

NORTHERN SIERRA AIR QUALITY MANAGEMENT DISTRICT

Headquarters

200 Litton Drive, Ste. 320

Grass Valley, CA 95945

(530) 274-9360/ FAX: (530) 274-7546

Gretchen G. Bennitt, APCO

Northern Field Office

257 E. Sierra Street, Suite E

Portola, CA 96122

(530)832-0102 FAX:(530) 832-0101

NORTHERN SIERRA

AIR QUALITY MANAGEMENT DISTRICT

BOARD OF DIRECTORS

REGULAR BOARD MEETING

MONDAY

September 25, 2017

1:00 p.m.

NORTHERN SIERRA AIR QUALITY MANAGEMENT DISTRICT
BOARD OF DIRECTORS REGULAR MEETING

September 25, 2017

1:00 p.m.

This meeting will be held by videoconference/teleconference at the following locations:

(Site A) VIDEOCONFERENCE/TELEPHONE CONFERENCE

Northern Sierra Air Quality Management District (Headquarters)

200 Litton Drive, Conference Room 316

Grass Valley, California

(Site B) VIDEOCONFERENCE/TELEPHONE CONFERENCE

Northern Sierra Air Quality Management District (Northern Office)

257 E. Sierra Street, Unit E

Portola, California

All items on the agenda may be acted upon by the Board of Directors. No action will be taken nor discussion held at the meeting on business not appearing on the posted agenda.

- I. **Standing Orders:**
 - Call to Order.
 - Roll call and determination of quorum.

- II. **Public Comment:** For items **NOT** appearing on the agenda and within the jurisdiction of the Board. The public may comment on Agenda items as they are discussed.

- III. **Consent Calendar** These Items Are Expected to Be Routine and Noncontroversial. They Will Be Acted on By the Board at One Time Without Discussion. Any Board Member, Staff Member, or Interested Party May Request That an Item Be Removed From the Consent Calendar for Discussion.
 - A. Approval of regular meeting minutes – August 25, 2017

- IV. **Administrative Report**
 - A. Discussion and Adoption of the AB2766 DMV Surcharge Proposals for 2017/2018

- V. **Director's Report**
 - A. Status on Portola PM2.5 Nonattainment Area

VI. Concerns of Board - The Board may at this time bring up matters it wishes to discuss at the next Board Meeting, as long as no discussions are conducted and no actions are taken, in compliance with the Brown Act.

VII. Schedule next Meeting – October 23, 2017 – Videoconference/Telephone

VIII. Adjournment



PERSONS DESIRING TO ADDRESS THE BOARD

Meetings of the Board of Directors shall be conducted by the Chairperson in a manner consistent with the policies of the District. The latest edition of Robert's Rules of Order, Revised shall also be used as a general guideline for meeting protocol. District policies shall prevail whenever they are in conflict with Robert's Rules of Order, Revised.

All Board meetings shall commence at the time stated on the agenda and shall be guided by same.

PUBLIC COMMENT:

Provisions for permitting any individual or group to address the Board concerning any item on the agenda of a special meeting, or to address the Board at a regular meeting on any subject that lies within the jurisdiction of the Board of Directors, shall be as follows:

Three (3) minutes may be allotted to each speaker and a maximum of fifteen (15) minutes to each subject matter;

No boisterous conduct shall be permitted at any Board meeting. Persistence in boisterous conduct shall be grounds for summary termination, by the Chairperson, of that person's privilege of address.

No oral presentation shall include charges or complaints against any District employee, regardless of whether or not the employee is identified in the presentation by name or by another reference which tends to identify. All charges or complaints against employees shall be submitted to the Board of Directors under provisions contained in District Policy 1030.

Willful disruption of any of the meetings of the Board of Directors shall not be permitted. If the Chairperson finds that there is in fact willful disruption of any meeting of the Board, he/she may order the room cleared and subsequently conduct the Board's business without the audience present. In such an event, only matters appearing on the agenda may be considered in such a session.

After clearing the room, the Chairperson may permit those persons who, in his/her opinion, were not responsible for the willful disruption to re-enter the meeting room.

Duly accredited representatives of the news media, whom the Chairperson finds not to have participated in the disruption, shall be admitted to the remainder of the meeting.

Members of the public are given the opportunity to address the Board of Directors directly at each teleconference location.

POSTING AGENDA:

This agenda was posted at least 72 hours prior to the regular meeting at the following locations: Eric Rood Government Center in Nevada City, The Plumas County Courthouse in Quincy, the Litton Building in Grass Valley, the Plumas County Board of Supervisors Chambers in Quincy, Sierra County Courthouse Square in Downieville. **The agenda and board packet are available on-line prior to the Board Meeting at www.myairdistrict.com**



DISTRICT HEADQUARTERS

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MINUTES

**NORTHERN SIERRA AIR QUALITY MANAGEMENT DISTRICT
BOARD OF DIRECTORS REGULAR MEETING**

August 28, 2017

1:00 p.m.

This meeting was held by in person/teleconference at the following locations:

(Site A) VIDEOCONFERENCE/TELEPHONE CONFERENCE

Northern Sierra Air Quality Management District (Headquarters)

200 Litton Drive, Conference Room 316

Grass Valley, California

AND

(Site B) VIDEOCONFERENCE/TELEPHONE CONFERENCE

Northern Sierra Air Quality Management District (Northern Office)

257 E. Sierra Street, Unit E

Portola, California

AND

(Site C) TELEPHONE CONFERENCE

10879A DONNER PASS ROAD, CONFERENCE ROOM

TRUCKEE, CALIFORNIA

Members Present:

Supervisor Thrall

Supervisor Huebner

Supervisor Scofield

Supervisor Anderson

Supervisor Adams (alternate)

Supervisor Sanchez

Members Absent:

Supervisor Roen

I. Standing Orders:

Call to Order. Roll Call and Determination of Quorum.

Vice - Chair Huebner called the meeting to order at 1:00 P.M. A quorum was confirmed. Julie Ruiz, Air Pollution Control Specialist II, Joe Fish, Deputy APCO and Gretchen Bennitt, APCO were also in attendance.

II. Public Comment: For Items NOT Appearing on the Agenda and Within the Jurisdiction of the Board. The Public May Comment on Agenda Items As They Are Discussed. Both Teleconference Sites are Allowed an Opportunity for Public Comment.

Vice – Chair Huebner called for public comment at all sites. There was no public comment at any sites.

III. Consent Calendar

A. Approval of regular meeting minutes – June 26, 2017

Supervisor Thrall made a motion to approve the Regular Meeting Minutes – June 26, 2017. Supervisor Sanchez seconded the motion. The motion was unanimously approved upon a roll call vote.

IV. Administration

A. Carl Moyer Issues/Discussion Mr. Fish provided background to the Board regarding different funding mechanisms to be implemented for the Carl Moyer Program. The Board discussed possible options to be adopted for funding projects under the program.

Public in attendance provided testimony; Dave and Jane Roberti of Loyalton.

Supervisor Sanchez made a motion to approve that only one project per applicant per year be allowed. Supervisor Thrall seconded the motion. The motion was unanimously approved upon a roll call vote.

Supervisor Thrall made a motion to approve that one applicant can not receive two consecutive years of funding. Supervisor Anderson seconded the motion. The motion was unanimously approved upon a roll call vote.

Supervisor Adams made a motion to approve that this year's funding cycle go with the current funding scenario of granting a maximum of 80% of full cost of project, but notifying those on the waiting list that the funding scenario next year could be less than the possible 80% maximum and the funding scenario is to be determined. Supervisor Anderson seconded the motion. The motion was unanimously approved upon a roll call vote.

V. Director's Report

A. Status on Portola PM2.5 Nonattainment Area

Ms Ruiz presented and discussed the status of the Portola Nonattainment area. She discussed local air quality. She discussed that she had a booth at Portola Railroad Days. She gave a status report on how many woodstoves had been installed – 160 installations.

B. Cap and Trade

Ms. Bennett discussed AB617 and AB 398 – bills that lengthened and strengthened the State's Cap and Trade program. Both bills passed.

C. California Air Resources Board's Draft Woodstove Guidelines

Ms. Bennitt discussed that the draft guidelines were released for public comment. Ms. Ruiz discussed the woodstove changeout program that the District will be implementing throughout the District (Portola excepted).

D. Loyalton Biomass Plant Quick Fact Sheet

Ms. Bennitt briefly discussed the Loyalton Plant. Ms. Ruiz discussed that she would be attending a tour of the plant the following week.

VI. Concerns of Board - The Board may at this time bring up matters it wishes to discuss at the next Board Meeting, as long as no discussions are conducted and no actions are taken, in compliance with the Brown Act.

Vice – Chair Huebner called for any concerns of the Board at all sites. There were none.

VII. Schedule next Meeting – September 25, 2017 via video and/or teleconference

VIII. Adjournment.

The meeting was adjourned at 2:07 p.m.

To: Northern Sierra Air Quality Management District Board of Directors

From: Gretchen Bennett, Air Pollution Control Officer

Date: September 25, 2017

Agenda Item: III.A

Agenda Description: Approval of regular meeting minutes – August 28, 2017

Issues:

The Minutes are attached for Board review/comment/approval.

Requested Action:

1. Approval of Regular meeting minutes from August 28, 2017

ROLL CALL VOTE REQUESTED

Attachments:

1. Draft meeting minutes from August 28, 2017

To: Northern Sierra Air Quality Management District Board of Directors
From: Gretchen Bennett, Air Pollution Control Officer
Date: September 25, 2017

Agenda Item: IV.A.

Agenda Description: Discussion and Adoption of the AB2766 DMV Surcharge Proposals for 2017/2018

Issues:

The District received the project proposals presented in the attachments. Project proponents were requested to attend today's meeting to respond to any questions from the Board.

Requested Action:

1. Listen to presentation from grantees, consider approval of proposals

ROLL CALL VOTE REQUESTED

Attachments:

1. Ranking and Discussion of FY 2017-2018 AB2766 Projects
2. Spreadsheet - AB2766 Available Funds 2017-2018 Cycle
3. Individual Project Proposals

FY 2017-2018 AB2766 Ranking and Discussion of Projects

District staff have evaluated all submitted projects. There is one applicant for the \$5,853 available for projects in Sierra County. There are 5 applicants for the \$187,705 available for projects in Nevada County. The funding requests by the Nevada County applicants totals \$421,156. There are 2 applicants for the \$36,338 available for projects in Plumas County. The funding requests by the Plumas County Applicants totals \$66,338.

All projects are listed from high to low ranking, based on scoring criteria listed in the FY 2017-2018 RFP.

- 1. Applicant:** Tahoe -Truckee Unified School District
County: Nevada
Total AB2766 Funding Requested: \$128,679
Co-Funding: \$20,000
Cost Effectiveness: \$ 3.73/lb
Brief Summary: Replace one older Special-Ed bus with a new bus that employs a NOx and PM emission control system. Tahoe-Truckee Unified School District received AB grant funding of \$38,844 during FY 16/17 for replacing diesel filters.
- 2. Applicant:** Ace Welding
County: Nevada
Total AB2766 Funding Requested: \$30,000
Co-Funding: \$191,766
Cost Effectiveness: \$ 1.52/lb
Brief Summary: Replace a 1995 L8000 Ford crane truck with a 2013 CARB compliant Kenworth crane truck with a Cummins ISX15 485 HP engine with a DPF and DEF.
- 3. Applicant:** Superior Court of California, Nevada County
County: Nevada
Total AB2766 Funding Requested: \$47,385
Co-Funding: \$47,385
Cost Effectiveness: \$ 43.87/lb
Brief Summary: Reduce the overall number of vehicle miles traveled to/from the courthouse by individuals, attorneys, law enforcement and other agencies

seeking to obtain copies of court case documents by implementing a cloud based document delivery system. Superior Court received \$40,000 of AB grant funding during FY 16/17 for a telephonic appearance system.

4. **Applicant:** Town of Truckee
County: Nevada
Total AB2766 Funding Requested: \$65,092
Co-Funding: \$658,984
Cost Effectiveness: \$89.51/lb
Brief Summary: Enhanced bus service between Truckee and Kings Beach.
Note: Town of Truckee received an AB2766 grant of \$38,844 during FY 16/17 for the first year of this project.

5. **Applicant:** Incorporated Senior Citizens of Sierra County
County: Sierra
Total AB2766 Funding Requested: \$5,853
Co-Funding: \$49,000
Cost Effectiveness: \$34.23/lb
Brief Summary: Supports operations of the Senior Vanpool Services Program in Sierra County. They have received AB funding for the last 8 years.

5. **Applicant:** City of Grass Valley
County: Nevada
Total AB2766 Funding Requested: \$150,000
Co-Funding: \$350,000
Cost Effectiveness: \$ 53.84/lb
Brief Summary: Phase I construction of a shared use trail to improve mobility, accessibility and safety of non-motorized users.

6. **Applicant:** Plumas County Department of Public Works
County: Plumas
Total AB2766 Funding Requested: \$36,337
Co-Funding: \$14,163
Cost Effectiveness: \$34.37/lb
Brief Summary: The purchase of four bus shelters in Chester (1), Greenville (2), and Quincy(1).

7. **Applicant:** Sierra Nevada Journeys

County: Plumas

Total AB2766 Funding Requested: \$37,000

Co-Funding: \$8,800

Cost Effectiveness: \$62.51/ lb

Brief Summary: Replace a 2003 GMC Envoy with a PHEV mini-van to support environmental education programs in Plumas County.

Source of DMV Funds by Area (2016 Census Data, <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-2/2010-16/>)

Nevada County	81.3%	2,655,000 population
Plumas County	16.1%	1,499,000 population
Sierra County	2.6%	230,000 population

FY 2016-2017 Allocations

	Allocation	Funds Remaining From Prev. Cycle	Funds Unspent From Projects	Allocation for Each Area
Nevada County	\$ 183,704.86	\$ -	\$ -	\$ 183,704.86
Plumas County	\$ 36,337.59	\$ -	\$ -	\$ 36,337.59
Sierra County	\$ 5,853.09	\$ -	\$ -	\$ 5,853.09
Total:	\$ 225,895.54	\$ -	\$ -	\$ 225,895.54

Current as of:
1/1/2018

Applicant's Name	PROJECT / PROGRAM DESCRIPTION	COUNTY	Funds Proposed	Funds Granted	AB2766 Contract #	Funds Expended	Funds Remaining
Tahoe Truckee Unified School District	Purchase of 2 new low NOx buses	Nevada	\$ 128,679	\$ -	AB 2017-00	\$ -	\$ -
Ace Welding, Inc.	Purchase of a more efficient diesel vehicle	Nevada	\$ 30,000	\$ -	AB 2017-00	\$ -	\$ -
Superior Court of California, County of Nevada	development of a cloud-based document management portal	Nevada	\$ 47,385	\$ -	AB 2017-00	\$ -	\$ -
Town of Truckee	enhanced bus service between Truckee and Kings Beach	Nevada	\$ 65,092	\$ -	AB 2017-00	\$ -	\$ -
City of Grass Valley	Wolf Creek Trail - a shared use trail for non-motorized users	Nevada	\$ 150,000	\$ -	AB 2017-00	\$ -	\$ -
Total:			\$ 421,156	\$ -		\$ -	\$ -

Difference between funding allocations and proposed projects: \$ (237,451) \$ 183,704.86 <-- these will be the carryover funds for next cycle

Plumas County Public Works	Construction of new all-weather bus stop shelters	Plumas	\$ 36,338	\$ -	AB 2017-00	\$ -	\$ 36,338
Sierra Nevada Journeys	purchase of a plug-in hybrid vehicle to support environmental education	Plumas	\$ 30,000	\$ -	AB 2017-00	\$ -	\$ 30,000
Total:			\$ 66,338	\$ -		\$ -	\$ 30,000

Difference between funding allocations and proposed projects: \$ (30,000) \$ 36,338 <-- these will be the carryover funds for next cycle

Incorporated Senior Citizens of Sierra County	Funds used to sustain existing services for senior vanpool	Sierra	\$ 5,853	\$ -	AB 2017-00	\$ -	\$ -
Total:			\$ 5,853	\$ -		\$ -	\$ -

Difference between funding allocations and proposed projects: \$ 0 \$ 5,853 <-- these will be the carryover funds for next cycle

	Funds Proposed	Funds Granted	Funds Expended	Funds Remaining
TOTALS:	\$ 493,347	\$ -	\$ -	\$ 30,000

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EXHIBIT SUMMARY SHEET

Proposing Entity (include other participating entities): Tahoe Truckee Unified School District

Contact Person: Tony Lavezzo

Address: 12485 Joerger Dr., Truckee, CA 96161

Phone #: (530) 550-0776

FAX #: (530) 550-0739

EMAIL: tlavezzo@ttusd.org

Total Project Budget:

	AB 2766 Funds	Co-Funding	Total Project Costs
Capital Costs	<u>\$ 128,678.90</u>	<u>\$ 20,000.00</u>	<u>\$ 148,678.90</u>
Operating Costs	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
TOTAL	<u>\$ 124,678.90</u>	<u>\$ 20,000.00</u>	<u>\$ 144,678.90</u>

Type of Project: (check one)

- Quantifiable Project
- Reduced Emission Vehicles Project

Implementation Area for Project: Check if District-wide X

Describe the Implementation Area for the Project (e.g. city, county, region): Bus will be operated in the Town of Truckee, Nevada County and the surrounding area.

Estimated Emission Reductions:

A. Emission Reductions (lbs. /yr.)

Reactive Organic Gases 943.59 Nitrogen Oxides 225.36 PM₁₀ 27.29

B. Vehicle Miles Traveled (VMT) Reduced 0

Single Occupancy Vehicle Trips Reduced 0

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

AUG 28 2017

Cost-effectiveness: \$ 8.34 per pound (AB 2766 Funds Only)

Brief Project Description:

Replace one older Special-Ed bus with a new bus that employs a NOx and PM emission control system.

EXHIBIT SUMMARY SHEET

Proposing Entity (include other participating entities): Tahoe Truckee Unified School District

Contact Person: Tony Lavezzo

Address: 12485 Joerger Dr., Truckee, CA 96161

Phone #: (530) 550-0776

FAX #: (530) 550-0739

EMAIL: tlavezzo@ttusd.org

Total Project Budget:

	AB 2766 Funds	Co-Funding	Total Project Costs
Capital Costs	\$ <u>128,678.90</u>	\$ <u>20,000.00</u>	\$ <u>148,678.90</u>
Operating Costs	\$ <u>0</u>	\$ <u>0</u>	\$ <u>0</u>
TOTAL	\$ <u>124,678.90</u>	\$ <u>20,000.00</u>	\$ <u>144,678.90</u>

Type of Project: (check one)

- Quantifiable Project
- Reduced Emission Vehicles Project

Implementation Area for Project: Check if District-wide X

Describe the Implementation Area for the Project (e.g. city, county, region): Bus will be operated in the Town of Truckee, Nevada County and the surrounding area.

Estimated Emission Reductions:

A. Emission Reductions (lbs. /yr.)

Reactive Organic Gases 943.59 Nitrogen Oxides 225.36 PM₁₀ 27.29

B. Vehicle Miles Traveled (VMT) Reduced 0

Single Occupancy Vehicle Trips Reduced 0

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

AUG 28 2017

Cost-effectiveness: \$ 8.34 per pound (AB 2766 Funds Only)

Brief Project Description:

Replace one older Special-Ed bus with a new bus that employs a NOx and PM emission control system.

REQUEST FOR PROPOSAL CONTENTS CHECKLIST

Applicant: Tahoe Truckee Unified School District

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 10

All Pages Numbered

Three Copies Of Proposal Plus One Original

(CHECK ONE ONLY)

Quantifiable Project

- OR -

Reduced Emission Vehicles Project



District Office
 Robert J. Leri, Ed.D.
 Superintendent
 Chief Learning Officer
 11603 Donner Pass Rd
 Truckee, CA 96161-4953
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 www.tusd.org

Board of Trustees
 Ken Szczurek
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Elementary Schools
 Donner Trail Elementary
 Glenview Elementary
 Kings Beach Elementary
 Tahoe Lake Elementary
 Truckee Elementary

Middle Schools
 Alder Creek Middle
 North Tahoe School 5-8

High Schools
 Cold Stream Alternative
 North Tahoe High
 Sierra High
 Tahoe Truckee High

Equal Opportunity
 Employer

August 14, 2017

Northern Sierra Air Quality Management District
 PO Box 2509
 Grass Valley, CA 95945

Dear Northern Sierra Air Quality Management District:

The following individual(s) are authorized to submit a proposal on Behalf of Tahoe Truckee Unified School District:

Project Managers for Proposal:


Nancette Rondeau
 Director of Transportation
 12485 Joerger Drive
 Truckee, CA 96161
 (530) 550-0745 nrondeau@tusd.org

Tony Lavezzo
 Fleet Manager
 12485 Joerger Drive
 Truckee, CA 96161
 (530) 550-0763 or (530) 550-0745 tlavezzo@tusd.org

Authorized Signees of Proposal:

Todd Rivera
 Executive Director of Business Services
 11603 Donner Pass Road
 Truckee, CA 96161
 (530) 582-2541 trivera@tusd.org

Robert J. Leri, Ed.D.
 Superintendent Chief Learning Officer
 11603 Donner Pass Road
 Truckee, CA 96161
 (530) 582-2550 rleri@tusd.org

Signature: 
 Robert J. Leri, Ed.D.
 Superintendent Chief Learning Officer

Date: August 14, 2017

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Project Description

The objective of the Low NOx School Bus Replacement project is to replace an older diesel vehicle with a newer vehicle that has a NOx and PM emission control device. The older diesel vehicle, like the one outlined in the project, can only be retrofitted for the control of PM emissions not NOx. NOx is harmful atmospheric pollutant known for contributing to smog and acid rain. The only way to reduce the NOx created by the vehicle in question is to replace it with a new vehicle that will employ NOx controlling technology.

This project would take a 2002 diesel Special-Ed school bus off of the road and replace it with a 2017 diesel school bus that would employ the latest NOx and PM control strategies. The new 38 passenger diesel school bus will exceed 2010 NOx control requirements. The larger passenger capacity will ensure the longevity of the new bus to accommodate more students in our growing community. With the replacement of the older school bus it would lower the NOx and PM emissions created in the region. This would ensure less exposure to children at school sites and less exposure to residents throughout the community.

Project Organization/Background

Tahoe Truckee Unified School District (TTUSD):

The Tahoe Truckee Unified School District Transportation Department provides transportation to 3,000 students covering over 250,000 miles a year. The fleet of 35 vehicles operates from Kingvale on the East side of Donner Summit to Hirschdale on Highway 80 towards Reno, from Tahoma on the Westshore of Lake Tahoe to Prosser on the North end of Highway 89.

The District has actively been moving toward reducing the impact of diesel emissions within the Tahoe Truckee School District community. Buses are replaced with the newest, cleanest, diesel technology when district funds are adequate or the district applies for grants when funds are not available. In the past, TTUSD has been awarded funding for the replacement of three old buses with new buses. For the buses that did not qualify for replacement, TTUSD has been awarded funding for PM controlling retrofits that do not control NOx. The next step for a cleaner fleet is to replace the older buses with new buses that employ NOx controlling SCR technology.

This proposal is to replace one school bus with a new school bus that will employ the latest NOx and PM emissions control technology. TTUSD will purchase the bus through A-Z Bus Sales. Below is information on A-Z Bus Sales, the company we have selected.

