\$ _____	\$ _____
Operating Costs	\$ <u>5,763</u>	\$ <u>7500</u>	\$ <u>80,763</u>
TOTAL	\$ <u>5,763</u>	\$ <u>7500</u>	\$ <u>80,763</u>

Type of Project: (check one)

Quantifiable Project

Reduced Emission Vehicles Project

Implementation Area for Project: Check if District-wide

Describe the Implementation Area for the Project (e.g. city, county, region):

Eastern Sierra County

Estimated Emission Reductions:

A. Emission Reductions (lbs/yr)

Reactive Organic Gases 78 Nitrogen Oxides 70 PM₁₀ 29

B. Vehicle Miles Traveled (VMT) Reduced 90,000

Single Occupancy Vehicle Trips Reduced 2,100

C. Number of people reached per day through public education 5

Cost-effectiveness: \$ 30.93 per pound (AB 2766 Funds Only)

Brief Project Description:

Operational support for ISCSC's Transportation Program, serving the residents of Eastern Sierra County.

REQUEST FOR PROPOSAL CONTENTS CHECKLIST

Applicant: Incorporated Senior Citizens of Sierra County

Please complete and attach this checklist with your application.

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Funding Request/Breakdown of Cost - page 7

Schedule of Deliverables/Monitoring - page 8

All Pages Numbered

Three Copies Of Proposal Plus One Original

(CHECK ONE ONLY)

Quantifiable Project

- OR -

Reduced Emission Vehicles Project



Incorporated Senior Citizens of Sierra County
P. O. Box 675, 302 First Street
Loyalton, CA 96118 (530)993-4770

Northern Sierra Air Quality Management District
P. O. Box 2227
Portola, CA 96122

Re: AB2766 DMV Surcharge Fund 2023

On behalf of Incorporated Senior Citizens of Sierra County, I am authorized to submit our application for funding through the AB2766 DMV Surcharge Fund and will be the authorized signer for this grant. We are requesting the sum of \$5,763 to support the operations of the Eastern Sierra County Transportation Program which provides a vanpool type of transit service, for residents in Sierra County.

The contact person with respect to questions on reporting for this project is Gloria Shelton, Transportation Director. She may be contacted directly at (530) 993-4770. Her e-mail address is gloriaiscsc@gmail.com. Grant and contract related information should be directed to me, Carolyn Widman at carolyniscsc@outlook.com.

Please let me know if there is any further information, I can provide you. Thank you for your consideration and review of this request.

AB2766 Request for Proposal 2024

Incorporated Senior Citizens of Sierra County

Section D. Project Description

This request to the Northern Sierra Air Quality Management District under the AB2766 DMV Surcharge Fund will provide Incorporated Senior Citizens of Sierra County (ISCSC) with the funding needed to offer and sustain the two vehicles used to provide bus services or “vanpool services” in eastern Sierra County. The Transportation Program of ISCSC provides rides for all residents to doctor and physical therapy appointments; to pick up medications at the pharmacy in Portola as there are no pharmacies in Sierra County; brings people to grocery shop; pick up mail; and offers monthly social outings to restaurants and venues that give people something to look forward to. ISCSC anticipates that approximately 1800 one-way trips will be provided during 2024. The program has provided as many as 4 trips in a day, serving up to 15 residents per day, both in and out of Sierra County to 200 unduplicated riders. Funding provided by this grant will be used for some of the cost of fuel, vehicle operations, and maintenance for two existing vehicles. Without this grant support, ISCSC will be forced to significantly reduce van pool service for the coming year. This reduction, combined with the continued challenges of Covid-19 restrictions, particularly in this frontier community, would further isolate rural seniors and disabled participants in seeking and securing transportation services needed to access health, wellness, food/medicine, and social service programs within the region. The program also provides “vanpool services” to community members at large as needed.

With this funding, outreach services to new unserved and underserved riders will account for a 10% increase in current service numbers. The program will provide riders with educational information on vanpooling and its related emissions reductions to encourage additional use of “vanpool services” in Sierra County. The program currently maintains daily statistics on the number of people served, trips provided, and miles driven for all transportation services. ISCSC has designed a data collection spreadsheet specific to Northern Sierra Air Quality Management District reporting so drivers may track and monitor the number of trips reduced from participants

The Transportation Program Coordinator is responsible for the record keeping and progress reports associated with all transportation funding sources. ISCSC will utilize all appropriate data collection tools and reporting forms required by the Northern Sierra Air Quality Management District.

Section E. Project Organization/Background

Incorporated in 1976, ISCSC has provided a hub of services for local citizens. Beginning as a club, playing cards, providing civic leadership, the organization soon expanded to serve meals and then to provide eastern Sierra County with the only form of public transportation available in the area. Working with the Transportation Commission of Sierra County, ISCSC has provided rides to those without vehicles, senior citizens, youth, and the general population. "On-call" drivers, most are "seasoned citizens," and are utilized to drive one of the two vehicles that the service operates: a 10-passenger bus, and a 5-passenger van; both have room for wheelchairs. While the attempt is made to carry more than one passenger at a time, that does happen. When possible, trips are listed in the transportation calendar which is published monthly in the agency newsletter. This further promotes the goal of reducing emissions. Participants are picked up at their homes, or a place of their choosing, and dropped off where they choose. Usually, the driver will wait for the passenger to complete their business, avoiding a second, round trip. Emission reductions for this project will result from the decrease in emissions associated with auto trips replaced by vanpool services after adjusting for the increased emissions associated with the shuttle vehicle itself. ISCSC Transportation Program provides vanpool services to residents for the following purposes: medical appointment, nutrition site services, socialization activities, shopping trips, pharmacy visits, personal errands, and recreation. Riders are picked up and delivered to their homes, providing further reduction to emissions as residents do not have to drive vehicles to a vanpool lot or shuttle parking site.

ISCSC utilizes Quick Books accounting program to track expenses by funding source and pays for an annual audit from outside the community to ensure accountability to funders. Staff compile and report on numbers of trips and ridership, the number of miles saved, and any data that is required to meet the criteria of AB2766 funds.

The total lifetime emission reductions are as follows:

Nitrogen Oxides (NOx) 78 pounds per year Emission Factor/units: .17 grams per mile

Reactive organic gases (ROG) 70 pounds per year Emission Factor/units: .15 grams per mile

Particulate Matter (PM10) 29 pounds per year Emission Factor/units: .23 grams per mile

Estimated reductions in vehicle miles traveled (VMT): 90,000

Estimated number of one-way vehicle trip reductions: 2,100

Cost effectiveness: \$30.93 cost/pound

G. Work Statement

The Scope of Work for this project is outlined as follows:

December 2023	Sign contract on grant award
January 2024	Commencement of funding
Jan – Dec, 2024	Provide “vanpool services” to existing riders
Jan – Dec, 2024	Provide monthly/quarterly financial reports and monitoring reports
Jan – Dec, 2024	Conduct outreach to increase ridership by 18% to underserved residents
Jan – Dec, 2024	Log fuel miles, perform required maintenance
Jan – Dec, 2024	Conduct data gathering, monitor progress
December, 2024	Submit final report

ISCSC offices produce a newsletter every month, which includes a transportation calendar listing different trips scheduled for the month. Others can sign up to go on those trips or call in to the volunteer receptionist to schedule a trip that meets their needs. If there isn't a specific date that the trip needs to be made, staff will review scheduled trips to see if the individual could accompany a trip already scheduled.

All “run sheets” (trip activities) are turned in to the Program Coordinator at the completion of the trip. The Program Coordinator then records all miles, the number of riders, and the equivalent of the miles and trips saved. This data is then gathered into a report and provided to funding sources on a monthly or quarterly basis, which includes monitoring progress towards grant goals. If on track, an invoice is sent to the funder.

more citizens to increase ridership and provide this service to the underserved.

The Program Coordinator is also responsible for tracking mileage to determine when periodic maintenance is required on the vehicles, to keep them in peak condition. The Sierra County Transportation Commission owns the vehicles, ISCSC must maintain them. Vehicles are replaced every 4 to 7 years.

H. Funding Request/Breakdown of Cost

The following chart reflects a breakdown of the costs associated with this project and their respective funding sources:

Project Tasks	Cost	AB2766 Funding	Transportation Com (w/ Admin Costs)	Fares	ISCSC In-kind Match
Sustain existing service	64845	4563	56782 (2559)	3500	X
Data gathering	2964	500	1964 (200)	500	X
Increase ridership	3928	265	3663 (150)		X
Maintenance	10804	300	6004 (150)	4500	X
Reporting	9822	100	9722 (200)		X
Final reports	965	100	865 (100)		X
Total costs:	93328	5828	79000 (3359)	8500	

No equipment will be purchased with AB2766 DMV Surcharge funds. Operating costs, particularly fuel, will be the main expenditure of AB2766 funds. As necessary, salaries and maintenance are the secondary expenses, directly related to securing this grant.

While funding has been provided for more than the past two years, every year there are new passengers, and every year we lose passengers. However, costs have dramatically increased, especially for fuel. As this trend continues, it is not feasible to sunset this funding source when costs are skyrocketing.

Inputs:	Outputs Activities:	Outputs Participation:	Outcomes Short Term:	Outcomes Medium Term:	Outcomes Long Term:
Staff time – in-kind match	Contract – supervise- monitor- report	Transportation Coordinator Executive Director	Sustain existing vanpool services	Expand outreach to unserved residents	Provide access to transportation services for seniors & disabled residents.
AB 2766 funding	Cash grant	Northern Sierra Air Quality Mgmt.	Delivery of vanpool services, sustainability of program	Reduced emissions 177 lbs. per year	Reduced emissions
			Access to Funding	Reduced health risks to children; improved air quality	Reduced health risks and cancer rates in children; improved air quality
				Improved air quality	Improved air quality
Cash Match	Cash grant	Sierra County Transportation Commission	Access to funding	Reduced health risks and cancer rates in children & improved air quality	Reduced health risks and cancer rates in children & improved air quality
				Improved air quality	Improved air quality

Information on trips is turned in daily; reports are compiled monthly, synthesized quarterly and annually to report to funders.



