

**TRANSIT SERVICES COMMISSION  
WESTERN NEVADA COUNTY  
AGENDA  
Wednesday November 9, 8:30 A.M.  
VIRTUAL MEETING**

**Pursuant to Governor Gavin Newsom’s Executive Order pertaining to the convening of public meetings in response to the COVID-19 pandemic, the County of Nevada hereby provides notice that it will hold its regularly scheduled meeting of the Transit Services Commission virtually via Zoom.**

**Public Comment:** Members of the Public will not be able to comment during the meeting. Comments on items that are of interest to the public and are within the subject matter jurisdiction of the Commission, or on a particular agenda item, can be submitted via email to [nevcoconnects@co.nevada.ca.us](mailto:nevcoconnects@co.nevada.ca.us) , comments must be submitted prior to the meeting November 9, 2022, 8:30 A.M. PST. Additionally, the Public can comment by calling (530) 470-2833 and leaving a message. *Comments submitted by phone or email must be received no later than November 8, 2022 at 5:00 P.M. PST*

Topic: Transit Services Commission  
Time: Nov 9, 2022 08:30 AM Pacific Time (US and Canada)  
Nov 9, 2022 08:30 AM

Please download and import the following iCalendar (.ics) files to your calendar system.

Monthly: [https://us06web.zoom.us/meeting/tZwkfuigpj8sGNe41e2IppoIqY-RBHxZ5ndN/ics?icsToken=98tyKuGgpzIrEtyRthuERpw-HYr4d\\_zxiCljY1YyE7gUQlDcgzfJ9sPAJBXCOKF](https://us06web.zoom.us/meeting/tZwkfuigpj8sGNe41e2IppoIqY-RBHxZ5ndN/ics?icsToken=98tyKuGgpzIrEtyRthuERpw-HYr4d_zxiCljY1YyE7gUQlDcgzfJ9sPAJBXCOKF)

Join Zoom Meeting  
<https://us06web.zoom.us/j/88991884623?pwd=NW1ZLzBoY3pUckVlNm1XeVZHUmZYUT09>

Meeting ID: 889 9188 4623  
Passcode: 363546

- Daniela Fernandez, Vice Mayor, City of Nevada City,
- Ed Scofield, Supervisor, District 2, County of Nevada, Vice-chair
- Jan Arbuckle, Councilmember, Grass Valley City Council
- Sue Hoek, Supervisor, District 4, County of Nevada
- Carly Pacheco, FREED, Member-at-Large
- Duane Strawser, NSAQMD, Member-at-large, Chair

**REGULAR MEETING:** 8:30 a.m.

**STANDING ORDERS:** Call the Meeting to Order.

**PLEDGE OF ALLEGIANCE**

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**1. Call to Order**

## 2. Roll Call

## 3. PUBLIC COMMENT: \*\*Please see above for special COVID-19 Public Comment procedures.\*\*

**CONSENT ITEMS:** These items listed are considered routine and non-controversial, and will be acted on by the Commission at one time without discussion. Any Commission member, staff member or interested party may request that an item be removed from the consent agenda for discussion.

### 4. Approve Minutes of the September 21, 2022 Commission Meeting (Pages 1 - 3)

**Recommendation:** Approve Meeting Minutes

### 5. Approve A Resolution Authorizing the Ongoing Use of Virtual Meeting Platforms per AB361

**Recommendation:** Approve the Resolution (Pages 4 - 6)

## ACTION ITEMS:

### 6. Approve TSC 2023 Meeting Schedule

**Recommendation:** Approve the proposed meeting schedule (Pages 7 - 8)

### 7. Approve the Execution of PG&E EV Fleet Electrification Program Agreement No. FLEET004251574 Including Electric Vehicle Deployment Commitment for County of Nevada Transit Services

**Recommendation:** Approve the agreement (Pages 8 - 33)

## INFORMATIONAL ITEMS:

### 8. Manager's Report:

**Recommendation:** None (Page 34 - 41)

### 9. Nevada County Connects Operations Report

**Recommendation:** Accept the report (Pages 42 - 51)

### 10. Nevada County Now Operations Report

**Recommendation:** Accept the report (Pages 52 - 54)

## 10. COMMISSIONER COMMENTS AND ANNOUNCEMENTS

The next scheduled Transportation Services Commission meeting is on Wednesday January 18, 2023 at 8:30 AM via Zoom unless otherwise noticed.

## 11. ADJOURNMENT

This agenda was posted 72 hours in advance of the meeting at the Eric Rood Administrative Center, the Town of Truckee Administrative Center, the City Hall of Grass Valley and the [www.goldcountrystage.com](http://www.goldcountrystage.com) website.

**COMMONLY USED ACRONYMS  
TRANSIT SERVICES COMMISSION (TSC)**

ADA	Americans with Disabilities Act
ADT	Average Daily Trip
APTA	American Public Transportation Association
ARRA	American Recovery and Reinvestment Act
ARB	Air Resources Board (same agency as CARB)
ATCI-MAPCO	Accessible Transportation Coalition Initiatives/Mobility Action Plan Coalition
BOS	Board of Supervisors
CAL-ACT	California Association for Coordinated Transportation
CAL-TIP	California Transit Indemnity Pool
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CCAA	California Clean Air Act
CDBG	Community Development Block Grant
CEQA	California Environmental Quality Act
CIP	Capital Improvement Program
CMAQ	Congestion Mitigation and Air Quality
CNG	Compressed Natural Gas
GCL	Gold County Lift
GCS	Gold County Stage
CSAC	California State Association of Counties
CT	Caltrans
CTA	California Transit Association
CTAA	Community Transportation Association of America
CTC	California Transportation Commission
CTP	California Transportation Plan
CTS	Community Transit Service
CTSA	Consolidated Transportation Service Agency
CTSGP-CTAP	California Transit Security Grant Program-California Transit Assistance Fund
DBE	Disadvantaged Business Enterprise
DPW	Department of Public Works (formerly DOTS)
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
ERC	Economic Resource Council
FFY	Federal Fiscal Year
FTA	Federal Transit Administration
FY	Fiscal Year
GCS	Gold Country Stage
GV	Grass Valley
ITS	Intelligent Transportation Systems
JARC	Job Access & Reverse Commute
JPA	Joint Powers Agreement
LAFCO	Local Agency Formation Commission
LCTOP	Low Carbon Transit Operations Program
LOP	Lake of the Pines
LOS	Level of Service
LTF	Local Transportation Fund
LWW	Lake Wildwood
MAP	Mobility Action Partners
MAP 21	Moving Ahead for Progress in the 21 <sup>st</sup> Century Act (Federal)
MM	Mobility Management
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission

<b>COMMONLY USED ACRONYMS</b> <b>TRANSIT SERVICES COMMISSION (TSC)</b>
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MUB	Multi-use building
NC	Nevada City
NCCA	Nevada County Contractors' Association
NCTC	Nevada County Transportation Commission
NEPA	National Environmental Policy Act
NSAQMD	Northern Sierra Air Quality Management District
NSJ	North San Juan
OWP	Overall Work Program
PAC	Project Advisory Committee
PCT	Placer County Transit
PCTPA	Placer County Transportation Planning Agency
PV	Penn Valley
PTMISEA	Public Transportation Modernization Improvement & Service Enhancement Act.
PUC	Public Utilities Commission
R/W	Right-of-Way
RAB	Roundabout
RCTF	Rural Counties Task Force
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
RPA	Rural Planning Assistance
RR	Rough & Ready
RT	Route
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SACOG	Sacramento Area Counsel of Governments
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SDA	Special Development Areas
SEDD	Sierra Economic Development District
SOV	Single Occupant Vehicle
SBD	Supervising Bus Driver
SSTAC	Social Services Technical Advisory Council
STA	State Transit Assistance
STIP	State Transportation Improvement Program
TAC	Transit Citizen's Advisory Committee
TART	Tahoe Area Regional Transit
TDA	Transportation Development Act
TDP	Transit Development Plan
TE	Transportation Enhancement
TNT/TMA	Truckee-North Tahoe Transportation Management Association
TPA	Triennial Performance Audit
TRPA	Tahoe Regional Planning Agency
TSC	Transit Services Commission
TSD	Transit Services Division
TSM	Transit Services Manager
TTC	Tinloy Street Transit Center
VMT	Vehicle Miles of Travel
VSH	Vehicle Service Hour
VSM	Vehicle Service Miles

Updated 5-1-17

## **TRANSIT SERVICES COMMISSION**

### Minutes of Meeting

Wednesday, September 21, 2022

The scheduled meeting of the Transit Services Commission, Western Nevada County, pursuant to Governor Gavin Newsom's Executive Order pertaining to the convening of public meetings in response to the COVID-19 pandemic, the County of Nevada held the scheduled meeting of the Transit Services Commission virtually via Zoom. The September 21, 2022 meeting of the Transit Services Commission (TSC) was opened by Commission Vice-Chair Ed Scofield.

**1. Call to Order:** Vice-Chair Ed Scofield called the meeting to order at 8:31 AM. Vice-Chair Ed Scofield asked Transit Manager, Robin VanValkenburgh to lead the Pledge of Allegiance.

**2. Roll Call:**

**Commissioners Present:**

Daniela Fernandez, Vice Mayor, City of Nevada City (joined the meeting after Action items were attended to)

Duane Strawser, NSAQMD, Member-at-Large (pending)

Ed Scofield, County Representative, District 2, Nevada County Board of Supervisors, Vice-Chair

Jan Arbuckle, Councilmember, Vice Mayor, City of Grass Valley

Sue Hoek, County Representative, District 4, Nevada County Board of Supervisors

**Commissioners Absent:**

Carly Pacheco, FREED, Member-at-Large

**Staff Present:**

Robin Van Valkenburgh, Transit Services Manager

Elizabeth Nielsen, Accounting Technician

### **3. Public Comment:**

No public comments were received by telephone message or email.

**NOTE:** The order of business was changed slightly from the agenda, Action Items 6 and 7 were heard first, then the matters in the Consent Calendar, Items 4 and 5 were heard, then the remaining Action Item 8 was heard.

### **ACTION ITEMS:**

#### **6. Approve Appointment of At-large Transit Services Commission Seat Recommendation: Approve the At-large Nominee**

**(Page 7)**

Vice-Chair Ed Scofield called for a motion to approve the At-Large nominee Dwane Strawser. Commissioner Jan Arbuckle motioned to approve Dwane Strawser as a Member-At-Large, Commissioner Sue Hoek seconded the motion. After a roll call vote, there was one abstention and three ayes, the motion was approved.

#### **7. Elect Replacement Transit Services Commission Chair for Remainder of 2022 Calendar Recommendation**

**(Page 8)**

Vice-Chair Ed Scofield called for a motion to nominate a replacement Chair until the end of the year. Commissioner Sue Hoek motioned to approve Dwane Strawser Chair of the Transit Services Commission until the end of the year, Commissioner Jan Arbuckle seconded the motion. On a roll call vote the motion was unanimously passed.

**CONSENT ITEMS:** These items listed are considered routine and non-controversial and will be acted on by the Commission at one time without discussion. Any Commission member, staff member or interested party may request that an item be removed from the consent agenda for discussion.

#### **4. Approve Minutes of the Commission Meeting.**

**(Pages 1 – 3)**

#### **5. Approve A Resolution Authorizing the Ongoing Use of Virtual Meeting Platforms per AB361.**

**(Pages 4 - 6)**

Chair Duane Strawser called for a motion to approve the consent calendar including Item 4, the minutes of the July 20, 2022, Transit Services Commission Meeting, and Item 5, Approve the resolution authorizing the ongoing use of virtual meeting platforms per AB361. Commissioner Jan Arbuckle made a motion to approve the Consent Calendar, Items 4 and 5. Commissioner Ed Scofield seconded the motion. On a roll call vote the motion was unanimously passed.

**ACTION ITEMS:**

**8. Approve a Contract with Paratransit Services for the Management and Operation of Specialized Paratransit Services in Western Nevada County (Pages 9 – 45)**

Chair Duane Strawser called for a motion to approve the contract with Paratransit Services for the Management and Operation of Specialized Paratransit Services in Western Nevada County. Commissioner Ed Scofield made a motion to approve the contract with Paratransit Services for the Management and Operation of Specialized Paratransit Services in Western Nevada County. Commissioner Jan Arbuckle seconded the motion. On a roll call vote the motion was unanimously passed.

**INFORMATIONAL ITEMS:**

**9. Proposed Expansion of Paratransit Service: Dial-A-Ride Zone Service (Pages 46 - 48)**

On a roll call vote the report was unanimously accepted.

**10. Manager’s Report: (Pages 49 - 52)**

On a roll call vote the report was unanimously accepted.

**11. Nevada County Connects Operations Report (Pages 53 – 62)**

On a roll call vote the report was unanimously accepted.

**12. Nevada County Now Paratransit Operations Report (Pages 63 - 66)**

On a roll call vote the report was unanimously accepted.

**13. COMMISSIONER COMMENTS AND ANNOUNCEMENTS**

**The next scheduled Transportation Services Commission meeting is on Wednesday November 16, 2022 at 8:30 AM via Zoom unless otherwise noticed.**

**14. ADJOURNMENT**

The Transit Services Commission meeting ended at 9:29 AM.

Respectfully submitted by Elizabeth Nielsen, Accounting Technician, Nevada County Public Works Department



**COUNTY OF NEVADA  
COMMUNITY DEVELOPMENT AGENCY  
DEPARTMENT OF PUBLIC WORKS  
TRANSIT SERVICES DIVISION  
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(530) 477-0103 Toll Free (888) 660-7433 FAX (530) 477-7847  
<http://new.nevadacounty.com>**

Trisha Tillotson,  
Community Development Agency Director

Robin Van Valkenburgh, Transit Services Manager

**TRANSIT SERVICES COMMISSION  
Consent Item**

**MEETING DATE:** November 9, 2022

**TO:** Transit Services Commission

**FROM:** Robin Van Valkenburgh, Transit Services Manager

**SUBJECT:** **Transit Services Commission Resolution Approving Ongoing Use of Virtual Meeting Platforms in Accordance with AB361**

**RECOMMENDATION:** Approve the attached Resolution.

**BACKGROUND:** On March 4, 2020 the Governor of the State of California proclaimed a State of Emergency in response to the outbreak of COVID-19.

As part of the response to, and mitigation of COVID-19, the Centers for Disease Control (CDC) and the State of California have recommended social distancing within the workplace, including meetings of legislative bodies such as the Transit Services Commission.

In accordance with CDC Guidance and pursuant to AB361 which the Governor signed into law September 16, 2021, the attached Resolution provides the Transit Services Commission the authorization to continue holding its meetings remotely until such time as the proclaimed state of emergency is lifted.

Please contact me if you have any questions prior to the November 9, 2022, TSC Meeting.

TT:RVV

## RESOLUTION OF THE TRANSIT SERVICES COMMISSION

### **A RESOLUTION AUTHORIZING REMOTE TELECONFERENCE MEETINGS OF THE TRANSIT SERVICES COMMISSION AND ITS LEGISLATIVE BODIES PURSUANT TO THE RALPH M. BROWN ACT**

WHEREAS, all meetings of the Transit Services Commission are open and public, as required by the Ralph M. Brown Act (Cal. Gov. Code §§ 54950 – 54963), so that any member of the public may attend, participate, and watch the legislative bodies conduct their business; and

WHEREAS, the Brown Act, Government Code section 54953(e), makes provisions for remote teleconferencing participation in meetings by members of a legislative body, without compliance with the requirements of Government Code section 54953(b)(3), subject to the existence of certain conditions and requirements; and

WHEREAS, a required condition of Government Code section 54953(e) is that a state of emergency is declared by the Governor pursuant to Government Code section 8625, proclaiming the existence of conditions of disaster or of extreme peril to the safety of persons and property within the state caused by conditions as described in Government Code section 8558(b); and

WHEREAS, a further required condition of Government Code section 54953(e) is that state or local officials have imposed or recommended measures to promote social distancing, or, the legislative body holds a meeting to determine or has determined by a majority vote that meeting in person would present imminent risks to the health and safety of attendees; and

WHEREAS, on March 4, 2020, Governor Newsom issued a Proclamation of a State of Emergency declaring a state of emergency exists in California due to the threat of COVID-19, pursuant to the California Emergency Services Act (Government Code section 8625); and

WHEREAS, on June 11, 2021, Governor Newsom issued Executive Order N-07-21, which formally rescinded the Stay-at-Home Order (Executive Order N-33-20), as well as the framework for a gradual, risk-based reopening of the economy (Executive Order N-60-20, issued on May 4, 2020) but did not rescind the proclaimed state of emergency; and

WHEREAS, on June 11, 2021, Governor Newsom also issued Executive Order N-08-21, which set expiration dates for certain paragraphs of the State of Emergency Proclamation dated March 4, 2020 and other Executive Orders but did not rescind the proclaimed state of emergency; and

WHEREAS, as of the date of this Resolution, neither the Governor nor the state Legislature have exercised their respective powers pursuant to Government Code section 8629 to lift the state of emergency either by proclamation or by concurrent resolution the state Legislature; and

WHEREAS, the California Department of Industrial Relations has issued regulations related to COVID-19 Prevention for employees and places of employment. Title 8 of the California Code of Regulations, Section 3205(5)(D) specifically recommends physical (social) distancing as one of the measures to decrease the spread of COVID-19 based on the fact that particles containing the virus can travel more than six feet, especially indoors; and

WHEREAS, the Transit Services Commission finds that state or local officials have imposed or recommended measures to promote social distancing, based on the California Department of Industrial Relations' issuance of regulations related to COVID-19 Prevention through Title 8 of the California Code of Regulations, Section 3205(5)(D); and

WHEREAS, in light of this recommendation, the Transit Services Commission desires to continue to have the flexibility, to meet via teleconference; and

WHEREAS, as a consequence, Transit Services Commission does hereby find that it shall conduct its meetings by teleconferencing without compliance with Government Code section 54953 (b)(3), as authorized by Section 54953(e), and will continue to provide the public with access to the meetings as prescribed by Government Code section 54953(e)(2).

NOW, THEREFORE, BE IT RESOLVED that Transit Services Commission, does hereby resolve as follows:

SECTION 1: Recitals. The recitals set forth are true and correct and are incorporated into this Resolution by this reference.