A-Z Bus Sales:

A-Z Bus Sales, Inc. is a transportation dealer-distributor serving the education, government, public sector, commercial and private fleet markets with a broad portfolio of bus solutions. A-Z provides sales and service; as well as, emissions compliance services like diesel particulate filter retrofits for buses and trucks. Founded in 1976, A-Z Bus Sales has built a reputation for outstanding customer service, long-lasting customer relationships, professionalism and integrity. Headquartered in Colton, California the company has multiple sales and service locations serving California, Arizona, Nevada, and Hawaii.

ACCOUNTING:

A-Z Bus Sales will provide a single invoice for the vehicle, taxes, and any other fees or options. The invoice will be recorded through the normal Tahoe Truckee Unified School District accounting management system, as required. Grant funds will be received by TTUSD in on time lump sum payment and put towards the total cost of the purchase. The remaining balance will be paid by TTUSD.

Emissions Benefits/Cost Effectiveness

Under this proposal, one Special-Ed school bus will be replaced with a new diesel school bus that will employ the latest NOx and PM control strategies. This system will provide a very substantial drop in NOx emissions. The calculations for these reductions are listed below. In addition to NOx reductions, the system on the new buses will lower PM emissions by over 85 percent. This is critical to the drivers, students, and communities in which the buses operate because the current no NOx emission control strategy available for the bus must be replaced.

Due to the lower speeds of the Special-Ed bus routes the *Methods to Find the Cost-Effectiveness of Funding Air Quality Projects -- 2005 Edition table 1: Diesel Bus Emissions Factors* do not give accurate emissions factors. The following calculations will be based on the California Executive Order for the vehicle to be replaced and the new vehicle. The information below includes both engines and the Executive Order will be attached in the technical appendices:

2002 Ford E450 Bus
EO: A-10-995

EPA Engine Family: **1NVXA07.3CND**
 Horsepower: **235 bhp**
 PM: **0.10 g/bhp-hr**
 NMHC (ROG) +NOx: **3.8 g/bhp-hr**
 NMHC (ROG): **2.925 g/bhp-hr****
 NOx: **.975 g/bhp-hr****

2017 Bluebird Vision Bus
EO: A-021-0657

EPA Engine Family: **HCEXH0408BAT**
 Horsepower: **260 bhp**
 PM: **0.02 g/bhp-hr**
 NMHC (ROG) +NOx: **.51 g/bhp-hr***
 NMHC (ROG): **.21 g/bhp-hr**
 NOx: **.30 g/bhp-hr**

*Executive Orders on newer vehicles do not show a certified level of NMHC+NOx. On the new vehicle this is calculated by adding the NMHC and NOx together. The sum of the two numbers will be used to calculate separate NMHC and NOx levels on older Executive Orders.

** Executive orders on older vehicles will not show separate certified values for NMHC and NOx it will only show a certified value for NMHC+NOx. Using the sum of the NMHC and NOx on a new Executive Order you can find the percentage of NOx that makes up the NMHC figure.

Engine hours:

Engine hours are captured from our Zonar GPS tracking system that is installed on all of TTUSD's vehicles. Vehicles are put on set routes so that mileage and engine hours do not deviate from year to year.

	First Power On	Last Power Off	Ending Hour Meter	Elapsed Hours
49	7/26/2016 6:58	7/26/2017 11:05	4810.6	677.2

Emissions Benefits/Cost Effectiveness *(continued)*

Vehicle to be Replaced Emissions Calculation

Annual NMHC (ROG) in Grams = (NMHC x Annual Hours) x Horsepower

$$465352.875 = (2.925 \times 677) \times 235$$

Annual NMHC (ROG) in Grams ÷ Grams to Lbs. conversion factor = Annual NMHC in lbs.

$$465352.875 \div 454 = 1025.006 \text{ lbs.}$$

Annual NOx in Grams = (NOx x Annual Hours) x Horsepower

$$155117.625 = (.975 \times 677) \times 235$$

Annual NOx in Grams ÷ Grams to Lbs. conversion factor = Annual NOx in Lbs.

$$155117.625 \div 454 = 341.669 \text{ lbs.}$$

Annual PM in Grams = (PM x Annual Hours) x Horsepower

$$15909 = (.10 \times 677) \times 235$$

Annual PM in Grams ÷ Grams to Lbs. conversion factor = Annual PM in Lbs.

$$15909 \div 454 = 35.042 \text{ lbs.}$$

ROG:	1025.01 lbs.
NOx:	341.67 lbs.
PM:	35.04 lbs.
Total Emissions:	1401.72 lbs.

New Vehicle Emissions Calculation

Annual NMHC (ROG) in Grams = (NMHC x Annual Hours) x Horsepower

$$36964.2 = (.21 \times 677) \times 260$$

Annual NMHC (ROG) in Grams ÷ Grams to Lbs. conversion factor = Annual NMHC in lbs.

$$36964.2 \div 454 = 81.418 \text{ lbs.}$$

Annual NOx in Grams = (NOx x Annual Hours) x Horsepower

$$52806 = (.30 \times 677) \times 260$$

Annual NOx in Grams ÷ Grams to Lbs. conversion factor = Annual NOx in lbs.

$$52806 \div 454 = 116.312 \text{ lbs.}$$

Annual PM in Grams = (PM x Annual Hours) x Horsepower

$$3520.4 = (.02 \times 677) \times 260$$

Annual PM in Grams ÷ Grams to Lbs. conversion factor = Annual PM in lbs.

$$3520.4 \div 454 = 7.754 \text{ lbs.}$$

ROG:	81.42 lbs.
NOx:	116.31 lbs.
PM:	7.75 lbs.
Total Emissions:	205.48 lbs.

Emissions Benefits/Cost Effectiveness *(continued)*

ROG:	943.59 lbs.
NOx:	225.36 lbs.
PM:	27.29 lbs.
Total Emissions Reduction:	1196.32 lbs.

Cost Effectiveness/ Capitol Recovery

AB 2766 Funds:	\$124,678.90
TTUSD Contribution:	\$20,000.00
Total cost of Project:	\$144,678.90

To calculate the cost effectiveness of this project the amount of funds requested will be multiplied by the capitol recovery factor of .08 and then divided by the total amount of pollutants reduced. The capitol recovery factor of .08 is used because the minimum useful life of the vehicle to be purchased is 15 years.

$(AB\ 2766\ Funds \times\ Capitol\ recovery\ Factor) \div Total\ emission\ reduction = Cost\ per\ Pound$
 $(124678.90 \times .08) \div 1196.32 = 8.34$

Totals

AB Funds Requested:	\$124,678.90
Emissions Reduced:	1196.32 lbs.
Cost Per Pound Reduced:	\$8.34

Work Statement

January 2018 Upon grant execution, TTUSD will begin the process to have the purchase of a new bus approved by TTUSD school board.

February 2018 Place order with A-Z Bus for one new school bus.

July 2018 On or before July 2018, take delivery of one new school bus. Once delivered TTUSD will invite NSAQMD to inspect the bus and a decal stating the funding source for the bus will be applied at this time.

Funding Request/Breakdown of Cost

Tahoe Truckee Unified School District is requesting \$124,678.90 in AB 2766 funds to purchase a new 2017 Special-Ed capable school bus. The specifications and quote are attached in the technical appendices. This project does not have any administrative costs. The following table shows a breakdown of cost and cofounding sources.

AB 2766 Funds:	\$124,678.90
TTUSD Contribution:	\$20,000.00
Total cost of Project:	\$144,678.90

Schedule of Deliverables/Monitoring Program

Vehicle Delivery

On or before July 2018 TTUSD will take delivery of one new school bus. Once delivered TTUSD will invite NSAQMD to inspect the bus and a decal stating the funding source for the bus will be applied at this time.

Monitoring Program

Upon delivery of the new bus TTUSD will start to track the annual operating hours and mileage. TTUSD will report the mileage, hours and overall performance of the unit after the first, fifth and seventh year of operation. TTUSD will operate the new vehicle, at minimum, the same amount of hours and miles as the vehicle it was intended to replace. Reports of operating data will be available at the request of the NSAQMD.

Technical Appendices

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A-Z Bus Sales Quote	iii
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Old Vehicle Engine Executive Order	ix

Annual Mileage report for bus to be replaced

8/9/2017

Zonar Systems © GPS Engine Hours Report

GPS Engine Hours Summary Report - From: 7/26/2016 To: 7/26/2017

Filters

Asset:

49

Date Begin: 07/26/2016

Date End: 07/26/2017

Attribute Filters:

Select Filters

Admin Hobbs Meter



Summarize by Zone:

Select Zone:

- Select a Zone/Category -

Show 0 Engine Hours:

Show Inactive Assets:

Select Attributes:

Select Attributes

Generate Report

Note: This Report Requires GPS Firmware Version 2.94 or Newer

Row 1 of 1

Page 1

Asset	First Power On	Last Power Off	Zone	Ending Hour Meter	Elapsed Hours
49	07/26/2016 06:58:42	07/26/2017 11:05:35	Combined Totals	4810.6	677.2
<ul style="list-style-type: none"> Asset Classes Asset Expiry Types Asset Profile HazMat Type Icons Operator Classes White Fleet 					

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A-Z Bus Sales Quote



3411 32nd Ave. Sacramento CA 95823
 (800) 458-4363
 www.A-ZBus.com

Acct Manager: Gabe Hightman
 Cell: (408) 688-4774
 Fax: (951) 781-9806
 Email: ghightman@a-zbus.com

Vehicle Quotation
 16373

August 7, 2017

Company: Tahoe Truckee Unified School District
 Mailing Address: 11603 Donner Pass Rd.
 Truckee, CA 96161

Attn: Nanette Rondeau
 Phone: Fax:
 Email: nrondeau@ttusd.org

Quantity: 1 Fuel Type: Diesel

Capacity: 41 Amb 1 WC 8 CRS

Model: Blue Bird BBCV 2610

Body Type: Type S Model Year: 2018

- Chassis**
- 1 Blue Bird BBCV2610S, 217" wheelbase
- Body, Accessories**
- 1 CONSOLE MOUNT, ARM REST
- 1 CONTAINER, TRASH, DRIVER'S
- 1 DASH, GLOVE BOX
- 1 HOLDER, CUP
- Body, Compartments**
- 1 BATTERY COMPARTMENT, ROLLER TRAY, CHAS MTD
- 1 LATCH, LOCKABLE, ACCESS DOOR
- 1 LATCH, LOCKING, DOOR BATTERY CMPT
- Body, Construction**
- 1 BODY CONSTRUCTION FM/CLWSS Z21
- 1 FLAT FLOOR, W/O REAR WHEEL HOUSING
- Body, Doors**
- 1 BUZZER, LH SIDE EMERG DOOR
- 1 BUZZER, REAR EMERG DOOR
- 1 COVER FOR EMERGENCY DOOR SWITCH
- 1 DOOR CONTROL, AIR PWR, MOM SW, 2-POS
- 1 DOOR, EMERGENCY, REAR, 2 WINDOW
- 1 DOOR, ENTRANCE, OUTWARD OPENING
- 1 EMERGENCY DOOR LS 28IN
- 1 GLASS, ENT DR, LOWER, TINT, LAM
- 1 GLASS, ENT DR, UPPER, TINT, LAM
- 1 GLASS, SIDE EMER DR, LK TINT, TEMP
- 1 LOCK, SECURITY, ENT DOOR
- 1 RETAINER SIDE EMERG DOOR LH
- 1 SLIDING BOLT VANDAL LOCK - SED
- 1 VANDAL LOCK - REAR EMERGENCY DOOR
- Body, Fans**
- 1 Fan, Auxiliary, Upper Left 6" Provides 6" auxiliary fan mounted to wire molding above driver's window.
- 1 FAN, AUXILIARY, UPPER CENTER, 6"
- Body, Floor**
- 1 COVERING, FLOOR, RUBBER, BLACK
- 1 FLOOR, FLYWOOD, S8 BE, MARINE GRADE

- 1 FLYWOOD FLOOR SCREWED DOWN
- 1 STEEL FLOOR TRIM
- 1 TRIM, AISLE, ALUMINUM
- 1 WEAR PLATE, ENT DR, RUBBER, WHITE NOSE
- Body, Headroom**
- 1 77 IN HEADROOM CONVENTIONAL
- Body, Heaters**
- 1 HEATER GRILLE
- 1 HEATER, 80X, RH, REAR WALL
- 1 HOSE, HTR, EPDM, W/CT CLAMPS
- 1 PUMP, HEATER WATER
- Body, Insulation**
- 1 ACOUSTIC HEADLINING FULL LENGTH
- 1 INSULATED DRIVERS AREA, FIREWALL
- 1 INSULATION, BODY, POLYESTER/FIBERGLASS
- 1 STEP, COWL, FOLDING
- Body, Lettering/Decals**
- 1 STOP WHEN RED LIGHTS FLASH
- 1 EMERGENCY DOOR ARROWS
- 2 LETTERING, EMERGENCY EXIT ABOVE EXIT
- 2 LETTERING, EMERGENCY, EXTERIOR, VINYL, BLACK
- 2 LETTERING, EMERGENCY, INTERIOR, VINYL, BLACK
- 1 LETTERING, SCHOOL BUS" 8"X1" STROKE"
- Body, Lifts**
- 1 CONTROL, LIFT DR BUZZER, CONTINUOUS
- 1 GLASS, LIFT DOOR, TEMPERED, DARK TINT
- 1 HANDICAPPED ACCESSIBILITY SYM DECAL
- 1 HARNESS, POWER, BAT CONTROL, W/C LIFT
- 1 LIFT, WHEELCHAIR, RUCOM 85510-ADA403
- 1 LIGHT, LIFT AREA, INTERIOR, INCANDESCENT
- 1 SIDE LIFT DOOR, 45IN
- 1 SURE-LOK, AL7128-10-7, W/C 8 OCC RBRT, L TRK
- 1 SWITCH, LIFT DOOR, LIGHT, AUTO
- 1 SWITCH, LIFT ENABLE, PENDANT
- 1 WIRING, INTR LCK, LIFT, PENDANT CONTROL
- Body, Lights**

A-Z Bus Sales Quote

- 1 DAYTIME RUN LGTS,W/ P/BRAKE DEACTIVATE
- 1 DOME,2 ROW/2 SWITCHES,F & R,CONFIG
- 1 FLASHER,W/L SYSTEM,I/O CONTROLS
- 1 HOODS,WARNING LIGHTS,INDIVIDUAL
- 1 INDICATOR,W/L SYSTEM,AMBER/RED
- 1 LGTS,DR,FRT AMBER,FENDER MNT,LED
- 1 LIGHT,1 DOME,DRIVERS,SEPERATE SW
- 1 LIGHT,4 BACKUP LED VANDAL RESIST
- 1 LIGHT,4 LED STOP/TAI VANDAL RESIST
- 1 LIGHT,7 STOP/TAI LED
- 1 LIGHT,PILOT,EXIT
- 1 LIGHT,STEPWELL,15 CANDLE POWER
- 1 LIGHT,SWITCH PANEL,ADDITIONAL CTRL
- 1 LIGHTS,CL/MKR,LED,2 AMBER,2 RED
- 1 LIGHTS,DIR/MKR,SIDE,LED,FRT,BELT
- 1 LIGHTS,DIR/MKR,SIDE,LED,REAR,BELT
- 1 LIGHTS,DIRECTIONALS,RR,AMBER LED
- 1 LIGHTS,DOME,15 CANDLEPOWER
- 1 LIGHTS,JD,GROMMET MOUNT,LED
- 1 LIGHTS,MKR,LED,INTERMEDIATE
- 1 LIGHTS,WARN,HALOGEN,4 AMBER,4 RED
- 1 PRE-TRIP EXTERIOR LIGHT TEST
- 1 SEQUENCE,W/L SYSTEM,NON-SEQUENTIAL
- 1 SYSTEM,WARN,3-LGT,N/SEQ
- 1 WIRING,DIR,SIDE,FRONT,BELTLINE
- 1 WIRING,DIR,SIDE,REAR,BELTLINE

Body, Mirrors

- 1 CAMERA,SYSTEM,BACK UP VIEW
- 1 HEATED MIRROR,EXT,W/REM CTRL
- 1 MIRROR BRACKETS,C/VIEW,BELL MOUNT
- 1 MIRROR,CROSSVIEW,EYE-MAX LP
- 1 MIRROR,EXT,OPEN VIEW,ES SPLIT SYSTEM
- 1 MIRROR,REARVIEW,INT 6X30,W/MONITOR
- 1 VRSOR,ACRYLIC,LEFT SIDE,ADJ,ST,OPAQUE

Body, Mud Flaps

- 1 FENDERS REAR RUBBER
- 1 FLAPS FRONT RUBBER
- 1 FLAPS REAR WITH BB LOGO
- 1 REAR MUDFLAP EXTENSION

Body, Paint

- 1 DISC WHLS PTD BOTH SIDES YELLOW
- 1 EXTERIOR SOLID NSBY
- 1 LOGO,BLUE BIRD,PAINTED,BLACK
- 1 PAINT DESIGN,BRIGHT WHITE ROOF,12.5 IN
- 1 PAINT, INTERIOR, ASTRO WHITE
- 1 PAINT, YELLOW, ENTRANCE DOOR
- 1 PAINT,BACKGRND,WARN LGT,BASE COLOR
- 1 PAINT,CHASSIS,GRILLE,YELLOW,BBCV
- 1 PAINT,RUBRAILS ONLY,FULL WIDTH BLACK

Body, Radio

- 1 RADIO,W/FM/USB/MP3 W/PA
- 1 REMOTE MIC,DRIVER CONTROLLED
- 1 SPEAKER,DLX,8 SPKR SYS W/WIRING
- 1 WRG,2-WAY RADIO,CTR DASH MNT(07/829)

Body, Reflectors

- 1 3 REFLECT FRONT INT & REAR 3M DIA GRADE
- 2 VINYL,REFL,ROOF HATCH,WHITE,3M
- 1 VINYL,REFL,RR EMER DR YELLOW,3M
- 1 VINYL,REFL,SO EMER DR YELLOW,3M

Body, Side rails

- 1 END CAP,RUB RAIL,STAMPED STEEL

Body, Safety Equipment

- 1 CIRCUITS,SPARE,BODY HARN,TWO,14 GA
- 1 FAK,CALIFORNIA,METAL CASE
- 1 FE 5 LB DRY W/HOSE (DRIVERS OPT)
- 1 FE 5 LB DRY W/HOSE (NEAR LIFT DOOR)
- 1 HOLDER,CERTIFICATE,7-5/8 X 9-1/4
- 1 PACKAGE,STATE,CALIFORNIA
- 1 TRIANGULAR WARNING DEVICE FLOOR

Body, Seating Restraints

- 8 MODULE,SEAT BELT,CEW,CR,BLACK

Body, Seats

- 2 BARRIER, 39 INCH HIGH BACK
- 1 BARRIER,ASBY,39,TM,HBK,INSTALLED
- 2 FLOOR TRACKS FOR W/C & PASS SEATS
- 15 MODULE,BOARD,SEAT,CEW,7/16 O88"
- 23 MODULE,SEAT BELT,3-POINT,CEW QS
- 15 MODULE,SEAT,CEW,COLOR,BROWN
- 1 PANEL,MODESTY,BARRIER,DRIVER,LH
- 1 PANEL,MODESTY,BARRIER,ENT DOOR
- 1 SEAT BELT,DRV,3 FT,SINGLE RETRACT,BLACK
- 10 SEAT,CEW,Q8,39,FULLY TM
- 1 SEAT,CEW,Q8,39,GM-TM
- 4 SEAT,CEW,Q8CR,39,FULLY TM,2-LATCH
- 1 SEAT,DRVS,BSTRM,AIR,BROWN VINYL/FAB
- 1 SHOCK,DUAL,BSTRM SEAT
- 3 UPH,FIRE BLOCK,BROWN,BARRIER

Body, Side Panels

- 1 GALVALLUME I/6 PNL,FULL HEM,TEXTURIZED
- 1 PANEL,SIDE,16 GA,25 3/4 SKIRT

Body, Steps

- 1 FORWARD GRABRAIL
- 1 HANDRAIL,ENT DR,BARRIER 3.25 - 5.25
- 1 MARKER LGT CONTROL,STEPWELL LGT
- 1 RETAINER REAR EMERG DOOR
- 1 STEPTREADS,ENT DR,N/ABR,WHITE NOSING
- 1 STEPWELL, GALVANIZED
- 1 STEPWELL, NATL STDS, 1990

Body, Stop Arms

- 1 LOCATION,STOP ARM,REAR
- 1 STOP ARM,ELEC,INCAN,REFL BLD
- 1 WIRING,S/ARM,ELECT WINDEP FLSHR

Body, Switches

- 1 ACCESSORY POWER SOCKET W/CAP
- 1 CIRCUIT PROTECTION,AUX,BATT CONTROLLED
- 1 CIRCUIT PROTECTION,AUX,IGN CONTROLLED
- 1 CIRCUIT PROTECTION,BREAKERS,MANUAL RESET
- 1 CONTROLS,CONFIG,W/L,OPT #3,8-LGT,LH
- 1 DOOR SWITCH,STEPWELL LIGHT
- 1 HORN,BACKING SAFETY,11Z DB
- 1 LIGHTS,PILOT,W/L SYSTEM,LOC,LH
- 1 POWER,BAT CONTROL,CLER/CSTRID LGTS
- 1 POWER,BAT CONTROL,DOME LIGHTS
- 1 POWER,BAT CONTROL,ENTRANCE DOOR
- 1 POWER,BAT CONTROL,WARNING LIGHTS
- 1 SWITCH,DOOR CONTROL,LOC,LH
- 1 SWITCH,EMERGENCY OVERRIDE
- 1 SWITCH,NOISE SUPPRESSION,LATCHING

A-Z Bus Sales Quote

- 1 SWITCH,W/L MASTER,LOC,LH
- 1 SWITCH,W/L START,LOC,LH
- 1 SWITCH,W/L START,MANUAL
- 1 SWITCH,W/L,EM OVERRIDE,LOC,LH
- 1 SWITCH,W/L,MASTER,GREEN PILOT
- 1 WIRING,W/L SYSTEM,14 GA

Body, Work

- 2 DELETE,ROOF HATCH BUZZER
- 2 VENT,SPECIALTY,PROLO

Body, Windows

- 1 GLASS,REAR VISION,OK TINT,TEMP
- 1 GLASS,RR EMER DR UPR,OK TINT,TEMP
- 1 GLASS,RR EMER DR,LMR,OK TINT,TEMP
- 1 WDO ASSY,DRVR, GREEN TINT,LAM
- 15 WINDOW,S/S,12

Body, Wheel/Mold / Accessories

- 1 4 PC FLAT SHADED W/S

Chassis, Accessories

- 1 ANTIFREEZE,ES COMPLEAT,CUMMINS (BLUE)
- 1 FLUID,TRANSMISSION,SYNTHETIC

Chassis, Alternator

- 1 ALTERNATOR, LEECE-NEVILLE, 270 AMP

Chassis, Axle

- 1 AXLE,REAR,821-140.5.29
- 1 AXLE,STEER,HENDRICKSON NKT,12000 LB
- 1 LUBRICATION,OIL,PETROLEUM,AXLE
- 1 SUSPENSION,AIR,REAR,HENDRICKSON,21K
- 1 SUSPENSION,SPRG,FRT,SOFTEX 10000