149 Crown Point Court, Suite A, Grass Valley, CA 95945
P: (530) 274-1919 F: (530) 274-3373
www.nccabuildingpros.com
Thomas Last, Executive Director

August 30, 2023

Melissa Klundby
Northern Sierra Air Quality Management District
P.O. Box 2227
Portola, CA 96122

RE: AB 2766 DMV Surcharge Program

Dear Ms. Klundby,

The Nevada County Contractors' Association is pleased to submit the attached grant application for the 2024 AB 2766 DMV Surcharge Program.

Please let me know if you have any questions at (530) 274-4711, or email at tom@nccabuildingpros.com.

Sincerely,

A handwritten signature in blue ink, appearing to read "Thomas Last", is written over a light blue horizontal line.

Thomas Last
Executive Director, Nevada County Contractors' Association

ATTACHMENT 1

EXHIBIT SUMMARY SHEET

EXHIBIT SUMMARY SHEET

Proposing Entity (include other participating entities): Nevada County Contractors' Association

Contact Person: Tom Last

Address: 149 Crown Point Ct, Suite A, Grass Valley CA, 95945

Phone #: 530.274.1919

FAX #: 530.274.3373

EMAIL: tom@nccabuildingpros.com

Total Project Budget:

	AB 2766 Funds	Co-Funding	Total Project Costs
Capital Costs	\$ <u>11,900</u>	\$ <u>4,000</u>	\$ <u>15,900</u>
Operating Costs	\$ _____	\$ _____	\$ _____
TOTAL	\$ <u>11,900</u>	\$ <u>4,000</u>	\$ <u>15,900</u>

Type of Project: (check one)

- Quantifiable Project
- Reduced Emission Vehicles Project

Implementation Area for Project: Check if District-wide

Describe the Implementation Area for the Project (e.g. city, county, region): Nevada County

Estimated Emission Reductions:

A. Emission Reductions (lbs/yr)

Reactive Organic Gases 133.51 Nitrogen Oxides 143.96 PM10 55.25 PM2.5

B. Vehicle Miles Traveled (VMT) Reduced 288,000

Single Occupancy Vehicle Trips Reduced _____

C. Number of people reached per day through public education N/A

Cost-effectiveness: \$ 12.52 per pound (AB 2766 Funds Only)

Brief Project Description:

The Nevada County Contractors' Association (NCCA) proposes to use AB 2766 grant funds to reduce pollution by the reduction in vehicle miles traveled to Nevada County offices. Specifically, NCCA is tasked with scanning and digitizing County documents and large format plans so the County can provide that information through its website. In 2023, Nevada County requested proposals to scan County documents and plans and place them in a format that allows the public to review these documents online rather than having to go to County offices to review them. Given that Nevada County is a very rural county that spans 900 square miles, many citizens have to travel over 50 miles from the Truckee area, and dozens of miles from most other areas in the county to access these documents. Through the implementation of this project, there will be a reduction in round-trip vehicle trips to County offices by engineers, architects, contractors, property owners, and those in the real estate industry.

ATTACHMENT 2

REQUEST FOR PROPOSAL

CONTENTS CHECKLIST

REQUEST FOR PROPOSAL CONTENTS CHECKLIST

Applicant: Nevada County Contractors' Association

Please complete and attach this checklist with your application.

Exhibit Summary Sheet - page 1

Request for Proposal Contents Checklist - page 2

Authorization Letter/Resolution - page 3

Project Description - page 4

Project Organization/Background - page 5

Emissions Benefits/Cost-Effectiveness - page 6

Work Statement - page 9

Funding Request/Breakdown of Cost - page 9

Schedule of Deliverables/Monitoring - page 9

All Pages Numbered

Proposal, One Original

(CHECK ONE ONLY)
Quantifiable Project

- OR -

Reduced Emission Vehicles Project

Appendix A - Trip Reduction Model

Attachment 2 - 1



NEVADA COUNTY CONTRACTORS' ASSOCIATION
149 Crown Point Court, Suite A • Grass Valley • Tel. # (530) 274-1919
www.nccabuildingpros.com • email: info@nccabuildingpros.com

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Sierra Foothills Construction

August 24, 2023

Re: Grant Application for the 2024 AB 2766 DMV Surcharge Fund

To whom it may concern,

On August 24, 2023, the Nevada County Contractors' Association Board of Directors authorized its President, Steve Piziali, to sign this Authorizing Letter, and to submit the above grant application to the Northern Sierra Air Quality Management District. Additionally, this letter designates Tom Last, Executive Director for the NCCA, as the contact person and project manager for this grant and authorizes him to sign all documents associated with the grant.

Sincerely,

Steve Piziali, President

Nevada County Contractors' Association

D. Project Description

The objective of this project is to scan all paper documents and plans for Nevada County and thereby reduce pollution by reducing round-trip vehicle miles to County offices and blueprint companies. This project will also save on reproduction costs to customers, and county staff time searching for paper files and documents. This project can also enhance the County's telecommute program, by making digital files available to staff that telecommute and provide assistance to customers. Specifically, County staff can quickly and remotely access digital files and provide information to County residents or constituents without having to go to County offices..

The Nevada County Contractors' Association (NCCA) proposes to use AB 2766 grant funds to reduce pollution by the reduction in vehicle miles traveled (VMTs) to and from Nevada County offices. Specifically, NCCA is tasked with scanning and digitizing County documents and large format plans so the County can provide that information through its website. In 2023, Nevada County requested proposals to scan County documents and plans and place them in a format that will allow the public to review these documents online rather than having to go to County offices to review them. Given that Nevada County is a very rural county that spans 900 square miles, many citizens have to travel over 50 miles in the Truckee area, and others that live on the western side of the County must travel dozens of miles from most other areas in the county to access these documents. The scanned files will be available for any county constituents who rely on these files for general property information, real estate transactions, land development, and redevelopment.

According to the County, there are millions of paper property records that need to be scanned. The NCCA proposes to use the AB 2766 grant funds to purchase modern and more efficient scanning equipment. The specific scope of work the NCCA will perform for the County includes, picking up boxes of paper plans and documents from the County, scanning and indexing them to County specifications at the NCCA offices, and then uploading the digital documents to the County's document management system. Once uploaded, the user can view the documents online, or download a copy at home or at their place of business

The NCCA used the California Air Resources Board's Methods to Find the Cost-Effectiveness of Funding Air Quality Projects – 2005 Edition, Telecommunications Section (best fit) to determine the amount of emissions that will be reduced by the elimination of VMTs.

As noted above, Nevada County is rural in character and spans 900 square miles. There are three incorporated towns/cities with residents and business owners that travel to a limited number of County office sites for services and information. The population of Nevada County is just over 103,000, with 66% of this population living outside of the three incorporated towns/cities. The Town of Truckee with the highest town/city population of around 18,000 is separated from the County Seat of Nevada City by over 50+ road miles crossing the 7,400-foot Donner Pass. The County Community Development Agency has only Environmental Health Services in Truckee and the Assessor's Office has limited hours at its Truckee office. For each customer from the Truckee area that can be served by the project over 100+ road miles will be reduced. For those living on the western slope of Donner Pass, they must also travel 15-20+ miles to get to the County facilities.

NCCA will use in-kind funds to cover the shortfall of needed funds anticipated to be a minimum of \$4,000 to purchase the scanning equipment.

E. Project Organization/Background

The Nevada County Contractors' Association is a member-operated, non-profit corporation established in 1958. We are a trade association serving the construction industry in Nevada County. Our membership is comprised of general contractors, sub-contractors, manufacturers, suppliers, architects, engineers, and many other businesses associated either directly or indirectly with construction.

The Nevada County Contractors' Association has been scanning documents for our members including contractors and real estate professionals, and for the public for over 10 years. There are three staff members who have expertise in the scanning and documenting of large format plans and other documents used by contractors, Nevada County, and its cities. Since June of 2023, NCCA has been working with Nevada County on the scanning project and perfecting the scanning and indexing process to satisfy its needs for this contract.

The NCCA's existing scanning equipment is several years old and its scanning speeds are slow and it lacks the modern document software to create the most efficient process. NCCA will use grant funds to assist in the one-time payment of scanning equipment, and our accounting staff member will document the grant cost and in-kind funding and provide all necessary information on the expenditure.

F. Emission Benefits/Cost Effectiveness

The overall goal of this project is to provide a long-term permanent reduction in vehicle trips to County offices by the public. With this grant, NCCA will be able to more efficiently scan documents into the County's document management system so that they will be available to the public in a digital format. The funds will be used to purchase a more efficient large format scanner that will allow NCCA to scan more documents in a shorter timeframe, thereby uploading the documents into the county system and making them available to the public sooner.

The project supports previous successful projects in Nevada County of providing forms, documents, and other information to the public via the Internet and the County's document management system (DocuShare). These previous projects show verifiable evidence that the public and land use professionals are able and willing to utilize the Internet's capabilities to access data rather than make personal visits for information. Other factors come from county department records of office visits and requests for information, through an analysis of the types of customers served and their use patterns, and through a survey of county professional architectural, engineering and contracting firms.

Formulas used to calculate the estimated emission reductions from the project, and the related factor tables, are taken from the California Air Resources Board (ARB) "Methods to Find the Cost-Effectiveness of Funding Air Quality Projects, 2005 Edition," using 2018 Emission Factors. The same source is used to determine the cost-effectiveness of the project and is attached in technical appendix A. In summary, the project is anticipated to result in an annual reduction in VMT of 288,000; annual pounds/year emission reductions in ROG of 133.51, Nox of 143.96, and PM2.5 of 55.25; and, cost-effectiveness of \$12.52.

Below is an excerpt from Nevada County's 2005/06 AB 2766 grant. This analysis provided a detailed breakdown of customer visits and vmt assumptions used for that grant. Based on the most current customer counts to the County ranging from 410-940 visits per month just in the Community Development Agency Department, the previous assumptions are clearly very conservative and are used as support for this grant.