SECTION 2: State or Local Officials have Imposed or Recommended Measures to Promote Social Distancing. The Transit Services Commission hereby proclaims that state officials have imposed or recommended measures to promote social (physical) distancing based on the California Department of Industrial Relations' issuance of regulations related to COVID-19 Prevention through Title 8 of the California Code of Regulations, Section 3205(5)(D).

SECTION 3: Remote Teleconference Meetings. The Transit Services Commission will carry out the intent and purpose of this Resolution including, conducting open and public meetings in accordance with Government Code section 54953(e) and other applicable provisions of the Brown Act.

SECTION 4: Effective Date. This Resolution shall take effect immediately upon its adoption.



**COUNTY OF NEVADA  
COMMUNITY DEVELOPMENT AGENCY  
DEPARTMENT OF PUBLIC WORKS  
TRANSIT SERVICES DIVISION  
950 MAIDU AVENUE, NEVADA CITY, CA 95959-8617  
(530) 477-0103 Toll Free (888) 660-7433 FAX (530) 477-7847  
<http://new.nevadacounty.com>**

Trisha Tillotson,  
Community Development Agency Director

Robin Van Valkenburgh, Transit Services Manager

**TRANSIT SERVICES COMMISSION  
Action Item**

**MEETING DATE:** November 9, 2022

**TO:** Transit Services Commission

**FROM:** Robin Van Valkenburgh, Transit Services Manager

**SUBJECT:** **Transit Services Commission 2023 Meeting Schedule**

**RECOMMENDATION:** Approve the 2023 Transit Services Commission meeting schedule.

**BACKGROUND:** The Transit Services Commission meets the 3<sup>rd</sup> Wednesday every other month at 8:30 AM.

Staff is proposing an optional date of March 1, 2023 for the purpose of approving the draft transit services budget prior to submission to the Board of Supervisors. This is so that the TSC can review and approve the draft budget, as per the Transit Services Commission JPA, prior to it being submitted to the Board budget committee.

The proposed schedule memorializes the meeting dates and locations.

Please contact me if you have any questions prior to the November 9, 2022 TSC Meeting.

TT:RVV

**TRANSIT SERVICES COMMISSION (TSC)  
WESTERN NEVADA COUNTY**

**2023 MEETING SCHEDULE**

THIRD WEDNESDAY OF EVERY OTHER MONTH

All meetings begin at 8:30 a.m. unless noted otherwise

<b>JANUARY 18, 2023</b>	<b><u>Virtual or Nevada County</u></b>
<b>*MARCH 1<sup>st</sup> or 15<sup>th</sup>, 2023</b> (for budget approval)	<b><u>Virtual or Nevada County</u></b>
<b>MAY 17, 2023</b>	<b><u>Virtual or Nevada County</u></b>
<b>JULY 19, 2023</b>	<b><u>Virtual or Nevada County</u></b>
<b>SEPTEMBER 20, 2023</b>	<b><u>Virtual or Nevada County</u></b>
<b>NOVEMBER 15, 2023</b>	<b><u>Virtual or Nevada County</u></b>

**TSC meetings are held at the following locations:**

**Nevada County Eric Rood Center**  
Board of Supervisors Chambers  
950 Maidu Avenue - 1st Floor  
Nevada City, CA 95959

**SPECIAL MEETINGS:**

**As needed, for items of business as directed by the Transit Services Commission.**



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Trisha Tillotson,  
Community Development Agency Director

Robin Van Valkenburgh, Transit Services Manager

**TRANSIT SERVICES COMMISSION  
Action Item**

**MEETING DATE:** November 9, 2022

**TO:** Transit Services Commission

**FROM:** Robin Van Valkenburgh, Transit Services Manager

**SUBJECT:** **Approving the Execution of PG&E EV Fleet Electrification Program Agreement No. FLEET004251574 Including Electric Vehicle Deployment Commitment for County of Nevada Transit Services**

**RECOMMENDATION:** Approve the attached Contract.

**BACKGROUND:** On November 22, 2019, the Environmental Protection Agency (EPA) released a Request for Applications (RFA) No: EPA-OAR-OAQPS-20-01 for the 2019 Targeted Airshed Grant Program.

The purpose of this grant program is to assist local, state and/or tribal air pollution control agencies to develop plans and conduct projects to reduce air pollution in nonattainment areas that EPA determines are the top five most polluted areas relative to ozone (O3), annual average fine particulate matter (PM2.5), or 24-hours PM2.5 National Ambient Air Quality Standards (NAAQS). The overall goal of the Targeted Airshed Grant Program is to reduce air pollution in the nation's areas with the highest levels of ozone and PM2.5 ambient air concentrations. Western Nevada County is eligible under the Ozone Nonattainment Area category.

The Transit Services Division in coordination with the Northern Sierra Air Quality Management District and the California Air Resources Board (CARB) developed an application which was felt to meet the program requirements, and which had the potential to score highly against other competitive projects. The Transit Services Commission approved the development of the grant application at the May 20, 2020 meeting. The Board approved the submittal of the application with Resolution No. 21-032 on February 9, 2021.

On February 23, 2021, the Board approved Resolution No. 21-046, accepting the grant award of \$2,460,653 in EPA Targeted Airshed Grant funds, and authorized the execution of California Air Resources Board (CARB) sub-grantee contract No. G20-NS-001 for the purchase of two 35 ft Low-floor Battery Electric Zero Emission Transit Buses, depot slow charger, on-route fast charger and associated implementation costs.

In order to fully implement the zero emission buses the Transit Services Division must design, construct and purchase all electrical infrastructure necessary to support the

installation of EV Supply Infrastructure (i.e. charging equipment). To accomplish this the Transit Services Division submitted an application to, and been approved for, the PG&E EV Fleet Electrification Program.

Through the EV Fleet Electrification Program, PG&E will assist in the design of the electrical utility infrastructure required for the installation of a depot slow fill charging system. To this end per agreement No. FLEET004251574, PG&E will design, construct, own and maintain the EV supply infrastructure to the meter. In addition, the Transit Services Division may be eligible for an EV Supply Infrastructure Incentive of up to \$252,000 through the purchase of qualifying EV chargers.

This agreement streamlines the process of designing and constructing the electrical infrastructure required for the electric bus project and minimizes the cost impact on the County for said infrastructure.

The commitment required for eligibility for our project is the purchase and implementation of ten battery electric buses by 2026. At this time the Transit Services Division has two buses currently on order with an estimated delivery date of April 2023. In order to meet the requirement of ten vehicles, the Nevada County Transportation Commission is submitting a grant application for the purchase of eight additional battery electric transit buses.

Please contact me if you have any questions prior to the November 9, 2022, TSC Meeting.

TT:RVV

October 4, 2022

County of Nevada Transit Services  
12350 La Barr Meadows Rd  
Grass Valley, CA 95949

RE: **FLEET004251574**

Congratulations! We are pleased to extend **County of Nevada Transit Services** an invitation to join PG&E's EV Fleet Electrification program. Upon your completion of the action items below, we will move your project into the design phase and begin the engineering, design and construction plans for **12350 La Barr Meadows Rd, Grass Valley, CA 95949**. Please note, future changes to the project scope may change your eligibility for the program.

Included in this contract are the following items:

- **Cover Letter**
  - Offer Descriptions
  - EV Charger Rebate
  - Preliminary Design (also attached as PDF)
- **Letter of Commitment**
  - EV Deployment Commitment
- **EV Fleet Program Terms and Conditions ("Contract")**
- **Appendices**
  - Appendix A: PG&E EV Fleet Program Participant Data Reporting Requirements
  - Appendix B: CPUC's Safety Requirements Checklist for CPUC-Approved Transportation Electrification Programs

**Immediate Action Items:**

- Review the entire document
- Sign and return the Letter of Commitment and Contract
- Provide proof of commitment (as defined below) for appropriate vehicles

By signing the Letter of Commitment and the Contract, I hereby confirm my participation in PG&E's Fleet Electrification program and acknowledge that:

- I agree to install at a minimum the number of EV Supply Equipment (EVSE or "EV charger") specified in Exhibit A of the Contract;
- Upon execution of the Contract, PG&E will begin incurring design fees and costs as my project moves forward;
- If I withdraw from the program prior to the site being activated, then PG&E reserves the right to recover all fees and costs incurred by it and its subcontractors after the execution of the Contract, including but not limited to, design cost, site walk costs, etc.;
- PG&E may need to conduct a comprehensive design site walk;
- If the existing infrastructure or physical site or equipment is substantially different than anticipated or described, then PG&E will make reasonable effort to redesign the project in a manner acceptable to both parties, but reserves the right to cancel my participation in the program;
- If I do not submit required documentation (e.g., signed easement) in a timely manner, then PG&E reserves the right to cancel my participation in the program and recover all costs incurred; and

- If load management is required for the site, I agree to implement a load management system to ensure that the total load for my EV chargers does not exceed **1,107.6 kW**; and
- My EV chargers meet the Safety Checklist requirements and has networking protocols (as described in Appendix A and Appendix B). I agree to ensure that EVSE network connectivity is in good condition for least five years from the date of activation.

### Offer Description

After careful consideration of the project costs and scope of work, PG&E has determined you are eligible for the **Make-Ready Incentive Option**. PG&E will design, construct, own, and maintain the EV supply infrastructure to the meter only. **County of Nevada Transit Services** will design, build, own, operate, and maintain the EV supply infrastructure behind the meter, hereafter referred to as customer-owned make-ready infrastructure. PG&E provides an incentive that is equal to the lesser amount of either: (i) 80% of the customer-owned make-ready infrastructure costs or (ii) the incentive cap of **\$0.00 (None)** as described in the table below.

Below is a summary of the qualified allowance under the make-ready incentive:

<b>EV Supply Infrastructure Incentive</b>		
Applies to Site Hosts who pay for, own, and maintain EV Supply Infrastructure		
<b>Vehicle Type</b>	<b>Per Vehicle Incentive</b>	<b># of Vehicles</b>
Transit Bus or Class 8 Vehicle	\$0.00 per Vehicle	<b>10</b>
<i>*** Note: Capped at 25 vehicles ***</i>		
<b>Vehicle Type (Total)</b>	<b>Incentive (Total)</b>	<b>Incentive Total</b>
<b>Total # of Vehicles</b> 10	Lesser amount of either 80% of the customer-owned make-ready infrastructure costs or the incentive cap, as described above, on a per vehicle basis	<b>Maximum of \$0.00 (None)</b>

### EV Charger Rebate

You may also qualify for a rebate of up to **\$252,000.00**, capped at 50% of the purchase cost, for qualified EV chargers for your fleet. EV chargers are only eligible for rebates if they are listed on PG&E’s approved EVSE vendor list at the time of installation. Any EVSE acquired after the EV Fleet Program implementation window (currently 2024) will not be eligible for rebates.

<b>EVSE rebate</b>		
Applies to transit buses, school buses, or Premises in a Disadvantaged Community.		
<b>Power output</b>	<b>Rebate</b>	<b># of EVSE</b>
150+ kW	50% of the cost of EVSEs, up to \$42,000.00 per EVSE.	<b>6</b>
<b>Total 1,107.6 kW</b>	<b>Total Capped Rebate Amount of up to \$252,000.00</b>	<b>6</b>

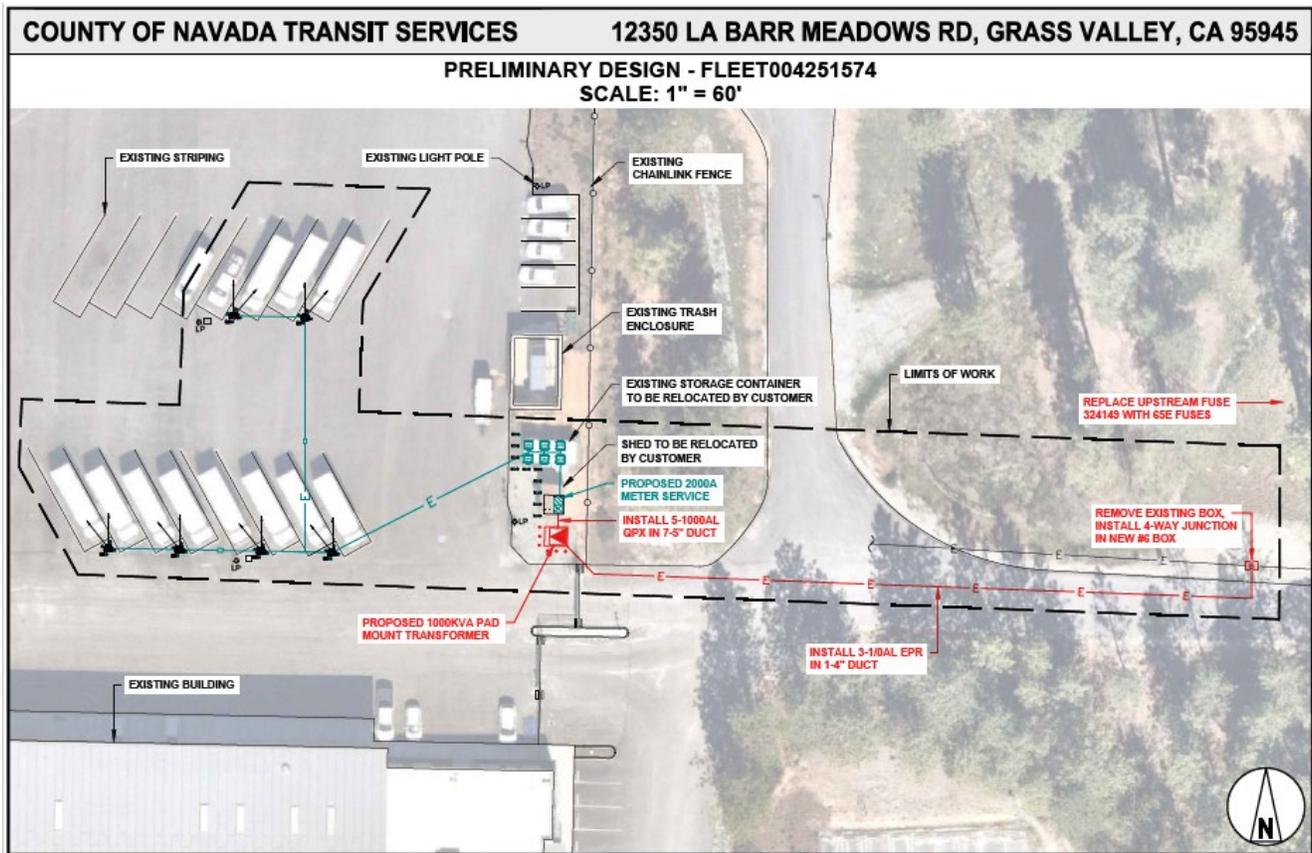
**As a reminder, to participate in the EV Fleet program, your EV chargers at a minimum must meet the Safety Checklist requirements (see Appendix B). In addition, the EV chargers must at least meet the following network communications requirements:**

- Electric Vehicle Supply Equipment (EVSE) SHALL have metering capability through an internal device and SHALL be able to measure power and usage parameters to enable reporting of the metrics in the Contractor Requirement section.
- After loss of power, provided the EVSE connector to vehicle has not been removed, the EVSE SHALL return to its post-configuration state (i.e., SHALL persist communication and registration configurations. This does not include continuing user sessions when authorization is required to start a session).
- EVSE SHALL provide a reset option, which returns the device to its pre-charge state (e.g., card or message- not user accessible).

## Preliminary Design

Please note the meter location on the Preliminary Design. Any requests to change the location of the meter may impact site eligibility and could result in cancellation of this contract.

PG&E may opt to utilize existing infrastructure, including existing conduit, in order to minimize project costs as indicated by the word "existing" on any components on the Preliminary Design.



## Next Steps:

**We respectfully request that you return your signed contract as soon as possible.** After we receive your signed contract, I will introduce you to your Project Manager, who will lead you through the design and construction process for your site.

Please note that you will need to provide a proof of commitment for a minimum of 2 vehicles for the Contract to complete the next phase of project management. A proof of commitment is any documentation of clear intent to procure and deploy vehicles, e.g., budget approval, grant agreement, request for proposal results, governance-body mandated procurement and deployment etc., in lieu of an actual purchase order provided by a seller.

Thank you for your participation in this exciting program! You are taking an important step to support California's ambitious climate and air quality goals, and we appreciate that you have elected to work with PG&E to electrify your fleet.

Please contact me if you have any questions.

Regards,

Dean Kunesh  
(415) 238-9934  
d1kb@pge.com  
Electric Vehicle Customer Onboarding Specialist  
Pacific Gas and Electric Company



October 4, 2022

Clean Energy Transportation  
Pacific Gas and Electric Company  
77 Beale Street  
San Francisco, CA 94105

**Re: Electric Vehicle Deployment Commitment for County of Nevada Transit Services**

Dear Pacific Gas and Electric Company,

County of Nevada Transit Services and PG&E have worked together and agreed on a contract under which County of Nevada Transit Services purchases electric fleet vehicles and PG&E performs make-ready infrastructure work and, if qualified, provides EV charger rebates and infrastructure incentives.

County of Nevada Transit Services has received approval from our internal decision makers and commits to purchase **10** electric vehicles by December 31, 2026. We plan to purchase and deploy the vehicles during the following timeline:

Electric Vehicle Deployment Schedule						
Description	2022	2023	2024	2025	2026	Total
Transit Bus (Public Use)	0	2	0	2	6	10

By signing the Letter of Commitment and the Contract, County of Nevada Transit Services understands that, in accordance with the section titled '**Vehicle Purchase Plans**', County of Nevada Transit Services is responsible for realizing the number and type of EV Fleet vehicles that have been indicated in Exhibit A of the aforementioned Contract regardless of the decision of granting agencies.

If County of Nevada Transit Services does not purchase the number of vehicles stated in the section above, PG&E in its sole discretion may require County of Nevada Transit Services to reimburse PG&E for costs incurred by PG&E associated with PG&E's reliance on my commitment to install infrastructure, such as costs of equipment, site design, and installation.

Sincerely,

\_\_\_\_\_  
Signature

**County of Nevada Transit Services**  
\_\_\_\_\_  
Company Name

\_\_\_\_\_  
Print

\_\_\_\_\_  
Date

\_\_\_\_\_  
Title

## EV Fleet Program Terms and Conditions (“Contract”)

### Definitions

As used in this Contract, the following terms have the following meanings:

**Disadvantaged Community:** Census tracts in PG&E’s service territory with a top quartile score according to California Environmental Protection Agency’s CalEnviroScreen 3.0, or current version.

