

B. Allocation Plan Narrative

The Nevada County Transportation Commission (NCTC) is the Regional Transportation Planning Agency (RTPA) for Nevada County. Nevada County is located approximately 40 miles northeast of Sacramento and extends eastward to the State of Nevada. The County's geography has led to distinctive development patterns and travel characteristics in the western and eastern portions of the County. Western Nevada County is home to the Cities of Grass Valley, Nevada City, and several unincorporated communities with an approximate population of 83,000. Eastern Nevada County is home to the Town of Truckee that has a population of approximately 16,730. Two transit operators exist within Nevada County. Nevada County Connects provides services in the western portion of the county while the Town of Truckee provides services in conjunction with Placer County through the Tahoe Truckee Area Regional Transit (TART) system in the eastern portion of the county.

Western Nevada County is similar to other Sierra foothill regions that employ most residents within the local economy but also export many residents to jobs in neighboring counties and job centers. According to US Census Bureau Longitudinal Employer-Household Data, approximately 30% of residents commute to jobs outside of Nevada County.

As a result of the economic and population characteristics, transit operations in western Nevada County are primarily focused on moving people between and within the incorporated towns operated by Nevada County. Nevada County Connects provides seven traditional fixed routes ([link to Nevada County Connects](#)) serving the community Monday through Friday between 5:30 AM and 8:00 PM and Saturdays 7:30 AM to 5:00 PM. Services are provided locally and regionally via fixed-route bus service to the Cities, towns, and unincorporated areas of Western Nevada County, including Nevada City, Grass

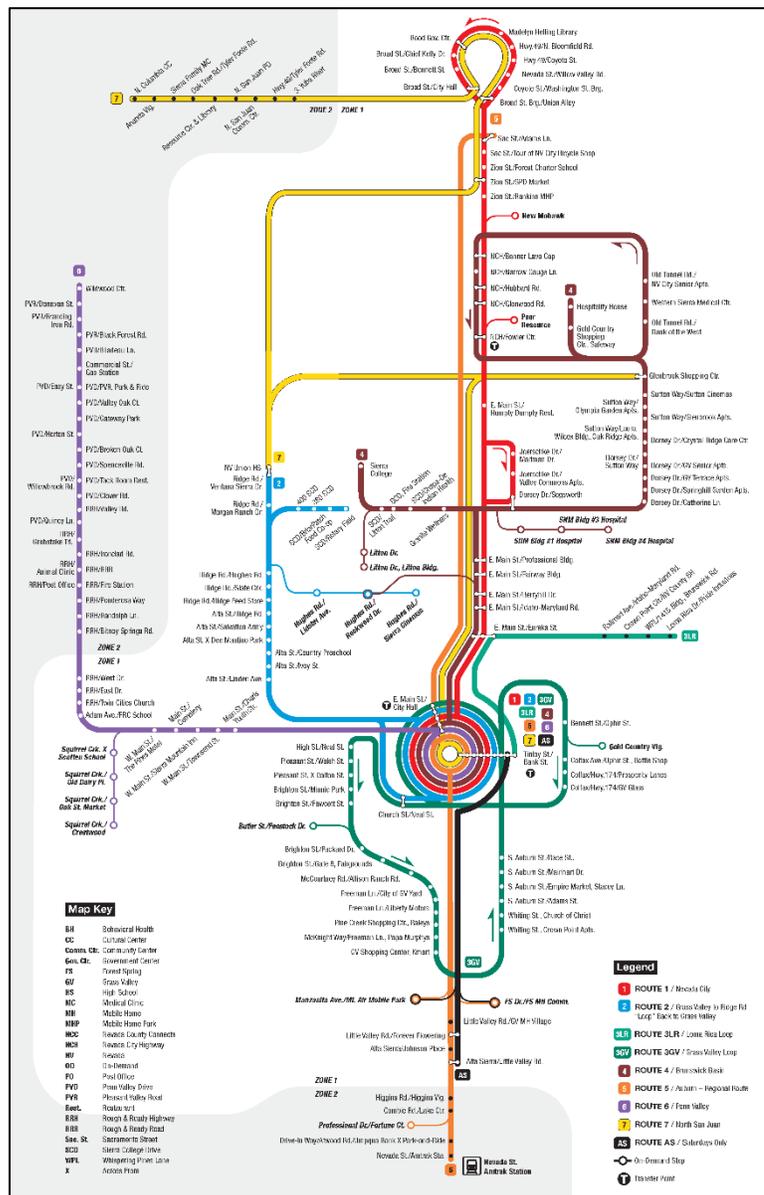


Figure 1 - Nevada County Connects Service Map

Valley, Penn Valley, Rough and Ready, Lake Wildwood, Alta Sierra, Lake of the Pines, and the regional hub at the Auburn Amtrak station in Placer County. Limited service is provided on Saturday between 7:30 AM and 5:30 PM. Routes are divided by zones in western Nevada County due to the geographic area served resulting in fares that range from \$1.50 to \$3.00 depending on the zone of travel. All day pass range from \$4.50 to \$7.50 per zone of travel.

The Town of Truckee is part of the Resort Triangle Area that consists of the Town, recreation destinations along State Route 267 and 89, and the Tahoe Basin communities of Tahoe City and Kings Beach in Placer County. The eastern portion of the county is a tourist destination year round that sees an influx of visitors and employees that can triple the population during peak seasons. The Resort Triangle Area imports employees from Reno during the peak recreation times.

Transit service in eastern Nevada County is provided by the Town of Truckee in a partnership

with Placer County's TART. Truckee operates one traditional fixed route as well as dial-a-ride services that are available to the general public, with priority being given to ADA certified passengers. Both fixed route and dial-a-ride services are operated between 6:30 AM and 6:30 PM. Placer TART operates two additional routes that connect residents and employees to the Lake Tahoe Basin. Truckee also operates a seasonal night service route during winter and summer to provide a connection to the Lake Tahoe Basin in the evening hours. All TART fixed route services are fare-free for residents and visitors. ([Link to TART](#))

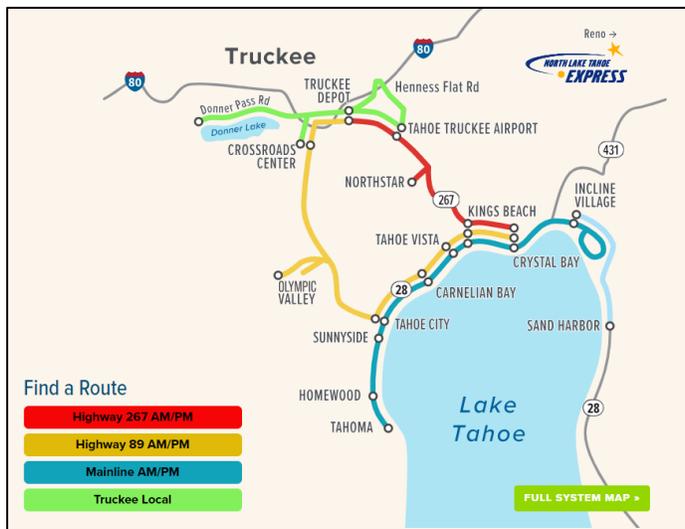


Figure 2 - TART Service Map

The Town implemented an on-demand microtransit pilot program, TART Connect, in June 2022 with a limited service area. Due to the success of the program expanded the service was expanded town-wide in December 2023. The service currently operates from 6:30 AM to 12:00 AM during the peak summer and winter months, and from 6:30AM till 10:00 PM during the Spring and Fall. Transit rideship has increased by approximately 285% with the introduction of the on-demand microtransit services. The pilot program is anticipated to end June 2024, unless a long-term sustainable funding source is identified.

Overview of Transit Funding in Nevada County

In Nevada County, 100% of the Local Transportation Funds (LTF) are dedicated to transit services. Our transit operators have been able to weather the fiscal cliff that many of their larger urban counterparts have struggled with. This is due in part to the level of transit funding available in Nevada County that has led to what may be described as typical rural services on one-hour headways and limited spans of service. This funding has limited our ability to provide

more robust transit services to entice residents to use transit services for daily trips, connect commuters with passenger rail service provided by the Capital Corridor Joint Powers Authority, and address the workforce travel needs of employers in the Truckee and Resort Triangle area who import workers from Reno in the State of Nevada.

Transit funding has remained steady after the passage of Senate Bill 1 (2017) and experienced a slight uptick in local revenues (local transportation fund) following the COVID-19 pandemic. However, it appears that the additional sales tax revenues generated from at-home spending during the pandemic flattened out at the end of FY 2021/22 and dropped by approximately 2% in FY 2022/23. STA funds have continued to see annual increases in revenue eclipsing 20% due to SB-1 and the annual inflationary adjustments. It should be noted that although annual increases are helpful in offsetting continued operating expense increases, the FY 21/22 STA revenue was approximately \$1.3 million. The increases in revenue have not been substantial enough to move the needle on transit operations expansions or pending capital needs. Additionally, Federal Transit Administration 5311 funding has remained flat, with the exception of the one-time funding from the Coronavirus Aid, Relief, and Economic Security (CARES) Act, Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA) and American Rescue Plan Act (ARPA).

The chart below summarizes the last five years of transit operations dedicated revenues by funding source. On average, Nevada County receives approximately \$6.6 million to support the existing transit operational needs in the county that average approximately \$5.9 million over the same time period.