The county is geographically divided into western and eastern portions by the Sierra Nevada Mountains. The western, more populace portion, centers on the Nevada City/Grass Valley urban area while the eastern portion is centered on the Town of Truckee. Since there are only limited County offices in Truckee (especially for CDA and the Assessor), most citizens must travel a long distance over the mountain to the Nevada City office. For purposes of this analysis, we have divided the county into these two portions with the Sierra Nevada point of Donner Summit as the dividing line. This allows us to apply longer travel distances (60 miles) to the eastern portion and significantly lower travel distances (19.31 miles) to the western portion. To allocate the number of visits equitably, we used two different factors to determine potential number of visits reduced. For citizens wishing to obtain (or view) copies of documents, we used census population data as a guideline for separating the number of visits (86% western and 14% eastern). From our analysis of digital submission feasibility, we determined that the number of building plans submitted from the eastern portion of the county could approach 100%, since all plans from that region require that they be professionally engineered. We used our survey of building industry professionals to determine the likely numbers of visits reduced during this first year of digital submission.

The CDA has a well established relationship with local contractors, engineers, real estate agents, title companies and other land use professionals. This project provides significant training and targeted advertising for these groups. Based on prior successes and surveys of these user communities, we feel that a significantly higher percentage of these land use professionals will use the online services and digital submission processes than will the general public (at least initially). Our specific assumptions below take this general assumption and apply factors based on the type of visit.

Specific visit reduction assumptions

Digital Submission of Documents

CDA: Digital Submission of Building Plans: For this grant we will be working closely with the professional building community, namely architects, engineers and the larger contractors, who use computer-aided drafting (CAD) to prepare plans. This group will be our initial target for digital submission. Based upon surveys of these professions in the 2004 grant, we have developed these assumptions. We have identified 30 firms or individuals who would be candidates and 80% of those have expressed that they would most likely use a digital submission process. We estimate an average of six projects per year for each firm. For each project submission, we average just over two re-submissions to correct problems. We also assume a 100% digital submission from the eastern portion of the county due to the requirement that those plans must be professionally engineered.

DOTS: Consultant Submittals: The digital submission of documents from engineering consultants would be a simple and practical process. While only totaling about 20 submissions a year, they would add to the reduction of trip miles.

DOTS: Improvement Plans: These are engineering plans of infrastructure improvements for subdivisions and for use permits submitted by Civil Engineers. We estimate 100% participation from this group, with an average annual number of projects of 20, each averaging 2 submissions.

DOTS: Records of Survey: Submitted by licensed Land Surveyors, these are graphic representations of field surveys where new property corners or monuments are set. An average of 75 projects occur each year, each requiring an average of two submissions. We predict a 67% participation rate for this group.

DOTS: Subdivision and Parcel Maps: Submitted by licensed Land Surveyors, these maps establish legal boundaries for subdivisions and parcels. An average of 25 projects are submitted annually, each requiring an average of two submissions. We expect an 80% rate of digital submission for this category of documents.

Scanning, Digital Archiving and Distribution of Documents

CDA: General Counter Visits: 75% of the visitors to the CDA counter are property owners. We believe that, with proper advertising and staff training, we can induce at least 20% of this group to use the online access to documents, especially after the initial office visit. Twenty-five percent (25%) of the visitors to the CDA counter are land use professionals to whom we will be targeting additional training and advertising. We believe that we can easily get 30% of this user group to utilize the online access.

CDA: Archived Document Requests: CDA has a public records division that provides documents to the public by request. Approximately 90% of visitors to this CDA division are from the real estate and other land use professionals groups. These groups will be receiving targeted training and advertising. Most real estate offices have Internet access. We have established a goal of getting 75% of this target group to access these records online. The scanned document collection continues to grow. Further funding will help increase the number of scanned documents, raising the potential number of visits reduced.

Assessor Parcel Maps: 90% of all visitors will access one of these maps. Significant portions of visits are from land use professionals to whom additional training and advertising will be provided. An estimated total reduction in visits for both land use professionals and general public is set at 30%, with a significantly higher percentage expected from the professional groups. This grant will assist in maintaining this collection online, providing continued opportunity of reducing visits to the county offices.

Assessor/DOTS: Records of Survey & Subdivision Maps: A combined total of 260 counter visits per week reference one of these common document types. We expect a minimum of 10% of those visits (mostly from professionals) will access the documents online.

Emissions Summary

Detailed calculations of the emissions reductions are included in Appendix A of this document. Because of the varying figures of reduction by visit type, only a summary of emissions is given below. We analyzed the emission reductions by region of the county (western and eastern), and then combined those figures for a project total.

Western region summary: Vehicle trips reduced: 24,732 Average miles per trip: 19.31 Total Vehicle Miles Traveled (VMT) reductions: 477,575 Total emissions reductions (lbs./year): 1,645.7879 lbs. Cost-effectiveness of Fund Dollars (\$/lb): \$31.92

Eastern region summary: Vehicle trips reduced: 3,950 Average miles per trip: 60.0 Total Vehicle Miles Traveled (VMT) reductions: 237,000 Total emissions reductions (lbs./year): 768.0401 lbs. Cost-effectiveness of Fund Dollars (\$/lb): \$32.19

County total summary: Vehicle trips reduced: 28,682 Total Vehicle Miles Traveled (VMT) reductions: 714,575 Total emissions reductions (lbs./year): 2,413.8280 lbs. Cost-effectiveness of Fund Dollars (\$/lb): \$32.00

G. Work Statement

The proposed funding request is to support one key item: the purchase of scanning equipment. Once the scanner is purchased the NCCA will continue to scan documents for the county in the same, but more productive and efficient manner than is currently occurring. This project only requires the purchase of the scanning equipment and the replacement of the older scanner. NCCA has one staff person assigned to this project.

Step 1: Purchase Equipment – Order the scanner once the grant is funded with an anticipated date of January 1, 2024. The NCCA would expend all AB 2766 funds upon purchase of the selected scanner(s), which is anticipated to be within 1 month of an award. Depending on timing, we will just order a large format scanner either a Cannon, HP, or Kodak variety. It is likely the NCCA will have to contribute a much larger in-kind contribution over the \$4,000 estimate based on current pricing and features.

Step 2: Implement the scanning – Once purchased, NCCA will begin using the new scanner for the County scanning project. As noted, we have started the scanning process and system with the County, and the new equipment will create more efficiencies in the scanning, indexing, and uploading process.

NCCA will provide public acknowledgment of this grant funding via our website, weekly e-bulletin, and with a sign in the lobby.

H. Funding Request/Breakdown of Costs

Funding for this scanning equipment consists of \$11,900 in AB 2766 grant funds and matching in-kind funds of at least \$4,000, for a project total of \$15,900. **Note:** Since the submittal of the screening proposal, we have completed additional research on more efficient and “production-level” scanning equipment and software options and the original \$15,900 estimate is likely to exceed \$20,000. The NCCA is committed to additional in-kind funds of up to \$10,000 if needed to ensure we have the most current and efficient equipment and software packages. These funds are currently available in our reserves if needed. At this time, we have not identified a final list of the equipment needs, but it will be either Cannon/Contex, Hewitt-Packard, or Kodak.

I. Schedule of Deliverables

Task	1/24	2/24	3/24	4/24	5/24	6/24	7/24	8/24	9/24	10/24	11/24	12/24
Purchase Scanner	x											
Scan documents	x	x	x	x	x	x	x	x	x	x	x	x

This project is unique in that it will take many years to scan all the files and therefore very difficult to determine the initial effectiveness of the overall objective of reducing VMTs. To monitor the success, the NCCA will continue to request yearly reports from the County CDA department on public members visiting the counter for the next 5 years. It should be noted that since it will take many years to scan all the County records, it is likely to take several years to demonstrate a reduction in visits to the County offices.

NSAQMD AB 2766 Grant

Grant Year: 2024
 Department Name: Nevada County Contractor Association
 Grant Name: Scanning Proposal to reduce trips to County Office

Please only insert text or values in the blue shaded cells. Non-shaded cells are formulas that should not be altered.

	TC #1	TC #2	TC #3	TC #4	TC #5	Totals	Capitol Recover Factors
Grant Funding Amount	\$11,900	\$0	\$0	\$0	\$0		1.03
In-Kind Funding amount	\$4,000	\$0	\$0	\$0	\$0		0.35
Total Project Funding amount	\$15,900	\$0	\$0	\$0	\$0		0.22
Effectiveness Period (LIFE)	20.00						0.16
Capital recovery factor	0.07						0.12
Average Miles per trip (one-way)	30.00						0.10
One Way Vehicle Trip Reductions per year	4,800						0.08
Annual Miles travelled, round trips	288,000.00	0.00	0.00	0.00	0.00		0.07
Average Auto Emissions Factors (ARB 2013 from table 3)							
ROG - Average Trip ends (g/trip end)	0.584	0.584	0.584	0.584	0.584	133.51	
ROG - Auto VMT factor (grams/mile)	0.191	0.191	0.191	0.191	0.191	143.96	
NOx - Average Trip ends (g/trip end)	0.298	0.298	0.298	0.298	0.298	55.25	
NOx - Auto VMT factor (grams/mile)	0.217	0.217	0.217	0.217	0.217		
PM2.5 - Average Trip ends (g/trip end)	0.003	0.003	0.003	0.003	0.003		
PM2.5 - VMT factor (grams/mile)	0.087	0.087	0.087	0.087	0.087		
Annual Emission Reduction - ROG (lbs/year)	133.51	0.00	0.00	0.00	0.00	133.51	
Annual Emission Reduction - Nox (lbs/year)	143.96	0.00	0.00	0.00	0.00	143.96	
Annual Emission Reduction - PM2.5 (lbs/year)	55.25	0.00	0.00	0.00	0.00	55.25	
Total Emissions reduction (All) (lbs/year)	332.72	0.00	0.00	0.00	0.00	332.72	
Cost-Effectiveness of Funding Dollars (\$S/lb)	\$12.52						

Appendix A
10.