**EV Service Connection:** Traditional utility infrastructure from the utility distribution system to the meter, which may include but is not limited to cable, conductors, conduit, transformers, and associated substructures from the utility distribution system. Also referred to as “To the Meter” (TTM) infrastructure.

**EV Supply Infrastructure:** Infrastructure from the meter (“but not including the meter”) to the parking space, which may include an electrical panel, cable, and conduit necessary to deliver power to the parking space. Also referred to as “Behind the Meter” (BTM) infrastructure.

**Electric Vehicle Supply Equipment (EVSE):** Equipment used for charging EVs. The conductors, including the ungrounded, grounded, and equipment grounding conductors, the electric vehicle chargers, connectors, attachment plugs, and all other fittings, devices, power outlets, or apparatuses installed specifically for the purpose of delivering energy from the Premises wiring to the electric vehicle.

**EVSE Package:** EVSE hardware, software, and network services.

**EV Service Provider (EVSP):** A company that provides EV charging solutions to Customer, including but not limited to network services, billing, and customer support.

**Operation and Maintenance (O&M):** O&M includes, but is not limited to, network fees, resetting of breakers, replacement of parts, and associated services necessary to keep the EVSE and/or EV Supply Infrastructure operational.

**Premises:** Premises includes all of the real property and apparatus employed in a single enterprise on an integral parcel of land undivided, excepting in the case of industrial, agricultural, oil field, resort enterprises, and public or quasi-public institutions, by a dedicated street, highway or public thoroughfare or railway. Automobile parking lots constituting a part of or adjacent to a single enterprise may be separated by an alley from the remainder of the Premises served. All Premises must be reviewed by PG&E to determine where service could be provided and at what cost. PG&E may agree to include some or all of the Premises in the EV Fleet Program. Multiple Premises may be listed in Exhibit A.

**Rate Plan:** The PG&E electric rate that Customer pays for using EVSE. Detail on PG&E rates and eligibility criteria can be found at [www.pge.com/tariffs](http://www.pge.com/tariffs).

**Customer:** The entity participating in the EV Fleet Program that owns, leases, or manages the Premises where the EVSE Packages are installed. Customer will receive the bill for the energy delivered to the EVSE Package.

### Specific Terms

**Acknowledgement and Term:** All parties agree to abide by the terms and conditions of this Contract for participation in the EV Fleet Program (part of California Public Utilities Commission, or “CPUC”, Decision Number 18-05-040 issued May 31, 2018), including all requirements included by reference. The duration of this Contract (the “Term”) will commence on the date Customer’s EVSE Package becomes operational and will continue in effect for ten (10) years thereafter (unless otherwise earlier terminated pursuant to the terms herein). PG&E will inform Customer in writing when the EVSE Package becomes operational.

**Ownership:** Customer has two options for ownership of EV Supply Infrastructure. Ownership of other components is listed below for reference. Sections in this Contract labeled “Customer Owned EV Supply Infrastructure” or “PG&E Owned EV Supply Infrastructure” will apply depending on the ownership option a Customer selects. Customer should indicate their ownership option in the Cover Letter provided to the customer. All other terms are common to both ownership options.

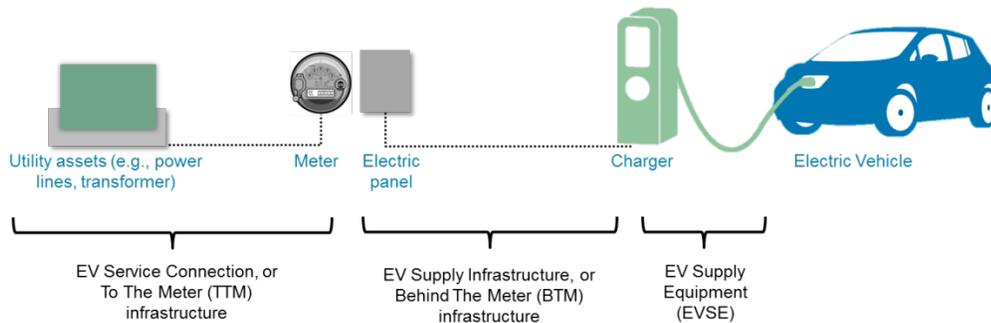
**EV Service Connection:** PG&E always constructs, owns, operates, and maintains the EV Service Connection. PG&E may opt to utilize existing infrastructure, including customer-owned conduits, in order to minimize project costs. This will be indicated in the accompanying Preliminary Design.

**EV Supply Infrastructure:** Customer has two options for EV Supply Infrastructure ownership:

1. PG&E Owned: PG&E constructs, owns, and maintains the EV Supply Infrastructure. PG&E covers costs in accordance with CPUC requirements.
2. Customer Owned: Customer is responsible for construction and maintenance of EV Supply Infrastructure and receives an incentive in accordance with CPUC requirements.

**EV Supply Equipment (EVSE):** Customer always installs, owns, operates, and maintains the EVSE.

High level EV infrastructure configuration and terminology



**Selection of EVSE Package:** Upon approval of application by PG&E, Customer shall select and procure an EVSE Package from the PG&E approved list of qualified vendors. PG&E will share qualified vendor list with Customer. Customer shall install, operate, and maintain the number and type of the EVSE Package, associated equipment, and signage as selected by Customer and approved by PG&E. Customer acknowledges that PG&E makes no representations regarding manufacturers, dealers, contractors, materials, or workmanship of the EVSE Package. Customer agrees that PG&E has no liability whatsoever concerning the quality and safety of such EVSE Package. At PG&E sole discretion, Customer may use an EVSE Package that is not on the approved list of qualified vendors. If EVSE Package is not on the approved list of qualified vendors, EVSE Package must be compliant with minimum requirements. These minimum requirements are attached to this Contract, as applicable. Customer agrees to provide all information requested by PG&E about non-approved EVSE Packages, including but not limited to technical and safety specifications.

**EVSE Rebate:** Customer may qualify for a rebate of EVSE, in accordance with the CPUC requirements. Rebate amounts will vary in accordance with the CPUC requirements. Rebates will be paid after (1) Customer provides proof of purchase of EVSE Package, (2) at PG&E discretion PG&E inspects the installation of the EVSE and the physical location, and (3) the EVSE is operational. Any EVSE acquired after the EV Fleet Program implementation window (currently 2024) will not be eligible for rebate.

**Additional Services from EVSP:** Separate and apart from the application and PG&E's obligations under the EV Fleet Program, the EVSP selected by Customer may offer and contract directly with the Customer to provide any additional or complementary services, as long as these services do not interfere with the objectives of the EV Fleet Program as fully described in the CPUC decision. The costs of additional EVSP services, and any cost related to O&M of any additional EVSP services, will not be borne by PG&E, unless they are complementary services necessary to support the EV Fleet Program objectives and are approved by PG&E in writing.

**EV Drivers' Right to Access:** Customer shall not restrict access to or use of the EVSE for reasons including, but not limited to, race, color, religion, age, sex, national origin, ancestry, physical or mental disability, or any basis prohibited by applicable law. However, Customer may decide to make the EVSE available only to its employees, tenants, or lessors; under the terms of the EV Fleet Program, Customer decides whether to make the EVSE available to other 3<sup>rd</sup> parties.

**Accessibility Requirements:** The installation of the EVSE and EV Service Connection is required to comply with the Americans with Disabilities Act (ADA) and California Building Standards. Customer understands and accepts that such standards may impact parking layouts and reduce the number of non-accessible parking spaces available. Customer understands and accepts that changes to initial design representations may occur during the design, construction, and operational phases of the EVSE as may be dictated by design constraints, by law or regulation, or by local jurisdictional authorities.

**Easement Requirement:** An easement may be required to maintain PG&E owned facilities. PG&E will use existing easements when possible to minimize encumbrances on Customer property. If a new easement is required, access rights will follow standard utility requirements for providing electrical service. PG&E will determine if a new easement is required when Customer application is evaluated and will communicate that to Customer. If Customer does not wish to grant an easement for one or more Premises, PG&E may remove those Premises from the EV Fleet program. If Customer accepts easement requirements, Customer agrees to grant PG&E an easement for the installation of EV Service Connection and EV Supply Infrastructure. If the EV Service Connection must cross property owned by a third party to serve Customer, PG&E may, at its option, install such EV Service Connection after appropriate rights of way or easements, satisfactory to PG&E, are obtained without cost to PG&E. Customer agrees to sign and return easement to PG&E within 30 days of receipt. If the Customer does not respond within 30 days, PG&E reserves the right to rescind Customer's participation in the EV Fleet Program. Upon termination of the Contract, PG&E shall upon written demand therefor execute and deliver to Customer a good and sufficient quitclaim of said easement and right of way or such portion thereof conveyed in this document, at Customer expense.

**EVSE O&M:** The Customer is required to maintain the EVSE for the Term. Customer will pay all O&M costs associated with the EVSE. Customer shall maintain a consistent uptime at the direction of PG&E for EVSE installed. Customer shall maintain the common area improvements immediately surrounding the EVSE in good condition, ordinary wear and tear excepted, and will promptly notify PG&E of any problems it is aware of related to the EVSE. Such maintenance by Customer of the immediately surrounding common areas shall include, but not be limited to, pavement maintenance and snow removal services, if applicable. Uninterrupted service is not guaranteed, and PG&E may interrupt service when necessary to ensure safety or to perform maintenance on PG&E owned infrastructure. PG&E will use reasonable efforts to notify Customer in advance of interruptions to service, planned maintenance, and physical access to Premises. Customer will immediately shut down chargers if there is a safety issue.

**Billing:** Customer will be the PG&E Customer and will be served according to the applicable Rate Plan. As the Customer, Customer will be responsible for paying the PG&E bill.

**Compensation:** Under no conditions shall Customer or EV Drivers receive compensation of any kind (including but not limited to: cash, in-kind services, or otherwise) for any duties or requirements provided for in this Contract or for participation in any way as part of the EV Fleet Program, including but not limited to: easements, use of data for lawful purposes, loss of business activity during construction or maintenance activities, or any other inconvenience or loss, without limitation, related to participation.

**Changing Rate Plan:** Customer may change Rate Plan during the Term but must remain on a retail PG&E rate for the duration of the Term. If Customer switches to a non-retail PG&E rate during the Term, Customer shall bear the full cost and sole expense, as circumstances may dictate, for losses incurred by PG&E on behalf of ratepayers, such as pro-rated costs of equipment, site design, and installation.

**Reliability:** PG&E does not guarantee uninterrupted service. Customer may pursue options to ensure that any impact to Customer operations from potential loss of power is sufficiently mitigated. Customer is responsible for the cost of any supplemental solutions to improve reliability.

**Expansion of EVSE Installation:** Customer may add more charging ports to their installation in the future, in accordance with the provisions of CPUC filed tariffs such as Electric Rule 16. Customer must coordinate with PG&E prior to any approved installation extension. Any installations or related work performed outside of EV Fleet program will be at Customer's expense and its liability.

**EVSE Replacement:** Customer may replace their EVSE during the Term. Customer must notify PG&E ahead of replacement to ensure infrastructure can accommodate the additional load and new EVSE complies with necessary CPUC requirements for the program. If adequate infrastructure does not exist, Customer must request increased capacity in accordance with the provisions of CPUC filed tariffs such as Electric Rule 16. Any replacements will be at Customer's expense and its liability.

**Vehicle Purchase Plans:** PG&E will work with Customer to understand its fleet electrification plans and may install infrastructure to support future vehicle purchases. In Exhibit A, Customer will provide the number, type, and charging levels of electric vehicles that will be used at the Premises over time to justify the requested infrastructure. At PG&E discretion, during the Term PG&E may request evidence that Customer is operating these vehicles and associated charging in accordance with its electrification plan. If Customer is not operating vehicles consistent with its electrification plans, at PG&E discretion, Customer may be responsible for PG&E costs associated with installing the excess infrastructure. This includes costs, as circumstances may dictate, for losses incurred by PG&E on behalf of ratepayers, such as costs of equipment, site design and installation. Customer may, at any time within the Term request from PG&E projected and final costs associated with this. If Customer wishes to change its plan, Customer must provide a modified plan to PG&E. This modified plan must be mutually agreed upon by PG&E and Customer. Customer may opt to replace these vehicles with similar equipment but must operate the number and type of vehicles outlined in the electrification plan. Vehicles that are leased must be replaced with similar equipment upon termination of the lease duration.

If Customer is not the party responsible for purchasing or leasing the vehicles indicated in Exhibit A, they will acquire and provide such proof from the responsible party including the number, type, and charging levels of electric vehicles that will be used at the Premises over time to justify the requested infrastructure. Customer is responsible to provide evidence of vehicle operation and associated charging during this term in accordance with the indicated electrification plans. If vehicles are not operating consistent with the indicated electrification plans, at PG&E discretion, Customer may be responsible for PG&E costs associated with installing the excess infrastructure. This includes costs, as circumstances may dictate, for losses incurred by PG&E on behalf of ratepayers, such as costs of equipment, site design, and installation.

**Project Scope:** Customer acknowledges that:

- Customer agrees to the high-level project scope listed in Exhibit A;
- Upon execution of this Contract, PG&E will begin incurring design fees and costs as Customer project moves forward;
- If Customer withdraws from the program, then PG&E reserves the right to recover all fees and costs incurred by it and its subcontractors after the execution of this Contract including, but not limited to, design cost, site walk costs, etc.;
- PG&E will conduct a site walk;
- If the existing infrastructure or physical site or equipment is substantially different than anticipated or described, then PG&E will make reasonable effort to redesign the project in a manner acceptable to both parties, but reserves the right to cancel Customer participation in the program; and
- If Customer does not submit required documentation (e.g., signed easement if needed) in a timely manner, then PG&E may grant extensions by request but reserves the right to waitlist Customer application and/or cancel participation in the program.

**External Funding Sources:** Customer understands that the total infrastructure and EVSE rebate and incentive amounts the Customer receives from all sources, which may include but is not limited to, utilities, state programs, manufacturer, retailer, or otherwise, cannot exceed Customer's total cost of purchasing the EVSE, installing the EVSE, and constructing the EV Supply Infrastructure.

Customer agrees to keep records of all infrastructure and EVSE incentives and rebates received for Customer's EV Fleet project. Customer understands that PG&E may request and review said records up to one year after project completion date. If rebates and incentives received exceed incurred project cost, PG&E may inform all other funding sources, which may include but is not limited to, utilities, state programs, manufacturer, retailer, or other, of the violation, including the name of the Customer, a description of the project, and details regarding the excessive rebates and incentives.

### **Customer Owned EV Supply Infrastructure Section**

**EV Supply Infrastructure Incentive:** Customer qualifies for an incentive towards the cost of EV Supply Infrastructure if they choose to own and maintain the EV Supply Infrastructure. Incentive amounts will vary in accordance with the CPUC

requirements. Incentive will be paid after (1) Customer provides proof of actual EV Supply Infrastructure construction cost, (2) EV Supply Infrastructure construction is complete, (3) the EVSE is operational.

**Installation of EV Service Connection:** PG&E and/or its contractors shall design and construct the EV Service Connection in compliance with the terms of this Contract, as well as all applicable local, state, and federal laws and regulatory requirements. Customer is responsible for providing all disclosures, including but not limited to hazardous materials located at the site of the installation. If an easement is required, PG&E will provide a preliminary layout of proposed facilities to Customer prior to preparation of easement for Customer review and approval; such approval will not unreasonably be withheld. The easement will be executed and recorded in favor of PG&E so that PG&E may access the EV Service Connection as needed. It will be the Customer's responsibility to provide a preliminary design of the EV Supply Infrastructure and associated electrical loads so that PG&E can provide the associated EV Service Connection design. PG&E and Customer will approve final design prior to construction beginning. Once design is approved, no material changes will be made without approval from PG&E and Customer. After the EVSE is operational, Customer may request a copy of "as built" designs, which will be provided by PG&E.

**Installation of EV Supply Infrastructure:** The Customer and/or its contractors shall construct the EV Supply Infrastructure and install the EVSE in compliance with the terms of this Contract, as well as all applicable local, state, and federal laws and regulatory requirements, including PG&E requirements found at [www.pge.com/greenbook](http://www.pge.com/greenbook). The Customer is responsible for (i) the costs to construct the EV Supply Infrastructure, (ii) the purchase of the EVSE Package, and (iii) installation of the EVSE. After the EVSE is operational, Customer receives incentive for EV Supply Infrastructure in accordance with terms of this Contract.

**EV Supply Infrastructure O&M:** If Customer owns the EV Supply Infrastructure, Customer is responsible for O&M of the EV Supply Infrastructure for the Term. Customer will pay all O&M costs associated with the EV Supply Infrastructure. Customer shall maintain the common area improvements immediately surrounding the EV Supply Infrastructure in good condition, ordinary wear and tear excepted, and will promptly notify PG&E of any problems it is aware of related to the EV Supply Infrastructure. Such maintenance by Customer of the immediately surrounding common areas shall include, but not be limited to, pavement maintenance and snow removal services, if applicable. Uninterrupted service is not guaranteed, and PG&E may interrupt service when necessary to ensure safety or to perform maintenance. PG&E will use reasonable efforts to notify Customer in advance of interruptions to service, planned maintenance, and physical access to Premises.

**Access to Customers Premises:** PG&E shall at all times have the right to enter and leave the Customer's Premises for any purpose connected with the furnishing of electric service to the EV Service Connection (meter reading, inspection, testing, routine repairs, replacement, maintenance, vegetation management, emergency work, etc.) and the exercise of any and all rights secured to it by law, or under PG&E's applicable tariff schedules. If Customer does not grant PG&E reasonable access to the Premises, then PG&E may deenergize the EV Service Connection until access is granted. PG&E will work closely with Customer to ensure this access does not unreasonably interfere with Customer's property or operations.

