To: Northern Sierra Air Quality Management District Board of Directors

From: Julie Hunter Air Pollution Control Officer
Date: November 24, 2025
Agenda Item IV.A

Agenda Description: Review of the 2026 Grant Year Proposals for the AB2766 DMV Surcharge Grant and Award of Funds and Authorization for the District Board Chair and APCO to execute Grant Agreements with Applicants as awarded.

Summary: The District received the below applications for the 2026 AB2766 DMV Surcharge Grant. Staff has reviewed and evaluated the applications for applicability, completeness and cost effectiveness.

Cost Effectiveness cannot exceed $100.00 per pound to meet grant eligibility criteria. The lower the number means the more cost effective the project is. This means that more emissions are reduced per dollar spent. Please see attached spreadsheet for the cost effectiveness of each project.

There is one proposal from Sierra County:

Sierra	Inc. Senior Citizens of Sierra County	Subsidized van pool services for senior citizens	$ 5,826.00

Sierra County has **$5,826** funds available for disbursement.

There were no proposals from Plumas County and it is recommended that these funds be carried over to the next grant funding cycle. The funds available for carry over are: $34,708

There are three proposals from Nevada County:

Tahoe Truckee Helping Hands	Purchase of an Electric Vehicle for deliveries to Seniors	$ 40,000.00
City of Nevada City	Installation of Bike parking infrastructure to reduce vehicle transportation	$ 75,600.00
Halls Excavating	Replacement of 3 gas-powered trucks with Electric vehicles	$ 150,000.00

Nevada County has **$216,171** available for disbursement to Nevada County. **$265,600** in grant funds have been requested. The Board will need to review and discuss the disbursement of funds, since the requests exceed the available grant amount by **$49,429.**

Staff recommends reducing the awarded amount for Halls Excavating to **$100,571**. This project is the least cost effective, has the highest ask and the applicant received funding last year. The project does forward the goals of CARB in the promotion of gas powered vehicle replacement with electric vehicle, so is still a worth while project to fund as available.

Requested Action:

Review the proposals and determine the award amounts to be awarded to each applicant and authorize for the District Board Chair and APCO to execute Grant Agreements with the applicants as awarded by the Board.

ROLL CALL VOTE REQUESTED

Attachments:
1. Spreadsheet – 2026 AB 2766 Available Funds and Grant requests
2. Individual Project Application Packages

RFPs Submitted for Grant Cycle Year 2020

County	Applicant	Project Description	Staff Ranking (100 pts Max.)	Requested Grant Amount	Co-Funding by Applicant	Cost Effectiveness Score Must be less then $100/lb	Emissions Reduced (lbs)	*Possible Grant Amount*
Nevada	Tahoe Truckee Helping Hands	Senior Van delivery service reducing vehicle miles traveled	61	$ 40,000.00	$ 10,000.00	$ 44.82	200 +	*$ 40,000.00*
Nevada	City of Nevada City	Bike parking facilities reducing vehicle miles traveled	74	$ 75,600.00	$ 13,700.00	$ 22.00	288	*$ 75,600.00*
Nevada	Halls Excavating	Gas Powered with EV On Road Vehicle replacement	43	$ 150,000.00	$ 70,000.00	$ 94.75	100 +	*$ 100,571.00*

Total of Requested Grant Amounts: **$ 265,600.00** Available Funding: **$216,171.00** **$ 216,171.00**

Difference in available funds: $ 49,429.00

Sierra	Incorporated Seniors of Sierra County	Senior Van Pool	87	$ 5,826.00	$75,000	$30.93	180	*$ 5,826.00*

Total of Requested Grant Amounts: **$ 5,826.00** Available Funding: **$5,826**

Plumas	None	NA	NA	$ 0	NA	NA NA	NA	*$ -*

Total of Requested Grant Amounts: **$ 0** Available Funding: **$34,708** **$ 34,708.00**

Northern Sierra Air Quality Management District
Evaluation for AB 2766 Motor Vehicle Emission Reduction Projects
"Qualifiable" Project Evaluation Sheet

PROPOSER NAME	Tahoe Truckee Helping Hands
PROJECT DESCRIPTION	Senior Delivery Services, vehicle miles traveled reduction
FUNDING REQUEST	$40,000

Points Awarded

20 **Combined Reductions - 20 points possible**

Reduction of single occupancy vehicle trips
Reduction of vehicle trips
reduction of vehicle miles traveled
Implementation of transportation demand management strategies or control measures

10 **Experience of Applicant - 10 points possible**

Feasibility
Technical capabilities
Accounting capabilities
Monitoring systems
Previous grant performance (may be a negative number, if appropriate)

15 **Project Cost Effectiveness Comparison - 30 points possible**

Total cost of project
Within range of previous efforts
Outside range of previous efforts