Chassis, Batteries And Accessories

- 1 BATTERIES,GROUP 31,THREE
- 1 SWITCH,BATTERY DISCONNECT

Chassis, Brakes

- 1 BRAKE INTERLOCK CONTROL, LIFT DOOR
- 1 BRAKE INTERLOCK,AIR BRAKES
- 1 BRAKE,EXHAUST,VGT
- 1 BRAKES,AIR DISC,BENDIX
- 1 BRAKES,ANTH-LOCK(ABS),AIR
- 1 DRYER,AIR,BENDIX AD-IP
- 1 VALVE,DRAIN,MANUAL,AIR TANK

Chassis, Bumper

- 1 BUMPER,FRONT,STEEL 15M
- 1 BUMPER,REAR,STEEL

Chassis, Controls

- 1 CLUSTER,INSTRUMENT,AMETEK
- 1 COLUMN,STEER,TILT/TELESCOPE,DCUG
- 1 AUTOTEC
- 1 SWITCH,IGNITION,KEYED ALIKE

Chassis, Cooling System

- 1 FILTER,COOLANT WATER
- 1 HOSE,COOL,SILICONE,W/CON TENS CLMP

Chassis, Engines / Transmissions

- 1 2017 EMISSIONS ENGINE
- 1 CRUISE CONTROL
- 1 ENGINE,CUM 86.7 D6L,250HP@660LB-FT
- 1 GOVERNOR,ROAD SPEED,75 MPH
- 1 PROGRAM,TCM,PERF,ATI,ALL TRANS
- 1 TRANS,ALLISON,2500PTS 5 8PD

Chassis, Exhaust

- 1 EXHAUST,PRIMARY FLEX,5ING CAN AT,CUM
- 1 TIPIPE,THROUGH BUMPER

Chassis, Fuel System

- 1 FLTR,FUEL/WATER SEPARATOR
- 1 FUEL SYSTEM,DSL,60 GAL BFR RH FILL
- 1 FUEL TANK DOOR,SPRNG-LOADED,LOCKING

Chassis, Instruments

- 1 GAUGE,AMMETER,FRONT
- 1 GAUGE,SPEEDOMETER, MILES

Chassis, Tires and Wheels

- 1 BALANCE FRONT WHEELS
- 1 TIRE CHAIN
- 1 TIRE,HANKOOK 255/70R22.5,LRH,AH12
- 1 WHEEL WEIGHTS, ZINC
- 1 WHEELS,STEEL,8.25X22.5 D5C,HUB-PILO

Chassis, Tow Hooks

- 1 TOW HOOKS, FRONT

Distributor Options

- 1 Lettering
- 1 Hand held stop sign & holder
- 1 W/C position adjacent to lift door
- 1 Ped kit for Rican 85510 - Brown upholstery
- 1 MCC AC-12W10W133 Sdr/TM21
- 1 W/C Tiedowns - Qty 1 set Surelok AL7128-4C-7 from factory
- 1 FE/FAN/Decals - CA specs
- 1 Zonar Pre-Trip, Door open GPS system & Pass Reader, wired battery hot
- 1 Gatekeeper 3 head camera system, installed
- 1 LED dome light down center aisle
- 1 Parcel racks with 12" opening

A-Z Bus Sales Quote

Unit Price:	\$136,203.70
Turnable Amount:	\$102,729.70
8.250 % Sales Tax Total:	\$8,475.20
License:	N/A
Total Per Bus w/tax included:	\$144,678.90
Grant Per Bus:	
Trade In:	
Deposit:	
Extended Amount for 1 Unit(s):	\$144,678.90

Signature: _____
 Name: _____
 Title: _____
 Date: _____

By: *Gabe Hightman*
 A-Z Bus Sales, Inc.

All pricing valid for 30 days, or availability of stock units at time of purchase order. Prices quoted herein are based upon Federal, State, and Local Laws and Regulations governing truck equipment and performance levels in effect as of the date hereof. Buyer will pay for any equipment or performance changes, modifications, or additions required by any changes in such laws or regulations subsequent to the date hereof at the increased cost to Seller.

*All pricing is based upon the Waterford Unified School District piggyback bid awarded to A-Z Bus Sales. A copy of all piggyback bid documents is available from A-Z Bus Sales, Incorporated.

***Notice of Intent to Purchase:**

By signing this vehicle quotation above, it signifies the intent of Tahoe Truckee Unified School District to purchase the vehicle(s) as listed on this document, from A-Z Bus Sales, Inc. This purchase is based on this Vehicle quotation and is subject to approval by our School Board at their _____ (date) Board meeting.

New Vehicle Engine Executive Order

California Environmental Protection Agency Air Resources Board	CUMMINS INC.	EXECUTIVE ORDER A-021-0667 New On-Road Heavy-Duty Engines Page 1 of 2 Pages
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Pursuant to the authority vested in the Air Resources Board by Health and Safety Code Division 26, Part 5, Chapter 2; and pursuant to the authority vested in the undersigned by Health and Safety Code Sections 39515 and 39516 and Executive Order G-14-012;

IT IS ORDERED AND RESOLVED: The engine and emission control systems produced by the manufacturer are certified as described below for use in on-road motor vehicles with a manufacturer's GVWR over 14,000 pounds. Production engines shall be in all material respects the same as those for which certification is granted.

MODEL YEAR	ENGINE FAMILY	ENGINE SIZES (L)	FUEL TYPE	STANDARDS & TEST PROCEDURE	INTENDED SERVICE CLASS	ECS & SPECIAL FEATURES	DIAGNOSTIC
PRIMARY ENGINE'S IDLE EMISSIONS CONTROL		ADDITIONAL IDLE EMISSIONS CONTROL					
30g		N/A					
ENGINE (L)		ENGINE MODELS / CODES (rated power, in hp)					
6.7		See attachment for engine models and ratings					
<small> * not applicable; GVWR=gross vehicle weight rating; 13 CCR xyz=Title 13, California Code of Regulations, section xyz; 49 CFR 84.abc=Title 49, Code of Federal Regulations, Section 84.abc; L=liter; hp=horsepower; kw=kilowatt; hr=hour; CNG/LNG=compressed/liquefied natural gas; LPG=liquefied petroleum gas; E85=85% ethanol fuel; MF=multi fuel a.k.a. BP=bi fuel; DF=dual fuel; FF=flexible fuel; L/M/H HDD=light/medium/heavy heavy-duty diesel; UB=urban bus; HD=heavy duty Oils; EGS=emission control system; TWC/O=C three-way/oxidizing catalyst; NAC=NOx adsorption catalyst; SCR-U / SCR-N=selective catalytic reduction - urea / - ammonia; WU (prefix)=warm-up catalyst; DPF=diesel particulate filter; PTOX=periodic trap oxidizer; HO2S/O2S=heated/oxygen sensor; HAFS/AFS=heated/air-fuel-ratio sensor (a.k.a. universal or linear oxygen sensor); TBI=throttle body fuel injection; BFI/MFI=sequential/multi port fuel injection; DGI=direct gasoline injection; GCARB=gaseous carburetor; IDI/DI=indirect/direct diesel injection; TCR=turbo super charger; CAC=charge air cooler; EGR / EGR-C=exhaust gas recirculation / cooled EGR; PAIR/AIR=pulsed/secondary air injector; SPL=smoke puff limiter; ECM/PCM=engine/powertrain control module; EM=engine modification; 1 (prefix)=parallel; 2 (suffix)=in series; ES=engine shutdown system (per 13 CCR 1956.8(a)(1)(A)(1)); 30=30 g/hr NOx (per 13 CCR 1956.8(a)(8)(C)); APS=internal combustion auxiliary power system; ALT=alternative method (per 13 CCR 1956.8(a)(8)(D)); E=engine exempted per 13 CCR 1956.8(a)(8)(B) or for ONGLNG fuel systems; N/A=not applicable (e.g. Otto engines and vehicles); EMD=engine manufacturer diagnostic system (13 CCR 1971); OBD(F) / (P) / (S)=full / partial / partial with a file / on-board diagnostic; </small>							

Following are: 1) the FTP exhaust emission standards, or family emission limit(s) as applicable, under 13 CCR 1956.8; 2) the SET and NTE limits under the applicable California exhaust emission standards and test procedures for heavy-duty diesel engines and vehicles (Test Procedures); and 3) the corresponding certification levels, for this engine family. "Diesel" CO, SET and NTE certification compliance may have been demonstrated by the manufacturer as provided under the applicable Test Procedures in lieu of testing. (For flexible- and dual-fueled engines, the CERT values in brackets [] are those when tested on conventional test fuel. For multi-fueled engines, the STD and CERT values for default operation permitted in 13 CCR 1956.8 are in parentheses.)

In g/bhp-hr	NMHC		NOx		NMHC+NOx		CO		PM		HCHO	
	FTP	SET	FTP	SET	FTP	SET	FTP	SET	FTP	SET	FTP	SET
STD	0.14	0.14	0.20	0.20	*	*	15.5	15.5	0.01	0.01	*	*
CERT	0.03	0.01	0.14	0.11	*	*	0.02	0.00	0.002	0.001	*	*
NTE	0.21		0.30		*		19.4		0.02		*	

* g/bhp-hr=grams per brake horsepower-hour; FTP=Federal Test Procedure; SET=Supplemental emissions testing; NTE=Not-to-Exceed; STD=standard or emission test cap; FEL=family emission limit; CERT=certification level; NMHC/HCHO=non-methane hydrocarbon; NOx=oxide of nitrogen; CO=carbon monoxide; PM=particulate matter; HCHO=formaldehyde;


BE IT FURTHER RESOLVED: The manufacturer has demonstrated compliance with the Greenhouse Gas Emission Standards as specified in Title 13 CCR 1956.8 and the incorporated "California Exhaust Emission Standards and Test Procedures for 2004 and Subsequent Model Heavy Duty Diesel-Engines and Vehicles" (HDDE Test Procedures) adopted Dec. 12, 2002, as last amended Oct. 21, 2014 using the 2014 model year National Heavy-Duty Engine and Vehicle Greenhouse Gas Program as specified in Section 1036.108 of the HDDE Test Procedures. The manufacturer has submitted the required information and therefore has met the criteria necessary to receive a California Executive Order based on the Environmental Protection Agency's Certificate of Conformity for the above listed engine family.

EPA CERTIFICATE OF CONFORMITY				PRIMARY INTENDED SERVICE CLASS	
HCEXH0408BAT-005				TRACTOR / VOCATIONAL	
In g/bhp-hr	CO ₂		CH ₄	N ₂ O	
	FTP	SET		FTP	SET
STD	576	487	0.10	0.10	
FCL	528	494	*	*	
FEL	544	509	0.10	0.10	
CERT	527	493	0.02	0.07	

* g/bhp-hr=grams per brake horsepower-hour; FTP=Federal Test Procedure; SET=Supplemental emissions testing; STD=standard or emission test cap; FEL=family emission limit; FCL=family certification level; CERT=certification level; CO₂=carbon dioxide; CH₄=methane; N₂O=nitrous oxide; VOCATIONAL=vocational engine; TRACTOR=tractor engine

BE IT FURTHER RESOLVED: Certification to the FEL(s) / FCL(s) listed above, as applicable, is subject to the following terms, limitations and conditions. The FEL(s) / FCL(s) is the emission level declared by the manufacturer and serves in lieu of an emission standard for certification purposes in any averaging, banking, or trading (ABT) programs. It will be used for determining compliance of any engine in this family and compliance with such ABT programs.

New Vehicle Engine Executive Order

California Environmental Protection Agency  Air Resources Board	CUMMINS INC.	EXECUTIVE ORDER A-021-0687 New On-Road Heavy-Duty Engines Page 2 of 2 Pages
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BE IT FURTHER RESOLVED: Except in vehicle applications exempted per 13 CCR 1956.8(a)(6)(B), engines in this engine family certified under 13 CCR 1956.8(a)(6)(C) [30 g/hr NOx] and section 35.B.4 of the incorporated "California Exhaust Emissions Standards and Test Procedures for 2004 and Subsequent Model Heavy-Duty Diesel Engines and Vehicles" (HDDE Test Procedures) adopted Dec. 12, 2002, as last amended Oct. 21, 2014, shall be provided with an approved "Certified Clean Idle" label that shall be affixed to the vehicle into which the engine is installed.

BE IT FURTHER RESOLVED: For the listed engine models the manufacturer has submitted the materials to demonstrate certification compliance with 13 CCR 1965 (emission control labels), 13 CCR 1971.1 (on-board diagnostic, full or partial compliance) and 13 CCR 2035 et seq. (emission control warranty).

BE IT FURTHER RESOLVED: That the manufacturer has elected to include engine models in this engine family which are identified for "emergency vehicle use only". These "emergency vehicle use only" engines are exempt from requirements imposed pursuant to California law and the regulations adopted pursuant thereto for motor vehicle pollution control devices per California Vehicle Code Section 27156.2. The manufacturer must clearly label these engines for "emergency vehicle use only" on the engines' emission control label.

BE IT FURTHER RESOLVED: The listed engine models are conditionally certified in accordance with 13 CCR Section 1971.1(k) (deficiency and fines provisions for certification of malfunction and diagnostic system) because the heavy-duty on-board diagnostic (HD OBD) system of the listed engine models has been determined to have ten deficiencies. The listed engine models are approved subject to the manufacturer paying a fine of \$325 per engine for the third through tenth deficiencies in the listed engine family that is produced and delivered for sale in California. On a quarterly basis, the manufacturer shall submit to the Air Resources Board reports of the number of engines produced and delivered for sale in California and pay the full fine owed for that quarter pursuant to this conditional certification. Payment shall be made payable to the State Treasurer for deposit in the Air Pollution Control Fund no later than thirty (30) days after the end of each calendar quarter during the 2017 model-year production period. Failure to pay the quarterly fine, in full, in the time provided, may be cause for the Executive Officer to rescind this conditional certification, effective from the start of the quarter in question, in which case all engines covered under this conditional certification for that quarter and all future quarters would be deemed uncertified and subject to a civil penalty of up to \$5000 per engine pursuant to HSC Section 4315.

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

The Bureau of Automotive Repair will be notified by copy of this Executive Order.

Executed at El Monte, California on this 7th day of October 2016.


 Annette Hebert, Chief
 Emissions Compliance, Automotive Regulations and Science Division

Old Vehicle Engine executive Order

(Page 1 of 2)

**State of California
AIR RESOURCES BOARD**

EXECUTIVE ORDER A-10-995

Relating to Certification of New Medium-Duty Motor Vehicles

FORD MOTOR COMPANY

Pursuant to the authority vested in the Air Resources Board by Sections 43100, 43102 and 43835 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-45-8;

IT IS ORDERED AND RESOLVED: That 2001 model-year Ford Motor Company motor vehicles which have a manufacturer's gross vehicle weight rating (GVWR) of 8,501 to 14,000 pounds are certified using the diesel-cycle engine listed below:

<u>Engine Manufacturer</u>	<u>Engine Family</u>	<u>Engine Displacement Liters (Cubic Inches)</u>	<u>Engine Model Year and Certification Executive Order No.</u>
International Truck and Engine Corporation	1NVXA07.3CND	7.3 (444)	2001 A-4-239

Vehicle models and codes are listed on attachments.

The certification exhaust emission standards for this engine family in grams per brake horsepower-hour are:

<u>Non-Methane Hydrocarbons + Nitrogen Oxides</u>	<u>Carbon Monoxide</u>	<u>Particulates</u>
3.9	14.4	0.10

The certification exhaust emission values for this engine family in grams per brake horsepower-hour are:

<u>Non-Methane Hydrocarbons + Nitrogen Oxides</u>	<u>Carbon Monoxide</u>	<u>Particulates</u>
3.8	1.6	0.10

Old Vehicle Engine executive Order

FORD MOTOR COMPANY

EXECUTIVE ORDER A-10-995
(Page 2 of 2)

BE IT FURTHER RESOLVED: That the listed vehicle models are certified to the optional standards and test procedures applicable to incomplete and diesel medium-duty vehicles of 8,501 to 14,000 pounds GVWR pursuant to Title 13, California Code of Regulations, Section 1956.8(g).

BE IT FURTHER RESOLVED: That the listed vehicle models shall be subject to the in-use compliance provisions applicable to 1995 and subsequent model-year medium-duty vehicle engines set forth in Title 13, California Code of Regulations, Section 2139(c).

BE IT FURTHER RESOLVED: That the listed vehicle models also comply with the on-board diagnostic system for the aforementioned model year pursuant to Title 13, California Code of Regulations, Section 1966.1 ("Malfunction and Diagnostic System Requirements--1994 and Subsequent Model-Year Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles and Engines").

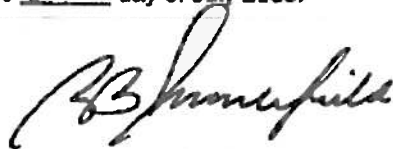
BE IT FURTHER RESOLVED: That for the listed vehicle models, the manufacturer has submitted the materials to demonstrate certification compliance with the Board's emission control system warranty provisions (Title 13, California Code of Regulations, Section 2035 et seq.).

BE IT FURTHER RESOLVED: That the listed vehicle models also comply with the "California Motor Vehicle Emission Control and Smoke Index Label Specifications" for the aforementioned model year (Title 13, California Code of Regulations, Section 1965).

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

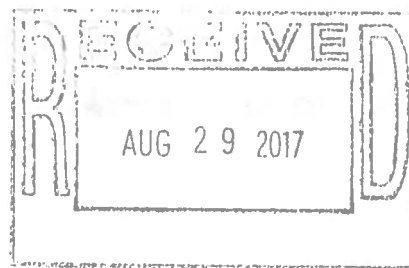
The Bureau of Automotive Repair will be notified by copy of this order and attachments.

Executed at El Monte, California this 26th day of July 2000.



R. B. Summerfield, Chief
Mobile Source Operations Division

Exhibit Summary Sheet



Proposing Entity (including other participating entities):

Ace Welding, Inc.

Contact person: Gabriel Kulp

Address: 12819 Loma Rica Drive, Grass Valley, CA 95945

Phone#: 530-274-8965 **Fax #:** 530-274-8969 **Email:** aceswelding@hotmail.com

Total Project Budget:

	AB 2766 funds	Co-Funding	Total Project Costs
Capital Costs	<u>\$30,000.00</u>	<u>\$191,765.67</u>	<u>\$221,754.67</u>
Operating Costs	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total	<u>\$30,000.00</u>	<u>\$191,754.67</u>	<u>\$211,754.67</u>

Type of Project: (check one)

- Quantifiable Project
 Reduced Emissions 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)
- B. Reactive Organic Gases 10.35 lb Nitrogen Oxides 3643 lb PM₁₀ 99 lb
Single Occupancy Vehicle Trips Reduced _____
- C. Number of people reached per day through public education _____

Cost-effectiveness: \$.58 per pound (AB 2766 Funds Only)

Brief Project Description:

Replace a 1995 L8000 Ford crane truck with a 2013 carb compliant Kenworth crane truck with a Cummins ISX15 485 HP engine with a DPF and DEF.

Request for Proposal Contents Checklist

Applicant: Ace Welding, Inc.

Please complete and attach this checklist with your application.

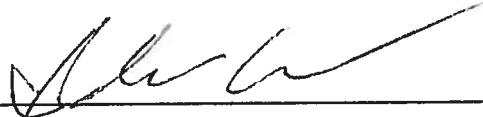
- X Exhibit Summary Sheet – page 1
- X Request for Proposal Contents Checklist – page 2
- X Authorization Letter/Resolution – page 3
- X Project Description – page 4
- X Project Organization/Background – page 5
- X Emissions Benefits/Cost Effectiveness – page 6
- X Work Statement – page 7
- X Funding Request/Breakdown of Cost – page 8
- X Schedule of Deliverables/Monitoring – page 9
- X All Pages Numbered
- X Proposal, One Original
(Check Only One)
- Quantifiable Project
- Or-
- X Reduced Emission Vehicles Project

Authorization Letter/Resolution

Proposing entity:

Ace Welding, Inc.
12819 Loma Rica Drive
Grass Valley, CA 95945
530-274-8965
Contact person: Gabriel Kulp

As president of Ace Welding, Inc., Gabriel Kulp has authorization to submit this proposal. Gabriel Kulp will be the project manager of the project as well.



Gabriel Kulp

8-28-2017
Date signed

PROJECT DESCRIPTION

Replace a 1995 L8000 Ford crane truck with a 2013 carb compliant Kenworth crane truck with a Cummins ISX15 485 HP engine with a DPF and DEF. We drive the truck approximately 10,000 road miles per year, but it also sits running on job sites about 25 hours per week while performing crane operations.

PROJECT ORGANIZATION/BACKGROUND

Ace Welding is a structural and ornamental metal fabrication shop. We use the crane to deliver and install heavy steel components which we manufacture as well as offering crane services to the general public. The crane is used in tree removals, well pump installation, HVAC equipment placing, and general construction. Cost and emissions reduction tracking should be very straight forward as we are asking for \$30,000.00 in grant funds towards a \$221,754.67 cost on the replacement machine.

Emissions Benefits/Cost Effectiveness

Assuming 25 hours of weekly operations, 50 weeks out of the year, and a 20-year equipment life, (we are currently operating a 22-year-old machine) the emissions reductions between the old 8.3 liter, 260 HP Cummins engine and the new 14.9 liter, 485 HP Cummins ISX15 engine are as follows:

<u>8.3 Liter</u>	<u>ISX15</u>
HC 215,000	HC 121,250
NOX 35,750,000	NOX 2,667,500
CO 2,665,000	CO 13,337,500
PM 910,000	PM 12,125

The above predictions are based on the following emissions in grams per hour for each machine.

<u>8.3 Liter</u>	<u>ISX15</u>
HC 8.6	HC 4.85
NOX 1,430	NOX 106.7
CO 106.6	CO 533.5
PM 36.4	PM .485

An expenditure of \$30,000.00 of AB 2766 funds, over the life of the project, should result in a net reduction of Hydrocarbon emissions in the amount of 93,750 grams, a net reduction in NOX emissions in the amount of 33,082,500 grams, and a net reduction in PM emissions in the amount of 897,875 grams.

Work Statement

We intend to purchase a new crane on or before January 1, 2018.

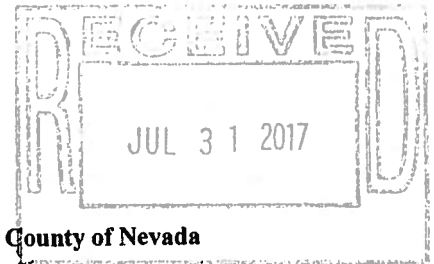
If we are awarded this grant, we will placard the equipment identifying the DMV surcharge as the source of the funding.

FUNDING REQUEST/BREAKDOWN OF COST

We are requesting \$30,000.00 in AB 2766 funds from the district and we will be putting in \$191, 754.67 for a project total of \$221,754.67. We are not requesting any matching funds or co-funding. \$30,000.00 funding by AB 2766 surcharge funds represents 13 ½% of the total replacement equipment cost.

Schedule of Deliverables/Monitoring Program

We expect to take delivery of the new machine within 2 weeks of contract execution. We bill crane time hourly and in a separate category in our existing accounting software, so we will easily be able to identify the number of hours that the equipment is operating with reduced emissions.