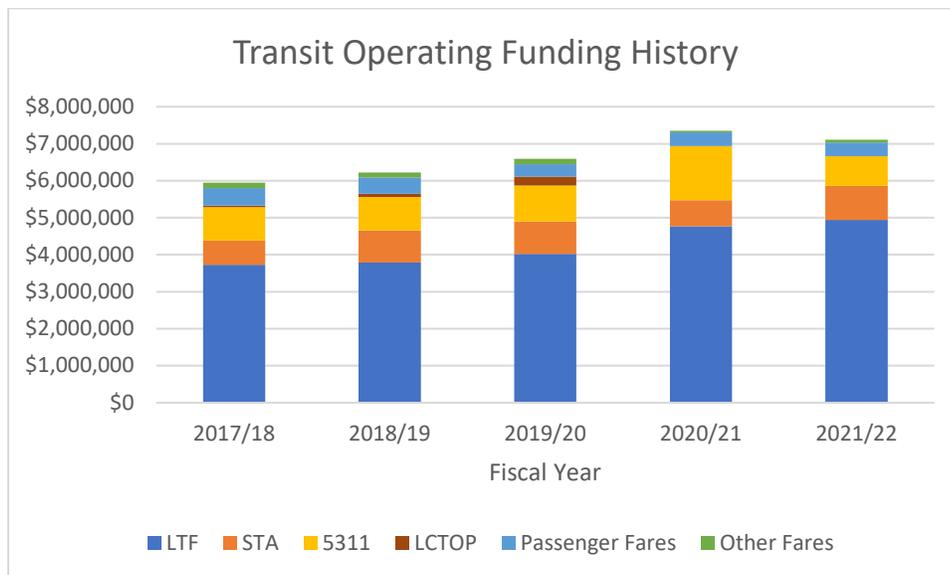


Figure 3 - Transit Operating Funding History

The Town of Truckee’s on-demand microtransit service was made possible through a combination of generous partnership contributions, as well as other Town discretionary funds, such as Special Service Area funds, Parking revenues, and one-time ARPA funding, totalling approximately \$1,325,000. In addition to these contributions, the current TART Connect Program was allocated General Fund discretionary funding by the Town Council as part of

the FY 23/24 budget adoption process. The Town completed public opinion polling to gauge the likelihood of passing a sustainable and long-term dedicated revenue measure for transportation service improvements, including TART Connect. The polling results showed a majority of support for this revenue measure; however, the polling was at or around the super majority threshold for passage, therefore, Town Council elected to hold off on placing this measure on the March 2024 Primary Ballot.

Town Council is now contemplating additional polling for a general sales tax measure for November 2024, and in the interim, continuing to fund TART Connect through other discretionary funding sources leading up to the November 2024 election where votes could decide to approve a measure to support the long-term TART Connect Program. It is important to note, that absent a new revenue stream, TART Connect would continue to exist but at reduced levels of service than currently provided.

Without a long-term sustainable funding source, the pilot plan is anticipated to end 2024.

During the initial COVID shutdown, Truckee saw a very small decrease in ridership between April and June 2020, however, due to the nature of the service industry and resort economy, as well as the influx of people to Truckee during the COVID pandemic, transit demand remained constant, and even increased following the pandemic. The Town did not have to make any service cuts and was able to introduce the Microtransit Pilot Program in the Summer of 2022, in addition to the traditional fixed route and Dial-a-Ride services.

Nevada County Transit Services modified their service during the COVID-19 pandemic by reducing overall service hours, operating on a limited Saturday schedule throughout the week. One route, the Route 7 serving North San Juan and North Columbia, was completely terminated during this period. The reduction of service hours began April 1, 2020 and ended on August 16, 2021. During this time Nevada County Transit Services did not lay-off any personnel. Normal services resumed on August 16, 2021 and have continued since.

NCTC, in coordination with the Town of Truckee and Nevada County have not identified near-term operational shortfalls based on the current operations service models. However, there are a few factors that could impact future transit service operations and viability such as:

- Ongoing Operational Costs – The ongoing operational costs such as fuel, insurance, and labor have seen annual increases up to 11 % over the past five years. The continued increases in operating costs will erode any increases in local, state and federal revenues.
- Lack of Transit Drivers – Sierra foothill and other small transit agencies continue to experience a shortage of certified drivers and challenges with retaining newly certified drivers. The lack of drivers directly impacts the ability to increase service frequency, and one opportunity being employed to attract and retain drivers is with training and higher wages.
- Transition to Zero Emission Buses – The California Air Resources Board Innovative Clean Transit rule will significantly limit the abilities of small rural transit operators to enhance service operational models without curtailing existing services or additional funding. SB 125 will support the initial transition to zero emission buses and refueling infrastructure, but additional funding will be necessary to complete the transition and

future fleet replacement cycles. NCTC identified nearly \$85 million in initial transition costs, of which \$12.3 million will come from SB 125 and the remaining 85% will need to come from additional competitive grants.

At this time, NCTC in coordination with the Town of Truckee and Nevada County, do not anticipate operational funding shortfalls through 2025-2026.

Regional Strategy for SB 125 Funding

The Initial Allocation Plan for FY 2023/24 was developed in coordination with the Town of Truckee and Nevada County. The NCTC Transit Funding Equity Study (March 2019) and subsequent NCTC Commission policy action sets the parameters for distribution of regional funding, such as SB 125. The study was initiated to determine if NCTC's funding distribution policies on LTF and STA provided an equitable amount of funding to the two transit operators in the region. The underlying issue was that LTF and STA funds are allocated by population, providing higher levels of funding for western Nevada County, where most residents reside. However, when actual sales tax revenue generation is considered, the gap between funding distribution becomes more evenly distributed. While eastern Nevada County (Town of Truckee) only makes up for 16% of the population, the area generates approximately 30% of the countywide Bradely-Burnes sale tax generated revenues. Therefore, the NCTC Commission has elected to consider this distribution percentage in the allocation of funding with the following priorities:

1. Priority 1: Existing Services: Based on a review of operating and performance data, consistent with California Code of Regulations Section 6634, *Eligibility for Funds*, NCTC's first priority for allocation of transit funding will be the continuation of existing services and funding capital needs identified in approved transit development plans.
2. Priority 2: Service Expansion: A transit operator may request operating and capital funding to establish new routes, extend existing routes, or implement new types of transportation services. In evaluating these claims, NCTC will consider sustainability and performance data for the proposed services included in approved transit development plans and review the eligibility of the claims in accordance with the provisions of the Transportation Development Act.

Based on the adopted transit policy priorities, the regional distribution SB 125 will be directed to existing operational and capital needs. As mentioned on page four, existing operational expenses make up approximately \$5.9 million of the \$6.8 million in revenue received, on average, or 86%. NCTC, the Town of Truckee, and Nevada County will utilize SB 125 funding to address the large capital needs in transitioning to zero emission buses and infrastructure. The Innovative Clean Technology (ICT) plans developed by each operator will serve as the basis for project identification to deliver zero emission buses, charging/refueling infrastructure, transit facility upgrades, and electric vehicle resiliency improvements that will reduce greenhouse gases and facilitate retaining existing riders and attracting future riders. As previously stated, SB 125 funds make up approximately 15% of the total funds needed to transition to zero emission bus fleets, and the funding will address critical infrastructure needs to accommodate the future fleet.

Distribution of SB 125 Funding In Nevada County

Through coordination with the Town of Truckee and Nevada County, more than \$85 million in projects were initially identified based on the approved ICT plans. The projects are primarily related to the mandated transition to zero emission buses, associated electrical infrastructure upgrades, Truckee Transit Facility Expansion and Nevada County Transit Operations Center upgrades, and mobility hub concepts. Further discussions were held to identify project readiness, priorities, and fit with short-range transit plans and the Regional Transportation Plan for Nevada County. Ultimately, the list of projects was narrowed down to the highest priority projects that could be constrained to the available \$12.3 million of SB 125 TIRCP/ZETCP funding. The funding will be distributed equally (50%/50%) between the two transit operators due to the critical nature of transition to a zero-emission fleet and this historic one-time funding opportunity.

The FY 2023/24 Initial Allocation Plan is based on project readiness and cash flow needs. Future amendments to the Allocation Plan will incorporate additional funding and/or projects to implement the full program of projects considered by Nevada County Transit operators. Table 1 below summarizes the projects and requested funding for FY 2023/24.

Table 1 FY 2023/24 SB 125 TIRCP/ZETCP Initial Allocation Plan Project List		
Project Title	TIRCP Funding Request	ZETCP Funding Request
Town of Truckee		
Keep Truckee Moving: Expansion and Electrification, Phase 2: Transit Charging and Operations Facility – Environmental, Preliminary Design & R/W Phases	\$ 370,000	\$ 0
Nevada County		
Zero Emission Bus Transition & Microgrid EV Resiliency Project	\$ 1,486,685	\$ 742,315
NCTC		
SB 125 Program Administration	\$ 0	\$ 123,336
Total	\$ 1,856,685	\$ 865,651

The funding will assist each operator in increasing ridership by providing reliable clean, zero emission buses that will improve the transit system efficiency and system on-time performance. The charging infrastructure improvements to be funded through SB 125 will accommodate the future ZEB fleet with pedestal charging at the western and eastern county transit operations centers as well as on-route inductive charging (western Nevada County) to ensure that the buses can provide all day service. The new ZEB fleet will have greater seating capacity than the existing fleet to accommodate more passengers and the low floor design will reduce the average loading time for wheelchair users. On average, it takes approximately

5 minutes to load each wheelchair user in the existing cutaway buses, whereas loading with the low floor ZEBs is estimated to take 30 to 90 seconds. This equates to a potential savings of up to 90 minutes per route per day of scheduled time on route, which is typically spent idling. The co-benefit of quicker loading is greater on-time system performance. It is estimated that the system's on-time performance may improve up to 20 percent. This equates to improving on-time performance from approximately 60-65 percent currently to 80-85 percent.