EXHIBIT SUMMARY SHEET

Proposing Entity (include other participating entities): County of Nevada Community Development Agency

Contact Person: Erika Seward

Address: 950 Maidu Avenue, Ste. 200, Nevada City, CA 95959

Phone #: 530 265 1572

FAX #: n/a

EMAIL: erika.seward@nevadacountyca.gov

Total Project Budget:

	AB 2766 Funds	Co-Funding	Total Project Costs
Capital Costs	<u>\$ 80,300</u>	<u>\$ 30,000</u>	<u>\$ 110,300</u>
Operating Costs	<u>\$ 19,700</u>	<u>\$ 24,500</u>	<u>\$ 44,200</u>
TOTAL	<u>\$ 100,000</u>	<u>\$ 54,500</u>	<u>\$ 154,500</u>

Type of Project: (check one)

Quantifiable Project

Reduced Emission Vehicles Project

Implementation Area for Project: Check if District-wide

Describe the Implementation Area for the Project (e.g. city, county, region):
City of Nevada City and unincorporated Nevada County

Estimated Emission Reductions:

- A. Emission Reductions (lbs/yr)
- | | | | | | |
|------------------------|---------------|-----------------|---------------|------------------|--------------|
| Reactive Organic Gases | <u>237.29</u> | Nitrogen Oxides | <u>213.24</u> | PM ₁₀ | <u>67.53</u> |
|------------------------|---------------|-----------------|---------------|------------------|--------------|
- B. Vehicle Miles Traveled (VMT) Reduced 350,000
- Single Occupancy Vehicle Trips Reduced 35,000/year
- C. Number of people reached per day through public education 1000+

Cost-effectiveness: \$ 96.51 per pound (AB 2766 Funds Only)

Brief Project Description:

The County of Nevada will promote and increase walkability and use of bikes and transit services by residents and visitors. The Project will (1) designate and promote park and ride vehicle areas at the Rood Center campus for monthly events, commuters, visitors and recreation day-users; (2) integrate kiosks, maps and wayfinding signage on the campus, surrounding trails and paved paths for improved bike/ped access and navigation; and (3) increase safe connectivity across HWY 49. A zero-emission ebike fleet will be piloted by County Staff for business use to reduce parking demand and vehicle travel, with bike lockers in key downtown locations also available for Nevada City Staff.

REQUEST FOR PROPOSAL CONTENTS CHECKLIST

Applicant: County of Nevada Community Development Agency

Please complete and attach this checklist with your application.

- Exhibit Summary Sheet - page 1
- Request for Proposal Contents Checklist - page 2
- Authorization Letter/Resolution - page 3
- Project Description - page 4
- Project Organization/Background - page 7
- Emissions Benefits/Cost-Effectiveness - page 8
- Work Statement - page 9
- Funding Request/Breakdown of Cost - page 10
- Schedule of Deliverables/Monitoring - page 11
- All Pages Numbered
- Proposal, One Original
- (CHECK ONE ONLY)
Quantifiable Project
- OR -
Reduced Emission Vehicles Project



COUNTY EXECUTIVE OFFICE
950 Maidu Avenue, Suite 220
Nevada City, CA 95959

Alison Lehman
County Executive Officer
ceo@nevadacountyca.gov
530-265-7040

September 7, 2023

Northern Sierra Air Quality Management District
Attn: Melissa Klundby
P.O. Box 2227
Portola, CA 96122

Subject: Nevada City – HWY 49 Crossing: Parking and Multimodal Transportation Improvements

To the NSAQMD Board of Directors,

On behalf of the County of Nevada, I am writing to confirm support for the application submitted by the County of Nevada Community Development Agency for \$100,000 to fund the "Nevada City-Eric Rood Gover Corridor: Parking and Multimodal Transportation Improvements" project to reduce greenhouse gas emissions and improve air quality by increasing bicycle, pedestrian, and public transit use by residents and visitors.

The recent 2023 *City of Nevada City Parking Demand Study* articulates challenges and impacts associated with visitor influx, poor traffic flow, and a lack of parking downtown, particularly during events whereby vehicular idling, circling, and searching increases greenhouse gas emissions. Improving flow of traffic to available parking and bike/pedestrian/transit options from the Rood Center to downtown Nevada City is a simple and cost-effective step forward in addressing these issues, in addition to improving safe connectivity between these locations. Inclusion of a zero emission ebike fleet for County Staff use, with ebike lockers that can be used by both County and City Staff, will reduce unnecessary vehicle trips between the Rood Campus and downtown while enhancing the visibility of alternative modes of travel.

This project is in alignment with the Board of Supervisors' Recreation and Climate Resilience objectives and would reduce greenhouse gas emissions by (1) designating and promoting "park and ride" vehicle facilities for monthly events, daily commuters, and day-users exploring the downtown and Highway 49 recreational corridor; (2) incorporating kiosks, mapping, and wayfinding signage for improved bike/ped access and navigability; and (3) increasing safe connectivity across Highway 49.

Thank you for your consideration,

A handwritten signature in cursive script, appearing to read "Alison Lehman".

Alison Lehman
County Executive Officer

PROJECT DESCRIPTION:

Nevada City – HWY 49 Crossing: Parking and Multimodal Transportation Improvements

The County of Nevada respectfully requests \$100,000 to promote and increase walkability, use of bikes, and use of transit services by residents and visitors by directing traffic flow during downtown events and improving pedestrian and bike options between the Rood Center Campus and downtown Nevada City.

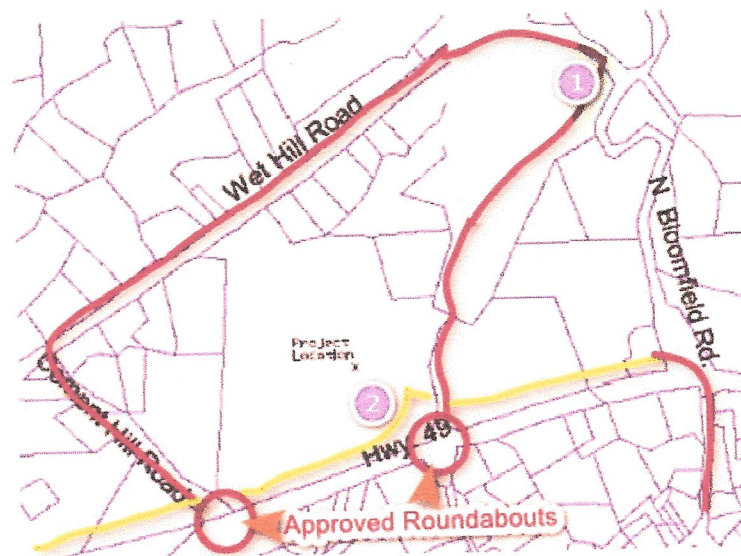
This project is in alignment with the Board of Supervisors' Recreation and Climate Resilience objectives and would reduce greenhouse gas emissions by:

1. **Improving Rood Center wayfinding** - The Nevada County Government Center provides free event parking for year-round events in Nevada City – with shuttle service and transit stops from Nevada County Connects. HWY 49 runs adjacent to the Rood and currently has only one safe crossing from a county-maintained paved path to North Bloomfield and upper Broad Street. Nevada County will install wayfinding signage and kiosks on county of right of way to direct bike/ped traffic to nearby trails, parks, library, and town. Additionally, the County will partner with the City of Nevada City to identify opportunities for complementary signage within Nevada City limits.
2. **Integrating trailheads, bike parking and transit stop GPS Coordinates in the Nevada County Trail Finder app** - The new app is publicly available and promoted on the GoNevadaCounty.com tourism website. The app has a designated QR code that will be placed on all kiosks to support navigation for all user types.
3. **Piloting an ebike Fleet Program for County Staff that models and tests micro mobility option** - County of Nevada government is the largest employer in Nevada County, with over 800 full-time staff. This program will educate County Staff about e-bike etiquette and the rules of the road while promoting health and wellness through this active transportation solution. Staff utilize personal vehicles or County vehicle fleet to travel to and from meetings throughout the workday. Bike locker parking at 3 convenient locations would promote use of personal ebikes or a county ebike fleet, with 10 bikes (with helmets, locks) available through this program.

Downtown Nevada City has a problem: The recent 2023 *City of Nevada City Parking Demand Study* articulates challenges and impacts associated with visitor influx, poor traffic flow, a concern for pedestrian safety, and a lack of parking downtown, particularly during events whereby vehicular idling, circling, and searching increases greenhouse gas emissions.

We propose a solution: Improving flow of traffic to available parking and bike/pedestrian/transit options from the Rood Center to downtown Nevada City is a simple and cost-effective step forward in addressing these issues, in addition to improving safe connectivity between these locations. Inclusion of a zero emission ebike fleet for County Staff use, with ebike lockers that can be used by both County and City Staff, will reduce unnecessary vehicle trips between the Rood Campus and downtown while enhancing the visibility of alternative modes of travel.

Below is an illustration of the Nevada City – HWY 49 Crossing and Rood Center Project Area:



Deliverable #1: Safe paths. The **light blue section** indicates the proposed natural trail connection from the Coyote Woods Picnic Area to Wet Hill Road (e.g. Coyote Woods Trail) as a safe route for area residents and visitors to bike/walk to and from town and avoid the windy turns and narrow shoulders of North Bloomfield Road that serve as a barrier for walking or biking. The **red lines** illustrate the circulation of bike/ped routes to and from downtown Nevada City to the Rood Center and connections to the existing **green line** paved path and trails.

Deliverable #2: A park and ride location. The roundabouts on Hwy 49 are approved projects by CalTrans for FY26 at the intersection of Cement Hill Rd and the Rood Center entrance that will include safe bike/ped crossings and connect the Rood Center campus to downtown Nevada City. This location has been used for overflow parking in the past without dedicated signage and declared use.