A. EXHIBIT SUMMARY SHEET

Proposing Entity (include other participating entities): Superior Court of California, County of Nevada

Contact Person: David Schlothauer

Address: 201 Church St, Nevada City CA 95959

Phone #: 530 265-1311

FAX #: 530 478-1938

EMAIL: dschlothauer@nevadacountycourts.com

Total Project Budget:

	AB 2766 Funds	Co-Funding	Total Project Costs
Capital Costs	\$ <u>47,385</u>	\$ <u>47,385</u>	\$ <u>94,770</u>
Operating Costs	\$ _____	\$ _____	\$ _____
TOTAL	\$ <u>47,385</u>	\$ <u>47,385</u>	\$ <u>94,770</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): County (Nevada)

Estimated Emission Reductions:

A. Emission Reductions (lbs/yr)

Reactive Organic Gases 54.46 Nitrogen Oxides 55.17 PM₁₀ 19.98

B. Vehicle Miles Traveled (VMT) Reduced 104,000

Single Occupancy Vehicle Trips Reduced 4,160

C. Number of people reached per day through public education 50

Cost-effectiveness: \$ 43.87 per pound (AB 2766 Funds Only)

Brief Project Description:

Reduce the overall number of vehicle miles traveled to/from the Courthouse by individuals, attorneys, litigants, law enforcement and other agencies seeking to obtain copies of court case documents by implementing a cloud based document delivery system.

1 42

B. REQUEST FOR PROPOSAL CONTENTS CHECKLIST

Applicant: Superior Court of California, County of Nevada

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 4

Emissions Benefits/Cost-Effectiveness – page 5

Work Statement - page 5-6

Funding Request/Breakdown of Cost - page 6

Schedule of Deliverables/Monitoring - page 7

All Pages Numbered

Three Copies Of Proposal Plus One Original

(CHECK ONE ONLY)

Quantifiable Project

- OR -

Reduced Emission Vehicles Project

August 31, 2017

Northern Sierra Air Quality Management District
200 Litton Drive, Suite 320
Grass Valley, CA 95945

In Re: AB 2766 DMV Surcharge Fund Program (2016-2017)

To whom it may concern:

I hereby authorize David Schlothauer, Director of IT, Facilities and Security, to submit a proposal to the above mentioned Request for Proposal on behalf of the Superior Court of California, County of Nevada,

Entity Information

Superior Court of California,
County of Nevada
201 Church St
Nevada City, CA 95949

Applicant / Contact

David Schlothauer
Director of IT, Facilities and Security
Superior Court of California,
County of Nevada

530 265-7286

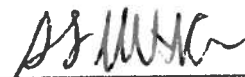


David Schlothauer

Authorized By:

G. Sean Metroka
Court Executive Officer
Superior Court of California,
County of Nevada

530 265-1313



G. Sean Metroka



D. Project Description: Cloud based Document Management System

Objectives: Reduce the overall number of vehicle miles traveled to/from the Courthouse for the sole purpose of obtaining copies of court case documents

The court seeks to implement a secure web (aka "cloud") based electronic document delivery system. The system will significantly reduce both roadway and parking congestion in and around the courthouses while increasing access to justice for litigants, attorneys, families and mobility challenged individuals.

E. Project Organization / Background

Organizational Overview and Previous Experience: The Nevada County Superior Court is the primary trial court in the Nevada County area authorized to hear and adjudicate all civil and criminal matters. The agency is comprised of two courthouses, the main courthouse in Nevada City serving western Nevada County and the Truckee Branch courthouse serving the needs of citizens in eastern Nevada County.

The project will be a joint effort between the Court and two vendors – LaserFiche and a micrographics conversion specialist to be selected through open solicitation. The project lead in Nevada County will be IT Director David Schlothauer who has over 30 years' experience working in the IT and telecommunications field. David will also manage/monitor all project tasks, funding sources and cost allocations using a combination of Microsoft Project and Microsoft Excel.

The first vendor, LaserFiche - is a recognized leader in the document management industry for both public sector and private companies alike. LaserFiche and its team of technical support engineers have several years' experience working with Nevada County Superior Court amongst other courts throughout the state in the installation, support and expansion of the LaserFiche Document Management system (DMS).

The second vendor will be a micrographics conversion specialist and will need to have several years of applicable experience digitizing 16MM microfilm and microfiche documents to various formats (.tiff, jpg, pdf). The vendor should be based in California, preferably within 100 miles of Nevada City, to accommodate fast shipping of roll film and reduce overall shipping costs. Since the chosen vendor will handle some of the Court's most sensitive and confidential files, they will need to have established safeguards that prevent unauthorized access to roll film or digitized images. Finally, the vendor will be required to index each cartridge reel/roll so images can easily be accessed by LaserFiche.

F. Emission Benefits / Cost Effectiveness

Calculations: The calculations below are from our counts of users (attorneys, litigants, law enforcement and justice agencies, others) requesting case file documents over public counters using the weighted average mileage of 12.5 miles to/from each zone to/from the nearest courthouse.

Estimated one-way vehicle trip reductions:	4,160	One way trips
Estimated reductions in vehicle miles traveled:	104,000	Miles
Estimated emission reductions and cost-effectiveness: *		
Nitrogen oxides (NOx):	55.17	lbs/year
Reactive organic gases (ROG):	54.46	lbs/year
Particulate Matter (PM10):	19.98	lbs/year
Total Emissions Reduction (All)	129.61	lbs/year cost/lb
Cost Effectiveness:	\$43.87	\$/year

* Calculations use the 10 year lifespan model and reflects AB 2677 portion of funding only

G. Work Statement

Phase 1. Digitize archive of "non-electronic" case documents. This is comprised of approximately 4,000,000 pages of historic case documents currently stored on 1,987 rolls of 16mm microfilm plus the additional paper based documents currently in queue for digital archival.

Phase 2. Purchase and implement LaserFiche Public Portal©, a commercially available document management system (DMS) that would integrate to the Court's existing LaserFiche DMS to extend secure delivery of documents electronically via the web. This would include installation and training of judges and staff.

Phase 3. Purchase and implement 24Tb Dell/Equallogic SAN into our existing storage infrastructure to support the immediate storage needs for this initiative with the ability to sustain future growth/expansion as needed. Store digitized documents and move all DMS documents from production SAN to this SAN.

Task List:

Professional Services

Through the competitive bid process, the Court would contract with an experienced vendor able to convert and index our existing inventory of 16mm roll film and microfiche to digital files.

LaserFiche technicians would work with the Court to integrate the LaserFiche Public Portal application with the existing LaserFiche DMS and make it accessible through the Court secure DMZ. LaserFiche would also assist the Court in the importation of newly digitized documents.

Physical Installation

The only item requiring installation is the Equallogic SAN. Court IT would rack mount and integrate the SAN into the Courts network infrastructure. All cabling would be included.

LaserFiche Portal Training

After all professional services and physical installations complete, LaserFiche technicians will conduct the final configuration of the Public Portal as part of the administrative training.

Scope of Work

LaserFiche Responsibilities:	Check
Full requirements gathering	<input checked="" type="checkbox"/>
Provide list of required index fields for file import	<input checked="" type="checkbox"/>
Assist with import of digitized images (from roll film, fiche)	<input checked="" type="checkbox"/>
Portal Integration with existing LaserFiche DMS	<input checked="" type="checkbox"/>
Installation, configuration and training on Portal software	<input checked="" type="checkbox"/>
QA testing the application on private website	<input checked="" type="checkbox"/>
Cutting the system over to public facing website	<input checked="" type="checkbox"/>
Legend: <input checked="" type="checkbox"/> = ATI providing	

Court Responsibilities:	Check
Provide designated contact as project lead	<input checked="" type="checkbox"/>
Provide onsite contact for project rollout and network support	<input checked="" type="checkbox"/>
Preparing and testing access to the LaserFiche database	<input checked="" type="checkbox"/>
Solicitation for digitizing roll film and fiche	<input checked="" type="checkbox"/>
Manage digitizing process to ensure it meets standards	<input checked="" type="checkbox"/>
Installation and integration of SAN	<input checked="" type="checkbox"/>
Import digitized images into LaserFiche	<input checked="" type="checkbox"/>
Provide VPN access for installation and ongoing support	<input checked="" type="checkbox"/>
Ensure existing LaserFiche server is configured properly	<input checked="" type="checkbox"/>
Legend: <input checked="" type="checkbox"/> = Court providing	

H. Cost Breakdown

Task	Cost	AB2766 Funded	Court Funded
Digitize Roll Film and Fiche (est)	49,500	24,750	24,000
Dell Equallogic SAN hardware	26,770	13,250	13,250
LaserFiche Portals + Installation	18,500	15,675	15,675
Annual HW SW Support (*)			
	\$94,770	\$47,385	\$47,385

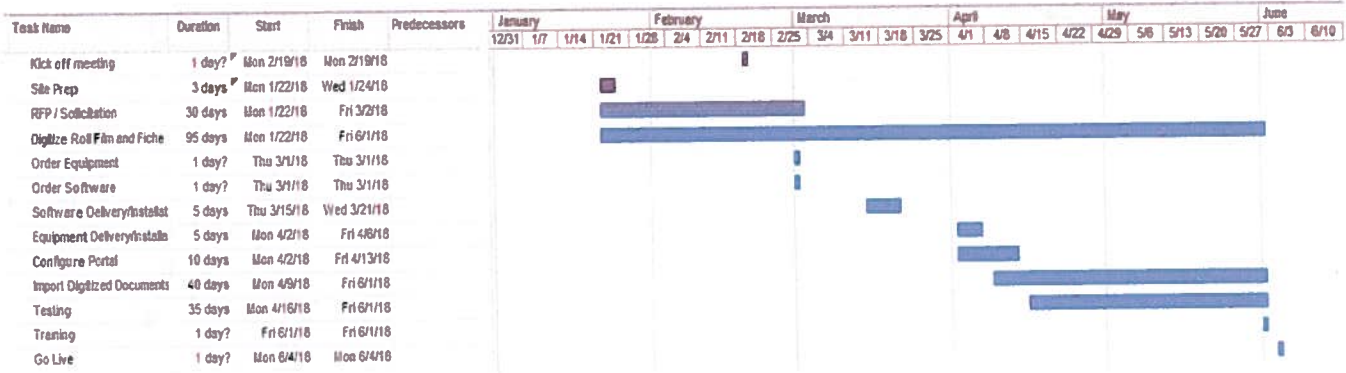
* - this is an ongoing cost and will be entirely paid for by the courts in each future year.

Cost Monitoring

The court Project Lead will track, monitor and report to the AQMD using the supplied Monitoring Reports (monthly Financial and Project Monitoring). All assets received relative to this initiative will be input, tagged and tracked by the Courts SAP Accounting and Inventory systems and by project specific MS Excel spreadsheets.

I. Schedule of Deliverables / Monitoring

The court and vendor will need to jointly agree upon a time to commence the installation, configuration and eventual testing of the system. Prior to that, several physical preparations including the delivery and staging of the hardware must be in place.



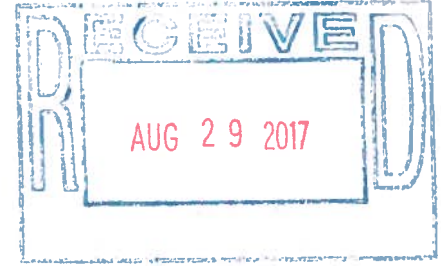
Monitoring of Project Objectives and Cost Effectiveness

The court Project Lead and the Director of Operations will use the built in usage tracking and reporting capabilities provided with the system to derive number of case documents delivered electronically and the VMT offset based on average miles traveled.

Initial demand for a new system may be relatively low as the Court will not have had sufficient time to notify all case participants. Usage projections will be made at the end of the following fiscal year based on the number of people served using the system and fine-tuned each quarter.



EXHIBIT SUMMARY SHEET



Proposing Entity (include other participating entities): Town of Truckee
Participating Entities: Placer County and Tahoe Truckee Airport District

Contact Person: Kelly Beede, Administrative Analyst II, Town of Truckee

Address: 10183 Truckee Airport Road, Truckee, CA 96161

Phone #: 530-582-2489 **FAX #:** 530-550-2343 **EMAIL:** kbeede@townoftruckee.com

Total Project Budget:

	AB 2766 Funds	Co-Funding	Total Project Costs
Capital Costs	\$ _____	\$ _____	\$ _____
Operating Costs	<u>\$65,092</u>	<u>\$593,892</u>	<u>\$658,984</u>
TOTAL	<u>\$65,092</u>	<u>\$593,892</u>	<u>\$658,984</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):
Hwy 267 serving the communities of North Lake Tahoe and Truckee

Estimated Emission Reductions:

- A. Emission Reductions (lbs/yr)
Reactive Organic Gases: 265 Nitrogen Oxides: 252 PM₁₀: 256
- B. Vehicle Miles Traveled (VMT) Reduced: 590,917
Single Occupancy Vehicle Trips Reduced: 26,860
- C. Number of people reached per day through public education: 144

Cost-effectiveness: \$29.74 per pound (AB 2766 Funds Only) (based on funding request of \$65,092)



Brief Project Description: The Town of Truckee, Placer County and Truckee Tahoe Airport District have partnered to provide transit service on a year-round basis on Highway 267 between Kings Beach (North Lake Tahoe) and Truckee that began in Spring 2016. Prior to this partnership, the service was provided only during the winter months, leaving 250 days without transit service between these regions. Typically, new transit services take three years to build steady ridership. It is estimated that by the end of the three years annual ridership will be 35,957 one-way passenger trips. Based on ridership experienced in the first full year (26,356 one-way passenger trips), the new service is on-track to realize (or exceed) the overall estimated annual ridership of 35,957 one-way passenger trips, which equates to the reduction of 590,917 vehicle miles traveled and 26,860 one-way vehicle trip reductions. The total estimated annual cost of providing the additional 250 days of service is \$658,984 in the second year. The estimated cost of the additional service operated within Truckee is \$260,368 with Placer County funding 50 percent of the Truckee service area cost, and the Town and Airport District sharing equally the remaining cost of \$130,184, or \$65,092 each in year two. It should be noted that the Town of Truckee received a grant from NSAQMD to support this project in the first full year of service in FY 2016/17. This funding request of \$65,092 will support service provided in year two.

Grant funding will be used as the Town's contribution to provide year-round service on Highway 267. The additional 250 days of service will provide a lifeline between the North Lake Tahoe and Truckee communities increasing access to social and medical services, employment opportunities, educational resources, enrichment and wellness programs, and to basic necessities such as grocery centers.

Placer County and the Airport District are providing co-funding for the increased transit service on Highway 267. Along with the Town's contribution, the co-funding supports all the aspects of operating the additional 250 days of service including fuel and maintenance of the buses, and costs associated with drivers and dispatch.

This project will significantly reduce vehicle miles traveled in private automobiles helping to reduce the carbon footprint in our region and improve air quality.

REQUEST FOR PROPOSAL CONTENTS CHECKLIST

Applicant: Town of Truckee

Please complete and attach this checklist with your application.

Exhibit Summary Sheet - pages 1-2

Request for Proposal Contents Checklist - page 3

Authorization Letter/Resolution - page 4

Project Description - page 5

Project Organization/Background - pages 5-6

Emissions Benefits/Cost-Effectiveness - page 6

Work Statement - page 6

Funding Request/Breakdown of Cost - page 7

Schedule of Deliverables/Monitoring - pages 7-8

EXHIBITS – Exhibit 1 Resolution 2017-42, pgs 9-10; Exhibit 2 Letter of Support from Nevada County Transportation Commission, pg 11; Exhibit 3 Technical Appendix Emissions Calculations, pgs 12-13; Exhibit 4 Town/Placer County Agreement, pgs 14-22

All Pages Numbered

Proposal, One Original

(CHECK ONE ONLY)

Quantifiable Project

Authorization Letter/Resolution

The Town Council of the Town of Truckee (Town) adopted Resolution 2017-42 on August 22, 2017, authorizing the submittal of this grant proposal to the Northern Sierra Air Quality Management District (District) and naming the Public Works Director/Town Engineer as the authority to execute the grant agreement and all matters relating to the agreement between Town and District (see Exhibit 1).

Town of Truckee
10183 Truckee Airport Road
Truckee, CA 96161-3306
Kelly Beede, Administrative Analyst II
(530-582-7700)

Authorized Signing Authority:
Daniel P. Wilkins
Public Works Director/Town Engineer
530-582-2902
dwilkins@townoftruckee.com

Program Manager/Primary Contact:
Kelly Beede
Administrative Analyst II
530-582-2489
kbeede@townoftruckee.com

Project Description

The Town of Truckee seeks funding for year two to support the operation of year-round transit service on Highway 267 between Kings Beach (North Lake Tahoe) and Truckee in partnership with Placer County and Truckee Tahoe Airport District. Prior to this partnership, transit service along this important regional corridor had been limited to winter only (115 days). The Annual Unmet Transit Needs Hearings identified that the lack of year-round service on Hwy 267 caused barriers to the transit dependent population in accessing employment opportunities, medical and social services, and educational/enrichment programs.

This project models the Town's commitment to environmental conservation and public health. Providing this important regional link between North Lake Tahoe and Truckee to residents and visitors on a year-round basis promotes reducing local and regional vehicle emissions through improvements to transportation systems management and operations. This service will help mitigate congestion and provide a significant regional public benefit through improved air quality and reduced greenhouse gas production.

This project will be operated by Placer County under an agreement with the Town and Airport District. Transit service will be provided generally between the hours of 7:00 A.M. and 6:00 P.M. on hourly headways serving the communities of North Lake Tahoe and Truckee. Educational materials and schedules will be developed and distributed throughout the communities and to regional employers and social service agencies, among others. This collateral will include information that the service is grant funded in part by the Northern Sierra Air Quality Management District.

Placer County owns and maintains a fleet of 15 ADA accessible buses (both CNG and diesel) that can carry up to 70 passengers (35 seated and 35 standing) at their facility located on Cabin Creek Road in Truckee. Placer County has existing software to track ridership and will be providing required reports related to performance of the service.

Project Organization/Background

The Town of Truckee is an incorporated Municipality that is creating the best future for the community at the highest level of public service – every day. The Town accomplishes its goals in partnership with the Town's citizens and fellow governmental agencies. Since incorporation in 1993, the Town has been providing quality transit service to the community for over 20 years.

In rural areas such as ours, collaboration and partnerships are key to the success of our regional programs and services. Placer County is the agency that will be operating the transit service under this project. Placer County has over 20 years of experience operating public transit in our region and is fully staffed to operate services under this project.

The Town has partnered with Placer County on other services including year-round service on Hwy 89 between Tahoe City and Truckee, and to operate regional airport shuttles, and winter skier shuttles.



Technical capabilities for preparing estimates of emissions reduction for both the proposal and reporting include estimated and actual vehicles miles traveled by the transit buses. Placer County will track and report this information to the Town, which is industry standard and part of our operating contract.

The Town's accounting software is a fund accounting system and capable of tracking costs by funding source and project task and would include a balance budget sheet where expenditures would be logged according to task. The project would be assigned an object code to track expenditures of the grant and project over the life of the transit program funded by the grant.

Emissions Benefits/Cost Effectiveness

Using the *Methods to Find the Cost-Effectiveness of Funding Air Quality Projects – May 2013 Edition* to estimate vehicle reductions it was determined that the following vehicle emissions would be reduced through implementation of this project (per the calculations and assumptions in the Technical Appendix included in Exhibit 2): ROG – 265 pounds per year, NOx – 252 pounds per year and PM10 – 256 pounds per year. The overall cost effectiveness of this project based on the above factors is \$29.74 per pound of reduced emissions. This project will reduce vehicle miles traveled by 590,917 with the single occupancy vehicle trips reduction of 26,860 and serving 35,957 one-way passenger trips annually.

This project complies with the goals of AB 2766 as it will reduce air pollution from emissions of motor vehicles and reduce vehicle miles traveled in personal vehicles, all of which improves the air quality and public health in our region.

Work Statement

Task 1 – Operating Contract: The Town and Placer County have developed and entered into an agreement to provide transit service as described for this project (see Exhibit 3). If selected, funding for the project will support FY 2017/18 service. As part of the operating contract, Placer County will provide the Town with quarterly reports that include at a minimum vehicle miles traveled, revenue service hours, and ridership data. The Town will utilize the reports from Placer County to comply with the reporting requirements under this grant.

Task 2 – Public Outreach: If selected, the Town will include information of the grant funding of this project on our website, in transit marketing materials, and on the transit schedules acknowledging the project funding source of the NSAQMD.

Task 3 – Analysis and Reporting: Per the reporting requirements, Town will provide quarterly reports, a monitoring report, and a final report detailing the successes of the project.

Funding Request/Breakdown of Cost

Task	Task Description	AB 2766 Grant Funds	Co-Funding
Task 1: Operating Contract	The operating contract with Placer County includes operational staff of dispatch and bus drivers and fuel and maintenance of the buses.	\$65,092	\$593,892 by Placer County & Truckee Tahoe Airport District
Task 2: Public Outreach	Development, printing and distribution of marketing materials, transit schedules and brochures that will include sponsorship of NSAQMD for the service.	\$0.00	\$12,500 by Town of Truckee
Task 3: Analysis & Reporting	a. Analyze program results and prepare reports. b. Submit final report to NSAQMD.	\$0.00	In-kind – Town of Truckee
Administrative Costs:	Project Management and Reporting	\$0.00	In-kind – Town of Truckee

Schedule of Deliverables/Monitor Program

Task	Deliverables	Estimated Date of Delivery
Task 1	Operating Contract with Placer County to provide transit service related to the Project	Town entered into agreement with Placer County August 2015
Task 2	Develop, print and distribute educational and marketing materials and transit schedules/ brochures	FY 2017/18; ongoing throughout the year; transit schedules change seasonally
Task 3	Final Report and Project Analysis	December 2018



Placer County will collect data that will be provided to the Town for reporting purposes. Specifically, performance data that will be collected to evaluate the effectiveness of the project both in terms of transit industry standards and reduced vehicle emissions and miles traveled include:

Daily ridership	Operating cost per revenue hour
Annual service miles	Operating cost per revenue mile
Farebox recovery ratio	Passenger trips per revenue hour
Operating cost per passenger	Passenger trips per revenue mile

This data will be used to determine one-way vehicle trip reductions and reductions in vehicle miles traveled, which will be used to calculate the cost-effectiveness of the project.

This project will improve the quality of our region through reduced vehicle miles traveled and reduced air pollution from vehicle emissions. Additionally, the quality of life of the transit dependent population will be improved as this project provides enhanced and expanded public transportation thereby breaking down the barriers that exist and allowing integration into the workforce and participation in society.

EXHIBIT 1

TOWN OF TRUCKEE
California

RESOLUTION 2017-42

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF TRUCKEE
AUTHORIZING THE SUBMITTAL OF A FUNDING REQUEST FOR AB 2766
DEPARTMENT OF MOTOR VEHICLE SURCHARGE FUNDING THROUGH THE
NORTHERN SIERRA AIR QUALITY MANAGEMENT DISTRICT TO SUPPORT
HIGHWAY 267 YEAR-ROUND TRANSIT SERVICE**

WHEREAS, the people of the State of California have enacted the Department of Motor Vehicle Surcharge Program that provides funds to local government agencies, private sector businesses, non-profit agencies and research institutions to reduce air pollution from motor vehicles and for related planning, monitoring, enforcement and technical studies necessary to implement the California Clean Air Act; and

WHEREAS, the Northern Sierra Air Quality Management District, a unified air pollution control district formed pursuant to California Health and Safety Code section 40150, et seq. (the "District") has been delegated the responsibility for the administration of the program within the District, setting up necessary procedures for eligible participants, or their designees under the programs; and

WHEREAS, the Northern Sierra Air Quality Management District has released the 2017-2018 AB 2766 DMV Surcharge Fund Program Request for Proposals; and

WHEREAS, the Town of Truckee, Placer County, and Truckee Tahoe Airport District have partnered to provide transit service on a year-round basis on Highway 267 increasing service from 115 days to 365 days per year; and

WHEREAS, the Town of Truckee and Placer County entered into an agreement on August 11, 2015 whereby Placer County would operate the year-round service on Highway 267 and the Town of Truckee would contribute an estimated \$65,092 annually for a three-year project pilot period; and

WHEREAS, the Town of Truckee desires to submit a proposal to the District requesting \$65,092 for operations and marketing to fund year-round service on Hwy 267 in fiscal year 2017/18 in partnership with Placer County and the Truckee Tahoe Airport District.