**End of Term:** At the end of the Term, the Customer will have the following options:

1. Continue operating EVSE and EV Supply Infrastructure
  - o Customer has continued responsibility for O&M of EVSE and EV Supply Infrastructure.
  - o If an easement was required for installation, easement remains in place.
  - o PG&E continues to own EV Service Connection and will treat this under the standard provisions of CPUC filed tariffs such as Electric Rule 16.
2. Stop operating EVSE and EV Supply Infrastructure
  - o Remove the EVSE and/or EV Supply Infrastructure at Customer's cost and expense.
  - o If an easement was required for installation, PG&E will deliver a quitclaim for the easement and the easement will be removed.
  - o PG&E will require access to any energized PG&E facilities. If EV Service Connection serves other load or assets, for example building load or solar, PG&E continues to own EV Service Connection and will treat this under the standard provisions of CPUC filed tariffs such as Electric Rule 16. If EV Service Connection serves only the EVSE installed under this Contract, PG&E will deenergize EV Service Connection and abandon facilities in place.

## **PG&E Owned EV Supply Infrastructure Section**

**Installation of Equipment:** PG&E and/or its contractors shall design and construct the EV Service Connection and EV Supply Infrastructure in compliance with the terms of this Contract, as well as all applicable local, state, and federal laws and regulatory requirements. Customer is responsible for providing all disclosures, including but not limited to hazardous materials located at the site of the installation. If an easement is required, PG&E will provide a preliminary layout of proposed facilities to Customer prior to preparation of easement for Customer review and approval; such approval will not unreasonably be withheld. The easement will be executed and recorded in favor of PG&E so that PG&E may access the EV Service Connection and EV Supply Infrastructure as needed. After Customer approval of the preliminary design, PG&E will coordinate with the Customer if there are any proposed material changes. A final design with no material changes from the agreed upon design will be provided by PG&E prior to any installation activities. PG&E and Customer will approve final design prior to construction beginning. Once design is approved, no material changes will be made without approval from PG&E and Customer. An estimated installation schedule shall be provided by PG&E after execution of required easement and timely selection of EVSE Package. Should the installation schedule require modification, PG&E shall notify Customer within a reasonable amount of time of such changes. PG&E is responsible for the costs to construct the EV Supply Infrastructure. The Customer is responsible for (i) the purchase of the EVSE Package and (ii) installation of the EVSE. Upon completion of installation of the EVSE, the Customer understands and acknowledges that it will be responsible for the O&M of the EVSE installed through the EV Fleet Program. After the EVSE is operational, Customer may request a copy of "as built" designs, which will be provided by PG&E.

**EV Supply Infrastructure O&M:** If PG&E owns the EV Supply Infrastructure, PG&E is responsible for O&M of the EV Supply Infrastructure for the Term. PG&E will pay all O&M costs associated with the EV Supply Infrastructure. Customer shall maintain the common area improvements immediately surrounding the EV Supply Infrastructure in good condition, ordinary wear and tear excepted, and will promptly notify PG&E of any problems it is aware of related to the EV Supply Infrastructure. Such maintenance by Customer of the immediately surrounding common areas shall include, but not be limited to, pavement maintenance and snow removal services, if applicable. Uninterrupted service is not guaranteed, and PG&E may interrupt service when necessary to ensure safety or to perform maintenance. PG&E will use reasonable efforts to notify Customer in advance of interruptions to service, planned maintenance, and physical access to Premises.

**Access to Customers Premises:** PG&E shall at all times have the right to enter and leave the Customer's Premises for any purpose connected with the furnishing of electric service to the EV Service Connection (meter reading, inspection, testing, routine repairs, replacement, maintenance, vegetation management, emergency work, etc.) and the exercise of any and all rights secured to it by law, or under PG&E's applicable tariff schedules. If Customer does not grant PG&E reasonable access to the Premises, then PG&E may deenergize the EV Service Connection until access is granted. PG&E will work closely with Customer to ensure this access does not unreasonably interfere with Customer's property or operations.

**End of Term:** At the end of the Term, the Customer will have the following options:

1. Continue operating EVSE
  - o Customer has continued responsibility for O&M of EVSE.
  - o If an easement was required for installation, easement remains in place.
  - o PG&E continues to own EV Service Connection and EV Supply Infrastructure and will treat these under the standard provisions of CPUC filed tariffs such as Electric Rule 16.
2. Stop operating EVSE
  - o Remove the EVSE at Customer's cost and expense.
  - o If an easement was required for installation, PG&E will deliver a quitclaim for the easement and the easement will be removed.
  - o PG&E will require access to any energized PG&E facilities. If EV Service Connection and/or EV Supply Infrastructure serves other load or assets, for example solar, PG&E continues to own EV Service Connection and/or EV Supply Infrastructure and will treat these under the standard provisions of CPUC filed tariffs such as Electric Rule 16. If EV Service Connection and/or EV Supply Infrastructure serves only the EVSE installed under this Contract, PG&E will deenergize EV Service Connection and EV Supply Infrastructure and abandon facilities in place.

## General Terms

**Permission to Use Data:** Customer agrees to allow PG&E and its agents and representatives to use data gathered as part of the EV Fleet Program (including usage data from the EVSE and EVSE performance data supplied directly to PG&E from the EVSP) (“Usage Data”) for use in regulatory reporting, ordinary business use, industry forums, case studies, or other similar activities, in accordance with applicable laws and regulations. Usage Data furnished to PG&E by the EVSP will not include any personal information as defined for the purposes of California privacy laws (including the California Privacy Rights Act, as amended (“CPRA”). Any such personal data will be deidentified (as defined by CPRA) before it is provided to PG&E. Notwithstanding the foregoing, Customer acknowledges that PG&E is required to disclose location data at census tract or 5-digit zip code level as part of its regulatory obligations to report aggregate data. Although such locations will not be identified as Customer locations in the aggregated and anonymous data disclosed by PG&E, a third party could potentially associate Customer with disclosed locations by reference to other facts and data sources.

**Representations:** Customer understands that its participation in EV Fleet Program shall not be construed as creating any agency, partnership, or other form of joint enterprise between the Customer, PG&E, or their affiliates, contractors, vendors, representatives, or designees, nor create any obligations or responsibilities on their behalf except as may be expressly granted in writing, nor make any representations of any kind to this effect. Customer represents and warrants that it is either (i) the fee title owner and has the ability to grant an easement (if required), or (ii) it is the authorized manager of the proposed EV Fleet Program site working with the fee title owner, it has the power, authority, and capacity to bind itself to undertake the EV Fleet Program terms and conditions and to perform each and every obligation required of Customer, and such fee title owner has the ability to grant an easement (if needed).

**Changes:** PG&E may initiate changes to the EV Fleet Program as necessary to comply with CPUC directives. PG&E shall endeavor to provide Customer with advance notice of any such changes. Customer has the option to opt out of the Program subject to section “Customer Removal or Termination” below.

**Compliance with Laws:** All parties shall comply with all applicable federal, state, and local statutes, rules, regulations, laws, orders, and decisions that relate to or govern its participation in the EV Fleet Program and/or Customer’s interactions with customers in connection with the EV Fleet Program.

**Failure to Comply with Terms and Conditions:** Without limitation, and to the greatest extent allowed by law, PG&E and Customer reserve the right to seek damages and recovery for losses incurred due to any breach of this Contract on the part of Customer or PG&E, whether intentional or unintentional.

**Relocations:** Should Customer request relocation of EVSE or parts thereof, such relocation shall be per mutually agreeable terms and shall be at sole expense of Customer and in accordance with any EV Fleet Program requirements, laws, regulations, or other applicable jurisdictional requirements. Additionally, if applicable and requested by PG&E, Customer shall either amend the easement to include the legal description of the new location or enter into a new easement with PG&E.

**PG&E Termination or Suspension:** PG&E may terminate, or for any duration suspend, Customer’s participation in the EV Fleet Program, with or without cause, at any time, and for any reason, with reasonable advance notice. Such reasons may include but are not limited to failure to provide or maintain terms of easement, failure to abide by EV Fleet Program terms and conditions, permitting issues, exceptional installation costs, environmental concerns, or any other reason(s) not in the best interests of the EV Fleet Program or PG&E’s ratepayers.

**Customer Removal or Termination:** Should Customer request removal or termination of EVSE or parts thereof prior to expiration of the Term, then Customer shall bear the full cost and sole expense of such removal as well as all fees and costs, as circumstances may dictate, for losses incurred by PG&E on behalf of ratepayers, such as pro-rated costs of equipment, site design, and installation. Customer may, at any time within the Term, request from PG&E projected and final costs associated with such a removal request. Such costs will include all amounts paid by PG&E, divided equally over a ten-year period (e.g., if amounts total \$100k and Customer leaves after 1 year it is responsible for \$90k). If the Customer wishes to assign its rights and obligations of this Contract to a new Customer prior to the expiration of the Term, the new Customer may assume all rights and obligations for the remaining Term with PG&E consent. Such consent not to be unreasonably withheld.

**Indemnification:** Customer shall indemnify, hold harmless, and defend PG&E, its affiliates, subsidiaries, parent company, officers, managers, directors, agents, and employees, from and against all claims, demands, losses, damages, costs, expenses, and liability (legal, contractual, or otherwise), which arise from or are in any way connected with any: (i) injury to or death of persons, including but not limited to employees of PG&E or Customer; (ii) injury to property or other interests of

PG&E, Customer, or any third party; (iii) violation of a local, state, or federal common law, statute, or regulation, including but not limited to environmental laws or regulations; or (iv) strict liability imposed by any law or regulation; so long as such injury, violation, or strict liability (as set forth in (i) - (iv) above) arises from or is in any way connected with Customer's performance of, or failure to perform, this Contract. This indemnification obligation shall not apply to the extent that such injury, loss, or damage is caused by the negligence or willful misconduct of PG&E, its officers, managers, or employees.

Customer shall, on PG&E's request, defend any action, claim, or suit asserting a claim which might be covered by this indemnity, using counsel acceptable to PG&E. Customer shall pay all costs and expenses that may be incurred by PG&E in enforcing this indemnity, including reasonable attorney's fees. To the extent necessary, each Party was represented by counsel in the negotiation and execution of this Contract. PG&E represents and warrants that it has indemnification language in its contract with any third party who PG&E may send to perform work on Customer's physical site. PG&E agrees to work closely with Customer on any concerns that may arise related to the party who will perform work on Customer's physical site.

**Insurance Requirements:** Customer shall procure, carry, and maintain the following insurance coverage, and Customer is also responsible for its Subcontractors maintaining sufficient limits of the appropriate insurance coverage:

A. Personal Liability

1. The limit shall not be less than One Million Dollars (\$1,000,000) each occurrence for bodily injury, property damage and personal injury.
2. Coverage shall: a) By "Additional Insured" endorsement add as insureds PG&E, its directors, officers, agents, and employees with respect to liability arising out of work performed by or for the Customer; b) Be endorsed to specify that the Customer insurance is primary and that any insurance or self-insurance maintained by PG&E shall not contribute with it.

B. Workers' Compensation and Employers' Liability

1. Workers' Compensation insurance or self-insurance indicating compliance with any applicable labor codes, acts, laws, or statutes, state or federal, where Customer performs Work.
2. Employers' Liability insurance shall not be less than \$1,000,000 for injury or death in each accident.

C. Commercial General Liability

1. Coverage shall be at least as broad as the Insurance Services Office (ISO) Commercial General Liability Coverage "occurrence" form, with no coverage deletions.
2. The limit shall not be less than \$1,000,000 each occurrence for bodily injury, property damage and personal injury.
3. Coverage shall: a) by "Additional Insured" endorsement add as insureds PG&E, its affiliates, subsidiaries, and parent company, and PG&E's directors, officers, agents, and employees with respect to liability arising out of or connected with the Work performed by or for the Customer. (ISO Form CG2010 or equivalent is preferred.) In the event the Commercial General Liability policy includes a "blanket endorsement by contract," the following language added to the certificate of insurance will satisfy PG&E's additional insured requirement: "PG&E, its affiliates, subsidiaries, and parent company, and PG&E's directors, officers, agents, and employees with respect to liability arising out of the work performed by or for the Customer are additional insureds under a blanket endorsement."; b) be endorsed to specify that the Customer's insurance is primary and that any insurance or self-insurance maintained by PG&E shall not contribute with it.

#### D. Documentation Requirements

1. Customer shall have all insurance in place before beginning any Work. Upon request, Customer shall furnish PG&E with certificates of insurance, declaration pages and endorsements (collectively, "Documentation") of all required insurance. Documentation shall be signed and submitted by a person authorized by that insurer to issue certificates of insurance and endorsements on its behalf.
2. The insurer shall deliver notification to PG&E in accordance with the policy provisions if any of the above-described policies are cancelled before the stated expiration date.
3. PG&E may inspect the original policies in Sections A or B or require copies at any time. Customer/Owner may redact non-essential exposure information from copies.
4. The minimum liability insurance requirements established in this Contract are not a representation by PG&E that the insurance limits are sufficient, nor do these requirements in any way limit Customer's liability under this Contract.
5. Upon request, Customer shall furnish PG&E the same evidence of insurance for its Subcontractors as PG&E requires of Customer.

**Dispute Resolution:** After attempting in good faith to resolve a dispute, a party may request mediation by written notice to the other Party. The mediation shall be conducted by a mutually-agreeable mediator with appropriate experience. All negotiations and any mediation conducted pursuant to this provision are confidential and shall be treated as compromise and settlement negotiations, to which Section 1119 of the California Evidence Code shall apply, and Section 1119 is incorporated herein by reference.

**No Partnership:** This Contract shall not be construed as creating a partnership, joint venture, agency relationship, franchise, or association, nor shall this Contract render PG&E and Customer liable as partners, co-ventures, or principals.

**Enforceability:** If any of the provisions, or application of any of the provisions, of this Contract are held to be illegal or invalid by a court of competent jurisdiction, PG&E and Customer shall negotiate an equitable adjustment in the provisions of this Contract with a view toward effectuating the purpose of this Contract. The illegality or invalidity of any of the provisions, or application of any of the provisions, of this Contract will not affect the legality or enforceability of the remaining provisions or application of any of the provisions of the Contract.

**Integration:** This Contract, including all items incorporated herein by reference, constitutes the entire agreement and understanding between the parties as to the subject matter of the Contract. It supersedes all prior or contemporaneous agreements, commitments, representations, writings, and discussions between parties, whether oral or written, express or implied, that relate in any way to the subject matter of this Contract. This Contract has been induced by no representations, statements, or agreements other than those expressed herein. Neither party shall be bound by any prior or contemporaneous obligations, conditions, warranties, or representations with respect to the subject matter of this Contract.

**Survival:** The provisions of this Contract, which by their nature should survive expiration, cancellation, or other termination of this Contract, including but not limited to provisions regarding warranty, indemnity, insurance, confidentiality, document retention, business ethics, and availability of information, shall survive such expiration, cancellation, or other termination.

**Notice:** Any and all notices shall be in writing and addressed to the parties at the addresses specified below or such other addresses as either party may direct by notice given in accordance with this section and shall be delivered in one of the following manners: (i) by personal delivery, in which case notice shall be deemed to have been duly given when delivered; (ii) by certified mail, return receipt requested, with postage prepaid, in which case notice shall be deemed to have been duly given on the date indicated on the return receipt; or (iii) by reputable delivery service (including by way of example and not limitation Federal Express, UPS and DHL) which makes a record of the date and time of delivery, in which case notice shall be deemed to have been duly given on the date indicated on the delivery service's record of delivery.

If to PG&E:

Pacific Gas and Electric Company  
 Attn: EV Fleet Program Manager  
 77 Beale St  
 San Francisco, CA 94105  
 Email Address: EVChargeNetwork@pge.com

If to Customer:

\_\_\_\_\_ (Company Name)  
 \_\_\_\_\_ (Street Address)  
 \_\_\_\_\_ (City, Zip)  
 \_\_\_\_\_ (Name)

The Parties have executed this Contract on the dates indicated below, to be effective upon the later date.

<b>County of Nevada Transit Services</b> _____ Company Name	<b>Pacific Gas and Electric Company</b> _____ PG&E Company Name
_____ Signature	_____ Signature
_____ Print	_____ Print
_____ Title	_____ PG&E Contract Signer Title
_____ Date	_____ Date

**EXHIBIT A**

**PROJECT SCOPE**

**12350 La Barr Meadows Rd, Grass Valley, CA 95949**

**Project Deployment Summary**

**Vehicle Summary**

<b>Electric Vehicle Deployment Schedule</b>						
<b>Description</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
<b>Transit Bus (Public Use)</b>	0	2	0	2	6	<b>10</b>

**Charger Summary**

<b>Description</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
<b>184.6 kW</b>	0	6	0	0	0	<b>6 EVSE</b>
<b>Anticipated Load (kW)</b>		1,107.6 kW				<b>1,107.6 kW</b>

<b>Service Description</b>	
<b>Main Service Size (Amps)</b>	2,000
<b>Voltage and Phase</b>	277/480V Three Phase

## Appendix A

### PG&E EV FLEET PROGRAM PARTICIPANT DATA REPORTING REQUIREMENTS

EV Fleet program participants are required to provide site, equipment, and utilization data for at least 5 years from the time chargers are operational.

Sites are required to install chargers with Application Program Interface (API) communication capability. Sites with off-road vehicles are excluded from this requirement but must install a separate meter that is dedicated for EV charging.

Below are the data and metrics that may be collected by PG&E through the API. PG&E will contact EVSPs after EVSEs are activated to initiate API testing. Upon activation, Customer must give consent to their EVSP to provide API data to PG&E and its agents and representatives.