Due to the geographic isolation of the two transit operators in Nevada County, there are no options to integrate fares between them. However, the Town of Truckee and Placer County have a long history of co-branding and creating seamless transition between the TART services and the local Truckee route. Additionally, TART is fare-free service.

The sections below contain the required details for each project. Appendix A contains the required fact sheet for the Keep Truckee Moving: Expansion and Electrification, Phase 2 Transit Charging and Operations Facility project and Appendix B contains the fact sheet for the Nevada county Connects Zero Emission Bus Transition & Microgrid EV Resiliency Project.

C. Allocation Package Program of Projects

TIRCP Capital Projects Summary

Town Of Truckee: Keep Truckee Moving: Expansion and Electrification, Phase 2: Transit Charging and Operations Facility

Project Description and Scope:

The "Keep Truckee Moving: Expansion and Electrification, Phase 2: Transit Charging and Operations Facility Project" (Project) proposes to construct a dedicated transit specific facility that will be the keystone in facilitating the Town of Truckee's path toward electrification as well as overall service expansion. Absent this facility, electrification will be a piecemealed process and delay implementation of the Short-Range Transit Plan.

This project will build upon the "Keep Truckee Moving: Expansion and Electrification, Phase 1 project that received \$4.437 million dollars through the Transit and Intercity Rail Capital Program, Cycle 6. Phase 1 begins the Town's transition to a zero-emissions transit fleet. The funding from Cycle 6 is dedicated to the purchase of at least nine electric vehicles, procurement of on-demand ridebooking technology, and construction of a Mobility Hub, which will serve as a transit connection center for the Town and surrounding area and includes EV charging infrastructure in the adjacent parking lot. Though the charging will be accessible and convenient for the Town's transit fleet, the public parking lot does not offer a permanent and secure storage solution for the fleet.

Currently, the Town's transit operation shares space with the operations, maintenance, and storage of the larger municipal fleet. With this funding, the Town of Truckee proposes to construct a dedicated Transit Charging and Operations Facility as Phase 2 of the Keep Truckee Moving: Expansion and Electrification project. This Facility will be located at the

existing PSC, where the Town’s Fleet Maintenance Facility is located, and will include electric vehicle charging infrastructure, administrative office space for daily operations and dispatching, and climate-controlled storage for the transit fleet, including space for regional partners such as Placer County. It should be noted that due to existing capacity issues, both the Town and Placer County currently store vehicles in uncovered storage areas at the Town PSC causing unnecessary wear and tear as well as start of day delays during winter months. Construction of this new facility will directly support and enhance both existing and future expansion of both Town and Placer County transit services and operations, as well as the Town’s transition to a zero emissions fleet. The requested funds will be used to purchase a mobile charger, which will be used as a primary charging station until the facility is constructed, complete the environmental and design phases, and will be used for construction and match funding to apply for other capital grants to leverage other State and Federal programs to support completion of the facility.

Project Schedule:

The project is positioned well to advance project development given the Town already owns the land where the project is proposed to be constructed and California Environmental Quality Act (CEQA) clearance has been complete in the form of an adopted an Initial Study/Mitigated Negative Declaration for the collective Public Service Center (PSC). With the CEQA analysis already complete, the Town’s first steps are to subdivide the parcel as to create a standalone parcel for this facility, conduct an appraisal, and complete the NEPA analysis. This approach is necessary to avoid “federalizing” the entire Public Service Center site and to make the Project eligible for future federal funding, leveraging the appraised value of the land as local match.

The right-of-way, environmental, and preliminary design phases are all expected to occur in parallel with each other beginning in June 2024. The Town will also need to procure an Architectural/Engineering (A/E) firm to re-evaluate the existing preliminary design and complete final design by the Spring of 2026. Once final design is complete, the Town will put the project out to bid with an estimated construction start date in Summer 2026. Based on the construction timeline of the previous phase, the construction of this project is expected to require two (2) construction seasons with project completion tentatively scheduled for late Fall 2027. This assumes no major delays in the project development process, especially those associated with NEPA clearance which will require Federal Transit Administration approval. A full project schedule is listed below.

Table 2 below contains the project schedule for the “Keep Truckee Moving: Expansion and Electrification, Phase 2: Transit Charging and Operations Facility Project”.

Table 2 Keep Truckee Moving: Expansion and Electrification, Phase 2: Transit Charging and Operations Facility Project Schedule		
Milestone	Anticipated Start Date	Anticipated End Date
Right of Way	6/15/2024	3/31/2025
Environmental Phase	6/15/2024	6/30/2025
Preliminary Design	6/15/2024	6/30/2025
Final Design	4/1/2025	3/31/2026
Construction Phase	6/1/2026	10/31/2027

Project Funding:

The requested SB 125 funds will be used to initiate the including, environmental, preliminary design, and right of way phases. Future SB 125 Allocation Plan amendments will request additional funding to complete the final design phase and begin the construction. SB 125 program would fund approximately 66.5% of the total project cost, with the remaining 33.5% funded through other future eligible state and federal sources. The Town will pursue all potential funding sources and incentive programs to cover the remaining project cost. These SB 125 funds will be used as match funding to apply for other capital grants through State and Federal programs, such as the FTA 5339 program, the Local Partnership Program, and future TIRCP Cycles. Completion of the phases to be funded by this SB 125 request will significantly advance project development and position this project well for competitive programs.

Table 3 below summarizes the project funding by phase.

Table 3 Keep Truckee Moving: Expansion and Electrification, Phase 2: Transit Charging and Operations Facility Project Funding			
Phase	TIRCP Funds Request	Unfunded Cost	Total Phase Cost
Environmental Phase	\$ 50,000	\$ 0	\$ 50,000
Preliminary Design	\$ 300,000	\$ 0	\$ 300,000
Final Design*	\$ 300,000	\$ 0	\$ 300,000
Right of Way	\$ 20,000	\$ 0	\$ 20,000
Construction*	\$ 5,496,783	\$ 3,095,217	\$ 8,592,000
Total Project Cost	\$ 6,166,783	\$ 3,095,217	\$ 9,262,000
Note: * Funding will be requested through future Allocation Plan amendments.			

Project location:

The project is located at 10969 Stevens Lane in Truckee, CA and is home to Truckee’s Public Works Department. This parcel is slightly Northeast of Downtown Truckee and is bounded on

the north by Interstate 80, on the west by Truckee Way, on the south by Glenshire Drive, and on the east by the Highway 267 Bypass. The location of the PSC was chosen due to its centralized location in Town as well as the opportunity to move municipal operations away from the Truckee River and adjacent residential uses that were in close proximity to the previous site on Riverview Drive. The Public Services Center is set back from the road and is situated to not adversely impact the 'community character' of Truckee and natural and human environment.

Below is a KML link to the Truckee Moving: Expansion and Electrification, Phase 2: Transit Charging and Operations Facility project location.

- KML Link



Transit Charging
and Operations Facility

The Keep Truckee Moving, Phase 2 Transit Facility Project is centrally located within the Town with the site being adjacent to the residential designations as well as the industrial, commercial, and mixed-use designation areas. Furthermore, easy access to I-80 allows for secondary access to other areas of Town when local streets and roads can be congested from delayed snow removal operations as well as visitor traffic from both summer and winter peak seasons. The Land Use Diagram, shown below, from the Truckee 2040 General Plan Land Use Element, shows a breakdown of the various land use designations throughout Town. The yellow star on the diagram indicates the location of the Keep Truckee Moving, Phase 2 Transit Facility Project. For more information and details regarding the designation uses and densities, refer to Chapter 2: Land Use Element of the Truckee 2040 General Plan. Truckee2040.com