**NOW, THEREFORE, THE TOWN COUNCIL OF THE TOWN OF TRUCKEE DOES
RESOLVE, DETERMINE, AND ORDER AS FOLLOWS:**

1. Authorizes the submittal of a grant application/proposal to the Northern Sierra Air Quality Management District requesting funding in the sum of \$65,092 for operations and marketing to fund year-round service on Hwy 267 in partnership with Placer County and the Truckee Tahoe Airport District.
2. That the Public Works Director/Town Engineer or designee is authorized to execute and file applications and proposals on behalf of the Town of Truckee to aid in the funding of year-

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round service on Highway 267 through the Northern Sierra Air Quality Management District 2017-2018 AB 2766 Request for Proposals.

3. That the Public Works Director/Town Engineer or designee is authorized to execute and file all certification of assurances, contracts, agreements or any other document required by the Northern Sierra Air Quality Management District.
4. That the Public Works Director/Town Engineer or designee is authorized to provide additional information as the Northern Sierra Air Quality Management District may require in connection with the application for AB 2766 projects.
5. That the Public Works Director/Town Engineer or designee is authorized to execute agreements on behalf of the Town of Truckee with the Northern Sierra Air Quality Management District in connection with the application for AB 2766 projects.
6. That the Public Works Director/Town Engineer or designee is authorized to approve and submit request for reimbursement of funds to the Northern Sierra Air Quality Management District for AB 2766 projects.
7. That the proposing entity is the Town of Truckee located at 10183 Truckee Airport Road, Truckee, California 96161; phone number 530-582-7700; contact person Kelly Beede.

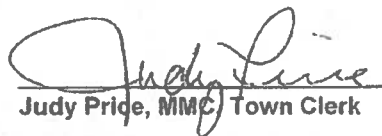
The foregoing Resolution was introduced by Vice Mayor Wallace Dee, seconded by Council Member Flora, at a Regular Meeting of the Truckee Town Council, held on the 22nd day of August, 2017, and adopted by the following vote:

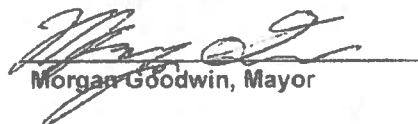
AYES: Vice Mayor Wallace Dee, Council Member Flora, Council Member Tirman, Council Member Abrams, and Mayor Goodwin.

NOES: none.

ABSENT: none.

ATTEST:


Judy Price, MMC, Town Clerk


Morgan Goodwin, Mayor

I hereby certify that this is a true and correct copy of the original document which is on file at Town Hall.

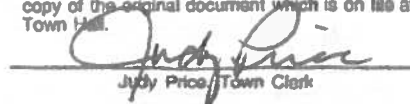

Judy Price, Town Clerk

EXHIBIT 2

JAN ARBUCKLE - Grass Valley City Council
CAROLYN WALLACE DEE - Truckee Town Council
ANN GUERRA - Member-At-Large (Vice-Chairman)
LARRY JOSTES - Member-At-Large (Chairman)
DAN MILLER - Nevada County Board of Supervisors
VALERIE MOBERG - Nevada City City Council
ED SCOFIELD - Nevada County Board of Supervisors



DANIEL B. LANDON, Executive Director
Nevada County Transportation Commission
Nevada County Airport Land Use Commission

Grass Valley • Nevada City

Nevada County • Truckee

File: 1430.5

August 29, 2017

Joseph Fish, Deputy Air Pollution Control Officer
Northern Sierra Air Quality Management Dist.
200 Litton Drive, Suite 320
Grass Valley, CA 95945

Dear Mr. Fish:

SUBJECT: LETTER OF SUPPORT FOR THE TOWN OF TRUCKEE'S AB 2766 GRANT APPLICATION

The Nevada County Transportation Commission (NCTC), as the Regional Transportation Planning Agency for Nevada County, supports the Town of Truckee's AB 2766 grant application for operational funding assistance for the continued provision of public transportation in State Route (SR) 267 corridor between the Town of Truckee and Kings Beach (North Lake Tahoe).

The Town of Truckee's role of providing regional and coordination of interregional transit and paratransit services plays an important role in achieving the Nevada County Regional Transportation Plan (RTP) goal of creating and maintaining a comprehensive, multi-modal transportation system to serve the needs of the County. The policies of the RTP also support transportation projects that minimize vehicle emissions while providing cost effective movement of people.

Year-round public transit service in the SR 267 corridor provides a lifeline connection between the North Lake Tahoe and Truckee communities increasing access to social and medical services, employment opportunities, educational resources, enrichment and wellness programs, and access to other basic necessities. Based on ridership for the first full year of the new expanded service (26,356 one-way passenger trips), the new service is on-track to meet the 3-year forecasted reduction of 590,917 vehicle miles traveled and a reduction of 26,860 one-way passenger trips.

The Town of Truckee coordinates with the NCTC, County of Nevada, County of Placer, Truckee Tahoe Airport District, Truckee Tahoe Transportation Management Association, Community Collaborative of Truckee Tahoe, Sierra Senior Services, Choices Transitional Services, the ski resort operators in the Donner Summit, and other non-profit organizations in area to identify and address transit needs in the region. This coordination improves the efficiency of fixed route and paratransit services in the region. The Town of Truckee is an essential partner in creating a balanced regional transportation system and NCTC supports the Town of Truckee's AB 2766 grant application.

If you have any questions, please feel free to contact me at 530-265-3202.

Sincerely,

Daniel B. Landon
Executive Director

101 Providence Mine Road, Suite 102, Nevada City, California 95959 • (530) 265-3202 • Fax (530) 265-3260
E-mail: nctc@ncon.net • Web Site: www.nctc.ca.gov



EXHIBIT 3 – TECHNICAL APPENDIX
Emissions Benefits/Cost Effectiveness Supporting Documentation

Where:

- D = Days of operation per year
- R = Average Daily Ridership Increase
- A = Adjustment factor to account for transit dependency
- L = Length (miles) of average auto trip reduced
- AA = Adjustment factor to account for auto trips used to access transit services
- LL = Length (miles) of average trip

Documentation of Factors Utilized

- For the days of operation (D), 250 days of service were utilized.
- For the average daily ridership increase (R), it was assumed that it would increase by 144 per day.
- For the adjustment factor to account for transit dependency (A), the default factor of 0.83 for the project was utilized.
- The length (miles) of average auto trip reduced (L) was determined by calculating the project route miles on Hwy 267 between Kings Beach and Truckee; 20 miles one-way.
- For the adjustment factor to account for auto trips used to access transit service (AA), the factor of 0.1 was utilized.
- For the length (miles) of average trip for auto access to transit (LL), for auto trip access to and from transit 5 miles away a factor of 2 was utilized.

The following emissions factors were utilized from the *Methods to Find the Cost-Effectiveness of Funding Air Quality Projects, May 2005, Tables 2 and 3*; source: California Air Resources Board.

1-5 yrs	Auto VMT	Commute Trip Ends	Avg Trip Ends	Bus VMT
ROG	0.191	0.764	0.584	0.117
Nox	0.217	0.303	0.298	0.200
PM10	0.218	0.015	0.008	0.117

CRF Factor = .3535

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Formulas

Units

$$\text{Annual Auto Trips Reduced} = [(D)*(R)*(A)]*[1 - (AA)]$$

trips year

$$\text{Annual Auto VMT Reduced} = [(D)*(R)*(A)]*[(L) - (AA)*(LL)]$$

miles/year

$$\text{Annual Emission Reductions (ROG, NOx, and PM10)} =$$

lbs/year

$$\begin{aligned} & [(\text{Annual Auto Trips Reduced}) * (\text{Auto Trip End Factor}) \\ & + (\text{Annual Auto VMT Reduced}) * (\text{Auto VMT Factor}) \\ & - (\text{Bus VMT}) * (\text{Bus VMT factor})] / 454 \end{aligned}$$

$$\text{Capital Recovery Factor (CRF)} = \frac{(1+i)^n (i)}{(1+i)^n - 1}$$

where: i = discount rate (Assume 3 percent)
 n = project life

Cost-Effectiveness of

$$\text{Funding Dollars} = (\text{CRF} * \text{Funding}) / (\text{ROG} + \text{NOx} + \text{PM10})$$

dollars/lb

61
52

EXHIBIT 4

12778 A

CONTRACT #: 12778

AGREEMENT REGARDING
TRANSIT SERVICE TO THE TOWN OF TRUCKEE
BY THE TAHOE AREA REGIONAL TRANSIT SYSTEM
HIGHWAY 89 & HIGHWAY 267 ROUTES
Amendment #1

THIS Agreement, hereinafter referred to as "AGREEMENT", is made and entered into this 11th day of August, 2015, by and between the County of Placer, hereinafter referred to as "COUNTY," and the Town of Truckee, hereinafter referred to as "TRUCKEE."

RECITALS:

WHEREAS, COUNTY operates a public transit system known as Tahoe Area Regional Transit (TART) that benefits both residents and visitors within the Town of Truckee and Placer County;

WHEREAS, TRUCKEE and COUNTY have a need for transporting people to and from the North Shore area of Lake Tahoe and along the Highway 89 and 267 corridors;

WHEREAS, it would be redundant, non-economical, and not in the public interest, at this time, for TRUCKEE to duplicate said service;

WHEREAS, an agreement between COUNTY and TRUCKEE, to have COUNTY provide such service would be the most economical and in the public interest;

WHEREAS, COUNTY has sufficient funding sources from parties other than TRUCKEE to support operation of TART service in the Highway 89 and Highway 267 corridors as provided for in this agreement;

NOW, THEREFORE, in consideration of the mutual promises and agreements herein contained, it is agreed by and between the parties hereto as follows:

I. GENERAL PROVISIONS. This AGREEMENT is for public transportation and transportation services of TART rendered by COUNTY.

A. COUNTY agrees to operate regularly scheduled fixed route service between Truckee and Tahoe City on Highway 89, and Truckee and Crystal Bay on Highway 267 as provided in the attached Exhibit A.

B. COUNTY agrees to add year-round regularly scheduled fixed route service between Truckee and Crystal Bay on Highway 267 as provided in the attached Exhibit A, with the approval of Amendment #1 of this agreement, for a three year pilot period beginning during the 2015-16 Fiscal Year. Implementation will occur on a schedule mutually agreed upon by representatives of COUNTY and TRUCKEE. This added service is contingent upon approval of operating budgets by both COUNTY and TRUCKEE.

C. COUNTY reserves the right to contract out either part or all of the service to a qualified transit operations contractor.

II. PAYMENT.

A. **Operating Costs.** In exchange for services identified in Section I above, TRUCKEE agrees to pay COUNTY according to the amounts detailed in the attached Exhibit B.

B. TRUCKEE is a funding agent only, and is not responsible for operations, maintenance, or any costs in excess of the amount set forth above for the proposed service.

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C. Notice of Annualized Costs. At least One Hundred and Twenty (120) days prior to the beginning of each fiscal year, COUNTY shall provide TRUCKEE with revised Exhibits A through B for the subsequent fiscal year. Charges will be adjusted based on the most recent available Data of Table 1. Consumer Price Index for All Urban Consumers, Transportation, as published by the United States Department of Labor, Bureau of Labor Statistics. If COUNTY requests charges in excess of the CPI adjustment must be mutually agreed upon by COUNTY and TOWN and COUNTY must provide adequate documentation of such charges. Charges for expanded services will be based upon a formula provided by COUNTY and detailed in Exhibit B.

D. Billing to TRUCKEE. COUNTY will submit an invoice or invoices to TRUCKEE prior to March 1 each year for the current fiscal year. TRUCKEE will pay COUNTY within 30 days of receipt of an invoice. COUNTY will quarterly provide TRUCKEE with data regarding ridership, fare box revenue and route information.

E. Changes in Service Levels. Either party may request modifications in the service levels at any time. If the parties agree to implement the suggested modifications, the implementation date shall be no later than 90 days after such agreement. COUNTY shall provide an amended Exhibit B to show agreed upon service modifications.

F. COUNTY agrees that service fares and fees shall be the same for TRUCKEE residents as for residents of Placer County. Passengers from Truckee will be able to transfer free of charge to other TART route buses.

G. COUNTY shall be solely credited with fares collected.

III. HOLD HARMLESS.

A. Neither TRUCKEE nor any officer, employee or volunteer thereof is responsible for any damage or liability occurring by reason of anything done or omitted to be done by COUNTY under or in connection with any work, authority or jurisdiction delegated to COUNTY under this MOU. It is understood and agreed that, pursuant to Government Code Section 895.4, COUNTY shall fully defend, indemnify and save harmless TRUCKEE, its officers, employees and volunteers from all claims, suits, or actions of every nature, kind and description brought for or on account of injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by COUNTY under or in connection with any work, activity or jurisdiction delegated to COUNTY under this MOU.

B. Neither COUNTY nor any officer, employee or volunteer thereof is responsible for any damage or liability occurring by reason of anything done or omitted to be done by TRUCKEE under or in connection with any work, activity or jurisdiction delegated to TRUCKEE under this MOU. It is understood and agreed that, pursuant to Government Code Section 895.4, TRUCKEE shall fully defend, indemnify and save harmless COUNTY, its officers, employees and volunteers from all claims, suits, or actions of every nature, kind and description brought for or on account of injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by TRUCKEE under or in connection with any work, authority or jurisdiction delegated to TRUCKEE under this MOU.

IV. TERMINATION.

A. This AGREEMENT becomes effective May 28, 2009, and Amendment #1 becomes effective July 1, 2015 after its approval by both parties. This AGREEMENT shall be automatically renewed each July 1, unless either of the parties to the AGREEMENT serves in writing, the other party a notice of termination. COUNTY shall have up to 180 days from notice of termination to discontinue service. Upon termination, TRUCKEE shall pay COUNTY for any and all services already rendered under this AGREEMENT within 10 working days.

B. Written notice shall be served by US Mail or In person to the following

PLACER COUNTY:

Will Garner
Department of Public Works
Transportation Division
3091 County Center Drive, Suite 220
Auburn, CA 95603

TOWN OF TRUCKEE:

Alex Terrazas
Assistant to the Town Manager
10183 Truckee Airport Road
Truckee, CA 96161-3306



IN WITNESS THEREOF, the parties hereto have executed this agreement the day and year first above written.

TOWN OF TRUCKEE

By: [Signature]
Mayor, Town of Truckee

Date: 8/11/15

ATTEST:

By: [Signature]
Town Clerk

Date: 8-14-15

RECOMMENDED FOR APPROVAL

By: [Signature]
Tony Lashbrook,
Truckee Town Manager

Date: 4/3/15

APPROVED AS TO FORM

By: [Signature]
Town Attorney

Date: 8/3/15

"COUNTY"
STATE OF CALIFORNIA
COUNTY OF PLACER

By: [Signature]
Chair, Board of Supervisors

Date: 6/2/15

ATTEST:

By: [Signature]
Clerk of the Board

Date: 6-2-2015

RECOMMENDED FOR APPROVAL

By: [Signature]
Ken Grehm, Placer County
Public Works Director

Date: 7/8/15

APPROVED AS TO FORM

By: [Signature]
County Counsel

Date: 5/26/2015

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[Handwritten mark]

Exhibit A

Hwy. 89 Tahoe City to Truckee Route

	AM										
Biltmore (Crystal Bay)	6:00	7:00									
Kings Beach ⁽¹⁾	6:03	7:03									
Tahoe City "Y"	6:30	7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:50	4:50
Alpine Transport Center	6:36	7:36	8:36	9:36	10:36	11:36	12:36	1:36	2:36	3:56	4:56
Squaw Valley Rd/Hwy 89	6:39	7:39	8:39	9:39	10:39	11:39	12:39	1:39	2:39	3:59	4:59
Squaw Valley Clock Tower	6:44	7:44	8:44	9:44	10:44	11:44	12:44	1:44	2:44	4:04	5:04
Village at Squaw Valley - East	6:48	7:48	8:48	9:48	10:48	11:48	12:48	1:48	2:48	4:08	5:08
Resort at Squaw Creek	6:50	7:50	8:50	9:50	10:50	11:50	12:50	1:50	2:50	4:10	5:10
Squaw Valley Rd/Hwy 89	6:52	7:52	8:52	9:52	10:52	11:52	12:52	1:52	2:52	4:12	5:12
West River St/Hwy 89	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:20	5:20
Bank of America -Truckee	7:02	8:02	9:02	10:02	11:02	12:02	1:02	2:02	3:02	4:22	5:22
Tahoe Forest Hospital	7:03	8:03	9:03	10:03	11:03	12:03	1:03	2:03	3:03	4:23	5:23
Truckee Depot**	7:10	8:10	9:10	10:10	11:10	12:10	1:10	2:10	3:10	4:30	5:30
	PM										
Truckee Depot**	7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30
Tahoe Forest Hospital	7:32	8:32	9:32	10:32	11:32	12:32	1:32	2:32	3:32	4:32	5:32
Gateway Center	7:33	8:33	9:33	10:33	11:33	12:33	1:33	2:33	3:33	4:33	5:33
Hwy 89/Crossroads Center	7:34	8:34	9:34	10:34	11:34	12:34	1:34	2:34	3:34	4:34	5:34
West River St/Hwy 89	7:35	8:35	9:35	10:35	11:35	12:35	1:35	2:35	3:35	4:35	5:35
Squaw Valley Rd/Hwy 89	7:47	8:47	9:47	10:47	11:47	12:47	1:47	2:47	3:47	4:47	5:47
Squaw Valley Clock Tower	7:52	8:52	9:52	10:52	11:52	12:52	1:52	2:52	4:05	5:05	6:05
Village at Squaw Valley - East	7:54	8:54	9:54	10:54	11:54	12:54	1:54	2:54	4:07	5:07	6:07
Resort at Squaw Creek	7:57	8:57	9:57	10:57	11:57	12:57	1:57	2:57	4:10	5:10	6:10
Squaw Valley Rd/Hwy 89	7:59	8:59	9:59	10:59	11:59	12:59	1:59	2:59	4:12	5:12	6:12
Alpine Transport Center	8:03	9:03	10:03	11:03	12:03	1:03	2:03	3:03	4:16	5:16	6:16
River Ranch	8:05	9:05	10:05	11:05	12:05	1:05	2:05	3:05	4:18	5:18	6:18
Tahoe City "Y"	8:15	9:15	10:15	11:15	12:15	1:15	2:15	3:15	4:28	5:28	(6:28)

⁽¹⁾ All TART bus stops served between Kings Beach and Tahoe City. *Connect to TART Mainline.

** Connect to Truckee Transit and Amtrak. (6:28PM bus continues to the Hyatt in Incline Village 7:12 PM)

*** Connect to Hwy 267 bus during winter season only.

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Exhibit B

2015/16 Transit Services Charges

Service Charges to the Town of Truckee are based on the revenue vehicle service hours and revenue vehicle service miles between the first/last major bus stop in Placer County south of Truckee and the Town of Truckee. The first/last major bus stop on the Highway 89 route is Squaw Valley. The first/last major bus stop on the Highway 267 route is Northstar. The premise is that Placer County operates that portion of each route solely to reach the Town of Truckee. Furthermore, the benefit of that portion of the route is split evenly between Placer County and the Town of Truckee.

TART Highway 89 Between Truckee and Tahoe City

TART Cost Model	FY 15/16
Incremental cost per Revenue Vehicle Service Hour	\$ 66.94
Incremental cost per Revenue Vehicle Service Mile	\$ 1.08
Cost per Bus	\$ -
Fixed/Overhead Costs Per Revenue Vehicle Service Hour	\$ 27.49

FY 15/16	
Highway 89 Route Statistics & Cost	Year 'Round
Buses In Service	2
Service Days	365
Revenue Vehicle Service Miles per Day	429
Revenue Vehicle Service Hours per Day	22
Total Revenue Vehicle Service Miles	156,585
Total Revenue Vehicle Service Hours	8,030
Miles Per Hour	19.5
Cost per Day	\$ 2,541
Total Cost	\$ 927,385

Offsetting Revenues

Fares	\$ 99,672
FTA 5311 From February 2015 POP	\$ 290,000
	\$ -
Remaining Balance	\$ 537,713

Allocation of Costs To Town of Truckee

Revenue Vehicle Service Miles Per Day - Squaw to Truckee	299.25
Revenue Vehicle Service Hours Per Day - Squaw to Truckee	14.70
Total Revenue Vehicle Service Miles - Squaw to Truckee	109,226.3
Total Revenue Vehicle Service Hours - Squaw to Truckee	5,385.5
Cost per Day	\$ 1,577
Total Cost	\$ 575,686
Offsetting Revenue Allocated to Route Segment	\$ 241,894
Remaining Balance	\$ 333,792

50% to Town of Truckee	\$ 166,896
Actual Charge to the Town of Truckee for FY 15/16	\$ 65,570

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Exhibit B, Continued

TART Highway 267 Between Truckee and Crystal Bay - Winter

TART Cost Model	FY 15/16
Incremental cost per Revenue Vehicle Service Hour	\$ 68.94
Incremental cost per Revenue Vehicle Service Mile	\$ 1.08
Cost per Bus	\$ -
Fixed/Overhead Costs Per Revenue Vehicle Service Hour	\$ 27.49

FY 15/16	
Highway 267 Route Statistics & Cost	
Winter Only	
Buses in Service	2
Service Days	115
Revenue Vehicle Service Miles per Day	408.10
Revenue Vehicle Service Hours per Day	21.67
Total Revenue Vehicle Service Miles	46,931.50
Total Revenue Vehicle Service Hours	2,491.67
Miles Per Hour	18.84
Cost per Day	\$ 2,487
Total Cost	\$ 285,974.10

Offsetting Revenues	
Fares	\$ 33,915.00
FTA 5311 From February 2014 POP	\$ -
FTA JARC Grant	\$ -
Remaining Balance	\$ 252,059.10

Allocation of Costs To Town of Truckee	
Revenue Vehicle Service Miles Per Day - Northstar to Truckee	234.30
Revenue Vehicle Service Hours Per Day - Northstar to Truckee	10.63
Total Revenue Vehicle Service Miles - Northstar to Truckee	26,944.50
Total Revenue Vehicle Service Hours - Northstar to Truckee	1,222.83
Cost per Day	\$ 1,108
Total Cost	\$ 127,454
Offsetting Revenue Allocated to Route Segment	\$ 15,115
Remaining Balance	\$ 112,339
	\$ -
50% to Town of Truckee	\$ 56,169
Actual Charge to the Town of Truckee for FY 15/16	\$ 35,990

Exhibit B, Continued

TART Highway 267 Between Truckee and Crystal Bay - Summer, Fall & Spring

	FY 15/16
Highway 267 Route Statistics & Cost	+Year Round
Buses in Service	2.00
Service Days	250.00
Revenue Vehicle Service Miles per Day	408.10
Revenue Vehicle Service Hours per Day	21.67
Total Revenue Vehicle Service Miles	102,025
Total Revenue Vehicle Service Hours	5,417
Miles Per Hour	18.84
Cost per Day	\$ 2,487
Total Cost	\$ 621,683

Offsetting Revenues	
Fares	\$ 62,000
FTA 5311	\$ -
TOT Funding for Summer Service	\$ 45,000
Remaining Balance	\$ 514,683

Allocation of Costs To Town of Truckee	
Revenue Vehicle Service Miles Per Day - Northstar to Truckee	234.30
Revenue Vehicle Service Hours Per Day - Northstar to Truckee	10.63
Total Revenue Vehicle Service Miles - Northstar to Truckee	58,575
Total Revenue Vehicle Service Hours - Northstar to Truckee	2,658
Cost per Day	\$ 1,108
Total Cost	\$ 277,074
Offsetting Revenue Allocated to Route Segment	\$ 27,632
Remaining Balance	\$ 249,442

50% to Town of Truckee	\$ 124,721
Subtotal Charged to Town of Truckee	\$ 62,360
Subtotal Charged to Truckee Tahoe Airport District	\$ 62,360

Subtotal Charged to the Town of Truckee for Summer, 2015 Only	\$ 17,000
Subtotal Charged to the TTAD for Summer, 2015 Only	\$ 17,000

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AGREEMENT TOTALS	
<u>GRAND TOTAL CHARGES</u>	
Highway 89 Route:	\$ 65,570
Highway 267 Winter Route:	\$ 35,990
Highway 267 Summer, Fall & Spring Route:	<u>\$ 62,360</u>
Grand Total:	\$163,290



Incorporated Senior Citizens of Sierra County
P. O. Box 675, 308 First Street
Loyalton, CA 96118

September 1, 2017

Northern Sierra Air Quality Management District
Northern Field Office
P. O. Box 2509
Grass Valley, CA 95945



Attention: Joe Fish

Re: AB2766 DMV Surcharge Fund

Dear Joe:

On behalf of the Incorporated Senior Citizens of Sierra County, I am enclosing a grant packet for application and consideration to the AB2766 DMV Surcharge Fund.