**Table 1. Data collected from API**

Category	Metrics
<b>Site</b>	<ul style="list-style-type: none"> <li>• Pricing Structure (\$/kWh, \$/hour, subscription, free, flat fee, other) (for public charging stations only)</li> <li>• Street Address</li> <li>• City</li> <li>• State</li> <li>• Zip Code</li> </ul>
<b>Equipment</b>	<ul style="list-style-type: none"> <li>• EVSE Manufacturer</li> <li>• EVSE Model</li> <li>• EVSE Model number</li> <li>• EVSE Serial Number</li> <li>• EVSE ID (for public charging stations only)</li> <li>• Demand Max (Maximum rated kW for each EVSE)</li> <li>• Number of ports on associated EVSE</li> <li>• Gateway or non-gateway</li> </ul>
<b>Sessions</b> Data for each charging session that occurs at the site	<ul style="list-style-type: none"> <li>• Maximum rated kW of each port</li> <li>• Start date and time of session</li> <li>• End date and time of session</li> <li>• Equipment outages</li> <li>• Reason for outage</li> <li>• Date and time of when outage started</li> <li>• Date and time of when outage ended</li> <li>• Number of kWh consumed during the session</li> <li>• Average demand (kW) per session</li> <li>• Maximum demand (kW) per session</li> <li>• Total dollar amount charged to the driver for the charging session (for public charging stations only)</li> <li>• Demand charge (\$/kW) (for public charging stations only)</li> <li>• Payment type (for public charging stations only)</li> <li>• Anonymous unique driver ID for each driver/user</li> <li>• Vehicle Make</li> <li>• Vehicle Model</li> <li>• Vehicle Year</li> <li>• Vehicle Type (BEV, PHEV)</li> </ul>
<b>Session Intervals</b> 15-minute interval data for each charging session	<ul style="list-style-type: none"> <li>• Start date and time of interval</li> <li>• End date and time of interval</li> <li>• Number of kWh consumed during the session interval</li> <li>• Average demand (kW) per session interval</li> <li>• Maximum demand (kW) per session interval</li> </ul>
<b>Port Intervals</b> 15-minute interval data for each port each day (96 intervals/port/day)	<ul style="list-style-type: none"> <li>• Start date and time of interval</li> <li>• End date and time of interval</li> <li>• Number of kWh consumed during the interval</li> <li>• Average demand (kW) per interval</li> <li>• Maximum demand (kW) per interval</li> </ul>

**Appendix B**

**CPUC'S SAFETY REQUIREMENTS CHECKLIST FOR CPUC-APPROVED  
TRANSPORTATION ELECTRIFICATION PROGRAMS**

# SAFETY REQUIREMENTS CHECKLIST FOR CPUC-APPROVED TRANSPORTATION ELECTRIFICATION PROGRAMS

[Note: Each sponsoring utility must ensure that the following Pre-construction, Construction, and Operational standards are met and report on their compliance at quarterly Program Advisory Council meetings. These requirements are the minimum safety precautions the utilities should meet.]

## Terminology Defined<sup>1</sup>

Acronym	Definition
EV	Electric Vehicle
UL	Underwriters Laboratory
EVSE	Electric Vehicle Supply Equipment safely connects the AC electricity grid at a site to the EV. Sometimes used more broadly to refer to the charging equipment, not including the make- ready infrastructure or other charging infrastructure. May include multiple connectors to charge several EVs or to serve EVs with different types of connectors (e.g., SAE CCS and CHAdeMO)
SAE	Society of Automotive Engineers
ADA	Americans with Disabilities Act
AHJ	Authority Having Jurisdiction, as defined by Article 100 of the 2017 National Electric Code: An organization, office, or individual responsible for enforcing the requirements of a code or standard, or for approving equipment, materials, an installation, or a procedure. <sup>2</sup>
J-1772 Standard	An SAE standard for electrical and physical interface to facilitate a safe connection from the EVSE for conductive charging

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<sup>1</sup> See D.18-01-024 at Appendix A.

<sup>2</sup> 2017 NEC Article 100, Definitions, includes an informational note regarding AHJ: “The phrase ‘authority having jurisdiction’ or its acronym AHJ, is used in National Fire Protection Association (NFPA) documents in a broad manner, since jurisdictions and approval agencies vary, as do their responsibilities. Where public safety is primary, the authority having jurisdiction may be a federal, state, local, or other regional department or individual such as a fire chief; fire marshal; chief of a fire prevention bureau, labor department, or health department; building official; electrical inspector; or others having statutory authority. For insurance purposes, an insurance inspection department, rating bureau, or other insurance company representative may be the authority having jurisdiction. In many circumstances, the property owner or his or her designated agent assumes the role of the authority having jurisdiction; at government installations, the commanding officer or departmental official may be the authority having jurisdiction.”

Acronym	Definition
Level 1 Charging	Charging via AC electrical connection at 120 volts and up to 16 amps, or 1.9 kW.
Level 2 Charging	Charging via AC electrical connection at 208 volts or 240 volts at up to 80 amps.
DC Fast Charging	Charging via DC electrical connection using off-board AC/DC equipment at a fast rate. Not all EVs have this connector.
CHAdeMO and/or CCS Charging Connector Standards	There are three types of standard charging connectors for Direct Current Fast Charging. Vehicles capable of DC fast charging will have one of these ports on the vehicle. Other nonstandard connectors include Tesla and BYD. Most public DCFC currently deployed in California includes standard CHAdeMO and/or CCS Type 1 charging connectors.
IOU(s)	Investor Owned Utility(ies)
EVITP Training	The Electric Vehicle Infrastructure Training Program provides electricians with training for the installation of EVSE. EVITP is a collaboration of industry stakeholders, including automakers, EVSE manufacturers, educational institutions, utility companies, and electric industry professionals. More information is available at <a href="https://evitp.org">https://evitp.org</a> .
NRTL	Nationally Recognized Testing Lab

**Pre-construction:** These EV charging equipment safety requirements must be specified in procurement documents:

1. Charging equipment must be certified by a Nationally Recognized Testing Lab (NRTL).
2. Infrastructure must comply with applicable safety performance requirements associated with the type of TE infrastructure being installed.
  - For light-duty vehicles, compliance with the Society of Automotive Engineers (SAE) J-1772 Standard for Level 1 or Level 2 charging. Compliance with CHAdeMO and CCS for DC fast charging would be appropriate evidence of compliance with this requirement.
  - For other types of TE infrastructure, including any nonstandardized EVSE, the following basic connector safety measures will be required:
    - A passing EVSE safety performance evaluation report performed by a Nationally Recognized Testing Lab (NRTL);
    - When not connected, the vehicle inlet and the EVSE connector must be designed to prevent direct contact with any live components;
    - The vehicle inlet and EVSE connector shall be free of sharp edges and potentially injurious protrusions;
    - The coupler between the vehicle and the EVSE should avoid or mitigate any potentially hazardous conditions such as fires, electrical shock to users, or other personal injuries.
3. Infrastructure and its planned installation must comply with California Electrical Code Article 625.<sup>1</sup>
4. Infrastructure and its planned installation must comply with the Americans with Disabilities Act (ADA), 42 U.S.C. § 12101 et seq., and California Building Code Chapter 11B,<sup>2</sup> if applicable, per the AHJ where the EVSE will be installed, unless the appropriate waiver is obtained from local authorities.

<sup>2</sup> California Electrical Code Article 625 covers Electric Vehicle Charging System safety and standards as installed in place. California Code of Regulations, Title 24, Article 625.

<sup>3</sup> California Building Code Chapter 2 includes definition associated with electric vehicle charging stations. CBC Chapter 11B defines requirements for 'Accessibility to Public Buildings, Public Accommodations, Commercial Buildings, and Public Housing.'

5. Outdoor-mounted EVSE must be rated to be installed for outdoor use.
6. For utility infrastructure work on the customer side of the meter, contractors must provide proof of EVITP Certification prior to construction.
7. Contractors must provide the utility proof of a full site assessment, including the appropriate load calculations to ensure existing infrastructure can accommodate additional EV load, or that appropriate infrastructure upgrades will be completed.

**During Construction:**

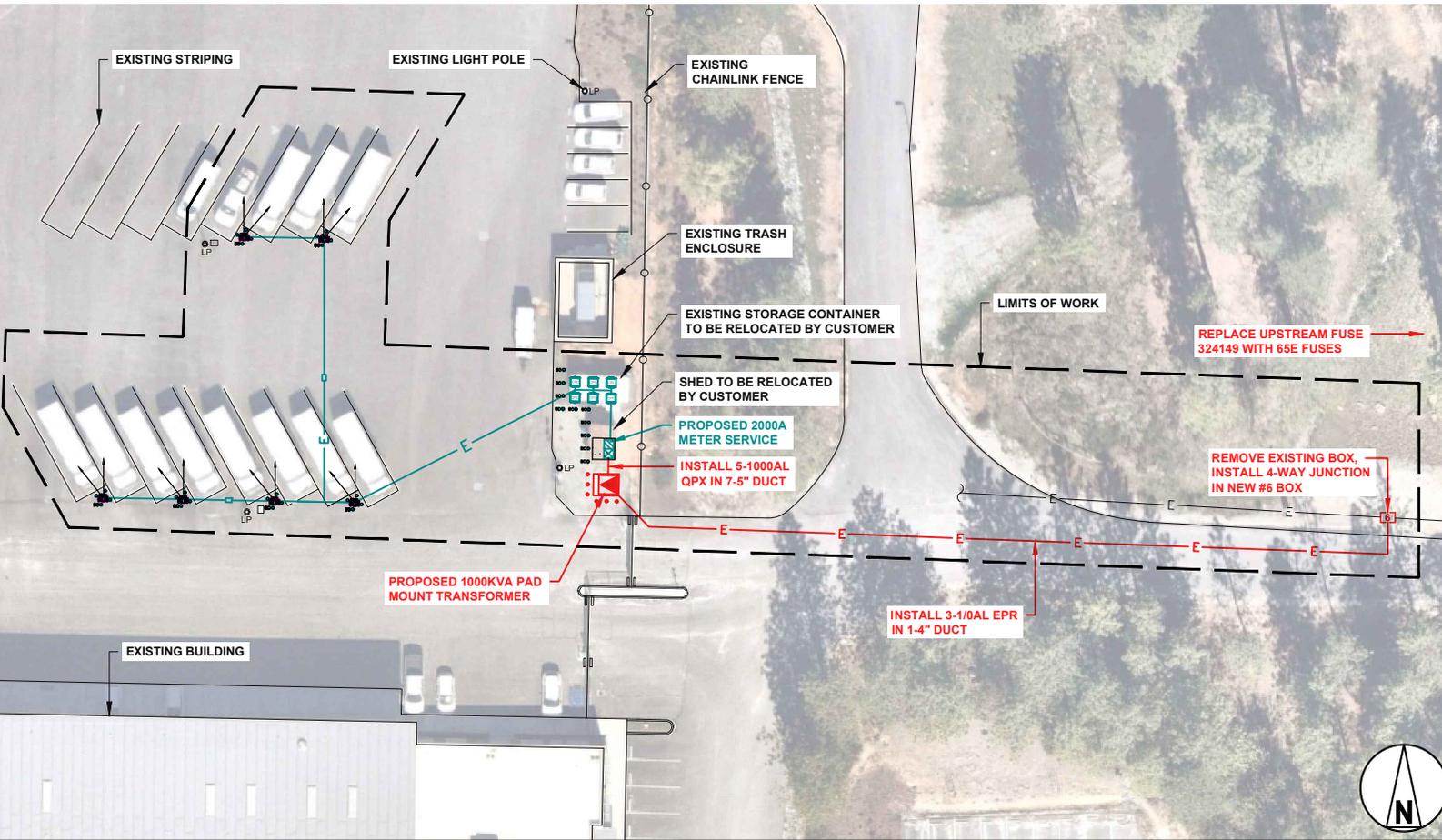
1. All utility infrastructure work on the customer side of the meter not performed by employees of the IOUs shall be performed by fully licensed electricians. For commercial installations, all electrical contractors should hold a valid C-10 contractor's license.
2. Installations will be designed per Article 625 of the California Electrical Code.

**Operational Safety:**

1. Overcurrent protection associated with utility transformers and distribution circuits that feed power to the charging stations.
2. Overcurrent protection in the meter pedestal/circuit breaker panel that feeds each of the charging stations.
3. Bollard equipment protection installed where appropriate as defined by utility design standards and AHJ requirements.
4. Concrete parking stops to protect equipment where appropriate as defined by utility design standards and AHJ requirements.

PRELIMINARY DESIGN - FLEET004251574

SCALE: 1" = 60'



PROJECT SUMMARY

BILL OF MATERIALS		
ITEM	UNIT	QUANTITY
TTM 1000KVA, 480/277V, PAD MOUNT TRANSFORMER WITH CONCRETE PAD	EACH	1
BTM 2000A, 480/277V, 3Ø, METER SERVICE - PEDESTAL MOUNT	EACH	1
BTM POWER BLOCK FOUNDATION	EACH	6
TTM 65E FUSES	EACH	3
BTM PULL BOX	EACH	2
TTM #6 BOX	EACH	1
TTM 4-WAY JUNCTION	EACH	1
BTM 1" PVC CONDUIT	LF	1045
BTM 3" PVC CONDUIT	LF	1280
TTM 4" PVC CONDUIT	LF	295
TTM 5" PVC CONDUIT	LF	175
BTM (2) 250 MCM THWN-2 CU + (1) #2 AWG THWN-2 CU EGC	LF	1140
BTM (3) 350 MCM THWN-2 CU + (1) #2 AWG THWN-2 CU EGC	LF	310
BTM ETHERNET CAT6 CABLE	LF	1140
TTM 1000AL QPX	LF	165
TTM 1/0AL EPR	LF	980
TTM 36" WIDE OPEN CUT TRENCH - HARDSCAPE	LF	270
TTM 36" WIDE OPEN CUT TRENCH - SOFTSCAPE	LF	30
BTM 24" WIDE OPEN CUT TRENCH - HARDSCAPE	LF	280
BTM 24" WIDE OPEN CUT TRENCH - SOFTSCAPE	LF	25
TTM RESTORE ASPHALT PAVEMENT	SF	805
BTM RESTORE ASPHALT PAVEMENT	SF	560
TTM RESTORE SOFTSCAPE	SF	85
BTM RESTORE SOFTSCAPE	SF	45

TTM BOLLARD	EACH	6
BTM BOLLARD	EACH	34
BTM EV CHARGER FOUNDATION	EACH	6
NOTE: 1. ALL QUANTITIES ARE ESTIMATED AND SHOULD BE VERIFIED BY THE CONTRACTOR. 2. ASSUMED STANDARD RATED EQUIPMENT WILL BE USED.		
STALL AND STATION COUNT		
IMPACTED EXISTING	QUANTITY	
FLEET STALLS	12	
TOTAL	12	
PROPOSED EV CHARGING	QUANTITY	
FLEET STALLS	12	
TOTAL	12	
EV CHARGING STATIONS	QUANTITY	
DCFC (150KW NOMINAL/ 184.6KW ACTUAL) DUAL PORT - PEDESTAL MOUNT	6	
TOTAL	6	
ANTICIPATED LOAD	TOTAL KW	
CHARGEPOINT EXPRESS PLUS @ 184.6KW	1107.6	
CHARGER BANK DEMAND LOAD (AMPS 480V)	1332.24	

**PROPOSED SYMBOL LEGEND:**

- BTM BOLLARD
- TTM BOLLARD
- ELECTRIC VEHICLE DUAL PORT PEDESTAL CHARGER
- BTM ELECTRIC PULL BOX
- BTM METER SERVICE
- PG&E PAD MOUNT TRANSFORMER
- TTM UNDERGROUND CONDUIT LINE
- BTM UNDERGROUND CONDUIT LINE
- LIMITS OF WORK
- CONCRETE

**SCOPE OF WORK:**  
PROJECT SCOPE INCLUDES (12) STANDARD EV FLEET STALLS. THE STALLS ARE LOCATED IN THE NORTH SIDE PARKING LOT. THE EV STALLS WILL BE SERVICED BY PEDESTAL MOUNT EVSE. SEE DETAILED SITE LAYOUT FOR MORE INFORMATION.

PLACED PROJECT IS LOCATED IN FLOOD ZONE X



**Blair, Church & Flynn**  
CONSULTANT  
Blair, Church & Flynn Consulting Engineers  
4833 Glavin Avenue, Suite 200  
Clark, California 95622  
Tel: (925) 326-1400 Fax: (925) 326-1200

DRAWN BY:	ALBERT CARDIEL
CHECKED BY:	CASSIE BURGER
DATE:	07-07-2022
SCALE AS NOTED	

SHEET NO. 1
OF 1 SHEETS



**COUNTY OF NEVADA  
COMMUNITY DEVELOPMENT AGENCY  
DEPARTMENT OF PUBLIC WORKS  
TRANSIT SERVICES DIVISION  
950 MAIDU AVENUE, NEVADA CITY, CA 95959-8617  
(530) 477-0103 Toll Free (888) 660-7433 FAX (530) 477-7847  
<http://new.nevadacounty.com>**

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Trisha Tillotson,  
Community Development Agency Director

Robin Van Valkenburgh, Transit Services Manager

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**TRANSIT SERVICES COMMISSION  
Information Item**

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**MEETING DATE:** November 9, 2022

**TO:** Transit Services Commission

**FROM:** Robin Van Valkenburgh, Transit Services Manager

**SUBJECT:** **Manager's Report - Oral**

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**RECOMMENDATION:** Accept the report.