Not indicated on the map are remaining project deliverables:

Deliverable #3: Improved signage and wayfinding. Signs, kiosks, and other means of visual wayfinding will be placed at strategic locations to improve pedestrian and bicycle movement. During events where the Rood Center serves as public parking, an electric sign will advertise real-time parking availability. The addition of these elements will improve safety, navigation, and ease of use for residents and especially visitors new to the area.

- Event marketing and collateral to include parking information, working with Nevada City and Chamber of Commerce that promotes nearby transit services and bike/ped routes.
- The Nevada County Trail Finder app is publicly available and will integrate trailheads, bike parking, park and ride and transit stop GPS Coordinates as part of this project, with a designated QR code placed on all kiosks and event materials to support navigation for all user types.

Deliverable #4: Ebike fleet, helmets, and bike lockers. 10 ebikes and 3 lockers will be purchased and available to use for County staff. A locker at the Rood Campus, the Courthouse and addition downtown location will ensure consistency and security for both County and City staff to commute easily between destinations.

Nevada City has events throughout the year that draw thousands of visitors from long distances throughout the year: Hot Summer Nights, Art Walks, Halloween, Victorian Christmas, Film Festivals, summer tourism, and various parades routinely result in both overparked neighborhood streets surrounding downtown and unnecessary idling and circling of vehicles in search of parking. The City serves as the county seat and gateway community to South Yuba River State Parks and The Tahoe National Forest which collectively welcome over 3.3 million visitors each year.

In October 2022 County Staff organized parking at the Rood Center Campus with a shuttle to transport visitors to downtown for trick-or-treating. They recorded 815 boardings, representing 200-400 vehicles that were directed straight to a designated parking area. This success could easily be replicated and augmented with strategic signage and consistency of availability for future events. The investment into existing and planned trails that radiate from the Rood Campus to recreational trails (Hirschman's, Sugar Loaf, and bike paths connecting to the Hoot trail) or commuting paths (to Nevada City, Wet Hill, and surrounding neighborhoods) by installing wayfinding signs, kiosks, and similar infrastructure will facilitate an existing desire to commute by foot or bicycle, eliminating unnecessary short drives by vehicle.

This program aligns with the NSAQMD objective of meeting California Clean Air Act of 1988 requirements.

PROJECT ORGANIZATION/BACKGROUND

The Nevada County Board of Supervisors' approved two objectives that align with this project, including the [Recreation Objective](#) and [Climate Resiliency Objective](#). The Recreation objective promotes sustainable recreation in partnership with community providers and other jurisdictions to enhance recreational access, support public health and safety, realize economic opportunities, and preserve natural resource asset. The Climate Resiliency objective safeguards Nevada County's economic durability, environmental integrity, and public health and safety by preparing for, adapting to, and mitigating changing climate conditions in a way that reflects our rural quality of life.

Nevada County Staff and resources have been dedicated to supporting these objectives through the FY24 NSAQMD grant performance period. The Community Development Agency project manager Erika Seward is a Senior Administrative Analyst leading the Recreation & Resiliency Master Plan and Recreation initiatives. She is a Certified Park and Recreation Professional with Land Use and Environmental Planning certification from UC Davis with a track record of securing and managing both small and large grant awards, including those with Bear Yuba Land Trust and Johnson County Park and Recreation District. Her extensive project and community engagement experience will ensure successful project completion and longevity, working with community partners, agencies, and staff.

A subcontractor will be hired for the short trail connection alignment and build as well as sign creation and installation; guided by County procurement policy, these tasks would not require an RFP process based on estimated cost and scope.

Tracking costs by project task will be managed by Ms. Seward alongside CDA Admin Fiscal Staff who adhere to County policy for prudent and responsible fiscal management and will support reporting and financial accounting of project fund receipt and expenditures. Additionally, Ms. Seward will work with County Facilities Staff, NCTC, Nevada County Connects and the City of Nevada City and community-based organizations for tracking and quantifying data and preparing estimates of emissions reductions.

EMISSION BENEFITS/COST EFFECTIVENESS

NSAQMD AB 2766 Grant

Grant Year: 2024
 Department Name: County of Nevada
 Grant Name: Nevada City - HWY 49 Crossing: Parking and Multimodal Transportation Improvements

	TC #1	TC #2	TC #3	TC #4	TC #5	
Grant Funding Amount	\$100,000					
Co-Funding Amount	\$51,000					
In-Kind Funding amount	\$3,500	\$0	\$0	\$0	\$0	
Total Project Funding amount	\$154,500	\$0	\$0	\$0	\$0	
Effectiveness Period (LIFE)	12.00					
Capital recovery factor	0.10					
Average Miles per trip (one-way)	5.00					
One Way Vehicle Trip Reductions per year*	35,000					
Annual Miles travelled, round trips	350,000.00	0.00	0.00	0.00	0.00	
Average Auto Emissions Factors (ARB 2013 from table 3)						
ROG - Average Trip ends (g/trip end)	0.584	0.584	0.584	0.584	0.584	
ROG - Auto VMT factor (grams/mile)	0.191	0.191	0.191	0.191	0.191	
NOx - Average Trip ends (g/trip end)	0.298	0.298	0.298	0.298	0.298	
NOx - Auto VMT factor (grams/mile)	0.217	0.217	0.217	0.217	0.217	
PM2.5 - Average Trip ends (g/trip end)	0.003	0.003	0.003	0.003	0.003	
PM2.5 - VMT factor (grams/mile)	0.087	0.087	0.087	0.087	0.087	
						Totals
Annual Emission Reduction - ROG (lbs/year)	237.29	0.00	0.00	0.00	0.00	237.29
Annual Emission Reduction - Nox (lbs/year)	213.24	0.00	0.00	0.00	0.00	213.24
Annual Emission Reduction - PM2.5 (lbs/year)	67.53	0.00	0.00	0.00	0.00	67.53
Total Emissions reduction (All) (lbs/year)	518.06	0.00	0.00	0.00	0.00	518.06
Cost-Effectiveness of Funding Dollars (\$\$/lb)	\$96.51					

**numbers do not include measurements from bike education program and Trail Finder App features that promote non-vehicular travel*

WORK STATEMENT

Planning and Development (begins in January 2024, with all Planning tasks completed by April):

1 – Establish Project Working Group and Project Timeline - JANUARY.

Once NSAQMD is awarded, the Project Manager will convene Staff to review workplan and deliverables; a regular standing meeting will be scheduled for the life of the project.

2 – Sign Planning and Development.

Rood Center parking and signage locations, materials sourcing and development of final site plan; City of Nevada City partner to determine signage needs on Broad Street and within the City sphere, as determined by the City Parking Study.
All signs will be designed and ready for production by April.

3 – Coyote Woods Trail Planning.

A contractor will be hired for the Coyote Woods Trail connector from Tobiassen Park and pond to Wet Hill Road; once hired, alignment will be determined and dates for the build will be set for completion by May.

4 – Procure Equipment.

Procure Roadside Changeable Message Sign; order kiosk kits and wayfinding signs;
Procure bike lockers and ebike fleet/helmets/locks

5 – Plan and Develop Communications and Education Campaign.

Identify and plan for yearly calendar of major City events;
Update NevCo Trailfinder App with parking/bike/transit facility locations; design maps.
Work with community partners to integrate parking and bike/ped information for all events.

6 – Ebike Fleet planning and management.

Work with bike shops to identify fleet, helmets and lock product, as well as bike lockers; establish maintenance contracts.
Develop management program working with County fleet and employee education campaign.

Implementation Phase:

1 – Ensure successful completion of the project and achievement of desired outcomes – JAN-DEC

Track and reconcile expenditures; provide NSAQMD reports
Coordinate meetings and monitor progress (as noted in “Tasks and Deliverables”)
Data analyzed, personal testimonials collected and grant program reporting completed (December)

2 – Install signage and kiosks – MAY

Order and install parking and wayfinding signage and kiosks. Include mapping and education information.

3 – Coyote Woods Trail Completion – APRIL/MAY

Build Coyote Woods trail and install trailhead signage and wayfinding.

Solicit Trail Adopters for 2-year agreements; begin monthly maintenance and monitoring when completed

4 – Ebike Fleet Management and Infrastructure – MAY with AUGUST LAUNCH

Install bike lockers at 3 locations;
Roll out employee bike safety education and workshops prior to launch;
Launch bike fleet and monitor use.

Public acknowledgement that this Project is funded by NSAQMD utilizing DMV Surcharge Funds will appear on all press materials, kiosk and map displays, trailhead signage, event collateral, decals on ebikes and bike lockers and signage at local bike shop fleet maintenance providers.

FUNDING REQUEST/BREAKDOWN OF COST

Grant Name: Nevada City - HWY 49 Crossing: Parking and Multimodal Transportation Improvements					
	AB2766 Funds	Co-Funding (County)	In-Kind	Total Project Costs	
Increase Safe Connectivity					
Contractor - Natural Trail Alignment and Build	\$ 10,000	\$ 1,500		\$	11,500
Volunteers - Trail Adopters	\$ -	\$ -	\$ 3,500	\$	3,500
Designate and Promote Park and Ride					
Roadside Changeable Message Sign	\$ -	\$ 30,000		\$	30,000
Parking Signage and Wayfinding	\$ 6,000	\$ -		\$	6,000
Event PSA marketing and collateral	\$ 4,500	\$ -		\$	4,500
Integrate kiosks, maps and wayfinding for navigation					
County Facilities Staff - planning and installation	\$ 6,200	\$ -		\$	6,200
3 trail and path kiosks	\$ 15,000	\$ -		\$	15,000
Wayfinding and mile marker sign system	\$ 6,000	\$ -		\$	6,000
Map displays - print and design	\$ 1,500	\$ -		\$	1,500
NevCo Trailfinder App data update for parking/bike facilities	\$ 3,600	\$ 1,500		\$	5,100
Reduction of parking demand and vehicle travel					
County Ebike Fleet - 10 bikes, helmets, locks	\$ 28,700	\$ 3,500		\$	32,200
Bike lockers for County and City Staff Use	\$ 15,000	\$ -		\$	15,000
Fleet maintenance	\$ 3,500	\$ -		\$	3,500
Employee education campaign	\$ -	\$ 2,000			
Project Management and Administration					
Sr. Administrative Analyst	\$ -	\$ 10,000		\$	10,000
CDA Admin Support		\$ 2,500		\$	2,500
TOTAL COST	\$ 100,000	\$ 51,000	\$ 3,500	\$	154,500

The County of Nevada respectfully requests **\$100,000 in AB2766 funds** for the "Nevada City-HWY 49 Crossing: Parking and Multimodal Transportation Improvements" project as illustrated in the table above.