We are requesting the sum of \$5,853 to support the operations of the Senior Vanpool Services Program in Sierra County.

Please let me know if you need anything further. Thanks so much!

Sincerely,

Cathy Rahmeyer

Cathy Rahmeyer
Fund Development Consultant

Enclosures

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EXHIBIT SUMMARY SHEET

Proposing Entity (include other participating entities):

Incorporated Senior Citizens of Sierra County

Contact Person: Lori Wright, Transportation Director

Address: 302 First Street, Loyalton, CA 96118

Phone #: (530) 993-4770 FAX #: (530) 993-0742 EMAIL: transdir@att.net

Total Project Budget:

	AB 2766 Funds	Co-Funding	Total Project Costs
Capital Costs	\$ _____	\$ _____	\$ _____
Operating Costs	\$ <u>5,853</u>	\$ <u>49,000</u>	\$ <u>54,853</u>
TOTAL	\$ <u>5,853</u>	\$ <u>49,000</u>	\$ <u>54,853</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):
Sierra County

Estimated Emission Reductions:

- A. Emission Reductions (lbs/yr)
Reactive Organic Gases 70 Nitrogen Oxides 78 PM₁₀ 29
- B. Vehicle Miles Traveled (VMT) Reduced 97,800
Single Occupancy Vehicle Trips Reduced 2,200
- C. Number of people reached per day through public education 12

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

Brief Project Description:

To support the operations of the Senior Vanpool Services Program which provides group transit services for disabled and/or senior residents in Sierra County.

REQUEST FOR PROPOSAL CONTENTS CHECKLIST

Applicant: Incorporated Senior Citizens of Sierra County

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 & 3A

Project Description - page 4

Project Organization/Background - page 5

Emissions Benefits Cost-Effectiveness - page 6

Work Statement - page 7

Funding Request/Breakdown of Cost - page 7

Schedule of Deliverables/Monitoring - page 8

All Pages Numbered

3 Copies of Proposal, One Original

(CHECK ONE ONLY)
Quantifiable Project

- OR -

Reduced Emission Vehicles Project

Authorization Letter

Section C





Incorporated Senior Citizens of Sierra County
P. O. Box 675, 308 First Street
Loyalton, CA 96118

August 30, 2017

Northern Sierra Air Quality Management District
Northern Field Office
P. O. Box 2509
Grass Valley, CA 95945

Attention: Joe Fish

Re: AB2766 DMV Surcharge Fund 2017-18

Dear Mr. Fish:

On behalf of Incorporated Senior Citizens of Sierra County, I am authorized to submit our application for funding through the AB2766 DMV Surcharge Fund. We are requesting the sum of \$5,853 to support the operations of the Senior Vanpool Services Program which provides group transit services for disabled and/or senior residents in Sierra County.

The contact person with respect to questions for this project is Lori Wright, Transportation Director. She may be contacted directly at (530) 993-4770. Her e-mail address is transdir@att.net. Please let me know if there is anything further information I can provide you. Thank you for your consideration and review of this request.

Sincerely,

Jeff Torason,
President, Board of Directors

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Section D. - Project Description

This request to the Northern Sierra Air Quality Management District under the AB2766 DMV Surcharge Fund will provide Inc. Senior Citizens of Sierra County with the funding needed to help sustain vanpool services 270 days per year providing approximately 12 trips per day, both in and out of Sierra County. The program will serve approximately 250 unduplicated riders annually with estimated one-way vehicle trip reductions totaling 2,200 or 97,800 miles. Funding provided herein will assist in covering the costs of vehicle operations and maintenance for three existing vehicles annually. This program funding will help to sustain the transportation operations of the ISCSC which are currently at-risk. Cal Trans grants and Area 4 on Aging funding continues to decline and was reduced nearly 10% again this year. This request to the Northern Sierra Air Quality District is also reduced from the amounts available over the last four years. Without the grant support provided herein, ISCSC will be forced to cut and/or significantly reduce vanpool services for the coming year. This reduction combined with the continued challenges of the economic downturn in California, and particularly in rural communities, would further isolate rural seniors and disabled participants in seeking and securing transportation services needed to access health, wellness, food supplies, and medicine and social service programs within the region. The program also provides vanpool services to community members at large as needed.

ISCSC with this funding, will continue to provide outreach services to new unserved and underserved riders to assist with increasing rider membership by 2% in the coming year. 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. Six years ago, ISCSC designed a new data collection Excel Spreadsheet specific to Northern Sierra Air Quality Management District reporting so drivers may track and monitor the number of trips reduced from participants who would otherwise have driven their own cars or had someone drive for them had vanpool services been nonexistent. A confidential numbered tracking system is utilized to protect the confidentiality of riders.

The Transportation Program Director 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. ISCSC has experience in the management and tracking of grant funding from multiple sources, supervising budgets and completing required reporting timely. The Scope of Work for this project is outlined as follows:

December 2017	Sign Contract on grant award
January 2018	Commencement of Funding
January - Dec 2018	Conduct Monthly/Quarterly Financial Reports/Monitoring Reports
January - Dec 2018	Provide vanpool services to existing riders
January - Dec 2018	Conduct outreach to increase ridership by 10% to underserved residents
January - Dec 2018	Log Fuel Miles / Perform required maintenance
January - Dec 2018	Conduct data gathering / monitoring
December 2018	Submit final report

Section E. – Project Organization/Background

Sierra County is a mountainous rural region covering an area of approximately 985 square miles. The population of Sierra County includes 2,967 people (and continues to decline – 10% since last year), designating it as the second smallest county in the state, and a frontier community. Between 2009 and 2013, the number of residents living below poverty level rose to 19.4% (from 11.3% in prior years). Residents over the age of 65 represent 28.8% (up from 25.1% last year) of the population in Sierra County, versus 13.6% of the senior population in California. Additionally, persons with disabilities aged 18-64 represent 15.4% of the population and persons with disabilities over the age of 65 represent 38.5% of the senior population. Veterans represent 15% of the population. There are a number of health status indicators that support the rate of poverty figures in Sierra County. Cancer (Breast Cancer and Lung Cancer), Coronary Heart Disease, Diabetes, and Cerebrovascular Disease are the major causes of death.

Incorporated Senior Citizens of Sierra County (ISCSC) is a grassroots non-profit corporation developed in 1978 that strives to serve the unmet needs of a growing and vulnerable number of rural seniors. The mission of the agency is to present an environment that encourages and accepts the uniqueness of each individual; provides social supports; offers nutritious well-balanced noontime meals; provides safety information and assessments, access to adequate transportation; and delivers necessary health and resource and referral information for seniors aged 60 and over, their spouses and the disabled. In addition, ISCSC provides access to early and regular health screening, outreach prevention and



intervention activities, education and presentation of home and medication safety and nutritional information, and opportunities to participate in regularly structured nutrition and physical activities that serve to reduce chronic diseases and their associated health care costs while improving the quality of life for many senior citizens.

Emission reductions for this project will result from the decrease in emissions associated with auto trips replaced by senior vanpool services after adjusting for the increase emissions associated with the shuttle vehicle itself and auto access trips. IS CSC provides vanpool services to residents for the following purposes: medical appointments, nutrition site services, socialization activities, shopping trips, personal errands and recreation. The program also transports seniors placed in long-term care at Eastern Plumas Healthcare facility to medical and social activities. On occasion, vehicles are utilized to transport home-delivered meals in partnership with the agency's nutrition program. Seniors are picked up and delivered to their homes, including nursing home residents as part of the service delivery of this program, providing further reduced emissions as residents do not have to drive vehicles to a vanpool lot or shuttle parking site.

IS CSC has experience and been a recipient of transportation dollars to operate Sierra County vanpool services for seniors and disabled residents for many years.

Section F. – Emission Benefits/Cost Effectiveness

The costs and emission benefits are calculated in the following chart:

IS CSC	Total Program Costs	Weighted CE/\$ per Ton	CE Per lb	AB2766 Cost
Senior Vanpool Services Program	\$54,853	\$54,817	\$30.93	\$5,853
Totals	\$54,853	\$54,817	\$30.93	\$5,853

The annual emissions reduction is calculated at 70 lbs/year or 0.04 tons/year. The cost effectiveness of this project is \$30.93 per pound and \$61,854 per ton. IS CSC will provide a cash match from Cal Trans in the estimated sum of \$49,000 to complete the costs for this sustainability project. A detailed emission benefits/cost effectiveness sheet is attached.

Section G. – Work Statement

The Work Statement will follow the Scope of Work as outlined in Section D of this proposal. Direct program activities will begin on January 1st, 2018 and end with the Final Report on December 31st, 2018. The Transportation Director will be responsible for assuring that each sequence of work activities is completed and documented appropriately and all data collection, maintenance and reporting requirements are met timely. Project technical assistance will be utilized from the Northern Sierra Air Quality Management District as needed. Public acknowledgement for funding provided by the Northern Sierra AQMD will include a press release in the local newspaper and a placard placed on-site at the ISCSC offices based at the Loyalton Senior Center.

Section 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	ISCSC Cal Trans Match	ISCSC In-Kind Match 5/yr
Sustain Existing Vanpool Services	45,000	5,353	50,353	
Expand Outreach to New Riders	4,000	500	4,500	
Conduct Annual Maintenance				✓
Conduct data collection				✓
Prepare monthly/quarterly/year-end reports – Collaborate with partners				✓
Total Costs	\$49,000	5,853	\$54,853	0

No equipment will be purchased in association with this project. Should the Northern Sierra AQMD be unable to fund this project at the amount requested, ISCSC will be happy to accept any amount determined by the board to assist in the ongoing delivery and sustainability of vanpool services for Sierra County. Any reductions in service will be determined according to the amount of the award.

Section I. – Schedule of Deliverables/Monitoring Program
 Logic Model of ISCSC – AB2766 DMV Surcharge Fund Project – Senior Vanpool Services Program

Inputs	Activities	Outputs	Participation	Short Term	Medium Term	Long Term
<ul style="list-style-type: none"> Staff Time – In-Kind Match AB2766 Funding Cash Match 	<ul style="list-style-type: none"> Contract – Supervise Monitor – Data Collection - Report Cash Grant Cash Grant 	<ul style="list-style-type: none"> Transportation Director / Drivers Northern Sierra Air Quality Mgmt. Cal Trans 	<ul style="list-style-type: none"> Transportation Director / Drivers Northern Sierra Air Quality Mgmt. Cal Trans 	<ul style="list-style-type: none"> Sustain existing vanpool services Delivery of vanpool services – sustainability of program Access to Funding Access to Funding 	<ul style="list-style-type: none"> Expand outreach to unserved residents Reduced emissions of 177 lbs. per year Reduced health risks and cancer rates to children – Improved Air Quality Improved Air Quality Reduced health risks and cancer rates to children – Improved Air Quality Improved Air Quality 	<ul style="list-style-type: none"> Provide access to transportation services for seniors & disabled residents Reduced emissions of 885 lbs/over five-year life of grant Reduced health risks and cancer rates to children – Improved Air Quality Improved Air Quality Reduced health risks and cancer rates to children – Improved Air Quality Improved Air Quality

Timelines outlined in Section D – Scope of Work Project Objectives will be reported monthly, quarterly and annually to Northern Sierra AQMD

VANPOOLS AND SHUTTLES

Subcategory:

Air District Name: Northern Sierra AQMD

Local Government Name: Not Applicable

Project Name: Incorporated Senior Citizens of Sierra County

Description:
(Issues/Comments)

Implementing Agency:

Private Agency:

FUNDING:

MVFees Funding:	\$5,300	MSRC Funding:	\$0
Moyer Funding:	\$0	CMAQ Funding:	\$0
Other CoFunding:	\$0		

Capital Recovery Factor: 1.03 Annual Auto Trips Reduced: 3.003

Project Analysis Period: 1 years Annual Auto VMT Reduced: 105.103

Annual Operating Days (D): 273 days

Daily Ridership (R): 11 trips (riders)/day

Annual Van VMT: -4.000 annual miles traveled

Adjustment (A): 1.00 *This factor equals the portion of riders who are NOT vanpool-dependent.*

Replaced Auto Trip Length (L): 35.00 miles in one direction of trip

Adjustment (AA): 0.00 *This factor equals the portion of riders who drive to the vanpool service.*

Auto Access Trip Length (LL): 0.00 miles in one direction of trip

EMISSION FACTORS:	Auto Trip End Factors	Auto VMT Factors	Van VMT Factors
ROG :	1.189 grams	0.332 grams	0.15 grams
NOx :	0.535 per trip	0.391 per mile	0.17 per mile
PM10 :	0.015	0.220	0.23

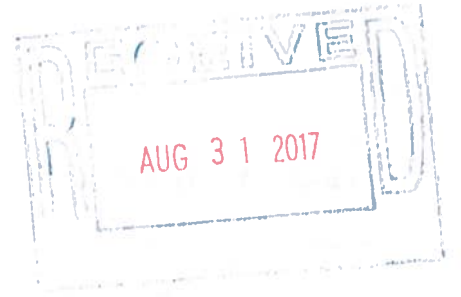
EMISSION REDUCTIONS:	Pounds per Year	Tons per Year
ROG:	70	0.04
NOx:	78	0.04
PM10:	29	0.01
Total:	177	0.09

COST-EFFECTIVENESS OF:

Motor Vehicle Fees and/or Moyer Funds:	\$30.93 per pound	\$61.854 per ton
CMAQ Funds:	\$0.00 per pound	\$0 per ton
All Funding Sources:	\$30.93 per pound	\$61.854 per ton

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**CITY OF GRASS VALLEY
WOLF CREEK TRAIL PROJECT, PHASE 1
FUNDING PROPOSAL**

TO

**NORTHERN SIERRA AIR QUALITY MANAGEMENT
DISTRICT**

FOR

AB 2766 DMV SURCHARGE FUND PROGRAM

2017-2018

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A small, irregularly shaped redacted area with a blue scribble above it.

EXHIBIT SUMMARY SHEET

Proposing Entity (include other participating entities):

City of Grass Valley

Contact Person: Bjorn Jones, PE Senior Civil Engineer

Address: 125 East Main St Grass Valley, CA 95945

Phone #: 530-274-4322 **FAX #:** 530-274-4399 **EMAIL:**bjornj@cityofgrassvalley.com

Total Project Budget:

	AB 2766 Funds	Co-Funding	Total Project Costs
Capital Costs	\$ <u>150,000</u>	\$ <u>350,000</u>	\$ <u>500,000</u>
Operating Costs	\$ <u>0</u>	\$ <u>20,000</u>	\$ <u>0</u>
TOTAL	\$ <u>150,000</u>	\$ <u>350,000</u>	\$ <u>500,000</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 Grass Valley

Estimated Emission Reductions:

A. Emission Reductions (lbs/yr)

Reactive Organic Gases 95.42 Nitrogen Oxides 65.72 PM10 26.12

B. Vehicle Miles Traveled (VMT) Reduced 52,028/yr

Single Occupancy Vehicle Trips Reduced 26,904/yr

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

Cost-effectiveness: \$ 53.84 per pound (AB 2766 Funds Only)

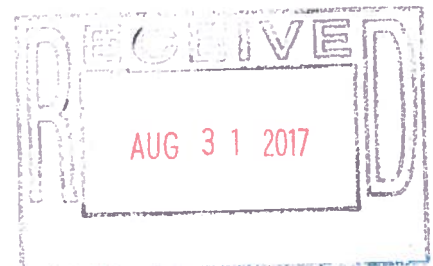
Brief Project Description: Wolf Creek Trail Project, Phase 1. Construction of a shared use trail to improve the mobility, accessibility and safety of non-motorized users

REQUEST FOR PROPOSAL CONTENTS CHECKLIST

Applicant: City of Grass Valley

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 7
- Funding Request/Breakdown of Cost - page 8
- Schedule of Deliverables/Monitoring - page 9
- All Pages Numbered
- Proposal, One Original
- Quantifiable Project
- OR -
- Reduced Emission Vehicles Project



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AUTHORIZATION LETTER/ RESOLUTION

The City of Grass Valley is a Municipal Corporation and Charter City. The Public Works Department and specifically the Engineering Division prepared this Proposal as a representative of the City.

At the City's next scheduled Council meeting, September 12, 2017, a resolution will be drafted designating the authority to sign the AB 2766 DMV Surcharge Fund Program application, agreement and related documents. A copy of this resolution is included in Appendix A

Entity contact information for this proposal is as follows:

Name: City of Grass Valley

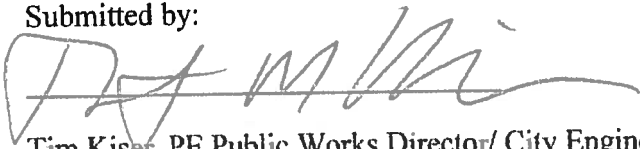
Address: 125 East Main Street Grass Valley CA 9594

Contact Person: Bjorn Jones, PE Senior Civil Engineer

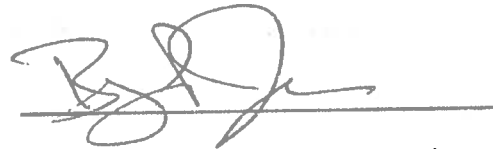
Telephone Number: 530-274-4322

Email: bjornj@cityofgrassvalley.com

Submitted by:



Tim Kiser, PE Public Works Director/ City Engineer



Bjorn Jones, PE Senior Civil Engineer

PROJECT DESCRIPTION

The project proposes to construct an ADA accessible, asphalt concrete pavement trail that will offer multi-use opportunities and increased connectivity to residential neighborhoods, shopping areas, transit centers, business centers and recreational areas.

The first phase of the trail would begin from a City owned parcel, the Grass Valley Mining Museum at 933 Allison Ranch Road and would roughly follow Wolf Creek for approximately 1.3 miles through City property, and easements, connecting back to City right of way and sidewalk near 740 Freeman Ln.

The ultimate goal of this project is to increase the number of persons in the City of Grass Valley that choose to walk or bicycle for both utilitarian and recreational purposes. By improving connectivity, usability and safety of the facilities available, the project seeks to make walking and bicycling more accessible, safe, convenient and enjoyable for all.

The proposed trail will offer enhanced connectivity to various areas of the community. The trail would increase the opportunities for bicycle and pedestrian travel by linking residential, commercial, business and recreation areas and would help eliminate existing obstacles to multi-modal transportation, including traffic, safety and missing network segments.

PROJECT ORGANIZATION/ BACKGROUND

The City of Grass Valley has a proven track record of performance on past grant projects. The City has successfully delivered several Congestion Mitigation and Air Quality, Safe Routes to Schools, Community Development Block Grants and American Recovery and Reinvestment Act grants over the years, including similar pedestrian and bicycle infrastructure improvements.

The City of Grass Valley's Engineering Division staff consists of four licensed professional engineers that are experienced in project design, bidding, contracting and construction. The City would plan to prepare bid documents and plans for this project in house and contract for the construction of the project following standard bid procurement procedures and in accordance with the Public Contract Code.

Engineering staff are familiar with the guidelines of *Methods to Find the Cost-Effectiveness of Funding Air Quality Projects* and are capable of preparing accurate estimates of emissions reductions for both the proposal and reporting. The City's Finance Department is available to supplement Engineering efforts to track project expenditures, assign costs by project task and identify funding sources for each expenditure.

The City of Grass Valley has the necessary resources and experience to deliver a Northern Sierra Air Quality District grant project on time and on budget.

EMISSION BENEFITS

It is estimated that the project will lead to significant emissions reductions over its initial effectiveness period (20 years) and into the future. Based upon the *Methods to Find the Cost-Effectiveness of Funding Air Quality Projects*, the quantifiable, estimated lifetime reductions are calculated to be:

- Nox = 1,314 lbs
- ROG = 1,908 lbs
- PM10 = 522 lbs

Additionally, reductions in vehicle miles traveled and total trips are estimated to be:

- VMT reductions = 52,028 trips/year (1,040,560 lifetime miles)
- Trip reductions = 28,904 trips/year (578,080 lifetime trips)

The cost effectiveness of funding dollars for this project is estimated to be:

- AB 2766 Funding Dollars = \$53.84/lb
- All Funding Dollars = \$179.48/lb

The calculations and assumptions necessary to derive these emission reduction estimates are included in Appendix B.

WORK STATEMENT

The Wolf Creek Trail Project, Phase 1 involves the design and construction of approximately 1.3 miles of ADA accessible, asphalt concrete pavement trails. Beginning in January 2018, City of Grass Valley staff will start on preliminary engineering and design work as well as environmental clearance and permitting. This process is expected to take 4-6 months.

By June 2018 project plans, specifications and bidding documents should be complete and the City of Grass Valley would seek to complete a competitive bidding process for contracting of the work. Once a responsive, low bid contractor is identified, the City of Grass Valley will prepare contract documents, award the contract, complete a preconstruction meeting, review submittals and work with the contractor to prepare for the start of construction.

It is estimated that project construction would be begin in August 2018 with work lasting approximately 45 working days. Items of work involve tree removal, excavation, grading, installation of drainage facilities, subgrade preparation, paving, and erosion control. Additionally, it is expected that identification signs would be posted at trailheads which could be used to describe the trail as well as acknowledge funding sources for the project.