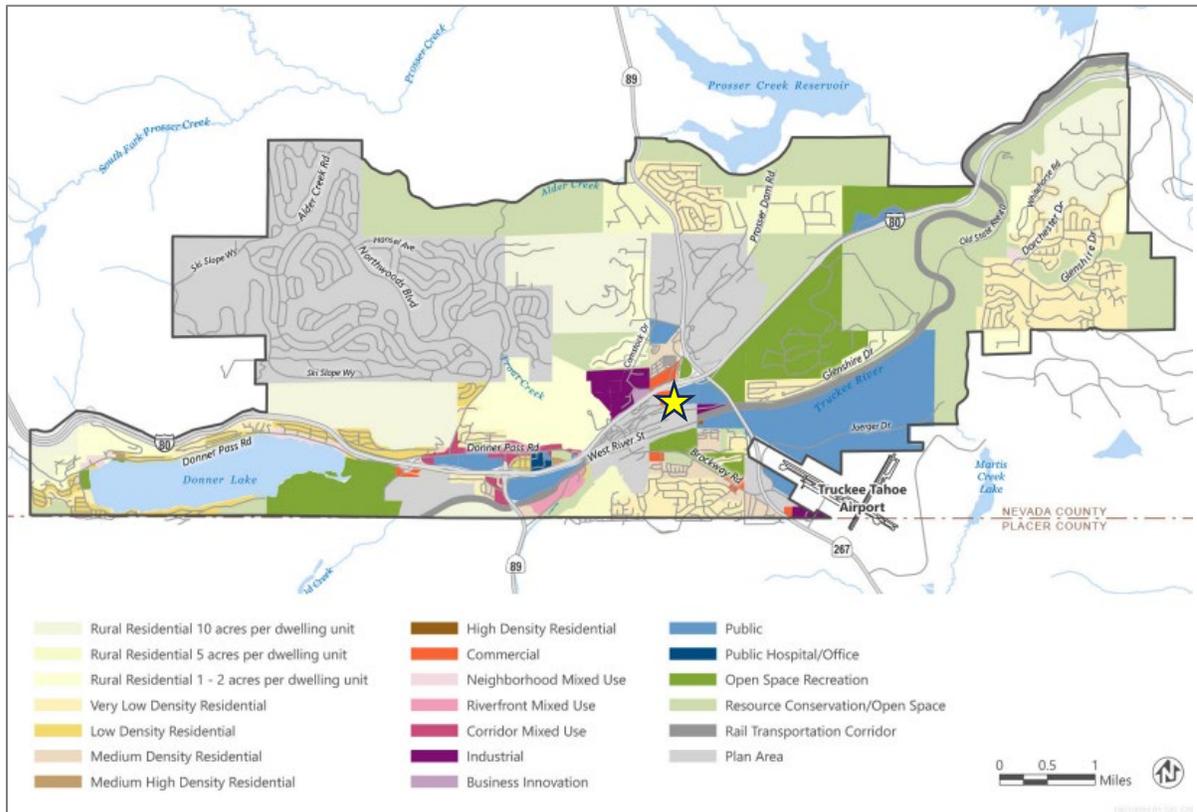


Figure 4 - Town of Truckee Zoning Diagram

Figure 5 below illustrates the existing transit routes, including Regional TART routes operated by Placer County that provides connections to the North Shore of Lake Tahoe as well as the resort world class resorts of Palisades Tahoe and Northstar. The Dial-a-Ride and Microtransit services operate within the entirety of Town Limits. The yellow star indicates the location of the Keep Truckee Moving, Phase 2 Transit Facility Project. As depicted in the diagram, the project is located a short distance from the origin of the Truckee Local route and is located centrally for the Dial a Ride and Microtransit operators. Additionally, the Town has recently completed Phase 1 of the Truckee Railyard Mobility Hub in Downtown Truckee, specifically in the Railyard Redevelopment Area. This new facility will serve as the primary transit destination downtown as well as the transfer hub to broader regional and inter-regional services of Amtrak and Greyhound and is also in close proximity to the Project Area.

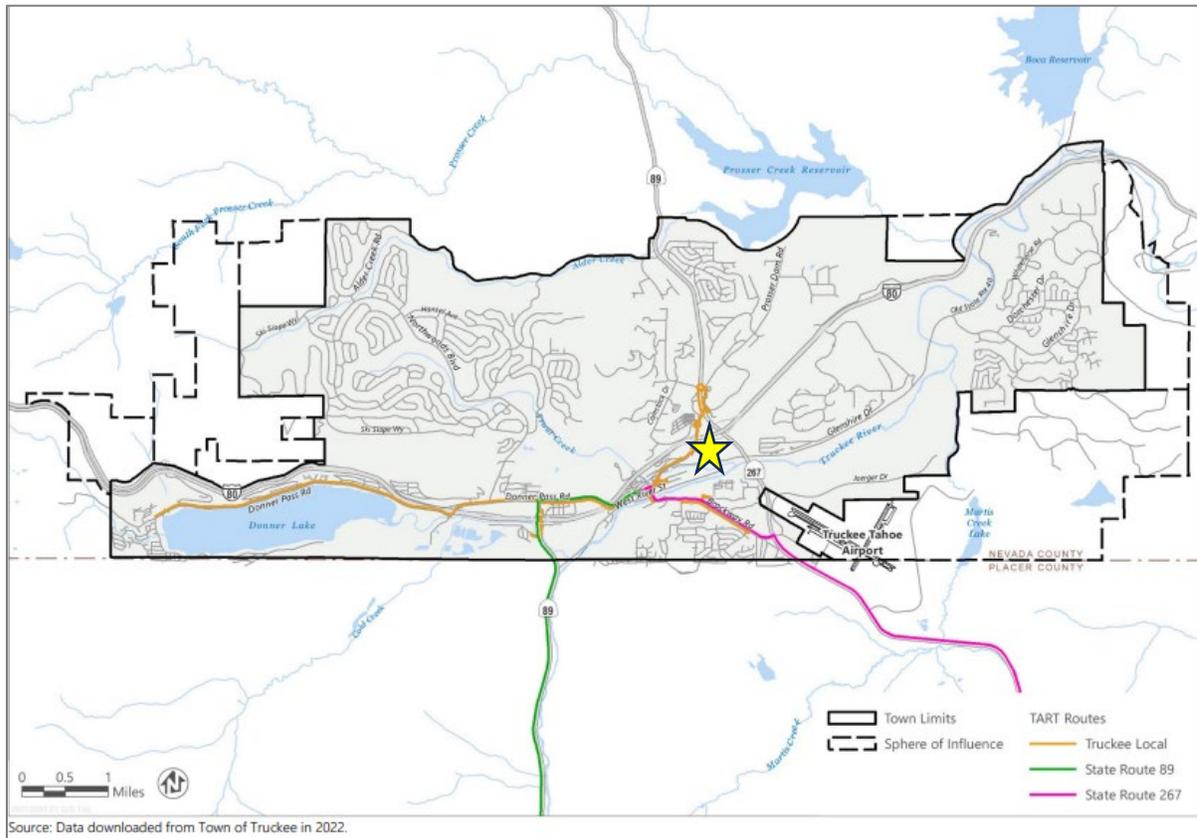


Figure 5 - Town of Truckee Transit Routes

The Project area is currently served by Class 1 multi-use paths that directly serve the project as well as the adjacent United States Forest Service campus. These Class 1 paths provide direct connectivity to Class 2 Bike Lanes located on Truckee Way which provide direct access to the Towns broader Active Transportation network that consists of over 100 miles of Class 1, Class 2, and Class 3 facilities. The map below shows the Project Location in relation to the comprehensive active transportation network comprised of dirt trails, paved trail, bike lanes, bike routes, and sidewalks.

Figure 6 illustrates the active transportation facilities near the project site.

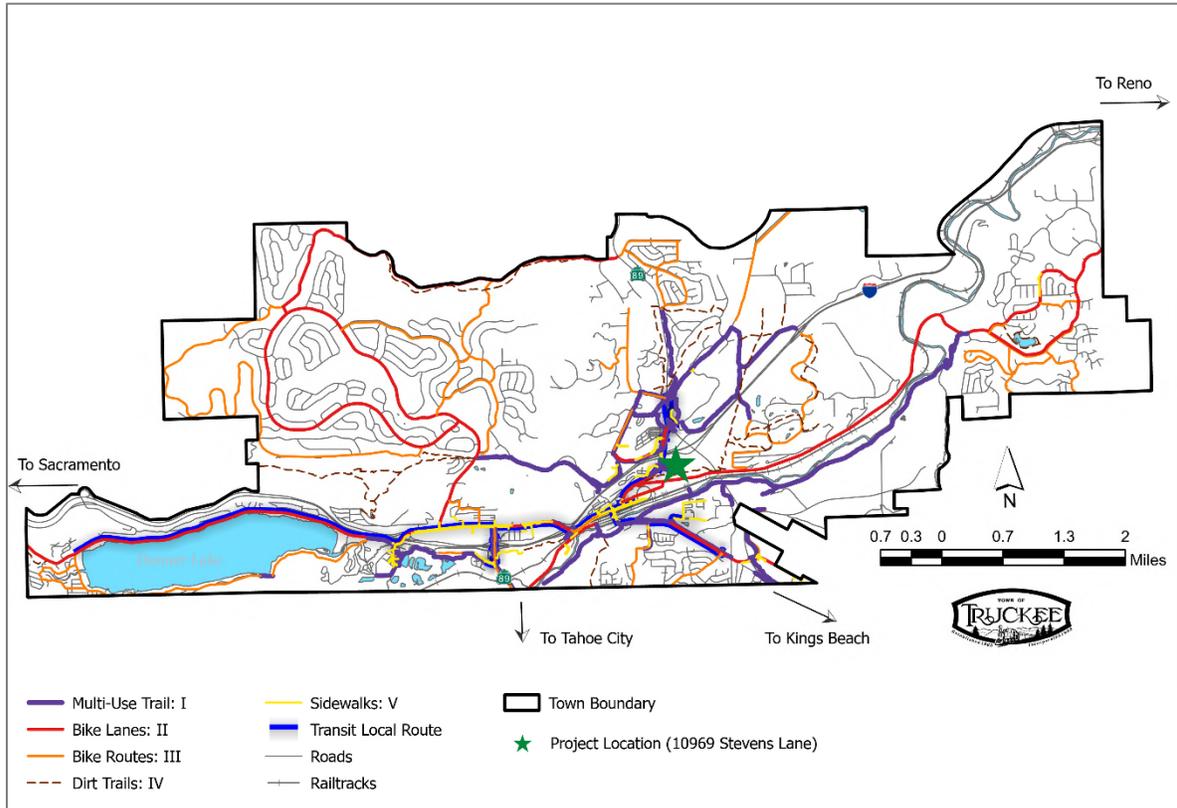


Figure 6 - Town of Truckee Active Transportation

Project Benefits:

The Phase 2 project will directly support the electrification of the Transit fleet, by providing the infrastructure needed to charge and store vehicles in a safe, convenient location that prolongs the useful life of transit assets. The Truckee Donner Public Utility District (TDPUD), the primary electricity provider in Town, currently sources over 60% of its electricity from carbon free sources and plans to increase that to 70% by the end of 2023. Due to Truckee's high percentage of renewable energy and other carbon-free sources, an EV in Truckee generates 57% fewer emissions than the average EV in the US and 10% of the annual GHG emissions from a similar gasoline-powered vehicle. This proposed facility is expected to reduce GHG emissions by at least 32,803 (MTCO_{2e}) over the facility's useful life, serving as the primary charging station for the Town's transit fleet. Other co-benefits include the reduction of ROG, NO_x, and PM_{2.5} emissions by nearly 5,000 pounds combined over the facility's useful life. Fossil Fuel Use is expected to be reduced by nearly 2.5 million gallons of fuel with a cost savings of over \$9 million dollars.