- A contractor will provide trail alignment and build services.
- County Facilities Staff will provide planning, coordination and installation of kiosks and all signage at \$6200.
- Fleet maintenance will be provided by local bike shops at an estimated \$3,500.
- Equipment that will be purchased includes 10 pedal assist electric bikes and 3 bike lockers located at the Rood Center, downtown Nevada City Court House and 7 Hills District.
- Supplies include signage at key locations and along the route, 3 kiosks with maps, and event collateral that indicates park and ride options.

The County of Nevada will **co-fund \$47,500** to offset contractor costs, staff time for project management and app development, employee education, and equipment purchases including a digital roadside changeable message sign, bike locks and helmets.

In-kind support from trail adopters is valued at **\$3,500 in volunteer labor**.

Alternative funding levels for this project may include removing the ebike purchases and fleet maintenance line items to reduce overall request to \$67,800.

All expenses will be reconciled monthly by project tasks and line items, following standard County procedures and required grant guidelines.

SCHEDULE OF DELIVERABLES/MONITORING PROGRAM

This project will (1) reduce dependency on personal automobile use and related air quality impacts; (2) invest in and demonstrate sustainable and human powered active transportation; (3) reduce parking demand in surrounding towns and (4) foster and promote bicycle friendly culture and walkability; and (5) advance findings and recommendations provided in the Nevada City Parking Demand Study, Nevada County Active Transportation Plan, Nevada County Transit Development Plan and draft Nevada County Recreation and Resiliency Master Plan. This table outlines key tasks and deliverables, reporting methods and measurement:

Task and Deliverables	2024 Dates of Delivery	Method of Measurement and Reporting
Increase Safe Connectivity		
1 - Hire Contractor for trail connection	January - February	Draft agreement, with cost, timeline and deliverables
2 - Plan, Align and Build Trail	February - April	Workplan with biweekly check-ins and site visits
3 - Solicit Trail Adopters; begin monthly maintenance	May - December	Monitor trail use, trail ambassador surveys
Designate and Promote Park and Ride		
1 - Procure Roadside Changeable Message Sign	January - March; March - Dec	Schedule dates for all major parking events
2 - Develop calendar of all major City events	January	Calendar used for planning of roadside sign and PSA collateral
3 - Design and produce parking and wayfinding signage	February - April	# of signs installed; track # of cars parked for event
4 - Work with community partners to integrate parking and bike/ped information for all events	March - December	# of fliers printed / digitally distributed; event attendance #'s; monitor traffic counts on HWY 49
Integrate kiosks, maps and wayfinding for navigation		
1 - County Facilities Staff - planning	January - February	Meets workplan timeline
2 - Order and install wayfinding signs and 3 trail/path kiosks	March - May	QR code at kiosks tracks use
3 - Create and install map displays	January - April	QR code on map tracks use and viewership
4 - Update NevCo Trailfinder App with parking/bike/transit facility locations	February - April; Relaunch by Memorial Day	Track # visitation online or accessed via kiosk QR code; demonstrates multimodal opportunities
Reduction of parking demand and vehicle travel		
1 - Work with bike shops to secure Ebike Fleet, helmets, locks	March - May	Successful procurement and storage; operating procedures and intel provided
2 - Procure and install bike lockers at 3 locations; activate for use	February - April; Avail in May	Beta test with key City/County Staff prior to ebike fleet rollout
3 - Establish contracts with local bike shops for fleet maintenance	March - April	Resources in place for user support and repair
4 - Develop and launch employee education campaign; launch bike fleet	March - August; August - Dec	Staff survey #'s; enrollment in bike safety workshops; ridership logs
Project Management and Administration		
1 - Track and reconcile expenditures; provide NSAQMD reports	January - December	Ensure project success and alignment with budget and funding
2 - Coordinate meetings with contracts and Staff	January - November	Ensure project success and alignment with tasks/deliverables

Sierra Commons AB2766 Re-Submission

After further analysis and input from the City of Nevada City and Air District staff, we believe we have developed an improved plan that allows for more public access to the proposed electric vehicle charger installation. By increasing access and visibility, we aim to increase emissions reductions and more effectively encourage the community to transition to electric vehicles. Ultimately, this proposed project will help to create a stronger EV infrastructure and benefit Nevada City as a whole.

EXHIBIT SUMMARY SHEET

Proposing Entity (include other participating entities):

Sierra Commons

Contact Person: Robert Trent

Address: 792 Searls Ave Suite A

Phone #: FAX #: EMAIL: 530-265-8443 info@sierracommons.org

Total Project Budget: \$19,200

AB 2766 Funds Co-Funding Total Project Costs

Capital Costs \$19,200 **TOTAL** \$19,200

Type of Project: (check one)

Quantifiable Project

Reduced Emission Vehicles Project

Implementation Area for Project: Check if District-wide

Describe the Implementation Area for the Project (e.g. city, county, region): Nevada City

Estimated Emission Reductions:

A. Emission Reductions (lbs/yr)

Reactive Organic Gases 41.55 pounds/year

Nitrogen Oxides 43.14 pounds/year

PM₁₀ 16 pounds/year

B. Vehicle Miles Traveled (VMT) Reduced 83,325

Single Occupancy Vehicle Trips Reduced 590 per day

C. Number of people reached per day through public education 1,000-5,000 people

Cost-effectiveness: \$ per pound (AB 2766 Funds Only) \$41.51 per pound

Brief Project Description: Install an electric vehicle charging station(s) as close as possible to Sierra Commons. Charging stations will be accessible to the public at a to-be-determined location. Possible locations include notch on the street next to Sierra Commons as identified in the picture below.



REQUEST FOR PROPOSAL CONTENTS CHECKLIST

REQUEST FOR PROPOSAL CONTENTS CHECKLIST
Applicant: Sierra Commons

Please complete and attach this checklist with your application

- Exhibit Summary Sheet - Page 1**
- Request for Proposal Contents Checklist - Page 3**
- Authorization Letter/Resolution - Page 5**
- Project Description - Page 6**
- Project Organization/Background - Page 7**
- Emissions Benefits/Cost Effectiveness - N/A**
- Work Statement - Page 8**
- Funding Request/Breakdown of Cost - Page 9**
- Schedule of Deliverables/Monitoring - Page 10**
- Other - Cost Effectiveness Calculation - Page 11 MIC**
- All Pages Numbered**
- Proposal, One Original**

Check ONE ONLY

Quantifiable Project

OR

Reduced Emission Vehicles Project

Authorization Letter/Resolution

Sierra Commons
792 Searls Ave Suite A
530-265-8443
Robert Trent

To whom it may concern,

This authorization letter serves as consent and approval from the Sierra Commons board for directors to submit grant applications for the AB2766 Surcharge Fund Program - grant year 2023

If you have any questions, please do not hesitate to contact the executive director Robert Trent.

Sincerely,

A handwritten signature in black ink, appearing to be 'Robert Trent', with a long horizontal flourish extending to the right.

Robert Trent

Project Description

Sierra Commons aims to transition Nevada County into a better-equipped area for electric vehicles (EVs) by installing a publicly accessible electric vehicle charging station close to our facility.

For over a decade, Sierra Commons has been a leader in supporting small businesses in Western Nevada County through our office infrastructure, education, and mentoring programs. Our community relies on us to be at the forefront of future technologies and trends. By incorporating an electric vehicle charger, we will solidify our image as a forward-thinking organization, aligning with our ethos of innovation, collaboration, and environmental responsibility.

As a coworking space, we already contribute to reducing emissions by providing a convenient location for people to work closer to home, minimizing the need for long commutes. However, we recognize the need to go even further in promoting sustainable transportation options. By introducing an electric vehicle charging station, we will make it easier for not only our community members but all of Nevada County residents and visitors to embrace electric mobility, reducing their carbon footprint and contributing to a greener future.

This initiative will attract EV owners, encouraging them to visit local businesses, restaurants, and shops while their vehicles charge. The increased foot traffic and economic activity will foster growth and vitality throughout Nevada County. Having highly visible and accessible EV charging will also encourage more people to purchase EV instead of traditional gas-powered cars.

In addition to the environmental and economic advantages, the installation of an electric vehicle charging station at Sierra Commons will serve as a model for other businesses and organizations in the region. We aim to inspire and encourage them to follow suit, contributing to the overall development of EV infrastructure in Nevada County.

Through this project, Sierra Commons will continue to play a pivotal role in shaping the future of Nevada County, promoting sustainable transportation, reducing emissions, and fostering economic growth.

Organization Background

Founded in 2009, Sierra Commons is a 501(c)(3) business education center, located in Nevada City. Sierra Commons provides a platform for local businesses to start, grow and thrive. The organization has been instrumental in launching and reigniting over 150 local businesses and our partnership with the Sierra Small Business Development Center is extending this positive impact by providing free one-to-one business consulting with local entrepreneurs and small businesses.

Our ADA accessible campus includes a 1,700 square foot main building that features coworking spaces, meeting rooms, and office administration. The secondary building holds up to thirty people and serves as a classroom, coworking space, and meeting space. Surrounding these buildings are a large patio, shaded lawns, and 12 parking spaces. Typically, approximately 30 on-street parking spaces are also available on Searls Avenue.

Work Statement

Once funding is secured, a contractor will be hired to upgrade the existing electrical systems, purchase and install an electric vehicle charger. Using well-established communication channels, Sierra Commons will develop and execute an outreach plan to all of Nevada County and surrounding areas raising awareness about the availability of our Electric Vehicle charging station.