Please contact me if you have any questions prior to the November 9, TSC Meeting.  
TT:RVV

## Sierra College

Route #	Aug'22	Sep'22	Oct'22	Nov'22	Dec'22	Jan'23	Feb'23	Mar'23	Apr'23	May'23	Jun'23	Route Totals
<b>1/6</b>												
<b>1</b>	4	10	13	0	0	0	0	0	0	0	0	<b>27</b>
<b>3/2</b>	1	15	19	0	0	0	0	0	0	0	0	<b>35</b>
<b>4</b>	32	94	124	0	0	0	0	0	0	0	0	<b>250</b>
<b>5</b>	14	24	19	0	0	0	0	0	0	0	0	<b>57</b>
<b>6</b>	0	2	2	0	0	0	0	0	0	0	0	<b>4</b>
<b>7</b>	6	36	36	0	0	0	0	0	0	0	0	<b>78</b>
<b>Totals</b>	<b>57</b>	<b>181</b>	<b>213</b>	<b>0</b>	<b>451</b>							

1/6 (School Tripper), Rt5/5X and 7 do not run on Saturdays

## Sierra College

Route #	Aug'22	Sep'22	Oct'22	Nov'22	Dec'22	Jan'23	Feb'23	Mar'23	Apr'23	May'23	Jun'23	Route Totals
<b>1/6</b>												
<b>1</b>	4	10	0	0	0	0	0	0	0	0	0	<b>14</b>
<b>3/2</b>	1	15	0	0	0	0	0	0	0	0	0	<b>16</b>
<b>4</b>	32	94	0	0	0	0	0	0	0	0	0	<b>126</b>
<b>5</b>	14	24	0	0	0	0	0	0	0	0	0	<b>38</b>
<b>6</b>	0	2	0	0	0	0	0	0	0	0	0	<b>2</b>
<b>7</b>	6	36	0	0	0	0	0	0	0	0	0	<b>42</b>
<b>Totals</b>	<b>57</b>	<b>181</b>	<b>0</b>	<b>238</b>								

1/6 (School Tripper), Rt5/5X and 7 do not run on Saturdays

## Sierra College

Route #	Aug'22	Sep'22	Oct'22	Nov'22	Dec'22	Jan'23	Feb'23	Mar'23	Apr'23	May'23	Jun'23	Route Totals
<b>1/6</b>												
<b>1</b>	4	10	13	0	0	0	0	0	0	0	0	<b>27</b>
<b>3/2</b>	1	15	19	0	0	0	0	0	0	0	0	<b>35</b>
<b>4</b>	32	94	124	0	0	0	0	0	0	0	0	<b>250</b>
<b>5</b>	14	24	19	0	0	0	0	0	0	0	0	<b>57</b>
<b>6</b>	0	2	2	0	0	0	0	0	0	0	0	<b>4</b>
<b>7</b>	6	36	36	0	0	0	0	0	0	0	0	<b>78</b>
<b>Totals</b>	<b>57</b>	<b>181</b>	<b>213</b>	<b>0</b>	<b>451</b>							

1/6 (School Tripper), Rt5/5X and 7 do not run on Saturdays



# Draft Horse Classic

## 2019 -- 2022

2020 & 2021 Cancelled

Thursday Boardings			
Route #	2019	2022	Difference
1	231	153	(78)
3/2	187	74	(113)
4	275	152	(123)
5	52	43	(9)
6	44	41	(3)
7	19	12	(7)
1/6	68	19	(49)
<b>Totals</b>	<b>876</b>	<b>494</b>	<b>(382)</b>

Friday Boardings			
Route #	2019	2022	Difference
1	253	162	(91)
3/2	246	81	(165)
4	276	121	(155)
5	59	35	(24)
6	42	41	(1)
7	16	22	6
1/6	41	8	(33)
<b>Totals</b>	<b>933</b>	<b>470</b>	<b>(463)</b>

Saturday Boardings			
Route #	2019	2022	Difference
1	137	92	(45)
3/2	134	51	(83)
4	208	69	(139)
5			0
6	15	19	4
7			0
1/6			0
<b>Totals</b>	<b>494</b>	<b>231</b>	<b>(263)</b>

Rt. 5, 7 & 1/6 do not run on Saturdays

All Free Fare Days

Thursday, Friday and Saturday			
Route #	2019	2022	Difference
1	621	407	(214)
3/2	567	206	(361)
4	759	342	(417)
5	111	78	(33)
6	101	101	0
7	35	34	(1)
1/6	109	27	(82)
<b>Totals</b>	<b>2,303</b>	<b>1,195</b>	<b>(1,108)</b>

Thurs	Fri	Sat	
2022-- 09/15/19	2022-- 09/16/19	2022-- 09/17/19	
\$865.50	\$804.00	\$369.00	\$2,038.50

2019--	2019--	2019--	
09/19/19	09/20/19	09/21/19	
\$1,314.00	\$1,399.50	\$741.00	\$3,454.50

**Halloween Shuttle Free Fare Day**  
**October 31**

Route #	None	10/31/2022	Difference
Shuttle	0	815	-
1/6 (ST)	0	10	-
1	0	210	-
3/2	0	87	-
4	0	140	-
5	0	27	-
6	0	32	-
7	0	14	-
<b>Totals</b>	<b>0</b>	<b>520</b>	<b>-</b>

1,222.50  
15.00  
318.00  
130.50  
210.00  
61.50  
90.00  
36.00

Fares: \$2,083.50

## Veteran's Stand Down

**2019 -- 2022**

Friday			
Route #	2019	2022	Difference
1	222	126	(96)
3/2	237	63	(174)
4	299	112	(187)
5	73	41	(32)
6	37	8	(29)
7	9	9	0
1/6	69	20	(49)
<b>Totals</b>	<b>946</b>	<b>379</b>	<b>(567)</b>

Saturday			
Route #	2019	2022	Difference
1	136	106	(30)
3/2	120	56	(64)
4	166	88	(78)
5			0
6	18	21	3
7			0
1/6			0
<b>Totals</b>	<b>440</b>	<b>271</b>	<b>(169)</b>

Friday and Saturday			
Route #	2019	2022	Difference
1	358	232	(126)
3/2	357	119	(238)
4	465	200	(265)
5	73	41	(32)
6	55	29	(26)
7	9	9	0
1/6	69	20	(49)
<b>Totals</b>	<b>1386</b>	<b>650</b>	<b>(736)</b>

Rt. 5, 7 and 1/6 do not run on Saturdays

Total: \$1,062.00

Fri	Sat
2019-- 10/18/19	2019-- 10/19/19
2022-- 10/14/22	2022-- 10/15/22

\*\*2020 & 2021 were cancelled



**COUNTY OF NEVADA**  
**COMMUNITY DEVELOPMENT AGENCY**  
**DEPARTMENT OF PUBLIC WORKS**  
**TRANSIT SERVICES DIVISION**  
**950 MAIDU AVENUE, NEVADA CITY, CA 95959-8617**  
**(530) 477-0103 Toll Free (888) 660-7433 FAX (530) 477-7847**  
<http://new.nevadacounty.com>

Trisha Tillotson,  
 Community Development Agency Director

Robin Van Valkenburgh, Transit Services Manager

**TRANSIT SERVICES COMMISSION**  
**Information Item**

**MEETING DATE:** November 9, 2022

**TO:** Transit Services Commission

**FROM:** Robin Van Valkenburgh, Transit Services Manager

**SUBJECT:** Nevada County Connects Operations Report for FY22/23: September and October 2022

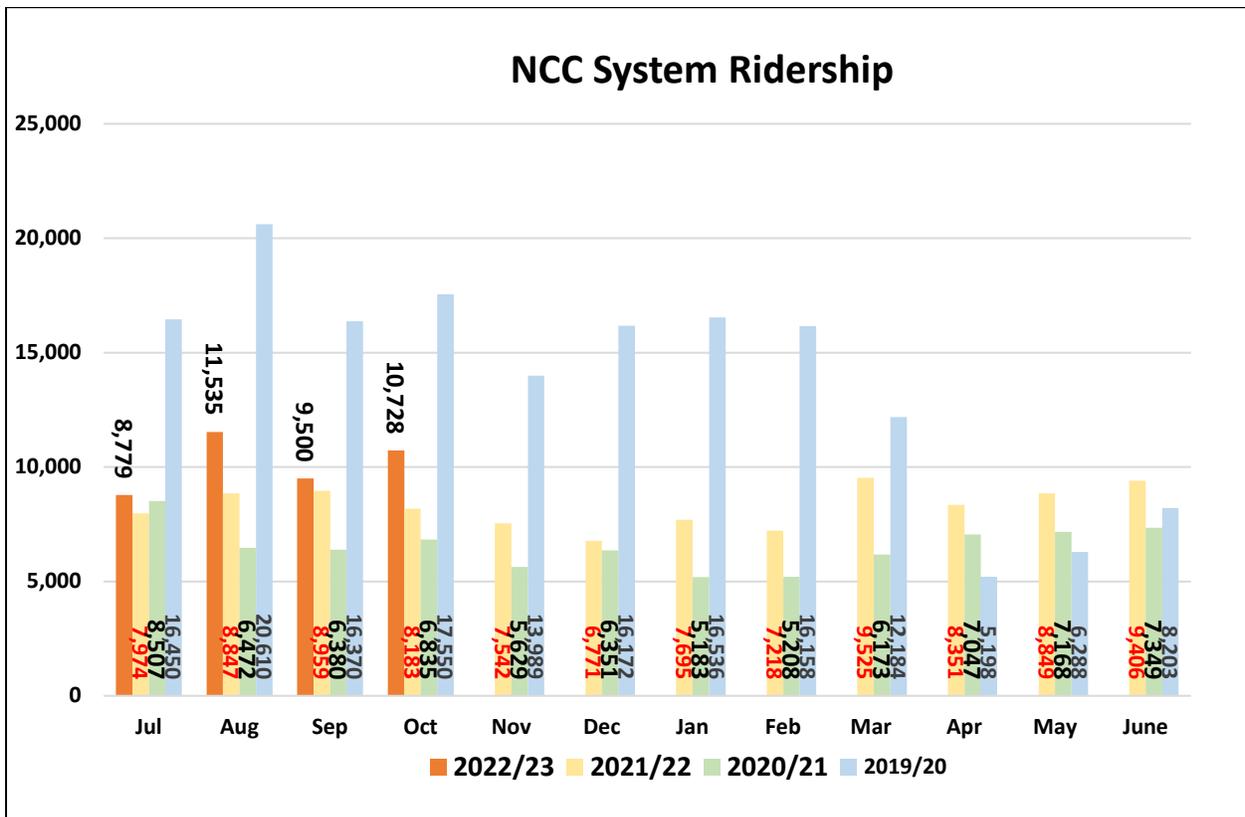
**RECOMMENDATION:** Accept the report.

**BACKGROUND:** Nevada County Connects (NCC) operates fixed route bus service Monday through Saturday, serving the communities of Grass Valley, Nevada City, Penn Valley, Rough and Ready, Lake Wildwood, Alta Sierra and Lake of the Pines. NCC also provides regional bus service to Auburn Monday through Friday, providing connections to Placer County Transit, Auburn Transit and Amtrak. The following performance metrics are captured and reported on a monthly basis.

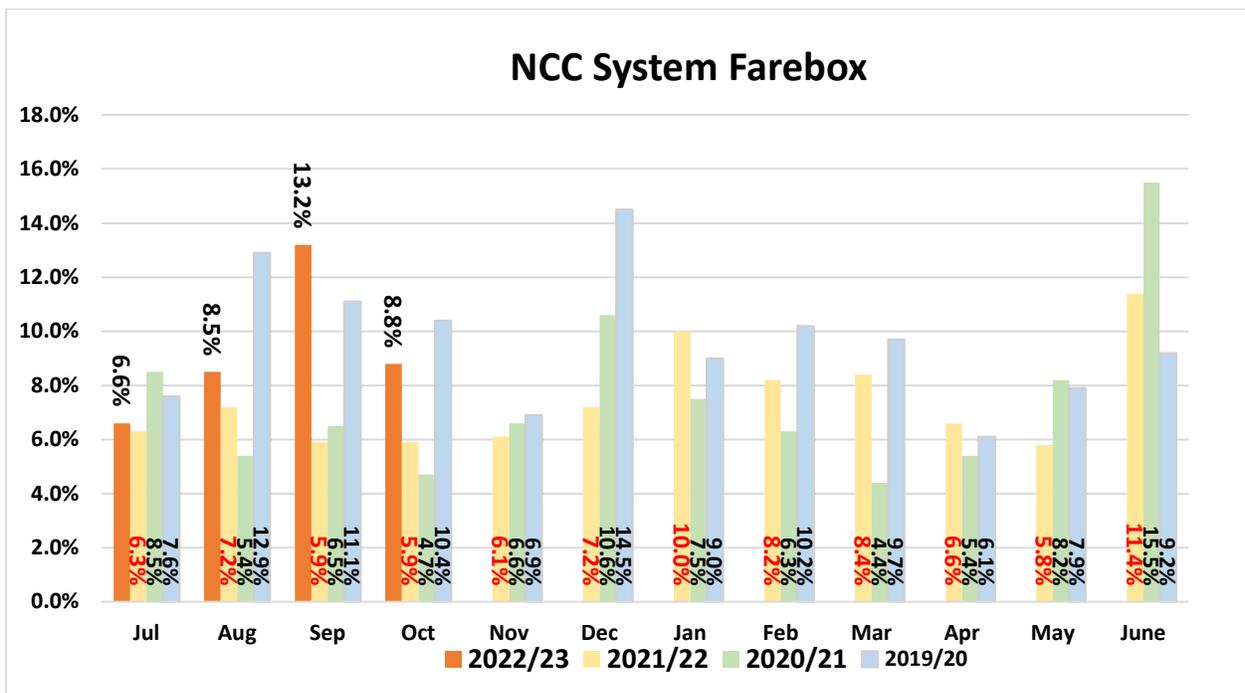
**System Performance Snapshot**

September		% Change from PY		October	% Change from PY
<b>Ridership</b>	9,500	6%		10,728	31%
<b>Farebox</b>	13.2%	124%		8.8%	49%
<b>On-time Performance</b>	70%			66.8%	
<b>Fare Revenue</b>	\$30,112	115%		\$20,315	46%

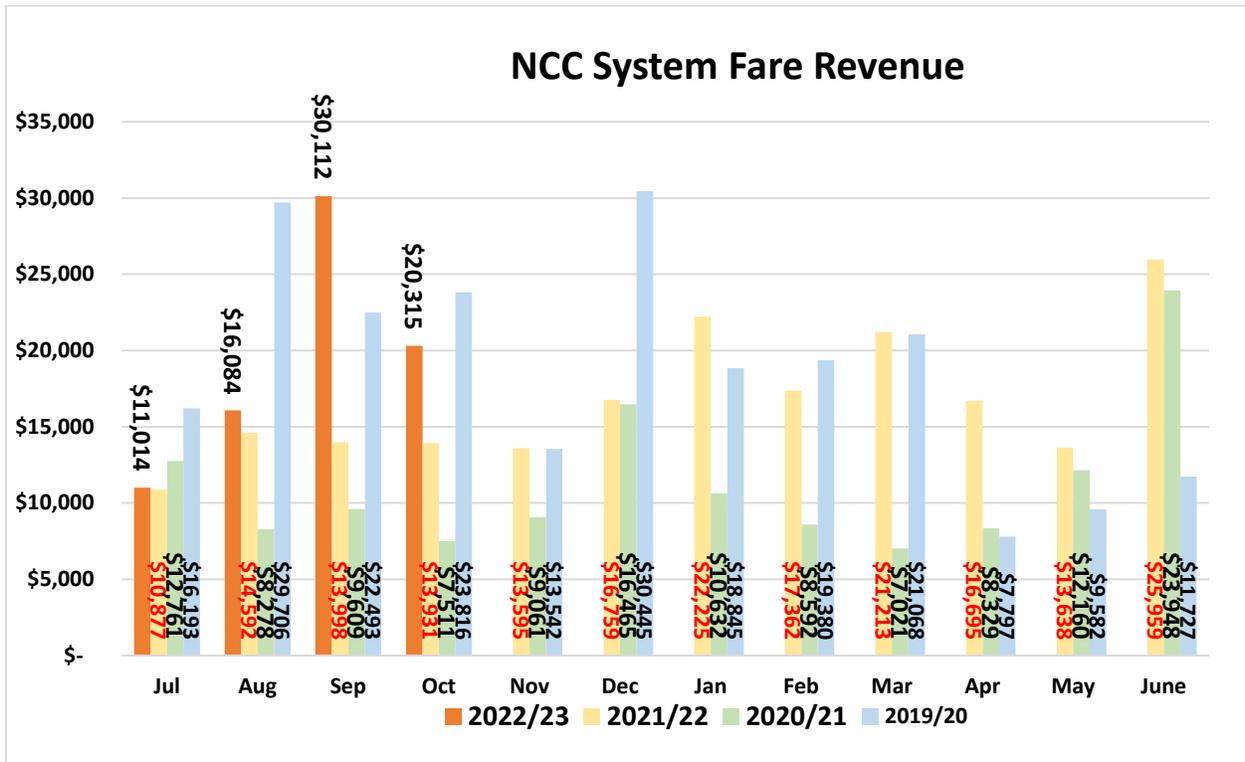
## Ridership



## Farebox



## NCC Fare Revenue



As we can see by the graphics, ridership is continuing to trend upwards towards pre-pandemic levels.

### Year-to-Date

Overall Nevada County Connects ridership shows an increase of 19 percent (40,542 in FY22/23 v 33,963 in FY21/22) for the first four months when compared to the same time in prior year.

Overall year-to-date the Farebox Recovery Rate (FRR) is 9.5 percent, which is approximately 50 percent higher than the prior year for the same period.

It should be noted that the significant spike in fare revenue and farebox recovery rate for the month of September is due to receipt of payment from County partner departments for fare media purchases.