Based on the CARB Benefits Calculator Tool for the Transit and Intercity Rail Program Capital Climate Investments, the completed project will result in the following benefits:

- Total GHG Emission Reductions (MTCO_{2e}): 32,803
- Total GGRF Funds Requested: \$9,262,000
- Total GHG Emission Reductions/Total GGRF Funds Requested (MTCO_{2e}/): 0.003542

Appendix C contains the required CARB Benefits Calculator Tool results for the Keep Truckee Moving: Expansion and Electrification Phase 2 Transit Charging and Operations Facility.

Increased Ridership through Expanded and Improved Transit Service

As Phase 2 of the Keep Truckee Moving: Expansion and Electrification Project, this facility directly supports the ridership increases resulting from the microtransit operations and zero emission vehicles investment. In just nine months of the microtransit pilot program operations, the Town's overall transit system saw a ridership increase of 285%. This new facility is crucial in both the transition to Zero Emissions, as well as the continuation of the microtransit service, which carries approximately 75-80% of the entire system's passengers. It should also be noted that the Town's Fixed route system provides service to 17.1% of residences in Truckee. The Microtransit service has allowed the Town to provide free, on-demand service to 100% of the residences, hotels, and employment centers within Town limits.

Disadvantaged Community Benefits

The Town of Truckee does not contain any disadvantaged communities, low-income communities, or low-income households as defined by SB 535 and AB 1550. However, the results on an onboard survey conducted by Warner Transportation Consulting, Inc. in the Summer of 2022 show that 67% of Truckee Local passengers have an annual household income of below \$25,000. According to the US Census Bureau, the median household income (in 2021 dollars) from 2017 to 2021 in Truckee was \$103,772. Considering the discrepancy between the median household income and the annual household income of the Truckee Local Route passengers, it is fair to say that there are Truckee residents who can be considered priority populations.

During the course of both the Microtransit Feasibility Study, which was conducted following the Summer Microtransit Pilot Program in 2022, as well as the Transit Center Relocation study, which was conducted between 2018 and 2020, the Town created working groups with community members, including representatives from many organizations that work directly with priority populations. The representatives from these organizations, such as Sierra Seniors, North Tahoe-Truckee Homeless Services, and the Tahoe Forest Health System, continue to express their interest in a new and expanded Transit Center, which is currently in progress, as well as continuation of the Town-wide microtransit system, which will allow for increased convenience and access to public transit in the community.

[TIRCP/ZETCP Capital Projects Summary](#)

[Nevada County Zero Emission Bus Transition & Microgrid EV Resiliency Project](#)

Project Description and Scope:

The Nevada County Zero Emission Bus Transition and Microgrid EV Resiliency Project will be a jointly funded TIRCP and ZETCP project that will accelerate the transition of the Nevada County Connects fixed route fleet to zero emission buses and support the future fleet of 12

ZEBs. The project contains the following activities that are necessary to support ZEB operations:

- Fixed Route and Paratransit CAD/AVL
- Tinloy Transit Center On-route Chargers
- ZEB Vehicle Lifts – 2 units at the Transit Operations Center
- Micro Grid & EV Resiliency Project: Design and development of solar canopies, battery back-up, and emergency generator system at the Transit Operations Center

Nevada County Connects was awarded an EPA air quality grant in 2020 for the purchase of two Zero Emission Buses (ZEBs) and associated charging infrastructure to replace two of the existing diesel buses in the fixed route transit fleet. The vehicles were delivered in September 2023 and have been used for driver training and range testing; however, the installation of the two pedestal chargers have been delayed due to coordination with the local utility provider and increasing costs to connect to the local grid.

Fixed Route and Paratransit CAD/AVL System

This project will develop, purchase and deploy a new state-of-the-art Computer Aided Dispatching and Automatic Vehicle Location (CAD/AVL) system for our fixed route and paratransit services. The system will be scalable and should include a user-friendly companion app offering the ability to obtain real time vehicle ETA, traveler information and on-demand scheduling. All products should be based on open-source code, including GTFS-RT, to the extent practicable.

Tinloy Transit Center On-Route Charger

The Tinloy Transit Center On-Route Charger project will complete the funding package for one on-route inductive charger at the Tinloy Transit Center in the City of Grass Valley. In February 2021, Nevada County was awarded \$2.4 million of EPA Targeted Airshed grant funds to purchase two 35 ft Battery Electric Low-Floor Buses (BEB's), Chargepoint Express Plus 150 depot chargers, one InductEV 300kw induction opportunity charger and the associated installation and construction costs. This funding is needed to support the completion of the first phase of the ZEB transition plan and will specifically fund the purchase and installation of the charger.

The following work has been completed on the project to date: receipt of two battery electric buses, completed the civil construction and installation work for the depot charger and the design for the on-route opportunity charger to be located at Tinloy Transit Center. The opportunity charger at Tinloy Transit Center is required for the full implementation and deployment of zero-emission BEB as the vehicles do not meet the range requirements for our daily duty cycles. Testing of the zero-emission BEB has defined an effective range of 125 miles on a full charge, this is below the normal duty cycles for our primary local routes, which have a low of 129 and a high of 216 daily duty miles. The proposed charger will provide up to a maximum estimated range increase of approximately 8 miles per run (every 60 minutes).

This opportunity charging will enable the vehicles to meet the range requirements of the duty cycle of 175 miles per day.

ZEB Vehicle Lift

The Nevada County Connects ZEB transition plan requires upgrading the existing maintenance bus lifts to accommodate the significant increase of the battery electric buses. The proposed project will provide up to two new bus maintenance lifts (one drive-on and one 4-post). The current drive-on lift is too short in length (will accommodate up to 32 ft vehicle, BEB's are 35 ft) and not weight rated for the new BEB's and the existing 4-post lift is at the extreme upper end of its weight rating. The current vehicles are approximately 21,000 lbs., while the BEB's are approximately 36,000 lbs.

The project is needed in order to ensure the safety of maintenance personnel while working on vehicles, meeting the functional requirements to accommodate the new buses and is consistent with the mandated workforce training and maintenance facility improvements required under the Innovative Clean Transit regulation.

Microgrid & EV Resiliency Project

The Nevada County Connects Microgrid & EV Resiliency project at the Nevada County Operations Center will lead to the development and design of the necessary Zero Emission Bus fleet. The project intent is to contract with a consultant for the development and design of a Microgrid/EV Resiliency system at the Nevada County Operations Center which will support the full transition of the Transit fleet to Zero Emission. The final product of this project would be a full construction bid document packet, which will provide for a future shovel ready, TIRCP eligible project.

Project Schedule:

The individual project activities for the Nevada County Zero Emission Bus Transition & Microgrid EV Resiliency Project is listed below in Table 4.

Table 4 Nevada County Zero Emission Bus Transition & Microgrid EV Resiliency Project Project Schedule								
Milestone	Fixed Route and Paratransit CAD/AVL System		Tinloy Transit Center On-Route Chargers		ZEB Vehicle Lift		Microgrid & EV Resiliency Project	
	Start Date	End Date	Start Date	End Date	Start Date	End Date	Start Date	End Date
Right of Way			Jun 2023	Aug 2023				
Environmental Phase			Jun 2023	Aug 2024			Sept 2024	Jun 2025
Preliminary Design	Oct 2023	Nov 2023	Mar 2023	Jun 2023	Apr 2024	May 2024	Nov 2024	Jun 2025
Final Design	March 2024	Apr 2024	May 2024	Jul 2024	May 2024	Jul 2024	Jul 2025	Aug 2025
Construction Phase			Sep 2024	Feb 2025	Jul 2024	Sept 2024	Mar 2026	Oct 2026

Project Funding:

The requested SB 125 funds will be used to initiate and complete the project activities listed in Table 4. Table 5 summarizes the funding by phase for each activity.