Funding Request/Breakdown of Cost

Project	AB2766 Funds	Co-Funds	Total Cost
EV Charger	\$12,000	\$0	\$12,000
EV Charger Signs	\$500	\$0	\$500
Electric Upgrades	\$5000	\$0	\$5000
Install Signs	\$500	\$0	\$500
Install Charger	\$1000	\$0	\$1000
	Total Cost:		\$19,000

Schedule of Deliverables/Monitoring Program

Items	Date
Work with Nevada City to determine location	November 2023
Secure necessary permits	January 2024
Solicit bid and execute contracts	February 2024
Create usage policy and procedures	February 2024
Electric Upgrades to Sierra Commons	March 2024
Purchase Chargepoint Electric Charger	March 2024
Electric Vehicle Charger Signs	April 2024
Conduct public outreach	May – July 2024

NSAQMD AB 2766 Grant

Nevada County

Grant Year: 2023
 Department Name: BOS
 Grant Name: EV Charger

Please only insert text or values in the blue shaded cells. Non-shaded cells are formulas that should not be altered.

Grant Funding Amount	\$19,000
In-Kind Funding amount	\$0
Total Project Funding amount	\$19,000
Effectiveness Period (LIFE)	5 Years
Capital recovery factor	0.22
Average Miles per trip (one-way)	16.50
One Way Vehicle Trip Reductions per year	2,525
Annual Miles travelled, round trips	83,325.00
Average Auto Emissions Factors (ARB 2013 from table 3)	
ROG - Average Trip ends (g/trip end)	0.584
ROG - Auto VMT factor (grams/mile)	0.191
NOx - Average Trip ends (g/trip end)	0.298
NOx - Auto VMT factor (grams/mile)	0.217
PM2.5 - Average Trip ends (g/trip end)	0.003
PM2.5 - VMT factor (grams/mile)	0.087
Annual Emission Reduction - ROG (lbs/year)	41.55
Annual Emission Reduction - Nox (lbs/year)	43.14
Annual Emission Reduction - PM2.5 (lbs/year)	16.00
Total Emissions reduction (All) (lbs/year)	100.69
Cost-Effectiveness of Funding Dollars (\$\$/lb)	\$41.51

Capitol Recover Factors

1 year	1.03
3 years	0.35
5 years	0.22
7 years	0.16
10 years	0.12
12 years	0.10
15 years	0.08
20 years	0.07

Calculations:

- Electric vehicle charger - \$9,190
- Signs, materials, and installation - \$500
- Contractor (electric upgrades) - \$5,000
- Contractor (EV charger installation) - \$1,500
- IT - \$1000
- Projected cost: \$17,200**
- 10% contingency = \$19,000**

Exhibit Summary Sheet

Proposing Entity: Sierra Senior Services
Contact Person: Sharon Romack, Executive Director
Address: PO Box 4152
Truckee, CA 96160
Phone: 530-550-7600 FAX: 530-587-0408 EMAIL: sharon@sierraseniors.org

Total Project Budget:

	AB2766 Funds	Co-Funding	Total Project Costs
Capital Costs	<u>\$35,500</u>	<u>\$19,695</u>	<u>\$55,195</u>
Operating Costs	0	0	0
TOTAL	<u>\$35,500</u>	<u>\$19,695</u>	<u>\$55,195</u>

Type of Project: Reduced Emission Vehicles Project

Implementation Area for Project: Eastern Nevada County

A. Estimated Emission Reductions:

Reactive Organic Gases: 15.96 Nitrogen Oxides: 19.14 PM: 8.21

B. Vehicle Miles Traveled (VMT) Reduced: 17,082

Single Occupancy Vehicle Trips Reduced: 520

C. Number of people reached per day through public education: 10,000 – 15,000

Cost-effectiveness: \$98.38 per pound

Brief Project Description:

Replace a 2010 Subaru Forester with an all-wheel drive Electric Vehicle to deliver Meals on Wheels to food insecure seniors in Eastern Nevada County four weekdays each week. We would replace this gas-powered vehicle with the electric vehicle to eliminate emissions. The vehicle will have enough cargo capacity to carry our hot packs and coolers needed to deliver the food at the correct temperature. The vehicle will have signage on the sides that says "This Zero Emission Electric Vehicle provided by a grant from Northern Sierra Air Quality Management District" or wording of your suggestion.

REQUEST FOR PROPOSAL CONTENTS CHECKLIST

Applicant: Sierra Senior Services

Please complete and attach this checklist with your application.

Exhibit Summary Sheet - page 1

Request for Proposal Contents Checklist - page 2

Authorization Letter/Resolution - page 3

Project Description - page 4

Project Organization/Background - page 5

Emissions Benefits/Cost-Effectiveness - page 7

Work Statement - page 8

Funding Request/Breakdown of Cost - page 9

Schedule of Deliverables/Monitoring - page 10

All Pages Numbered

Proposal, One Original

(CHECK ONE ONLY)
Quantifiable Project

- OR -

Reduced Emission Vehicles Project

Attachment 2 -1



Local Meals on Wheels Provider

August 25, 2023

The Northern Sierra Air Quality Management District has invited Sierra Senior Services to submit a grant proposal for the purchase of an electric vehicle for our Meals on Wheels delivery fleet. Sierra Senior Services is a private, non-profit 501 (C) 3 entity (Tax ID Number 68-0484075) who is willing to submit the application and if chosen, to accept the grant for the above purpose.

The Board of Directors of Sierra Senior Services hereby authorizes our Executive Director, Sharon Romack, to act on its behalf in this matter, to apply for and accept the grant, to sign all necessary grant applications, contracts, amendments and other required documents and to perform any and all responsibilities in relationship to the contract.

Sharon I Romack August 28, 2023
Authorized Representative Name Date

Sharon I Romack
Signature

Judy Friedman August 28, 2023
Chairman/President of the Board of Directors Name Date

Judy Friedman
Signature

Jan Brisco August 27, 2023
Acting Secretary of the Board of Directors Name Date

Jan Brisco
Signature

Sierra Senior Services • 10040 Estates Drive • P.O. Box 4152 • Truckee, CA • 96160
Fed ID# 68-0484075 (530) 550-7600 • www.sierraseniors.org

D. Project Description

Sierra Senior Services is a nonprofit 501(c)3 organization established in 2001 to provide meals to seniors through the Meals on Wheels program. We provide 35,000 meals annually on a daily basis, with approximately 38% of the meals going to residents of Nevada County (almost 13,000 meals). Our agency is dedicated to assisting seniors in remaining independent and in their own homes by providing them with a hot, nutritious meal and a safety check, especially for participants living alone. During the COVID-19 crisis, the Meals on Wheels program significantly expanded, and the demand for our services remains high. To sustain our impact and continue fulfilling our mission, we must address the environmental impact of our fleet.

Currently, our fleet consists of 5 gas-powered vehicles and two electric vehicles, which travel close to 250 miles per day, four days a week. Thanks to the generous grant from the Northern Sierra Air Quality District in 2020 and 2022, we were able to purchase an all-wheel-drive Tesla and all-wheel-drive Volkswagen ID.4, which have had significantly reduced emissions on two of our routes. With the success of the electric vehicles, we aim to move closer to an all-electric fleet, thereby reducing our carbon footprint even further. The need to replace the older gas-powered vehicles with cleaner air vehicles is imperative, and we believe this grant will be a pivotal step in that direction.

Objectives and Goals

The primary objectives of this project are two-fold: to reduce emissions from our fleet and to transition to an all-electric fleet. By doing so, we aim to save 100% of the emissions emitted by the gas-powered vehicle that the electric vehicle will replace. Between the age of the vehicle and the start-and-stop nature of our driving, the current gas-powered vehicle only gets about 16 miles per gallon, which significantly contributes to air pollution in our community. By transitioning to electric vehicles, we can ensure zero emissions, thereby significantly improving air quality for all residents.

Quantify Environmental Impact

Through the transition to electric vehicles, we estimate a substantial reduction in greenhouse gas emissions, including CO₂ and NO_x. By quantifying these environmental benefits, we demonstrate the tangible impact of our project on improving air quality and contributing to a more sustainable community.

Implementation Plan

We aim to implement this project in a phased manner. By January 2024, we plan to purchase a new electric vehicle and begin its integration into our fleet. We will coordinate with the Northern Sierra Air Quality District to ensure a smooth transition and comply with all relevant guidelines. See more in Section G (Work Statement).

Measurable Outcomes

The success of this project will be measured through several key indicators. By 2030, we aim to achieve a 100% reduction in greenhouse gas emissions and serve all our seniors using electric vehicles.

Additionally, we will closely monitor the vehicles' performance and maintenance costs to evaluate their long-term viability and cost-effectiveness compared to gas-powered vehicles.

Community Engagement

Sierra Senior Services has deep roots in the community and is well-regarded for its impactful services. Our transition to electric vehicles will serve as a model for other organizations considering sustainable practices. To raise awareness about the project's environmental significance, the electric vehicle will proudly display signage stating "This Zero Emission Electric Vehicle provided by a grant from the Northern Sierra Air Quality Management District" on both sides of the car. This signage will be visible to the public during our meal deliveries and when parked in front of clients' homes, generating community interest and support.

Partnerships and Collaborations

We have received permission to use existing charging stations throughout the town of Truckee, where our offices are located and where the electric vehicle will be housed. While it is not practical to install a charging station at our current site due to leasing constraints, we are actively investigating relocating to a new site. We will explore the possibility of partnering with the building owners to install a charging station, leveraging available rebates and incentives for charging station installation. Such partnerships will further enhance the project's impact and contribute to broader community sustainability efforts.

Conclusion

Sierra Senior Services is committed to advancing our mission of providing nutritious meals to seniors while making a positive impact on the environment. We are excited about the potential of this project to significantly reduce emissions and inspire others in our community to adopt environmentally friendly practices. With the support of the Northern Sierra Air Quality District, we are confident in achieving our goals and contributing to a cleaner, healthier future for all.