Project completion would be anticipated in Fall 2018, with acceptance and closeout completed well in advance of the December 31, 2018 deadline.

FUNDING REQUEST

The project will be funded through a combination of City of Grass Valley General Funds, Impact Fee Program Funds and the requested AB 2766 DMV Funds. City of Grass Valley Gas Tax Funds would be utilized to supplement any shortage in funding of AB 2766 DMV Funds or overage in construction costs from the Engineer's Estimate.

Environmental mitigations, engineering design costs and construction management costs would be paid for 100% with City of Grass Valley General Funds (estimated \$65,217). Project construction costs would be split between City General Funds (\$84,783) City Impact Fee Program Funds (\$200,000) and AB 2766 DMV Funds (\$150,000 requested).

A project estimate worksheet and funding breakdown of cost by project task is included in Appendix C.

Cost accounting records and tracking will be performed on a regular basis by the City of Grass Valley Finance Department staff to monitor and assign project costs in accordance with budgeted amounts.

SCHEDULE OF DELIVERABLES/ MONITORING PROGRAM

A timeline of the anticipated project schedule is included in Appendix D. The schedule calls for the start of design in January 2018 with project completion expected in October 2018.

One of the goals of the project is to improve the connectivity, usability and safety of pedestrian and bicycle facilities in the City of Grass Valley. With the construction of a new paved, multi-use trail, the availability of such facilities will be greatly increased immediately upon completion of this project.

The secondary goal would be to increase the number of persons that choose to walk or bicycle for both utilitarian and recreational purposes. This objective and the associated auto trips reduced and emissions reductions will be more difficult to quantify. The City of Grass Valley would propose a monitoring program where the number of trail users is recorded at various times. By applying assumptions and factors to a measured quantity of users, estimated emissions reductions could be realistically evaluated.

Additionally, it is expected that as more people become aware of the facilities and as more sections of the trail are completed in future years, the number of users and the subsequent emissions reductions will continue to increase over time.

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GRASS VALLEY
DESIGNATING THE AUTHORITY TO SIGN THE AB 2766 DMV SURCHARGE FUND
PROGRAM'S APPLICATION, AGREEMENTS, AND RELATED DOCUMENTS**

WHEREAS, Article X, Section 6 of the Grass Valley City Charter authorizes the City Council to issue debt secured by revenues; and,

WHEREAS, the City wishes to submit a proposal to the Northern Sierra Air Quality Management District (AQMD) for AB 2766 DMV Surcharge Funds and, if so awarded, to execute an agreement for the receipt of funds and,

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRASS VALLEY, as follows:

1. That the foregoing statements are true and correct; and
2. That the Mayor or the Public Works Director/City Engineer of the City of Grass Valley, or his/her designee, is hereby authorized to sign and file, for and on behalf of the City of Grass Valley, a Proposals to the Northern Sierra AQMD for the award of AB 2766 DMV Surcharge Funds, and any documents pertaining to the application; and
3. That the Mayor or the Public Works Director/City Engineer of the City of Grass Valley, or his/her designee, is hereby authorized and designated to provide the assurances, certifications, and commitments required for the execution of an agreement with the Northern Sierra AQMD for the award of AB 2766 DMV Surcharge Funds, and any amendments or changes thereto.

ADOPTED as a Resolution by the City Council of the City of Grass Valley at a regular meeting thereof held on the 12th day of September 2017, by the following vote:

AYES:

NOES:

ABSTAINS:

ABSENT:

By: _____
Howard Levine, Mayor

Attest: _____
Kristi K. Bashor, City Clerk

Approved as to Form: _____
Michael G. Colantuono, City Attorney

CERTIFICATION

I do hereby certify that the foregoing is a full, true, and correct copy of a resolution duly and regularly adopted at a meeting of the Grass Valley City Council held on September 12, 2017.

(Name, Signature, and Seal of the Clerk or Authorized Record Keeper of the Governing Board of the Agency)

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CITY OF GRASS VALLEY WOLF CREEK TRAIL PROJECT, PHASE 1
Aug-17

Value	Abbreviation	Formula	Value	Units	Description
All Funding Dollars			500,000	\$	Per cost estimate
AB 2766 DMV Funding Dollars	Funding		150,000	\$	Per available funding
Effectiveness Period	Life		20	years	Per Methods to Find the Cost-Effectiveness of Funding Air Quality Projects, May 2005, Pedestrian Facilities/ Bicycle Facilities
Average Length of trip eliminated	L		1.8	miles	Per Methods to Find the Cost-Effectiveness of Funding Air Quality Projects, May 2005, Pedestrian Facilities/ Bicycle Facilities
Annual Average Daily Traffic	ADT		8258	trips	2012 Traffic Count on Freeman Ln + 1.28% growth for 5 yrs
Days	D		200	days	Per Methods to Find the Cost-Effectiveness of Funding Air Quality Projects, May 2005, Bicycle Facilities
Adjustment on ADT for auto trips replaced by bike trips from the bike facility	A		0.0155	factor	Per Methods to Find the Cost-Effectiveness of Funding Air Quality Projects, May 2005, Bicycle Facilities
Credit for Activity Centers near the project	C		0.002	factor	Per Methods to Find the Cost-Effectiveness of Funding Air Quality Projects, May 2005, Bicycle Facilities
Annual Auto Trips Reduced =	ATR	D*ADT*(A+C)	28904	trips/year	Per Methods to Find the Cost-Effectiveness of Funding Air Quality Projects, May 2005, Bicycle Facilities
Annual Auto VMT Reduced =	AVMT	ATR*L	52028	miles/year	
ROG					
Auto Trip End Factor ROG	ATE		1.02	g/trip	Per Methods to Find the Cost-Effectiveness of Funding Air Quality Projects, May 2005, Pedestrian Facilities/ Bicycle Facilities
Auto VMT Factor ROG	VMT		0.268	g/mile	Per Methods to Find the Cost-Effectiveness of Funding Air Quality Projects, May 2005, Pedestrian Facilities/ Bicycle Facilities
Annual Emission Reductions ROG =	ROG	(ATR*ATE + AVMT*VMT)/454	65.42	lb/year	
Annual Emission Reductions ROG =	ROG _{ha}	ROG/(2.2*365)	0.1188	kg/day	
Lifetime Emission Reductions ROG =	ROGL	ROG*Life	1908	lb	
NOx					
Average Trip End Factor NOx	ATE		0.458	g/trip	Per Methods to Find the Cost-Effectiveness of Funding Air Quality Projects, May 2005, Pedestrian Facilities/ Bicycle Facilities
VMT	VMT		0.319	g/mile	Per Methods to Find the Cost-Effectiveness of Funding Air Quality Projects, May 2005, Pedestrian Facilities/ Bicycle Facilities
Annual Emission Reductions NOx =	Nox	(ATR*ATE + AVMT*VMT)/454	65.72	lb/year	
Annual Emission Reductions NOx =	Nox _{ha}	Nox/(2.2*365)	0.0818	kg/day	
Lifetime Emission Reductions NOx =	NOxL	Nox*Life	1314	lb	
PM10					
Average Trip End Factor PM10	ATE		0.016	g/trip	Per Methods to Find the Cost-Effectiveness of Funding Air Quality Projects, May 2005, Pedestrian Facilities/ Bicycle Facilities
VMT	VMT		0.219	g/mile	Per Methods to Find the Cost-Effectiveness of Funding Air Quality Projects, May 2005, Pedestrian Facilities/ Bicycle Facilities
Annual Emission Reductions PM10 =	PM10	(ATR*ATE + AVMT*VMT)/454	26.12	lb/year	
Annual Emission Reductions PM10 =	PM10	PM10/(2.2*365)	0.0326	kg/day	
Lifetime Emission Reductions PM10 =	PM10L	PM10*Life	522	lb	
Discount Rate					
Discount Rate	i		0.03	%	Per Methods to Find the Cost-Effectiveness of Funding Air Quality Projects, May 2005, Pedestrian Facilities/ Bicycle Facilities
Project Life	n		20	years	= LIFE (above)
Capital Recovery Factor	CRF	$((1+i)^n * i) / ((1+i)^n - 1)$	0.07		
Cost Effectiveness of AB 2766 Funding Dollars		(CRF*Funding)/(ROG+Nox+PM10)	\$53.84	\$/lb	
Cost Effectiveness of All Funding Dollars		(CRF*Funding)/(ROG+Nox+PM10)	\$170.48	\$/lb	
kg of Emissions Reductions per Day		(ROG _{ha} +Nox _{ha} +PM10 _{ha})	0.23	kg/day	

PRELIMINARY COST ESTIMATE

APPENDIX C

PROJECT DESCRIPTION:

LIMITS: Grass Valley Mining Museum at 933 Allison Ranch Road following Wolf Creek for 1.3 miles to approximately 740 Freeman Ln.

PROPOSED IMPROVEMENT (SCOPE): Construct an ADA accessible asphalt concrete pavement multi-use trail

SUMMARY OF BASE PROJECT COST ESTIMATE:

FUNDING SOURCE

TOTAL ROADWAY ITEMS		<u>\$434,783</u>
TOTAL STRUCTURE ITEMS	+	<u>\$0</u>
SUBTOTAL CONSTRUCTION COSTS	=	<u>\$434,783</u>
TOTAL RIGHT OF WAY ITEMS	+	<u>\$0</u>
TOTAL PROJECT CONSTRUCTION COSTS	=	<u>\$434,783</u>

ENVIRONMENTAL MITIGATIONS	3%	+	<u>\$13,043</u>	100% City General Funds
ENGINEERING DESIGN COSTS	6%	+	<u>\$26,087</u>	100% City General Funds
CONSTRUCTION MANAGEMENT	6.0%	+	<u>\$26,087</u>	100% City General Funds

PROJECT CONSTRUCTION COSTS	+	<u>\$434,783</u>	City General Funds \$84,783 City Impact Fees \$200,000 AB 2766 DMV Funds \$150,000
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TOTAL <u>BASE</u> PROJECT COSTS	=	<u>\$500,000</u>
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ESTIMATE PREPARED	<u>August 30, 2017</u>
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Wolf Creek Trail Project, Phase 1 Project Schedule

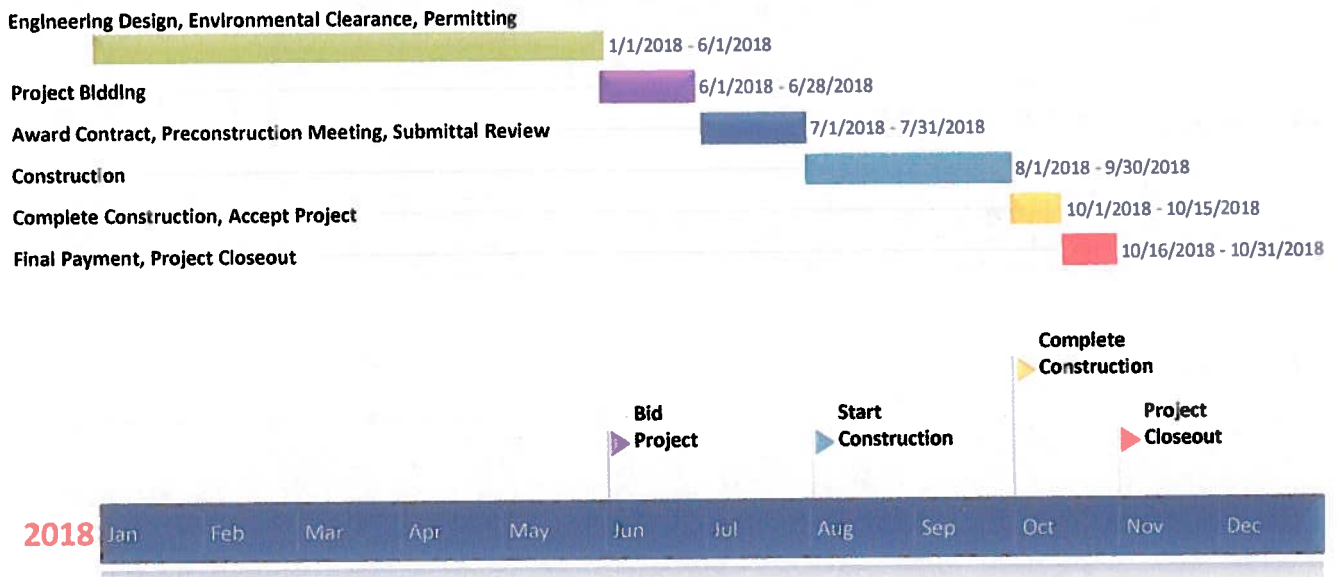


EXHIBIT SUMMARY SHEET

Proposing Entity (include other participating entities): Plumas County Department of Public Works

Contact Person: James Graham

Address: 1834 E. Main Street, Quincy CA 95971

Phone #: (530) 283-6169

FAX #: (530) 283-6323

EMAIL: Jimgraham@countyofplumas.com

Total Project Budget:

	AB 2766 Funds	Co-Funding	Total Project Costs
Capital Costs	\$ <u>36,337</u>	\$ <u>14,163</u>	\$ <u>50,500</u>
Operating Costs	\$ _____	\$ _____	\$ _____
TOTAL	\$ <u>36,337</u>	\$ <u>14,163</u>	\$ <u>50,500</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): Plumas County

Estimated Emission Reductions: Total emissions reductions below to be multiplied by 20 years reflecting the life of the bus shelters

A. Emission Reductions (lbs/yr)

Reactive Organic Gases 21.89 Nitrogen Oxides 23.02 PM₁₀ 8.64

B. Vehicle Miles Traveled (VMT) Reduced 44,898

Single Occupancy Vehicle Trips Reduced _____

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

Cost-effectiveness: \$ 47.15 per pound (AB 2766 Funds Only)

Brief Project Description:

This project includes the purchase of four bus shelters: (1) 12-person shelter in Chester, (2) 8-person shelters in Greenville, and (1) 8-person shelter in Quincy. Concrete work is needed in Chester and Quincy to construct ADA compliant concrete pads and minor ROW acquisition is needed in Quincy.

ATTACHMENT 2

**REQUEST FOR PROPOSAL
CONTENTS CHECKLIST**

REQUEST FOR PROPOSAL CONTENTS CHECKLIST

Applicant: Plumas County Department of Public Works

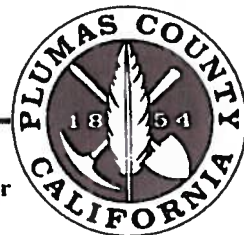
Please complete and attach this checklist with your application.

- 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 - 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

10A

PLUMAS COUNTY DEPARTMENT OF PUBLIC WORKS

1834 East Main Street, Quincy, CA 95971 – Telephone (530) 283-6268 Facsimile (530) 283-6323
Robert A. Perreault Jr., P.E., Director John Mannle, P.E., Asst. Director Joe Blackwell, Deputy Director



July 25, 2017

Northern Sierra Air Quality Management District, District Headquarters
ATTENTION : Joe Fish
200 Litton Drive, Suite 320
Grass Valley, CA 95945

Dear Mr. Fish:

As the person authorized to represent the Plumas County Department of Public Works, I am writing this letter to confirm that the Department of Public Works is authorizing the submittal of the Request for Proposal (RFP) for the AB 2766 DMV Surcharge Fund Program.

This proposal, as outline in the RFP, is for the purchase and installation of four bus shelters.

The project manager will be Jim Graham. His contact information is provided below:

Jim Graham
Plumas County Department of Public Works
1834 E. Main Street
Quincy, CA 95971
Phone: (530) 283-6169

Sincerely,

A handwritten signature in blue ink that reads "Robert A. Perreault Jr." with a stylized flourish at the end.

Robert A. Perreault Jr., Director
Plumas County Department of Public Works

AB 2766 DMV Surcharge Program

**Project Description
For
Bus Shelter Purchase and Installation**

Plumas County Department of Public Works

The Plumas County Department of Public Works is seeking to purchase and install a total of four bus shelters for use by patrons of its public transportation system – Plumas Transit. These shelters will be constructed in the communities of Chester, Greenville and Quincy.

The objective of this project is to enable provide transit users to escape inclement weather which will increase convenience and ease of use of the transit system which will lead to an increase in transit ridership. The project objective, in addition to providing a means of escaping inclement weather, is to increase ridership by 5%.

Surveys performed during the preparation of the Plumas County Short Range Transit Plan found that 24% of riders rated the adequacy of the bus shelters (or lack thereof) as poor or bad.

The Department of Public Works, following acceptance and approval of the Request for Proposal, will begin the following Scope of Work:

	Start Date	End Date
Environmental & Permitting		
Preliminary Design	January 2018	February 2018
Caltrans Permits	February 2018	March 2018
Preliminary Surveying & Engineering		
Bus Shelter Purchase/Delivery	February 2018	May 2018
Final Design	March 2018	April 2018
Construction Details	April 2018	May 2018
Right-of-Way Phase (If Necessary)		
Appraisal & Offer	May 2018	June 2018
Acquisition & Recordation	June	July 2018
Construction Phase		
Traffic Control Plan	August 2018	September 2018
Earthwork	August 2018	September 2018
Concrete Work	August 2018	September 2018
Shelter Installation	August 2018	September 2018
Signage	September 2018	October 2018

AB 2766 DMV Surcharge Program

Project Organization/Background

For

Plumas County Department of Public Works

The Plumas County Department of Public Works has been serving the residents of Plumas County since 1850. The Public Works Department maintains approximately 680 miles of roadways, including over 500 bridges and drainage structures and more than 5,000 road signs.

The mission of the Public Works Department includes:

- Maintaining, repairing, designing, and constructing county roads, bridges, and storm water drainage systems in accordance with local, state, and federal laws / standards and in a manner that maximizes public safety
- Reviewing and approving land development projects as they relate to the county road and drainage systems
- Pursuing and obtaining federal and state funds for the county roads, bridges, and storm drainage systems

In supporting the county mission, the Public Works Department provides protection of the public investment in the county's existing road system and public safety by maintaining and improving overall roadway conditions.

In addition to oversight and management of the road system, the Department of Public Works serves as staff to the Plumas County Transportation Commission which manages the County transit system.

The Department of Public works has sufficient accounting capabilities to track project costs by task and funding source.

NSAQMD AB 2766 Grant

Plumas County Public Works

Grant Year: 2018

Department Name: Bus Shelters

Grant Name: Bus Shelters

Grant Funding Amount \$36,337
 In-Kind Funding amount \$14,163
 Total Project Funding amount \$50,500

Effectiveness Period (LIFE) 20
 Capital recovery factor 0.07
 Average Miles per trip (one-way) 19.55
 One Way Vehicle Trip Reductions per year 2,295
 Annual Miles travelled, round trips 44,898.00

Average Auto Emissions Factors (ARB 2013 from table 3)

	Grams/year	lbs/year	lbs/20 yrs.	grams per pound
ROG - Average Trip ends (g/trip end)	1,340.3	2.959	59.17	
ROG - Auto VMT factor (grams/mile)	8,575.5	18.931	378.61	
NOx - Average Trip ends (g/trip end)	683.9	1.510	30.19	
NOx - Auto VMT factor (grams/mile)	9,742.9	21.507	430.15	
PM2.5 - Average Trip ends (g/trip end)	6.9	0.015	0.30	
PM2.5 - VMT factor (grams/mile)	3,906.1	8.623	172.46	
Total	24,256	53.544	1070.89	453

Annual Emission Reduction - ROG (lbs/year) 21.89
 Annual Emission Reduction - Nox (lbs/year) 23.02
 Annual Emission Reduction - PM2.5 (lbs/year) 8.64

Total Emissions reduction (All) (lbs/year) 53.54 24,256 53.544 1070.89

Cost-Effectiveness of Funding Dollars (\$\$/lb) \$47.15

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

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

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**AB 2766 DMV Surcharge Program
Work Statement**

For

Bus Shelter Purchase and Installation
Plumas County Department of Public Works

	Start Date	End Date
Environmental & Permitting		
Preliminary Design	January 2018	February 2018
Caltrans Permits	February 2018	March 2018
Preliminary Surveying & Engineering		
Bus Shelter Purchase	February 2018	March 2018
Final Design	March 2018	April 2018
Construction Details	April 2018	May 2018
Right-of-Way Phase (If Necessary)		
Appraisal & Offer	May 2018	June 2018
Acquisition & Recordation	June	July 2018
Construction Phase		
Traffic Control Plan	August 2018	September 2018
Earthwork	August 2018	September 2018
Concrete Work	August 2018	September 2018
Shelter Installation	August 2018	September 2018
Signage	September 2018	October 2018

**AB 2766 DMV Surcharge Program
Funding Request/Breakdown of Costs**

For

Bus Shelter Purchase and Installation
Plumas County Department of Public Works

	AB 2766 Funds	In-Kind Funds*		Bus Shelter Purchases
Environmental & Permitting				
Preliminary Design		\$500.00		
Caltrans Permits		\$200.00		
Preliminary Surveying & Engineering				
Bus Shelter Purchases	\$31,500.00			
Final Design		\$250.00	(1) 12 Person Shelter	\$ 10,500
Construction Details		\$250.00	(3) 8 Person Shelters	\$ 21,000
Right-of-Way Phase (If Necessary)				
Appraisal & Offer		\$500.00		
Acquisition & Recordation		\$4,000.00		
Construction Phase				
Traffic Control Plan		\$463.00		
Earthwork		\$1,000.00		
Concrete Work	\$4,837.00			
Shelter Installation		\$2,000.00		
Signage		\$1,000.00		
Administrative Costs		\$1,000.00		
Costs by Fund	\$36,337.00	\$14,163.00		
Total Costs	\$50,500.00			

* In Kind Funds are Transportation Development Act (.25% Sales Tax for Transit)

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AB 2766 DMV Surcharge Program
Schedule of Deliverable/Monitoring Page

For

Bus Shelter Purchase and Installation
 Plumas County Department of Public Works

	Delivery Date
Environmental & Permitting	
Preliminary Design	February 2018
Caltrans Permits	March 2018
Preliminary Surveying & Engineering	
Bus Shelter Purchases	March 2018
Final Design	April 2018
Construction Details	May 2018
Right-of-Way Phase (If Necessary)	
Appraisal & Offer	June 2018
Acquisition & Recordation	July 2018
Construction Phase	
Traffic Control Plan	September 2018
Earthwork	September 2018
Concrete Work	September 2018
Shelter Installation	September 2018
Signage	October 2018

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Monitoring Program

Monitoring of the project's effectiveness will be accomplished by calculating ridership for pre and post bus shelter construction. This data is routinely collected as part of the routine reporting of the transit systems performance measure analysis.

	Pre-Bus Shelter Yearly Ridership	Post - Bus Shelter Yearly Ridership	Yr 1	Yr 2	Yr 3	Etc.
Chester Bus Shelter	12770					
Greenville Bus Shelters	3192					
Quincy Bus Shelters	18771					

* Pre bus shelter yearly ridership if from FY 15/16

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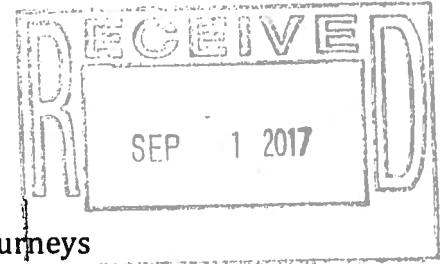


EXHIBIT SUMMARY SHEET

Proposing Entity (include other participating entities): Sierra Nevada Journeys

Contact Person: Eaton Dunkelberger, CEO Sierra Nevada Journeys

Address: 5900 Grizzly Road, Portola, CA 96122

Phone #: 775 342 3183 (mobile); 530 832 1085 (office) **FAX #:** 775 329 1689

EMAIL: eatond@sierranevadajourneys.org

Total Project Budget:

	AB 2766 Funds	Co-Funding	Total Project Costs
Capital Costs	<u>\$37,000</u>	<u>\$3,800</u>	<u>\$40,800</u>
Operating Costs	<u>\$0</u>	<u>\$ 5,000</u>	<u>\$5,000</u>
TOTAL	<u>\$37,000</u>	<u>\$ 8,800</u>	<u>\$45,800</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): Plumas Co.