Please contact me if you have any questions prior to the November 9, 2022 TSC Meeting.  
TT:RVV

**NCC & NCN COMBINED SERVICES**  
**MONTHLY OPERATIONS REPORT - 2022-23**

**SEPTEMBER 2022**

Monday - Saturday

25 Service Days

Full Service Schedule

	Route 1	Route 3.2/AS*	Route 4	Route 5**	Route 6	Route 7	Tripper	Paratransit	Total
<b>PASSENGER BOARDINGS</b>									
Regular Cash	1,143	572	941	348	323	107	40	1,730	5,204
Discount Cash	310	145	284	117	65	77	181		1,179
Free (Under 6)	125	189	292	29	34	57	0		726
Daily Pass	162	78	92	4	20	33	0		389
Monthly Pass	1,085	529	964	140	266	44	0		3,028
Transfer	108	119	185	50	49	9	1		521
One Ride Tickets	91	12	45	19	9	7	0		183
<b>Total Boardings</b>	<b>3,024</b>	<b>1,644</b>	<b>2,803</b>	<b>707</b>	<b>766</b>	<b>334</b>	<b>222</b>	<b>1,730</b>	<b>11,230</b>
<b>OPERATING DATA</b>									
Revenue Vehicle Hours (RVH)	332	317	327	252	156	126	53	860.37	2,422
Total Vehicle Hours	346	330	339	273	168	147	53	1,042.88	
Revenue Vehicle Miles (RVM)	4,147	5,131	4,398	7,304	3,260	3,276	707	10,625.0	38,848
Total Vehicle Miles	4,447	5,317	4,597	7,640	3,460	3,444	707	11,884.0	
Marginal Operating Cost - RVH	\$27,383	\$26,146	\$26,950	\$20,785	\$12,846	\$10,392	\$4,330		\$128,834
Marginal Operating Cost - RVM	\$8,211	\$10,159	\$8,709	\$14,462	\$6,455	\$6,486	\$1,399		\$55,882
Marginal Operating Cost	\$35,595	\$36,305	\$35,659	\$28,335	\$19,301	\$16,879	\$5,730		\$177,804
Total Operating Cost (includes fixed costs)	\$45,622	\$45,638	\$45,253	\$37,307	\$24,780	\$22,483	\$6,994	\$103,171	\$331,247
Fare Revenue - ACTUALS	\$9,629	\$5,115	\$8,693	\$2,731	\$2,838	\$1,213	\$749	\$5,400	\$36,367
Total Institutional & MUB Pass Sales									\$22,841
Net Operating Subsidy	\$35,993	\$40,523	\$36,560	\$34,576	\$21,941	\$21,270	\$6,245	\$97,771	\$294,880
<b>PERFORMANCE INDICATORS</b>									
Marginal Operating Cost/VSH	\$82.48	\$82.48	\$82.48	\$82.48	\$82.48	\$82.48	\$82.48		\$53.19
Marginal Operating Cost/VSM	\$1.98	\$1.98	\$1.98	\$1.98	\$1.98	\$1.98	\$1.98		\$1.44
Marginal Subsidy/Passenger	\$11.90	\$24.65	\$13.04	\$48.91	\$28.64	\$63.68	\$28.13	\$56.51	\$26.26
Revenue/Passenger	\$3.18	\$3.11	\$3.10	\$3.86	\$3.71	\$3.63	\$3.37	\$3.12	\$3.24
Passengers/VSH	9.11	5.19	8.58	2.81	4.92	2.65	4.23	2.01	4.64
Passengers/VSM	8.75	4.99	8.26	2.59	4.55	2.27	4.23	1.66	0.29
<b>Total Allocated Farebox Ratio</b>	<b>21.1%</b>	<b>11.2%</b>	<b>19.2%</b>	<b>7.3%</b>	<b>11.5%</b>	<b>5.4%</b>	<b>10.7%</b>	<b>5.2%</b>	<b>11.0%</b>

\*Route A/S (Alta Sierra) runs only on Saturdays

\*\*Routes 5, 7 & Tripper do not run on Saturday

\*\*\*Route 5 allocated costs less revenue from Placer County contract

**NEVADA COUNTY CONNECTS**

**MONTHLY OPERATIONS REPORT  
SYSTEMWIDE DATA**

September 2022 Services Days = 25

**September 2022**

**Monday - Saturday**

Full Service Schedule	SEP 2022	SEP 2021	% CHANGE	YTD FY 2022-23	YTD FY 2021-22	% CHANGE
<b>PASSENGER BOARDINGS</b>	25 service days	24 service days		77 service days	77 service days	
Regular Cash	3,474	2,148	61.73%	11,230	7,855	42.97%
Discount Cash	1,179	1,213	-2.80%	3,384	3,085	9.69%
Free (Under 6)	726	396	83.33%	1,736	1,103	57.39%
Daily Pass	389	734	-47.00%	1,324	2,367	-44.06%
Monthly Pass	3,028	3,392	-10.73%	9,826	8,874	10.73%
Transfer	521	627	-16.91%	1,723	1,596	7.96%
One Ride Tickets	183	449	-59.24%	591	900	-34.33%
<b>Total Boardings</b>	<b>9,500</b>	<b>8,959</b>	<b>6%</b>	<b>29,814</b>	<b>25,780</b>	<b>16%</b>
<b>OPERATING DATA</b>						
Revenue Vehicle Hours (RVH)	1,562	1,562	0.00%	4,070	4,102	-0.78%
Total Vehicle Hours	1,655	1,666	-0.63%	4,267	4,338	-1.63%
Revenue Vehicle Miles (RVM)	28,223	28,223	0.00%	72,316	72,319	0.00%
Total Vehicle Miles	29,989	29,989	0.00%	77,034	76,941	0.12%
Marginal Operating Cost - RVH	\$128,834	\$137,472	-6.28%	\$335,693	\$360,628	-6.91%
<b>Marginal Operating Cost - RVM</b>	<b>\$55,882</b>	<b>\$47,697</b>	<b>17.16%</b>	<b>\$143,126</b>	<b>\$122,459</b>	<b>16.88%</b>
<b>Marginal Operating Cost</b>	<b>\$177,804</b>	<b>\$178,669</b>	<b>-0.48%</b>	<b>\$471,908</b>	<b>\$470,087</b>	<b>0.39%</b>
<b>Total Operating Cost (includes fixed costs)</b>	<b>\$228,825</b>	<b>\$235,781</b>	<b>-2.95%</b>	<b>\$586,807</b>	<b>\$609,614</b>	<b>-3.74%</b>
Fare Revenue --ACTUALS	\$30,112	\$13,998	115.11%	\$57,210	\$39,467	44.96%
Net Marginal Operating Subsidy	\$198,713	\$221,783	-10.40%	\$529,597	\$570,147	-7.11%
<b>PERFORMANCE INDICATORS</b>						
Marginal Operating Cost/RVH	\$82.48	\$88.01	-6.28%	\$82.49	\$87.93	-6.18%
Marginal Operating Cost/RVM	\$1.98	\$1.69	17.16%	\$1.98	\$1.69	16.88%
Marginal Subsidy/Passenger	\$20.92	\$1.69	1137.70%	\$17.76	\$22.12	-19.68%
Revenue/Passenger	\$3.17	\$31.18	-89.83%	\$1.92	\$1.53	25.34%
Passengers/VSH	6.08	525.13	-98.84%	7.33	6.29	16.56%
<b>Passengers/VSM</b>	<b>0.34</b>	<b>0.27</b>	<b>24.86%</b>	<b>0.41</b>	<b>0.36</b>	<b>15.65%</b>
Farebox Recovery Ratio	<b>13.2%</b>	<b>5.9%</b>	121.65%	<b>9.7%</b>	<b>6.5%</b>	50.59%

**NEVADA COUNTY CONNECTS  
MONTHLY OPERATIONS REPORT - 2022-23**

**SEPTEMBER 2022**

Monday - Saturday

Mon-Fri 21

Tripper

25 Service Days

Sat 4

\$6,911.17

Full Days

Min Days

Full Service Schedule

15

6

<b>PASSENGER BOARDINGS</b>	<b>Route 1</b>	<b>Route 3.2/AS*</b>	<b>Route 4</b>	<b>Route 5**</b>	<b>Route 6</b>	<b>Route 7</b>	<b>Tripper</b>		<b>Total</b>
Regular Cash	1,143	572	941	348	323	107	40		3,474
Discount Cash	310	145	284	117	65	77	181		1,179
Free (Under 6) & Sierra College	125	189	292	29	34	57	0		726
Daily Pass	162	78	92	4	20	33	0		389
Monthly Pass	1,085	529	964	140	266	44	0		3,028
Transfer	108	119	185	50	49	9	1		521
One Ride Tickets	91	12	45	19	9	7	0		183
<b>Total Boardings</b>	<b>3,024</b>	<b>1,644</b>	<b>2,803</b>	<b>707</b>	<b>766</b>	<b>334</b>	<b>222</b>		<b>9,500</b>
	32%	17%	30%	7%	8%	4%	2%		100%
<b>OPERATING DATA</b>									
Revenue Vehicle Hours (RVH)	332	317	327	252	156	126	53		1,562
Total Vehicle Hours	346	330	339	273	168	147	53		1,655
Revenue Vehicle Miles (RVM)	4,147	5,131	4,398	7,304	3,260	3,276	707		28,223
Total Vehicle Miles	4,447	5,317	4,597	7,640	3,460	3,444	1,085		29,989
Marginal Operating Cost - RVH	\$27,383	\$26,146	\$26,950	\$20,785	\$12,846	\$10,392	\$4,330		128,833.8
Marginal Operating Cost - RVM	\$8,211	\$10,159	\$8,709	\$14,462	\$6,455	\$6,486	\$1,399		55,881.5
Marginal Operating Cost	\$35,595	\$36,305	\$35,659	\$28,335	\$19,301	\$16,879	\$5,730		177,804.1
Total Operating Cost (includes fixed costs)	\$45,622	\$45,638	\$45,253	\$37,307	\$24,780	\$22,483	\$7,742		228,824.6
Fare Revenue --ACTUALS	\$9,356.59	\$4,967.26	\$8,440.39	\$2,666.92	\$2,769.12	\$1,182.89	\$728.62		30,111.79
Net Operating Subsidy	\$36,265	\$40,671	\$36,812	\$34,640	\$22,010	\$21,301	\$7,014		198,712.9
Total Institutional Pass Sales								\$17,351	
Total M. U. B. Sales								\$810	
LCTOP Pass Subsidy								\$4,680	
<b>PERFORMANCE INDICATORS</b>									
Marginal Operating Cost/VSH	\$82.48	\$82.48	\$82.48	\$82.48	\$82.48	\$82.48	\$82.48		\$82.48
Marginal Operating Cost/VSM	\$1.98	\$1.98	\$1.98	\$1.98	\$1.98	\$1.98	\$1.98		\$1.98
Marginal Subsidy/Passenger	\$11.99	\$24.74	\$13.13	\$49.00	\$28.73	\$63.77	\$31.59		\$20.92
Revenue/Passenger	\$3.09	\$3.02	\$3.01	\$3.77	\$3.62	\$3.54	\$3.28		\$3.17
Passengers/VSH	9.11	5.19	8.58	2.81	4.92	2.65	4.23		6.08
Passengers/VSM	0.73	0.32	0.64	0.10	0.23	0.10	0.31		0.34
<b>Total Allocated Farebox Ratio</b>	<b>20.5%</b>	<b>10.9%</b>	<b>18.7%</b>	<b>7.1%</b>	<b>11.2%</b>	<b>5.3%</b>	<b>9.4%</b>		<b>13.2%</b>

\*Route A/S (Alta Sierra) runs only on Saturdays

\*\*\*Route 5 allocated costs less revenue from Placer County contract

\*\*Routes Tripper, 5 & 7 do not run on Saturdays

**NCC & NCN COMBINED SERVICES  
MONTHLY OPERATIONS REPORT - 2022-23**

**OCTOBER 2022**

Monday - Saturday  
26 Service Days

	Route 1	Route 3.2/AS*	Route 4	Route 5**	Route 6	Route 7	Tripper	Paratransit	Halloween Shuttle	Total
<b>PASSENGER BOARDINGS</b>										
Regular Cash	1,071	538	742	293	230	73	27	1,707	815	5,496
Discount Cash	392	159	276	126	60	45	149			1,207
Free (Under 6)	136	200	284	23	24	39	0			706
Daily Pass	188	119	134	21	21	32	0			515
Monthly Pass	1,328	613	1,257	179	334	77	1			3,789
Transfer	111	110	153	86	39	7	0			506
One Ride Tickets	95	37	64	10	9	1	0			216
<b>Total Boardings</b>	<b>3,321</b>	<b>1,776</b>	<b>2,910</b>	<b>738</b>	<b>717</b>	<b>274</b>	<b>177</b>	<b>1,707</b>	<b>815</b>	<b>12,435</b>
<b>OPERATING DATA</b>										
Revenue Vehicle Hours (RVH)	342	328	336	252	159	126	40	842		2,425
Total Vehicle Hours	356	341	349	273	172	147	48	1,040		2,726
Revenue Vehicle Miles (RVM)	4,277	5,275	4,526	7,304	3,340	3,276	549	10,637		39,184
Total Vehicle Miles	4,589	5,475	4,733	7,640	3,548	3,444	837	12,017		42,283
Marginal Operating Cost - RVH	\$28,167	\$27,053	\$27,734	\$20,785	\$13,135	\$10,392	\$3,299			\$130,566
Marginal Operating Cost - RVM	\$8,468	\$10,444	\$8,962	\$14,462	\$6,613	\$6,486	\$1,087			\$56,523
Marginal Operating Cost	\$36,635	\$37,498	\$36,696	\$28,335	\$19,748	\$16,879	\$4,387			\$180,178
Total Operating Cost (includes fixed costs)	\$46,995	\$47,177	\$46,587	\$37,307	\$25,380	\$22,483	\$6,773	\$114,824		\$347,526
Fare Revenue - ACTUALS	\$6,313.23	\$3,266.60	\$5,127.68	\$1,810.54	\$1,586.36	\$608.33	\$379.79	\$5,412.20	\$1,223	\$25,727
Total Institutional & MUB Pass Sales										\$6,750
LCTOP Subsidized Passes										\$5,895
Net Operating Subsidy	\$40,681	\$43,911	\$41,460	\$35,496	\$23,794	\$21,875	\$6,393			\$213,610
<b>PERFORMANCE INDICATORS</b>										
Marginal Operating Cost/VSH	\$82.48	\$82.48	\$82.48	\$82.48	\$82.48	\$82.48	\$82.48			\$53.84
Marginal Operating Cost/VSM	\$1.98	\$1.98	\$1.98	\$1.98	\$1.98	\$1.98	\$1.98			\$1.44
Marginal Subsidy/Passenger	\$12.25	\$24.72	\$14.25	\$48.10	\$33.18	\$79.84	\$36.12			\$17.18
Revenue/Passenger	\$1.90	\$1.84	\$1.76	\$2.45	\$2.21	\$2.22	\$2.15	\$3.17		\$2.07
Passengers/VSH	9.72	5.41	8.65	2.93	4.50	2.17	4.43	2.15		5.13
Passengers/VSM	9.34	5.21	8.33	2.70	4.16	1.86	3.69	1.64		0.32
<b>Total Allocated Farebox Ratio</b>	<b>13.4%</b>	<b>6.9%</b>	<b>11.0%</b>	<b>4.9%</b>	<b>6.3%</b>	<b>2.7%</b>	<b>5.6%</b>	<b>4.7%</b>		<b>7.4%</b>

\*Route A/S (Alta Sierra) runs only on Saturdays & COVID-19 Schedule

\*\*Routes 5, 7 & Tripper do not run on Saturday

\*\*\*Route 5 allocated costs less revenue from Placer County contract

**NCC & NCN COMBINED SERVICES**  
**MONTHLY OPERATIONS REPORT - 2022-23**

**OCTOBER 2022**

Monday - Saturday  
 26 Service Days

	Route 1	Route 3.2/AS*	Route 4	Route 5**	Route 6	Route 7	Tripper	Paratransit	Halloween Shuttle	Total
<b>PASSENGER BOARDINGS</b>										
Regular Cash	1,071	538	742	293	230	73	27	1,707	815	5,496
Discount Cash	392	159	276	126	60	45	149			1,207
Free (Under 6)	136	200	284	23	24	39	0			706
Daily Pass	188	119	134	21	21	32	0			515
Monthly Pass	1,328	613	1,257	179	334	77	1			3,789
Transfer	111	110	153	86	39	7	0			506
One Ride Tickets	95	37	64	10	9	1	0			216
<b>Total Boardings</b>	<b>3,321</b>	<b>1,776</b>	<b>2,910</b>	<b>738</b>	<b>717</b>	<b>274</b>	<b>177</b>	<b>1,707</b>	<b>815</b>	<b>12,435</b>
<b>OPERATING DATA</b>										
Revenue Vehicle Hours (RVH)	342	328	336	252	159	126	40	842		2,425
Total Vehicle Hours	356	341	349	273	172	147	48	1,040		2,726
Revenue Vehicle Miles (RVM)	4,277	5,275	4,526	7,304	3,340	3,276	549	10,637		39,184
Total Vehicle Miles	4,589	5,475	4,733	7,640	3,548	3,444	837	12,017		42,283
Marginal Operating Cost - RVH	\$28,167	\$27,053	\$27,734	\$20,785	\$13,135	\$10,392	\$3,299			\$130,566
Marginal Operating Cost - RVM	\$8,468	\$10,444	\$8,962	\$14,462	\$6,613	\$6,486	\$1,087			\$56,523
Marginal Operating Cost	\$36,635	\$37,498	\$36,696	\$28,335	\$19,748	\$16,879	\$4,387			\$180,178
Total Operating Cost (includes fixed costs)	\$46,995	\$47,177	\$46,587	\$37,307	\$25,380	\$22,483	\$6,773	\$103,267		\$335,969
Fare Revenue - ACTUALS	\$6,313.23	\$3,266.60	\$5,127.68	\$1,810.54	\$1,586.36	\$608.33	\$379.79	\$5,430.00	\$1,223	\$25,745
Total Institutional & MUB Pass Sales										\$6,750
LCTOP Subsidized Passes										\$5,895
Net Operating Subsidy	\$40,681	\$43,911	\$41,460	\$35,496	\$23,794	\$21,875	\$6,393			\$213,610
<b>PERFORMANCE INDICATORS</b>										
Marginal Operating Cost/VSH	\$82.48	\$82.48	\$82.48	\$82.48	\$82.48	\$82.48	\$82.48			\$53.84
Marginal Operating Cost/VSM	\$1.98	\$1.98	\$1.98	\$1.98	\$1.98	\$1.98	\$1.98			\$1.44
Marginal Subsidy/Passenger	\$12.25	\$24.72	\$14.25	\$48.10	\$33.18	\$79.84	\$36.12			\$17.18
Revenue/Passenger	\$1.90	\$1.84	\$1.76	\$2.45	\$2.21	\$2.22	\$2.15	\$3.18		\$2.07
Passengers/VSH	9.72	5.41	8.65	2.93	4.50	2.17	4.43	2.15		5.13
Passengers/VSM	9.34	5.21	8.33	2.70	4.16	1.86	3.69	1.64		0.32
<b>Total Allocated Farebox Ratio</b>	<b>13.4%</b>	<b>6.9%</b>	<b>11.0%</b>	<b>4.9%</b>	<b>6.3%</b>	<b>2.7%</b>	<b>5.6%</b>	<b>5.3%</b>		<b>7.7%</b>