E. Project Organization Background

Sierra Senior Services, a 501(c)(3) non-profit founded in 2001, supplies daily meals to vulnerable seniors aged 60 and above in the Truckee and North Lake Tahoe Area, who face challenges shopping for or preparing their own food. Our unique service offers more than sustenance; it delivers essential companionship and wellness checks, countering isolation. Each meal delivery is an opportunity to brighten a senior's day. Our commitment is unwavering; we've yet to turn away anyone in need, and our waitlist remains nonexistent. Our mission is clear: to ensure every senior requiring a nourishing meal and companionship receives it. While participant contributions cover a small portion of our expenses, we heavily rely on grants, government funding, and fundraising endeavors to sustain our vital work.

Impact and Uniqueness

Through our Meals on Wheels program, we make a profound impact on the lives of seniors in the community. Beyond providing essential nutrition, we offer a sense of companionship and a safety net for seniors who may be isolated and vulnerable. Our daily wellness checks ensure their well-being and

provide peace of mind to their families, particularly during challenging times. Many of our beneficiaries have shared heartwarming stories of how our services have improved their quality of life and allowed them to age gracefully in the comfort of their own homes.

COVID-19 Response

During the COVID-19 pandemic, the need for our services more than doubled. Seniors were understandably nervous about going out, especially for shopping or accessing regular meals. In response to the crisis, Sierra Senior Services swiftly adapted and expanded its operations to meet the growing demands of the community. Our dedicated volunteers worked tirelessly to ensure uninterrupted meal deliveries while adhering to safety protocols, making a significant difference in the lives of those we serve. Although the pandemic is over, we retained over 95% of new clients who joined during that period. Because of this, our numbers remain much higher than pre-pandemic.

Volunteer Engagement

Our organization thrives on the dedicated efforts of our volunteers, who form the backbone of our Meals on Wheels program. Their selfless commitment to serving seniors goes beyond delivering meals; they bring warmth, compassion, and a listening ear, creating a strong sense of community and support. Our volunteers are an invaluable asset and exemplify the spirit of caring for our elderly population.

Collaboration with Other Organizations

Sierra Senior Services actively collaborates with local entities, agencies, and nonprofits to enhance our services and outreach. These collaborations foster a holistic approach to senior care, ensuring that seniors receive comprehensive support to maintain their independence and well-being.

Success Metrics

Each year, we provide an impressive 35,000 meals to seniors on a daily basis, with approximately 41% of the meals going to residents of Eastern Nevada County (almost 16,000 meals). These figures represent a tangible measure of our commitment to serving the community's most vulnerable members. Moreover, the overwhelmingly positive feedback we receive from seniors and their families reaffirms the transformative impact of our services.

Sustainability Efforts

As part of our dedication to environmental sustainability, Sierra Senior Services is actively working towards transitioning our Meals on Wheels fleet to electric vehicles. By adopting an all-electric fleet, we aim to reduce our carbon footprint and contribute to cleaner air for the community. This initiative aligns with our broader commitment to promoting eco-friendly practices and responsible stewardship of the environment.

As an organization deeply embedded in the community, Sierra Senior Services continues to evolve and innovate to meet the evolving needs of seniors. Our unwavering commitment to improving the lives of seniors and fostering a strong sense of community remains at the heart of everything we do.

F. Emission Benefits/Cost Effectiveness

The envisioned Electric Vehicle would be dedicated to servicing a specific route, encompassing approximately 60 miles per day over four days per week, totaling approximately 17,082 miles annually. These projections are grounded in the actual mileage of one of our existing Nevada County routes. It's important to note that while the potential for increased client enrollment might expand the daily mileage, the number of trip ends would remain consistent.

In our rural context, the cost-effectiveness of this initiative holds even greater significance, surpassing the per pound benchmark. By integrating an electric vehicle into our fleet, we have the opportunity to entirely eliminate gas emissions for a minimum of approximately 17,082 miles in the year 2024.

This strategic move toward sustainable transportation aligns with our commitment to both operational efficiency and environmental responsibility. Please see the following table which was completed with the help of The District.

Old Gasoline or Diesel Engine				Electric Vehicle			
NOx				NOx			
Miles per year	g/mile	g/year	lbs/year	Miles per	g/mile	g/year	lbs/year
17,082	0.491	8387.26	18.47	0	0	0	0.00
Average Trip Ends	g/trip end	g/year	lbs/year	Average Trip Eg/trip end	g/year	lbs/year	
520	0.577	300.04	0.66	0	0	0	0.00
		Totals:	8687			0	0.00
				NOx savings:			
						8687	19.14
PM				PM			
Miles per year	g/mile	g/year	lbs/year	Miles per	g/mile	g/year	lbs/year
17,082	0.218	3723.88	8.20	0	0	0	0.00
Average Trip Ends	g/trip end	g/year	lbs/year	Average Trip Eg/trip end	g/year	lbs/year	
520	0.008	4.16	0.01	0	0	0	0.00
		Totals:	3728			0	0.00
				PM savings:			
						3728	8.21
ROG				ROG			
Miles per year	g/mile	g/year	lbs/year	Miles per	g/mile	g/year	lbs/year
17,082	0.392	6696.14	14.749	0	0	0	0.00
Average Trip Ends	g/trip end	g/year	lbs/year	Average Trip Eg/trip end	g/year	lbs/year	
520	1.054	548.08	1.207	0	0	0	0.00
		Totals:	7244			0	0.00
				ROG savings:			
						7244	15.96
						g/year	lbs/year
Total Savings:						19660	43
Grant Award Requested:						\$ 35,500.00	
Capital Recovery Factor:						0.12	for 10 years
Cost Effectiveness:						\$ 98.38	per pound

G. Work Statement

Task 1 - January 6, 2024	Acknowledge grant award through press release, website and eblast to supporters.
Task 2 – January 6, 2024	Research electric vehicles equipped to drive in the mountains and snow. Equipment must include Four Wheel/All-Wheel Drive and have a cargo capacity of 34 cubic feet or more.
Task 3 – January 6, 2024	Reach out to other organizations for possible grant or a fund drive for additional funding (if needed)
Task 4 - February 15, 2024	Determine availability of makes and models and price to assure there are sufficient funds available. Solicit additional funds if needed.
Task 5 - March 15, 2024	Identify charging station that will be used
Task 6 - March 15, 2024	Negotiate with dealer to purchase car
Task 7 - March 20, 2024	Register car with DMV
Task 8 - March 26, 2024	Order decals for back and sides of vehicle acknowledging how we acquired the vehicle.
Task 9 – March 30, 2024	Release press information to all local media acknowledging grant(s) that made purchase possible, introducing the new vehicle and discussing benefits of an electric vehicle over gas powered vehicle.
Task 10 – March 30, 2024	Add information to website about “Going Electric” with the vehicle and send email blast to all supporters acknowledging the grant and purchase of the vehicle.
Task 12 - April 1, 2024	First route with the electric vehicle

H. Funding Request/Breakdown of Cost

Task	Total Funds Needed	Funder	\$ requested from AQMD	\$ of matching funds	Type of expenditure
Task 1	0	In-kind – Volunteer	0	0	Admin
Task 2	\$500	Area 4 Grant covers Admin costs	0	\$500	Admin
Task 3	\$300	Area 4 Grant covers Admin costs	0	\$300	Admin
Task 4	\$500	Area 4 Grant covers Admin costs	0	\$500	Admin
Task 5	0	In-kind-Volunteer	0	0	Admin
Task 6	\$55,195	NSAQMD	\$35,500	\$19,695	Equipment
Task 7	\$600	Self-funded	0	\$600	Equipment
Task 8	\$200	Self-funded	0	\$200	Equipment
Task 9	0	In-kind - Volunteer	0	0	Admin
Task 10	0	In-kind – Volunteer	0	0	Admin
Task 11	\$100	Self-funded	0	\$100	Equipment
Task 12	0	In-kind – volunteer	0	0	Operating
TOTALS	\$57,395		\$35,500 (62%)	\$21,895 (38%)	

The only equipment that will be purchased is the Four-Wheel or All-Wheel drive vehicle and the identifying decals for the sides of the car. These items will be covered by the NSAQMD. Until we know what the grant will be and the cost of getting a vehicle that meets our specifications, we will not be able to identify another grantor or fundraising effort to provide the remaining funds needed for the purchase. Currently, we are estimating the cost of the vehicle to be \$55,195. The grant of NSAQMD funds will cover 62% of the cost of this project. If the grant from NSAQMD funds is less than \$20,000, we may not be able to purchase the vehicle on our timeline since another grant would have to be found for a larger portion of the cost.

I. Schedule of Deliverables/Monitoring Program

Task 1 and 2	Acknowledgment of grant award through press release, website and eblast to supporters. Research electric vehicles equipped to drive in the mountains and snow.	Due January 30, 2024
Task 3 -	Reach out to other organizations or do a fund drive for additional funding (if needed)	Due February 15, 2024
Task 4	Identify preferred makes and models. Determine availability of makes and models and price to assure there are sufficient funds available. Solicit additional funds if needed.	Due March 15, 2024
Task 5	Identify charging station that will be used and plan with property owner to charge vehicle several times during the week at that location	Due March 15, 2024
Task 6	Negotiate with dealer and purchase car	Due March 20, 2024
Task 7	Register car with DMV	Due March 20, 2024
Task 8 and Task 11	Order and install decals for back and sides of vehicle acknowledging how we acquired the vehicle.	Due March 26, 2024
Task 9 and 10	Release press information to all local media acknowledging grant(s) that made purchase possible, introducing the new vehicle and discussing benefits of an electric vehicle over gas powered vehicle. Add information to website about "Going Electric" with the vehicle and send email blast to all supporters acknowledging the grant and purchase of the vehicle.	Due March 30, 2024
Task 12	First run with the electric vehicle	Due April 1, 2024

This timeline is based on AB2766 funds being granted for \$35,500 total.

The project objectives will be measured by totaling the mileage used each quarter and determining the gas emissions eliminated for those miles. At the end of the year, we will be able to see the total amount saved.