Table 5 Nevada County Zero Emission Bus Transition & Microgrid EV Resiliency Project Funding					
Phase	TIRCP Fund Request	ZETCP Fund Request	Other Funds Available	Unfunded Cost	Total Phase Cost
Environmental Phase					
Final Design	700,000	\$0	\$0	\$0	\$700,000
Right of Way					
Construction	\$786,685	\$742,315	\$2,736,653	\$14,300,000	\$18,565,653
Total Project Cost	\$1,486,685	\$742,315	\$2,736,653	\$14,300,000	\$19,265,653

Project location:

The Nevada County Zero Emission Bus Transition & Microgrid EV Resiliency Project will be implemented at two sites. The primary location for the project activities will be located at the Nevada County Operations Center (NCOC) 12350 La Barr Meadows Rd., Grass Valley, CA 95949. The NCOC houses the fixed route fleet, operations and administration offices. The following FY 2023/24 activities will be located at this facility:

- Fixed Route and Paratransit CAD/AVL
- Tinloy Transit Center On-Route Chargers
- ZEB Vehicle Lifts – 2 units at the Transit Operations Center
- Micro Grid & EV Resiliency Project: Design and development of solar canopies, battery back-up, and emergency generator system at the Transit Operations Center

Transit service is provided to the major population centers of Western Nevada County including Grass Valley, Nevada City, North San Juan, Rough & Ready, Penn Valley, Lake Wildwood, Alta Sierra and Lake of the Pines, and includes regional connections to Amtrak and Sacramento Light Rail. Below is a KML link to the Nevada County Zero Emission Bus Transition & Microgrid EV Resiliency Project location.

- KML Link for Fixed Route and Paratransit CAD/AVL, ZEB Vehicle Lifts, and Micro Grid & EV Resiliency Project: <https://maps.app.goo.gl/NNNN8dHC4wSi8iEu7>



Tinloy Transit
Station - On-route C

- KML Link for Tinloy Transit Center On-Route Chargers:

The Nevada County Zero Emission Bus Transition & Microgrid EV Resiliency Project is located at the south end of the City of Grass Valley with access to SR 49 from the McKnight Way Interchange. A new limited access driveway from SR 49 to the NCOC will be constructed in conjunction with the SR 49 Multimodal Corridor Improvements project funded through TECP, SHOPP, and ITIP funding. The new driveway will improve access and reduce VMT for the bus fleet by providing more direct access.

Figure 7 illustrates the various land use designations throughout western Nevada County. The yellow star shows the location of the NCOG. For more information and details regarding the designation uses and densities, refer to the Nevada County GIS Open Data Portal for more information <https://data-nevcounty.opendata.arcgis.com>.

The proposed project will encompass all routes and paratransit services within the Western Nevada County service area, with significant service provided within the Highway 20/49 corridor (white ribbon in the map below).

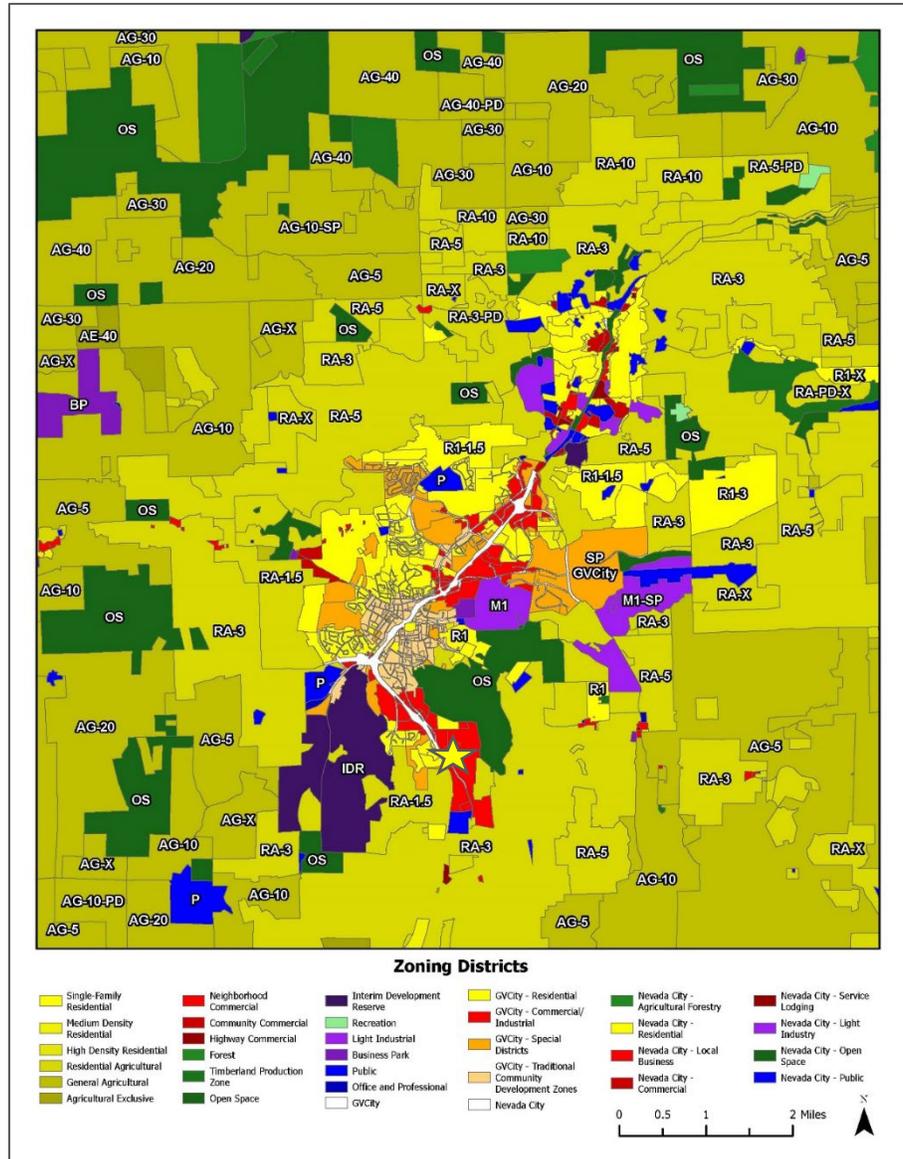


Figure 7 - Nevada County Zoning Diagram

Figure 8 shows the Nevada County Connects routes with an overlay of Priority Populations (2018) inclusive of Disadvantaged Communities (SB535) and Low-income Communities (AB1550). While Western Nevada County is not designated as having DAC's, approximately 80 percent of the Nevada County Connects service area is designated as AB1550 Low-income.