Estimated Emission Reductions:

- A. Emission Reductions (lbs/yr)
 - Reactive Organic Gases 25 lbs/yr Nitrogen Oxides 31 lbs/yr PM₁₀ 2 lbs/yr
- B. Vehicle Miles Traveled (VMT) Reduced N/A
 - Single Occupancy Vehicle Trips Reduced N/A
- C. Number of people reached per day through public education 21 youth daily

Cost-effectiveness: \$ 77.10 per pound (AB 2766 Funds Only)

Brief Project Description: SNJ will purchase a PHEV mini-van to support Environmental Education programs in Plumas County, providing a cost-effective solution to reduce 500lbs of ROG, NOx, and PM over the 10yr lifespan of the project

REQUEST FOR PROPOSAL CONTENTS CHECKLIST

Applicant: Sierra Nevada Journeys

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 6

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



8/30/2017

Ms. Gretchen Bennett, Executive Director
and Members of the Northern Sierra Air Quality Management Board
Northern Sierra Air Quality Management District
200 Litton Drive, Suite 320
Grass Valley, CA 95945

Dear Ms. Bennett and Board Members:

On behalf of Sierra Nevada Journeys please accept this letter authorizing our organization to submit a proposal to the Northern Sierra Air Quality Management District to apply for funding from the AB 2766 DMV Surcharge Fund Program.

Proposing entity's name: Sierra Nevada Journeys

Address: 5900 Grizzly Road, Portola, CA 96122

Telephone number: 775 342 3183 (mobile); 530 832 1085 (office)

Contact person: Eaton Dunkelberger, CEO and authorized representative

Project Manager: Eaton Dunkelberger, CEO

Please do not hesitate to contact me with any questions about the proposal.

Respectfully submitted,



P. Eaton Dunkelberger
CEO and Authorized Representative
Sierra Nevada Journeys



D. Project Description

Sierra Nevada Journeys (SNJ) is an environmental and STEM education not-for-profit serving over 12,000 children annually from northeast California, with an educational focus on reducing pollution, energy-use, and food waste. SNJ proposes to purchase a PHEV mini-van for our Grizzly Creek Ranch science camp in Plumas County to reduce emissions and expose students to the benefits of PHEV.

Specific objectives:

1. Reduce vehicle emissions in Plumas County by over 550lbs over 10 years
2. Support SNJ student education goals by using PHEV to transport students, make school visits for parent information nights and school outreach programs, and introduce students to PHEV's
3. Replace 1 vehicle (GMC Envoy '02, 12 MPG)

Scope of Work:

1. Identify specific Chrysler Pacifica PHEV for purchase, negotiate sales price, and purchase vehicle
2. Develop new curriculum for SNJ's Residential Outdoor Science Instructors
 - a. One Class for use while driving students and adults in PHEV
 - b. One Meal-time Impact Reduction Class – energy and waste reduction talks conducted at the conclusion of every meal
3. Train SNJ staff on new procedures to maximize fuel efficiency of PHEV and ensure PHEV education is delivered by drivers
 - a. ID and Publish Public Charging Stations
 - b. Vehicle parking spot and night charging policies
 - c. Updated drivers' checklist that includes charging data collection and education delivery
4. Train SNJ staff on new PHEV curriculum
5. Collect data on emissions reduction and curriculum delivery
6. Report on effectiveness of emissions reduction and curriculum to NSAQMD

Calculating Cost Effectiveness:

Using the most current estimated cost of a 2018 Chrysler Pacifica PHEV Touring Plus, SNJ estimates the cost effectiveness of \$77.10 per pound. Calculation tables and information regarding the specific calculation methods are included in Appendix A of this proposal.



E. Project Organization/Background –

Provide a very brief description (one page or less; no resumes) of your organization.

Successful completion of similar project:

Sierra Nevada Journeys' Grizzly Creek Ranch facility has a proven track record of stewarding financial resources to benefit residents of Northern California. In the first 10 years of the organization's existence, the agency grew from serving 620 youth annually agency-wide to over 20,000 in 2016. One of SNJ's early partners was the Sierra Health Foundation, owners of the Grizzly Creek Ranch (GCR) campus in Portola, CA. In 2010, after seeing SNJ's capacity and commitment to providing high-quality outdoor education programs, Sierra Health Foundation asked SNJ to take over operations of the GCR campus. Nearly every year SNJ prioritizes and executes several facilities improvement and maintenance projects at the GCR campus. In 2016 such projects included maintenance of tipi platforms, Administration Building deck repair and expansion and volleyball court.

Sierra Nevada Journeys has sustained this growth and impact by developing and implementing well-designed education programs, and through care and upkeep of the Grizzly Creek Ranch facilities from a broad range of funding sources including: local government and state funds, corporate support, large and small private foundations, and individual donors. SNJ maintains all necessary permits and licenses to operate the facility including American Camp Association Accreditation, Plumas County Health Department, and the California Organized Camp statutes.

Although SNJ has not completed an AB2766 Grant in the past, the organization is currently operating in good stead with the California EPA and Federal EPA for Environmental Justice Education Grants.

Use of subcontractors: No subcontractors will be used to implement this project.

Describe the technical capabilities available to the proposer for preparing estimates of emissions reductions for both the proposal and reporting: Sierra Nevada Journeys staff worked closely with Deputy Air Pollution Control Officer Joe Fish to calculate cost effectiveness of the project using the "California Air Resource Board's Methods to Find the Cost Effectiveness of Funding Air Quality Projects --- 2015 Edition". Please see Appendix A for details concerning the emissions reduction estimates. Using these calculations as input, SNJ will track emissions reduction for required reporting.

Describe the accounting capabilities available to the proposer for tracking costs by project task and tracking which funding source pays for each expenditure: Accounting functions are handled through SNJ's Finance Director. All financial records regarding the camp, including expenditures of funds and tracking grant expenditures for each funding source, are maintained both electronically and in hard-copy, and are audited annually through the SNJ audit. SNJ maintains a fund accounting system to separately record and track the grants and maintains records and documentation of all grant expenditures effectively tracking which funding source pays for each expenditure.

F. Emission Benefits/Cost Effectiveness –

Clearly state the estimated total lifetime emission reductions of NOx, ROG, and PM10, if emissions reductions are quantifiable.

Estimated emission reductions and cost-effectiveness:

NOx: 31 lbs/yr

ROG: 25 lbs/yr

PM10: 2 lbs/yr

Estimated one-way vehicle trip reductions: 0 one-way trips

Estimated reductions in vehicle miles travelled: 0 miles

Persons served: 7,650 annually

Cost Effectiveness:

AB2766 Direct Funding of \$37,000: \$77.10 per pound / lbs removed over 10 years (includes CRF)

The calculations and assumptions necessary to derive and support these estimates can be found in the technical appendix, Appendix A on pages 14-15 of the proposal.

G. Work Statement –

Sierra Nevada Journeys is an environmental and STEM education not-for-profit serving over 12,000 kids annually from northeast California, with an educational focus on reducing pollution, energy-use, and food waste. For 2018, GCR is projected to serve a total of 7,650 children from northern California. GCR partners with a variety of schools and youth-serving organizations in Plumas County including: Boy Scouts of America Camp Klondike, Loyalton High School Prom, Portola High School Prom, Boy Scouts of America Eagle Ceremony, Lassen County 4-H Summer Camp, Feather River College High School Leadership Program (Loyalton and Portola High School participating), and Plumas County Office of Education and Plumas County Crisis and Intervention Center (Youth Excellence Seminar). SNJ proposes to purchase a PHEV mini-van for our Grizzly Creek Ranch science camp in Plumas County to reduce emissions and expose students to the benefits of PHEV.

Describe separately each phase of the work to be performed. Break the work down into logical tasks, list tasks within each phase of work and describe as necessary.

1. Purchase Chrysler Pacifica PHEV (January – March 2018)
 - a. Identify specific Chrysler Pacifica PHEV available for purchase
 - b. negotiate sales price
 - c. purchase vehicle
 - d. secure insurance and register vehicle

- e. create and install **custom signage recognizing that the vehicle was funded by the District utilizing DMV Surcharge Funds**
2. Develop new curriculum for SNJ's Residential Outdoor Science Instructors (*January-February 2018*)
 - a. One Class for use while driving students and adults in PHEV
 - i. SNJ Education Director works with Residential Instructors to develop lesson for use with students and adults while riding in PHEV
 - ii. Produce or secure materials needed to implement lesson including **attribution statement recognizing that the vehicle and lesson was funded by the District utilizing DMV Surcharge Funds**
 - b. One Meal-time Impact Reduction Class – energy and waste reduction talks conducted at the conclusion of every meal
 - i. SNJ Education Director works with Residential Instructors to develop lesson for use with students and adults as part of the rotation of talks presented at the end of each meal
 - ii. Produce or secure materials needed to implement lesson **including attribution statement recognizing that the vehicle and lesson was funded by the District utilizing DMV Surcharge Funds**
3. Prepare GCR location and camp procedures for arrival and implementation of HPEV vehicle and tracking project (*February 2018*)
 - a. ID and Publish Public Charging Stations
 - i. Research locations of Public Charging Stations along likely routes
 - ii. Compile and publish addresses of Public Charging Stations for use of new vehicle drivers **including printed attribution that this vehicle was funded by the District utilizing DMV Surcharge Funds**
 - iii. Print list and store in the vehicle
 - b. Vehicle parking spot and night charging policies
 - i. Determine vehicle parking spot location
 - ii. Designate spot with signage and striping, if appropriate. **Include attribution District logo on signage.**
 - iii. Create night charging policies document
 - c. Updated drivers' checklist that includes charging data collection and education delivery
 - i. Create and print data collection and education delivery logs and place logs in vehicle
 - ii. Create and print drivers' checklist that will be used with each use of the vehicle noting the following:
 - Data on all trips made in support of environmental education mission through vehicle mileage logs
 - Adding charging logs to current refuel and mileage logs
 - Adding PHEV educational program delivery tracking to vehicle logs and program data collection
 - Other data required by AB 2766 surcharge program

4. Train SNJ staff on new PHEV curriculum and policies and procedures for using the new vehicle *(March 2018)*
 - a. Introduce new lesson to SNJ's Residential Outdoor Science Instructors
 - b. Implement classes with camp attendees
5. **Create and distribute a press release announcing the project acknowledging the NSAQMD and the DMV Surcharge Funds (March-December 2018)**
 - a. **Release press release to local media outlets including to the Feather River Bulletin, Portola Reporter and the online outlet, Plumas County News as well as social media including SNJ's Facebook Page**
 - b. **Create external vehicle signage acknowledging DMV Surcharge Funds were used to purchase the PHEV vehicle**
 - c. **Publish information in SNJ's quarterly newsletter**
 - d. **List DMV Surcharge funds and NSAQMD as a funder on SNJ's annual donor recognition list**
6. Begin transport of youth and adult passengers to and from GCR, collect data on emissions reduction and curriculum delivery *(March – December 2018)*
 - a. Begin transport of youth and adult passengers to and from GCR
 - b. New vehicle users will log required data regarding vehicle usage and charging
 - c. New vehicle users will log required data regarding in-vehicle class delivery and after meal class delivery including the number of people receiving the class during each trip or meal.
7. Report on effectiveness of emissions reduction and curriculum to NSAQMD *(March – December 2018)*
 - a. SNJ staff will collect and compile data regarding emissions reduction and curriculum delivery on a monthly basis
 - b. SNJ staff will create and submit report to NSAQMD on a timely basis as required.

State the sequence of work activities, including a starting date no sooner than January 1, 2018, and completion date within one year (December 31, 2018).

Work activity sequence and starting dates are included in above section on pages 7-8 in parentheses and bold italics, ie. "*(January 2018)*".

Include all relevant information regarding: a) the technology involved in the project; and b) the parties involved in the project.

- 1) Technology involved in the project:
 - a) The Chrysler Pacifica vehicle engine can be powered by a gas engine, a battery or a combination of both gas engine and battery power. When the battery is expended the vehicle seamlessly switches to being powered by the gas engine. The PHEV battery can be charged using a 240-volt Level II charger, available at charging stations throughout the region, or it can plug into a typical wall outlet with the 120-volt cable included with the vehicle. The battery can also self-charge via regenerative braking capturing energy from the brakes when they are applied.
 - b) Only regularly available standard office technology and facilities are required to complete the project. No other special-purpose technology or facilities are required.

2) Parties involved in the project

- a) Sierra Nevada Journeys' staff are responsible for successful planning and implementation of the project.

The leadership team responsible for the implementation of this project and a brief description of their roles follow:

- i) CEO, Eaton Dunkelberger – Project management, oversight and direction including purchase of vehicle, policy and procedure approval
- ii) Executive Director of Grizzly Creek Ranch, Mark Owen - Grizzly Creek Ranch logistics, policy and procedure development, facility management, implementation and data collection
- iii) Director of Education, Sean Hill – PHEV class curriculum development and instructor training
- iv) Finance Director, Marilyn Cebe – Tracking and recording project revenue and expenses and financial reporting
- v) Director of Development, Karen Senger – Compiling and submitting project reports on a timely basis as required

Public acknowledgment that their project was funded by the District utilizing DMV Surcharge Funds.

Public acknowledgement strategies are listed on pages 7 and 8 and are listed in bold and underlined, i.e. **“including printed attribution that this vehicle was funded by the District utilizing DMV Surcharge Funds”**.



H. Funding Request/Breakdown of Cost –

Task	AB 2766 DMV Surcharge Funds Request	Other funding sources (matching or co-funding)	Total	Cash or in-kind (non-cash)
Purchase Chrysler Pacifica PHEV, insurance and registration	\$37,000	5,800	40,800	Cash
The estimated purchase price of vehicle totals \$40,800. SNJ is requesting \$37,000 in funding in AB 2766 funds. SNJ will secure an additional \$5,800 in co-funding from other sources to cover the remaining cost of vehicle purchase (\$3,800); vehicle insurance (estimated \$1,000) and vehicle registration (estimated \$1,000). Cash funds will be secured from private funding sources including unrestricted donations from individuals or private foundations.				
Develop new curriculum, policies and procedure for SNJ's Residential Outdoor Science Instructors and data collection	\$0	\$3,000	\$3,000	In-kind
SNJ will provide in-kind staff time for curriculum, policy and procedure development, staff training, curriculum delivery, and data collection. Staff included on this project are: Executive Director of Grizzly Creek Ranch for an estimated 15 hours, and Director of Education for an estimated 20 hours. No AB 2766 funds are requested for these activities.				
Create and distribute a press release announcing the project acknowledging the NSAQMD and the DMV Surcharge Funds and promote on social media	\$0	\$500	\$500	In-kind
SNJ will provide in-kind staff time for development of a press release announcing the launching of the Project in Plumas County and for promotion on social media. Staff included on this project are the Marketing and Communications Director for an estimated 5 hours. No AB 2766 funds are requested for these activities.				
Report on effectiveness of emissions reduction and curriculum to NSAQMD	\$0	\$1,500	\$1,500	In-kind
SNJ will provide in-kind staff time for tracking and reporting grant related expenses and completion of Project reporting as required. Staff included on this project are: Director of Finance for an estimated 10 hours, and Director of Development for an estimated 10 hours. No AB 2766 funds are requested for these activities.				
Project Total	\$37,000	8,800	45,800	

I. Schedule of Deliverables/Monitoring Program

Provide a list of all work products or deliverable items and their anticipated dates of delivery:

Schedule of Deliverables and Monitoring Program for 2018

Purchase Chrysler Pacifica PHEV, insurance and registration											
<i>Tasks</i>	<i>Jan</i>	<i>Feb</i>	<i>Mar</i>	<i>Apr</i>	<i>May</i>	<i>Jun</i>	<i>Jul</i>	<i>Aug</i>	<i>Sept</i>	<i>Nov</i>	<i>Dec</i>
Identify, negotiate and purchase Chrysler Pacifica PHEV	X	X									
Secure insurance and register vehicle		X									
Develop new curriculum for SNJ's Residential Outdoor Science Instructors and collecting data for reporting											
<i>Tasks</i>	<i>Jan</i>	<i>Feb</i>	<i>Mar</i>	<i>Apr</i>	<i>May</i>	<i>Jun</i>	<i>Jul</i>	<i>Aug</i>	<i>Sept</i>	<i>Nov</i>	<i>Dec</i>
One Class for use while driving students and adults in PHEV and one class for use after meal times	X	X									
Prepare GCR location and camp procedures for arrival and implementation of HPEV vehicle and tracking project		X									
Train SNJ staff on new PHEV curriculum and policies and procedures for using the new vehicle			X								
Begin transporting youth and adults to and from GCR			X	X	X	X	X	X	X	X	X
Collecting trip and curriculum data for reporting			X	X	X	X	X	X	X	X	X

Create and distribute a press release announcing the project acknowledging the NSAQMD and the DMV Surcharge Funds and promote on social media

<i>Tasks</i>	<i>Jan</i>	<i>Feb</i>	<i>Mar</i>	<i>Apr</i>	<i>May</i>	<i>Jun</i>	<i>Jul</i>	<i>Aug</i>	<i>Sept</i>	<i>Nov</i>	<i>Dec</i>
Release press release to local media outlets including to the Feather River Bulletin, Portola Reporter and the online outlet, Plumas County News as well as social media including SNJ's Facebook Page			X								
Create external vehicle signage acknowledging DMV Surcharge Funds were used to purchase the PHEV vehicle			X								
Publish information in SNJ's quarterly newsletter			X								
List DMV Surcharge funds and NSAQMD as a funder on SNJ's annual donor recognition list			X								

Monthly or quarterly claims for reimbursement, financial reporting and project report on effectiveness of emissions reduction and curriculum to NSAQMD

<i>Tasks</i>	<i>Jan</i>	<i>Feb</i>	<i>Mar</i>	<i>Apr</i>	<i>May</i>	<i>Jun</i>	<i>Jul</i>	<i>Aug</i>	<i>Sept</i>	<i>Nov</i>	<i>Dec</i>
Quarterly claims for reimbursement and brief progress report (quarterly claims submitted 15 days after the end of the month indicated)			X			X			X		X
Quarterly financial reporting (quarterly reports submitted 15 days after the end of the month indicated)			X			X			X		X
Compile data regarding curriculum and emissions reduction			X	X	X	X	X	X	X	X	X
Mid way monitoring report (due 7/31/2018)							X				
Project concludes (Final report due 60 days after the completion of the project)											X

Describe how the project objectives will be measured and reported, being consistent, as applicable, with the requirements described in Section IX:

Specific objectives:

Objective 1: Reduce vehicle emissions in Plumas County by over 550lbs over 10 years

This objective will be measured through monthly data collected from the mileage, refuel and charging logs. The results will be compiled monthly and reported monthly or quarterly as required as compared to projected emissions if SNJ continued to use the current vehicle GMC Envoy '02.

Objective 2: Support SNJ student education goals by using PHEV to transport students, make school visits for parent information nights and school outreach programs, and introduce students to PHEV's

This objective will be measured by tracking the number of students and adults who participate in Classes delivered as passengers or at after-meal classes. Youth and parents will increase their knowledge about PHEV vehicles and the role these vehicles play in reducing emissions, improving air quality and the contribution this makes to improved quality of life for northern California residents.

The HPEV classes will be integrated into GCRs educational curriculum and will enhance student's understanding regarding the importance of being good stewards of natural resources. Results toward this objective will also be measured by GCR curriculum assessment data and reported out at the end of the project year.

Objective 3: Replace 1 vehicle (GMC Envoy '02, 12 MPG)

This objective will be measured by the purchase of a new PHEV vehicle and decommissioning of the GMC Envoy '02 at GCR effectively reducing the 2002 vehicle emissions in Plumas County to zero.



Appendix A: Emissions Reduction Calculations

		'02 GMC		
NOx, old engine:	Envoy			
Miles per year	g/mile	g/year	lbs/year	
20,800	0.686	14268.8	31.43	<i>Calculated using CARB Emissions Factor Tables 2004, Table 3A, 2003 Column to approximate the 2002 GMC Envoy replaced by this grant</i>
Average Trip				
Ends	g/trip end	g/year	lbs/year	
392	0.695	272.44	0.60	
Totals:		14541	32	

		'17 Pacific		
NOx, new engine:	PHEV			
Miles per year	g/mile	g/year	lbs/year	
20,800	0.02	416	0.92	<i>Calculated using CARB Emissions Factor Tables 2013, Table 2, SULEV rows to approximate Plug In Hybrid acquired through this grant</i>
Average Trip				
Ends	g/trip end	g/year	lbs/year	
392	0	0	0.00	
Totals:		416	1	

NOx savings: 14125 31

		'02 GMC		
PM, old engine:	Envoy			
Miles per year	g/mile	g/year	lbs/year	
20,800	0.088	1830.4	4.03	<i>Calculated using CARB Emissions Factor Tables 2013, Table 3a, 2011 Column to reflect updated PM standards</i>
Average Trip				
Ends	g/trip end	g/year	lbs/year	
392	0.007	2.744	0.01	
Totals:		1833	4	

		'17 Pacific		
PM, new engine:	PHEV			
Miles per year	g/mile	g/year	lbs/year	
20,800	0.049	1019.2	2.24	<i>Calculated using CARB Emissions Factor Tables 2013, Table 2, SULEV rows to approximate Plug In Hybrid acquired through this grant</i>
Average Trip				
Ends	g/trip end	g/year	lbs/year	
392	0	0	0.00	
Totals:		1019	2	

PM savings: 814 2

ROG, old engine: '02 GMC Envoy

Miles per year	g/mile	g/year	lbs/year
20,800	0.523	10878.4	23.96
Average Trip Ends	g/trip end	g/year	lbs/year
392	1.364	534.688	1.18
Totals:		11413	25

Calculated using CARB Emissions Factor Tables 2004, Table 3A, 2003 Column to approximate the 2002 GMC Envoy replaced by this grant

ROG, new engine: '17 Pacific PHEV

Miles per year	g/mile	g/year	lbs/year
20,800	0.01	208	0.46
Average Trip Ends	g/trip end	g/year	lbs/year
392	0	0	0.00
Totals:		208	0

Calculated using CARB Emissions Factor Tables 2013, Table 2, SULEV rows to approximate Plug In Hybrid acquired through this grant

ROG savings: 11205 25

	g/year	lbs/year
Total Savings:	26144	58
Grant Award Requested:	\$37,000.00	\$3,800.00
Capital Recovery Factor:	0.12	for 10 years
Cost Effectiveness:	\$77.10	per pound

To: Northern Sierra Air Quality Management District Board of Directors

From: Gretchen Bennitt, Air Pollution Control Officer

Date: September 25, 2017

Agenda Item: V.A

Agenda Description: Status on Portola PM2.5 Nonattainment Area

Issues: This is a standing agenda item. Staff will update Board of any developments, issues or information.

Requested Action: None, informational only

Attachments:

None