\*Route A/S (Alta Sierra) runs only on Saturdays & COVID-19 Schedule

\*\*Routes 5, 7 & Tripper do not run on Saturday

\*\*\*Route 5 allocated costs less revenue from Placer County contract

**NEVADA COUNTY CONNECTS**

**MONTHLY OPERATIONS REPORT  
SYSTEMWIDE DATA**

October 2022 Service Days 26

**October 2022**

**Monday - Saturday**

	<b>OCT 2022</b>	<b>OCT 2021</b>	<b>% CHANGE</b>	<b>YTD FY 2022-23</b>	<b>YTD FY 2021-22</b>	<b>% CHANGE</b>
<b>PASSENGER BOARDINGS</b>	26 service days	27 service days		104 service days	104 service days	
Regular Cash (includes Halloween Shuttle)	3,789	2,016	87.95%	15,019	9,871	52.15%
Discount Cash	1,207	1,179	2.37%	4,591	4,264	7.67%
Free (Under 6)	706	448	57.59%	2,442	1,551	57.45%
Daily Pass	515	699	-26.32%	1,839	3,066	-40.02%
Monthly Pass	3,789	2,791	35.76%	13,615	11,665	16.72%
Transfer	506	638	-20.69%	2,229	2,234	-0.22%
One Ride Tickets	216	412	-47.57%	807	1,312	-38.49%
<b>Total Boardings</b>	<b>10,728</b>	<b>8,183</b>	<b>31.1%</b>	<b>40,542</b>	<b>33,963</b>	<b>19.4%</b>
<b>OPERATING DATA</b>						
Revenue Vehicle Hours (RVH)	1,576	1,573	0.16%	5,645	5,675	-0.52%
Total Vehicle Hours	1,677	1,674	0.18%	5,944	6,012	-1.13%
Revenue Vehicle Miles (RVM)	28,372	28,343	0.10%	100,688	100,662	0.03%
Total Vehicle Miles	30,037	29,990	0.16%	107,071	106,931	0.13%
Marginal Operating Cost - RVH	\$129,947	\$138,440	-6.13%	\$465,640	\$499,067	-6.70%
Marginal Operating Cost - RVM	\$56,177	\$47,900	17.28%	\$199,302	\$170,359	16.99%
<i>Marginal Operating Cost</i>	\$179,213	\$179,840	-0.35%	\$651,120	\$649,927	0.18%
Total Operating Cost (includes fixed costs)	\$231,290	\$236,789	-2.32%	\$818,096	\$846,403	-3.34%
Fare Revenue --ACTUALS	\$20,315	\$13,931	45.83%	\$77,525	\$53,398	45.18%
<b>Net Marginal Operating Subsidy</b>	<b>\$212,197</b>	<b>\$222,859</b>	<b>-4.78%</b>	<b>\$741,794</b>	<b>\$793,005</b>	<b>-6.46%</b>
<b>PERFORMANCE INDICATORS</b>						
Marginal Operating Cost/RVH	\$82.48	\$88.01	-6.28%	\$82.49	\$87.95	-6.21%
Marginal Operating Cost/RVM	\$1.98	\$1.69	17.16%	\$1.98	\$1.69	16.96%
Marginal Subsidy/Passenger	\$19.78	\$33.81	-41.50%	\$18.30	\$23.35	-21.64%
Revenue/Passenger	\$21.56	\$1.70	1166.41%	\$1.91	\$1.57	21.62%
Passengers/VSH	6.81	5.20	30.89%	7.18	5.99	19.99%
Passengers/VSM	0.38	0.25	53.66%	0.40	0.34	19.34%
<b>Farebox Recovery Ratio</b>	<b>8.8%</b>	<b>5.9%</b>	<b>49.30%</b>	<b>9.5%</b>	<b>6.3%</b>	<b>50.21%</b>

NEVADA COUNTY CONNECTS  
MONTHLY OPERATIONS REPORT - 2022-23

OCTOBER 2022

Monday - Saturday

26 Service Days

Full Service Schedule

<b>PASSENGER BOARDINGS</b>	<b>Route 1</b>	<b>Route 3.2/AS*</b>	<b>Route 4</b>	<b>Route 5**</b>	<b>Route 6</b>	<b>Route 7</b>	<b>Tripper</b>	<b>Halloween Shuttle</b>	<b>Total</b>
Regular Cash (includes Free Fares)	1,071	538	742	293	230	73	27	815	2,974
Discount Cash	392	159	276	126	60	45	149		1,207
Free (Under 6) & Sierra College	136	200	284	23	24	39	0		706
Daily Pass	188	119	134	21	21	32	0		515
Monthly Pass	1,328	613	1,257	179	334	77	1		3,789
Transfer	111	110	153	86	39	7	0		506
One Ride Tickets	95	37	64	10	9	1	0		216
<b>Total Boardings</b>	<b>3,321</b>	<b>1,776</b>	<b>2,910</b>	<b>738</b>	<b>717</b>	<b>274</b>	<b>177</b>	<b>815</b>	<b>10,728</b>
	34%	18%	29%	7%	7%	3%	2%		100%
<b>OPERATING DATA</b>									
Revenue Vehicle Hours (RVH)	342	328	336	252	159	126	33		1,576
Total Vehicle Hours	356	341	349	273	172	147	39		1,677
Revenue Vehicle Miles (RVM)	4,277	5,275	4,526	7,304	3,340	3,276	374		28,372
Total Vehicle Miles	4,589	5,475	4,733	7,640	3,548	3,444	608		30,037
Marginal Operating Cost - RVH	\$28,167	\$27,053	\$27,734	\$20,785	\$13,135	\$10,392	\$2,681		129,947.2
Marginal Operating Cost - RVM	\$8,468	\$10,444	\$8,962	\$14,462	\$6,613	\$6,486	\$741		56,176.6
Marginal Operating Cost	\$36,635	\$37,498	\$36,696	\$28,335	\$19,748	\$16,879	\$3,422		179,212.6
Total Operating Cost (includes fixed costs)	\$46,995	\$47,177	\$46,587	\$37,307	\$25,380	\$22,483	\$5,360		231,289.9
Fare Revenue --ACTUALS	\$6,313.23	\$3,266.60	\$5,127.68	\$1,810.54	\$1,586.36	\$608.33	\$379.79	\$1,222.50	\$20,315.04
Net Operating Subsidy	\$40,681	\$43,911	\$41,460	\$35,496	\$23,794	\$21,875	\$4,981		212,197.3
Total Institutional Pass Sales								\$5,782.50	
Total M. U. B. Sales								\$967.50	
LCTOP Pass Subsidy								\$5,895.00	
<b>PERFORMANCE INDICATORS</b>									
Marginal Operating Cost/VSH	\$82.48	\$82.48	\$82.48	\$82.48	\$82.48	\$82.48	\$82.48		\$82.48
Marginal Operating Cost/VSM	\$1.98	\$1.98	\$1.98	\$1.98	\$1.98	\$1.98	\$1.98		\$1.98
Marginal Subsidy/Passenger	\$12.25	\$24.72	\$14.25	\$48.10	\$33.18	\$79.84	\$28.14		\$19.78
Revenue/Passenger	\$1.90	\$1.84	\$1.76	\$2.45	\$2.21	\$2.22	\$2.15		\$21.56
Passengers/VSH	9.72	5.41	8.65	2.93	4.50	2.17	5.45		6.81
Passengers/VSM	0.78	0.34	0.64	0.10	0.21	0.08	0.47		0.38
<b>Total Allocated Farebox Ratio</b>	<b>13.4%</b>	<b>6.9%</b>	<b>11.0%</b>	<b>4.9%</b>	<b>6.3%</b>	<b>2.7%</b>	<b>7.1%</b>		<b>8.8%</b>

\*Route A/S (Alta Sierra) runs only on Saturdays & COVID-19 Schedule

\*\*Route 5 allocated costs less revenue from Placer County contract

\*\*Routes Tripper, 5 & 7 do not run on Saturdays



**COUNTY OF NEVADA  
COMMUNITY DEVELOPMENT AGENCY  
DEPARTMENT OF PUBLIC WORKS  
TRANSIT SERVICES DIVISION  
950 MAIDU AVENUE, NEVADA CITY, CA 95959-8617  
(530) 477-0103 Toll Free (888) 660-7433 FAX (530) 477-7847  
<http://new.nevadacounty.com>**

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Trisha Tillotson,  
Community Development Agency Director

Robin Van Valkenburgh, Transit Services Manager

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**TRANSIT SERVICES COMMISSION  
Information Item**

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**MEETING DATE:** November 9, 2022

**TO:** Transit Services Commission

**FROM:** Robin Van Valkenburgh, Transit Services Manager

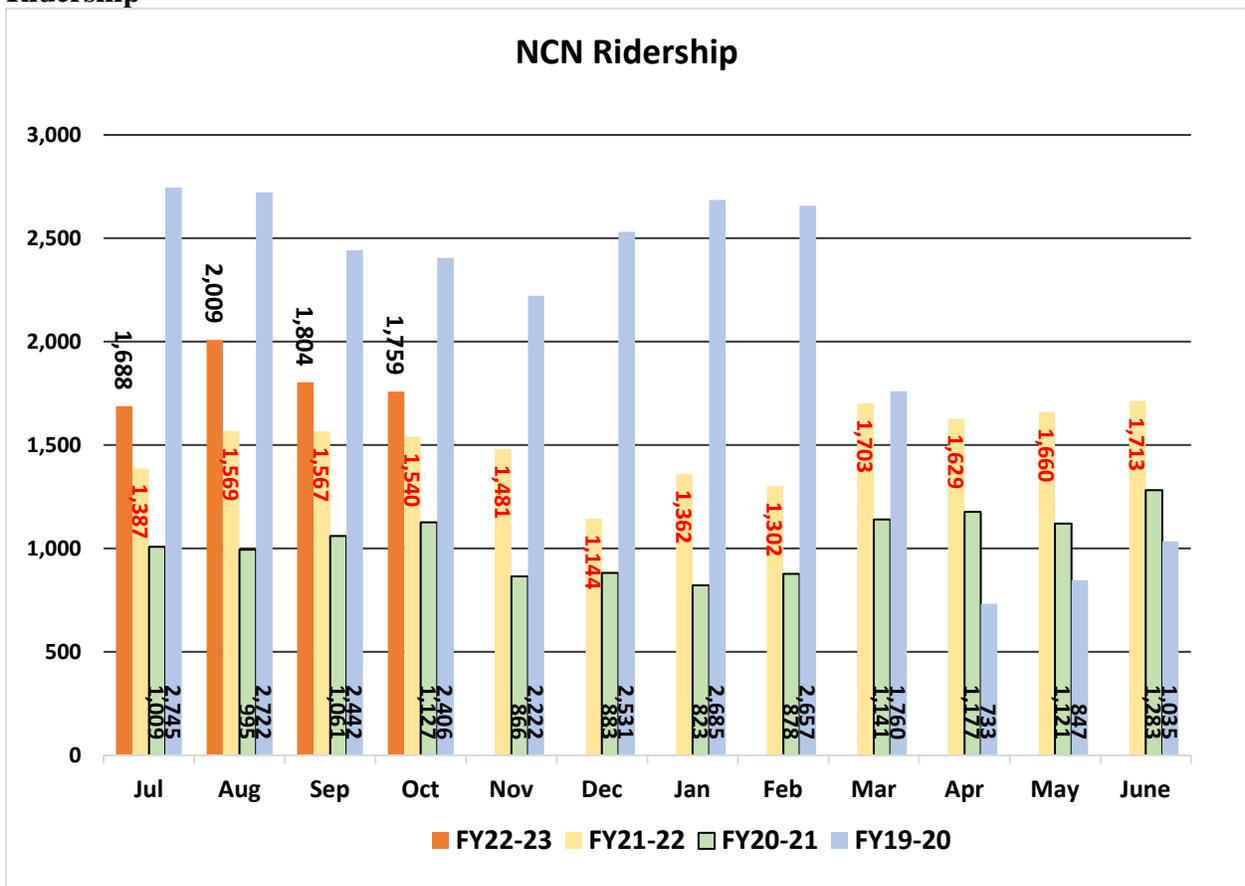
**SUBJECT:** Nevada County Now Operations Report for FY22/23: September and October 2022

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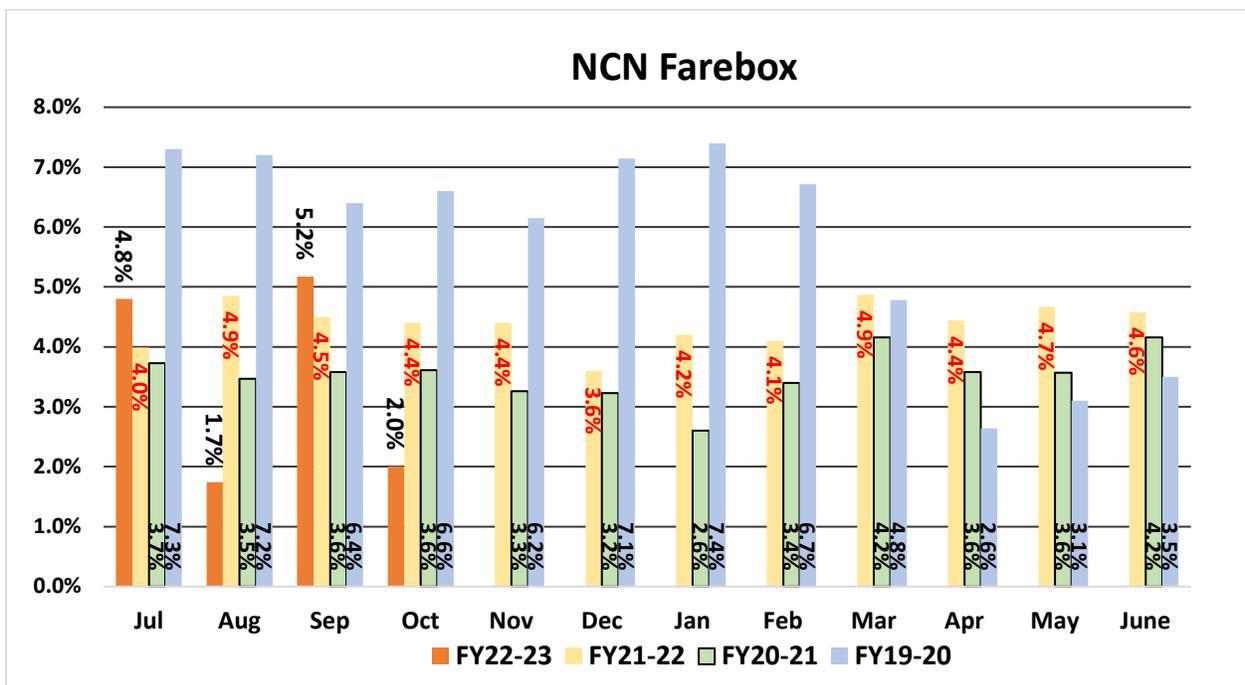
**RECOMMENDATION:** Accept the report.

**BACKGROUND:** Nevada County Now (NCN) operates Americans with Disabilities Act (ADA) paratransit service Monday through Saturday, serving the communities of Grass Valley, Nevada City, Penn Valley, Rough and Ready, Lake Wildwood and Alta Sierra. The following performance metrics are captured and reported on a monthly basis.

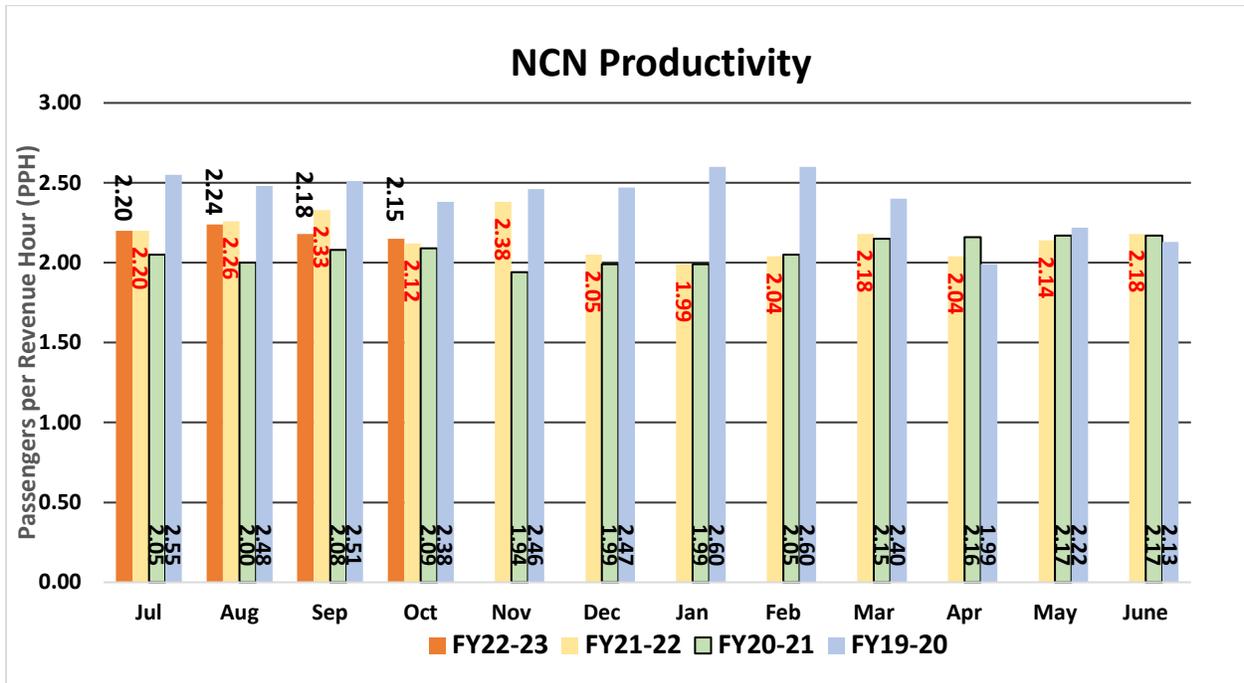
## Ridership



## Farebox



**Passenger per Service Hour-PPH (productivity)**



**Year-to-Date**

Total boardings year-to-date (YTD) have increased 19.7 percent compared to the prior year (FY22/23 7,260 vs. FY21/22 6,063).

The NCN farebox recovery rate (FBR) for FY22/23 YTD is 3.4 percent, which is 25 percent below prior year (FY21/22 4.4 percent). It should be noted that the farebox rate does not include free fare trips provided during events in September and October.

Productivity for FY22/23 YTD is at 2.19 PPH which is 1.7 percent lower than prior year for the same period (FY22/23 2.19 vs. FY21/22 2.23)

**Senior Dial-A-Ride**

Senior Dial-A-Ride services were implemented in April 2020, providing on-demand service to seniors 65 and over within the regular ADA service. Year-to-date we have provided a total of 279 trips.

Please contact me if you have any questions prior to the November 9, 2022 TSC Meeting.

TT:RVV