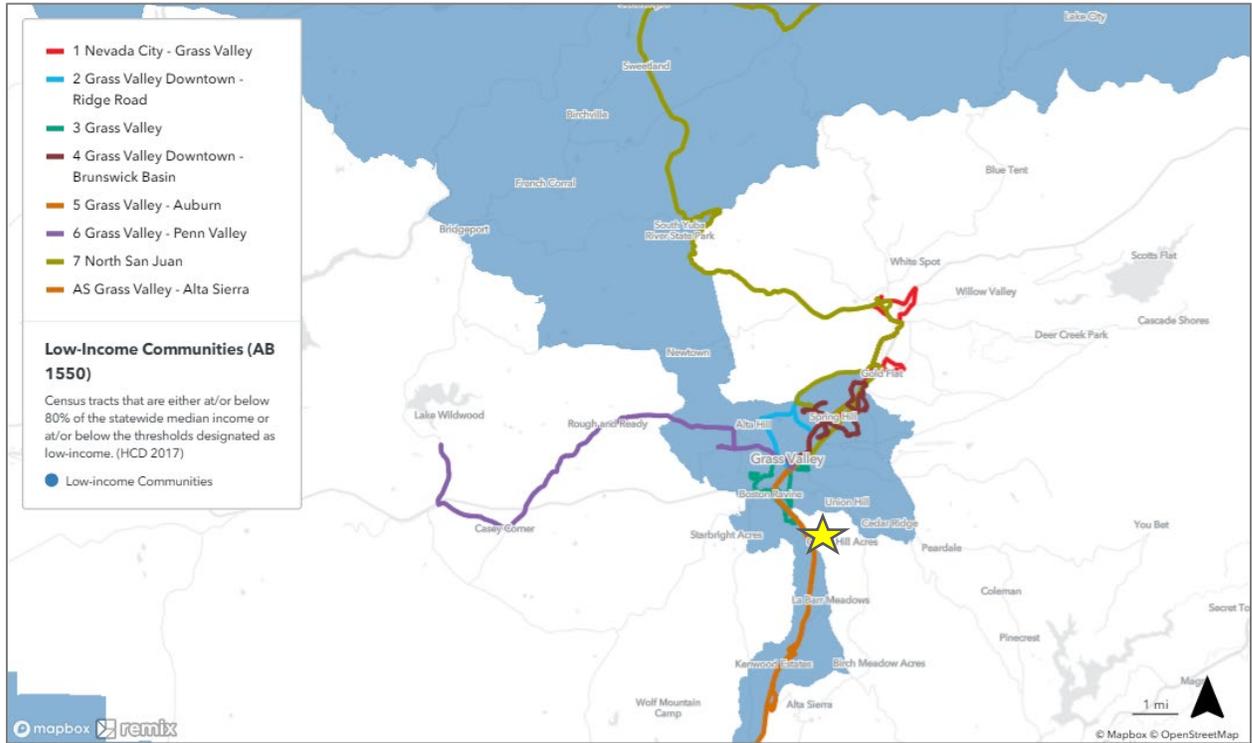
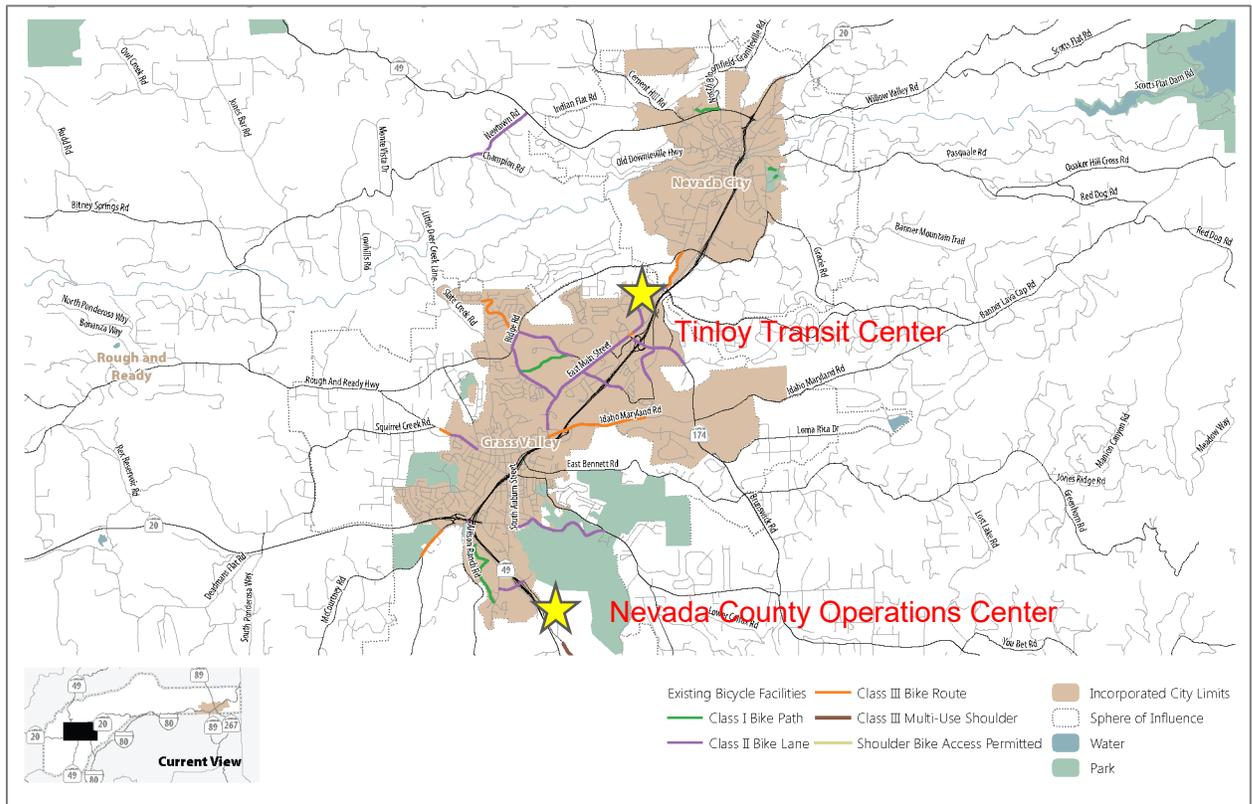


Figure 8 - Nevada County Transit Routes and AB 1550 Communities

The Tinloy Transit Center project area can be accessed by numerous class II bike lanes and is adjacent to downtown Grass Valley. The Nevada County Transit Operations Center is accessible by class III multiuse shoulders.



Project Benefits:

The proposed project will provide necessary clean energy redundancy and offset to support the full buildout of Nevada County Connects Zero Emission Transition Plan, transitioning the fleet of 10 gasoline and diesel revenue vehicles and 5 gasoline staff/service vehicles to 100 percent battery electric units. The proposed project is for the design and development of a complete clean energy microgrid system including solar canopy parking structures, battery back-up storage and sufficient generator capacity to support regular and emergency operations of the Nevada County Transit fleet.

The project will ensure that the County has the ability to operate a zero-emission fleet, at all times, regardless of weather or emergency status. In addition, the project supports the ongoing efforts to improve access to jobs, education and recreation for low-income designated communities by supporting the development and implementation of low-floor zero-emission transit buses. These buses will improve the overall operating efficiency of the system by reducing the dwell time required when boarding and alighting passengers, specifically those passengers who require a lift assist. Transitioning to low-floor buses reduces the boarding time per lift-assist by at least 4 minutes (~80 percent) when compared to the current cutaway buses. This time reduction, when extrapolated across an entire service day, can be up to 90 minutes per route per day. This will lead to improved on-time performance, potential service enhancements, improved customer satisfaction and increased perceived trust in the system.

Based on the CARB Benefits Calculator Tool for the Transit and Intercity Rail Program Capital Climate Investments, the completed project will result in the following benefits:

- Total GHG Emission Reductions (MTCO_{2e}): 6,102
- Total GGRF Funds Requested: \$ 2,3700,000
- Total GHG Emission Reductions/Total GGRF Funds Requested (MTCO_{2e}/): 0.002574

Appendix D contains the required CARB Benefits Calculator Tool results.

Increased Ridership through Expanded and Improved Transit Service

Ridership is expected to improve through operational efficiencies as the service transitions to low-floor battery electric buses thereby reducing boarding and alighting times. These operating efficiencies, up to 90 minutes per day in reduced idle time, may lead to enhanced or expanded services, namely increased frequency, through cost savings realized from the idle time reductions.

Disadvantaged Community Benefits

The Nevada County Zero Emission Bus Transition & Microgrid EV Resiliency Project activities are located within numerous census tracts that are defined as AB 1550 communities where the median household income is less than 80% of the statewide median household income. The proposed CAD/AVL project will improve operations throughout the service area by

improving resource scheduling, providing enhanced customer communications and by amplifying public awareness of real-time vehicle locations. Given that a significant portion of the service area is within an AB1550 low-income designated area, this means that the majority of service improvements and customer facing enhancements will benefit priority populations as shown in Figure 8.

NCTC SB 125 Program Administration

Project Description and Scope:

NCTC is requesting the one percent program administration funds of \$123,336 to cover the required long-term financial plan and increased costs with financial analysis, monitoring, and reporting. NCTC will program the funds in the FY 2025/26 Overall Work Program in anticipation of hiring a consultant to assist with the development of the long-term financial plan to be completed by June 30, 2026.

D. Allocation Package Funding Plan

TIRCP Proposed Capital Funding Plan

Table 6 summarizes the proposed TIRCP Capital Funding for FY 2023/24.

Table 6				
TIRCP Capital Funding Plan for FY 2023/24				
Project Name	Implementing Agency	Estimated Total Project Cost	TIRCP Funding by Fiscal Year	
			FY 23/24	FY 24/25
Keep Truckee Moving: Expansion and Electrification, Phase 2: Transit Charging and Operations Facility	Town of Truckee	\$9,262,000	\$370,000	\$0
Zero Emission Bus Transition & Microgrid EV Resiliency Project	Nevada County	\$19,265,653	\$1,486,685	\$0
Total		\$ 28,527,653	\$1,486,685	\$0

ZETCP Proposed Capital Funding Plan

Table 7 summarizes the proposed ZETCP Capital Funding for FY 2023/24.

Table 7 ZETCP Funding Plan for FY 2023/24				
Project Name	Implementing Agency	Estimated Total Project Cost	ZETCP Funding by Fiscal Year	
			FY 23/24	FY 24/25
Zero Emission Bus Transition & Microgrid EV Resiliency Project	Nevada County	\$19,265,653	\$431,222	\$311,093
Total		\$19,265,653	\$431,222	\$311,093

ZETCP Proposed Operating Funding Plan

Table 8 summarizes the proposed ZETCP Operating funding for FY 2023/24.

Table 8 ZETCP Operating Funding Plan for FY 2023/24				
Project Name	Implementing Agency	Estimated Total Project Cost	ZETCP Funding by Fiscal Year	
			FY 23/24	FY 24/25
SB 125 Program Administration	Nevada County Transportation Commission	\$123,336	\$123,336	\$0
Total		\$123,336	\$123,336	\$0

E. Regional Transit Operator Data

FY 2023/24 Transit Ridership

The Town of Truckee and Nevada County Connects transit operations are considered “reduced reporters” and do not submit financial or ridership data to the National Transit Database (NTD). However, they do report annual ridership statistics to Caltrans and financial information to the State Controller’s Office through the annual financial transactions report. Table 9 below contains the FY 2022/23 ridership data for each operator.

Table 9			
FY 2022/23 Transit Ridership by Operator			
Operator	Fixed Route	Dial-a-Ride	Total
Town of Truckee	36,551	5,331	41,882
Nevada County Connects	115,093	20,662	135,755

Existing fleet and asset management plans

The existing fleet for the Town of Truckee and Nevada County Connects are summarized below.

Town of Truckee

The Town currently has a Transit Fleet of seven vehicles used for the Fixed Route and Paratransit services. The fleet consists of two (2) light-duty diesel cutaways, three (3) medium-duty diesel buses, and two (2) light-duty gasoline cutaways. The Town will continue to utilize these vehicles until they reach their useful life, with a plan to replace them with battery electric vehicles. Due to extreme cold, winter road conditions and the terrain of Truckee, the Town plans on using a mixed fleet of conventional engine vehicles with electric vehicles until all-wheel drive options become available for electric transit vans and buses. With no all-wheel drive option, along with the excessive battery draw from heaters, it is not realistic to completely transition the Transit Fleet to zero-emissions, as it would impede the Town’s ability to safely serve the passengers.

The Town estimates that it will ultimately need four electric buses in annual maximum service to operate the Truckee Local Fixed Route with the increased service. The Town currently uses an annual maximum number of three buses, but it has been estimated that due to battery range limitations, the Town will utilize electric buses at a rate of 1.5 zero-emission buses (ZEBs) to equal 1 conventional bus.

The planned schedule for the transition to zero-emission buses is as follows and is depicted in Table 10. The Town will purchase two new battery electric buses in Summer 2024 for use on the Truckee Local route, replacing two conventional buses that will reach their useful life benchmarks in 2023. It is expected that the delivery for these ZEBs will realistically be 12-24 months out, so the Town plans an in-service date of July 2025 to begin operating the ZEBs. In July 2025, The Town will purchase two more ZEBs, with an expected in-service date of July 2027. Beginning July 2027, the Transit Fleet will consist of four ZEBs with one conventional bus kept as a spare vehicle and one retired conventional bus in the contingency fleet, in case of an emergency, such as an extended power outage.

Table 10 Town of Truckee Fleet Composition				
Number of Buses	Engine Model Year	Bus Model Year	Fuel Type	Bus Type
4	2016	2016	Renewable Diesel	Cutaway
1	2017	2017	Renewable Diesel	Cutaway
2	2020	2020	Gasoline	Cutaway

For the Microtransit and Paratransit system, the Town has a goal of deploying 8-10 vehicles in the initial year of operation, which is planned to commence in July 2024. The Town is planning on using a mixed fleet until the technology allows for all-wheel drive in the electric passenger vans, due to the terrain and unique driving challenges presented in Truckee. The planned schedule for the new fleet is as follows and is depicted in Table x. The Town will purchase six new battery electric transit vans in 2023 with an expected in-service date of July 2024. The Town will keep two light-duty cutaways, which will have reached their useful life before July 2024, as spare vehicles. The Town plans to purchase two all-wheel drive vans in 2024 to supplement the fleet. In July 2025, the Town will purchase another three battery electric vans and two all-wheel drive vans to expand the fleet to meet a forecasted increase in ridership and potential increase in service area. If the technology has developed and electric vans have an all-wheel drive option, the Town intends to move forward with procuring zero-emission vans. By July 2027, the Town plans on the need to purchase four new battery electric vans to replace four of the initial eight vans, as the expected useful life for the vans is about 4 years.

Nevada County Connects

NCC’s current fleet inventory includes 11 standard buses and 12 cutaway buses. The standard bus fleet serves NCC’s fixed routes and are standardized at 30-foot lengths. As presented in Table 3, the standard bus fleet includes eight buses that were procured in 2016, meaning that there is an opportunity to transition a large portion of the fleet as this group of buses reach their scheduled replacement period.

The cutaway buses used to deliver paratransit services and are standardized at 22-foot lengths. The four 2013 cutaway buses are owned by NCN’s subcontractor, while the eight remaining cutaway buses are owned by NCN and are leased to the subcontractor. Table 11 summarizes the existing bus fleet.

Table 11 Nevada County Connects Fleet Composition				
Number of Buses	Engine Model Year	Bus Model Year	Fuel Type	Bus Type
1	2015	2015	Diesel	Standard
8	2016	2016	Diesel	Standard
2	2018	2018	Diesel	Standard
2*	2023	2023	Electric, depot and on-route charging	Standard

Table 11 (cont.) Nevada County Connects Fleet Composition				
Number of Buses	Engine Model Year	Bus Model Year	Fuel Type	Bus Type
4	2013	2013	Gasoline	Cutaway
4	2018	2018	Gasoline	Cutaway
2	2021	2021	Gasoline	Cutaway
2	2022	2022	Gasoline	Cutaway
* The two 2023 standard buses have been received by NCC and will enter service in September 2023. These buses will replace one 2015 and one 2016 standard bus.				

The transition to ZEBs will begin immediately for the standard buses, with the first of two Gillig BEBs scheduled to enter service in September 2023. The Gillig BEBs procured have battery sizes of 444 kWh with a range of 210 miles on a single charge. This range is well above the 150 miles required by most routes, however the impacts of real-world conditions, battery degradation, and battery state of charge considerations are expected to impact performance and operations. To mitigate the risks associated with lack of range, future procurements will aim for battery capacity at or above 564 kWh, with corresponding ranges of 300 miles per charge. These procurements will coincide with the requirement of the existing ICE buses, as they reach the end of their useful lives. The transition of standard buses will begin with 100% BEBs. In addition to the change in propulsion, the standard buses which are currently standardized at 30-foot lengths will be replaced with 35-foot BEBs.

The next cutaway bus procurement is planned for 2024 and will include five new ICE paratransit vehicles. Of the five buses to be procured, four will be replacements for existing vehicles and one will constitute an expansion to the cutaway fleet to 13 buses. This will also complete the ownership transition to NCN, with the last four cutaways being replaced by transition subcontractor fleet ownership to NCN fleet ownership.

The Town of Truckee and Nevada County Transit have prepared, submitted, and received approval from the California Air Resources Board on their Innovative Clean Transit (ICT) plans.

Below are links for each transit operators ICT plans:

- Town of Truckee
 - <https://www.townoftruckee.com/home/showpublisheddocument/22316/638385764726210169>
- Nevada County
 - https://www.nevadacountyca.gov/DocumentCenter/View/50726/Nevada-County-Connect-ZEB-Rollout-Plan-Final_06-2023

Revenue Collection Methods

Table 12 below summarizes the fare revenue and collection methods for Nevada County Connects. The Town of Truckee transit service is fare-free and is not listed.

Table 12							
FY 2022/23 Fare Revenue and Collection							
Transit Operator	Total Cost of Revenue Collection (cash)			Total Revenue Collected			Planned Capital Farebox Collection Cost
	cash	tickets	Contact-less	cash	tickets	Contact-less	
Nevada County	\$24,497	\$0	\$0	\$265,264	\$0	\$0	\$0
Total	\$24,497	\$0	\$0	\$265,264	\$0	\$0	\$0

Existing Service Plan and Planned Service Changes

There are no planned service changes through the end of FY23/24 for the Town of Truckee or Nevada County Connects.

The Tahoe Truckee Area Regional Transit (TART) is co-managed by the Town of Truckee and Placer County. Within the Town of Truckee, the Town operates one traditional fixed route Dial-a-Ride service, and a seasonal night service. Placer County operates two additional routes along Highways 89 and 267, which connect residents and employees to the Lake Tahoe Basin. Services operate between 6:30 AM and 6:30 PM for Truckee Local and Dial-a-Ride, with Night Service operating 6:00 PM till 11:00 PM during the peak ski and summer seasons. All fixed route services provided through TART are fare free. Dial-a-Ride services are charged at \$6 per ride to the general public, with a discounted rate of \$2 per ride for seniors and children under 12. ADA certified passengers ride fare-free.

The Town implemented an on-demand microtransit pilot program, TART Connect, in June 2022 with limited service area. Due to the success of the program, service was expanded to cover all areas within Town boundaries in April 2023. The service currently operates from 6:30 AM to 12:00 AM during Winter and Summer, and operates 6:30 AM to 10:00 PM during Fall and Spring. This pilot program is funded through June 30, 2024.

Nevada County Connects provides seven traditional fixed routes serve the community Monday through Friday between 5:30 AM and 8:00 PM. Services is provided locally and regionally on fixed-route bus service to the Cities, towns, and unincorporated areas of Western Nevada County, including Nevada City, Grass Valley, Penn Valley, Rough and Ready, Lake Wildwood, Alta Sierra, Lake of the Pines, and the regional hub at the Auburn Amtrak station in Placer County. Limited service is provided on Saturday between 5:30 AM and 5:30 PM. Routes are divided by zones in western Nevada County due to the geographic area served resulting in fares that range from \$1.50 to \$3.00 depending on the zone of travel. All day passes range from \$4.50 to \$7.50 per zone of travel.

Below are links to existing GTFS for each transit operator:

- Town of Truckee (TART) - <https://data.trilliumtransit.com/gtfs/laketahoe-ca-us/laketahoe-ca-us.zip>

- Nevada County Connects - <https://data.trilliumtransit.com/gtfs/goldcountrystage-ca-us/goldcountrystage-ca-us.zip>

Expenditures on security and safety measures

At this time, no expenditures are planned to enhance safety and security on either transit operator.

Opportunities for Service Efficiencies

NCTC and the Town of Truckee are undergoing an update of the Eastern Nevada County Transit Development Plan that will guide the overall short-term service needs to identify service efficiencies that may allow for continued on-demand microtransit services in coordination with the existing fix route services and funding constraints.

In western Nevada County, NCTC and Nevada County Connects pursued a Caltrans Fiscal Year 2023-24 Sustainable Transportation Planning Grant to conduct a Comprehensive Operational Analysis of Nevada County Connects services. Unfortunately, the grant was not successful and NCTC will continue to seek funding for this study. Similar to many transit operators across the state, transit ridership has not rebounded to pre-COVID levels. The study will be important to identify operational efficiencies, service changes, and other non-traditional service models that can effectively boost ridership within the funding constraints of the region.