4 **Broad Based Support - 15 points possible**

4 or more entities contributing >5%: 10-15 pts possible
2 or more entities contributing >5%: 5-9 pts possible
Only 1 entities contributing monetary of in-kind services: 0-4 pts possible

4 **Dedicated Co-Funding - 15 points possible**

AB 2766 % ____________

>75%: 15 pts **51-74%:** 10-14 pts **25-50%:** 5-9 pts **<25%:** 0-4 pts

Other Desirable Factors - 10 points possible

3 (5) Innovative Projects

Innovative use of measures or development of new measures to meet goals

5 (5) Quality of Proposal

Proposal is formatted correctly, objectives are clear and concise

61 **TOTAL POINTS AWARDED (100 points possible)**

Evaluator: Melissa Klundby **Date:** 11/5/25

Exhibit Summary Sheet

Proposing Entity:
Tahoe Truckee Helping Hands

Contact Person:
James Bartlett, Executive Director

Address:
16139 Lancaster Pl
Truckee, CA 96161

Phone: 530-580-8456
FAX: N/A
Email: james@tahoetruckeehh.org

Total Project Budget:

Category	AB 2766 Funds	Co-Funding	Total Project Cost
Capital Costs	$40,000	$10,000	$50,000
Operating Costs	$0	$0	$0
TOTAL	$40,000	$10,000	$50,000

Type of Project (check one):

☐ Quantifiable Project
☑ Reduced Emission Vehicles Project

Implementation Area for Project:

☐ District-wide
Truckee, Eastern Nevada County (primarily senior housing communities and medical facilities)

Estimated Emission Reductions (lbs/year):

- **Reactive Organic Gases (ROG):** 137.68
- **Nitrogen Oxides (NOx):** 250.15
- **Particulate Matter (PM10):** 19.92

Vehicle Miles Traveled (VMT) Reduced:

49,920 miles/year

Single Occupancy Vehicle Trips Reduced:
2,496 one-way trips/year

Number of people reached per day through public education:
50–100 (via branded vehicle, social media, community partnerships)

Cost-Effectiveness:

$21.48 per pound (AB 2766 Funds Only)

Brief Project Description:

Purchase a used, wheelchair-accessible Chrysler Pacifica to provide shared grocery and medical transportation for seniors and individuals with disabilities in Truckee. This project will reduce individual car trips, lower vehicle miles traveled, cut emissions, and improve equitable access to essential services for vulnerable residents.

REQUEST FOR PROPOSAL CONTENTS CHECKLIST

Applicant: _____Tahoe Truckee Helping Hands____

Please complete and attach this checklist with your application.

- [X] Exhibit Summary Sheet - page __1____
- [X] Request for Proposal Contents Checklist - page ___3___
- [X] Authorization Letter/Resolution - page ___4___
- [X] Project Description - page __5____
- [X] Project Organization/Background - page __7____
- [X] Emissions Benefits/Cost-Effectiveness - page ___8___
- [X] Work Statement - page ___10___
- [X] Funding Request/Breakdown of Cost - page ___11___
- [X] Schedule of Deliverables/Monitoring - page ___12___
- [X] All Pages Numbered
- [X] Proposal, One Original
- [X] Reduced Emission Vehicles Project

Tahoe Truckee Helping Hands

Tahoe Truckee Helping Hands
16139 Lancaster Place
Truckee, CA 96161
james@tahoetruckeehh.org | 530-580-8456

Date: November 5, 2025

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

Subject: Authorization to Submit Grant Application – AB 2766 DMV Surcharge Fund, Grant Year 2026

To Whom It May Concern,

As the Executive Director of Tahoe Truckee Helping Hands, I hereby authorize the submission of our grant application to the Northern Sierra Air Quality Management District for funding consideration under the AB 2766 DMV Surcharge Fund, Grant Year 2026.

This application seeks support for the purchase and operation of a used, wheelchair-accessible Chrysler Pacifica minivan, which will be used to provide shared grocery and medical transportation services for seniors and adults with disabilities in the Truckee area. The proposed project will reduce single-occupancy vehicle trips, lower emissions, and support transportation equity in our community.

I affirm that Tahoe Truckee Helping Hands is a 501(c)(3) nonprofit organization in good standing with the California Franchise Tax Board and the IRS, and that the information provided in this application is accurate and complete to the best of our knowledge.

Please feel free to contact me with any questions or if further documentation is required.

Sincerely,

James Bartlett

James Bartlett
Executive Director
Tahoe Truckee Helping Hands

Project Description

Background and Need

Tahoe Truckee Helping Hands (TTHH) is a nonprofit organization founded in 2025 to support seniors, adults with disabilities, and neighbors facing temporary challenges in the greater Truckee area. Our mission is to connect community volunteers with individuals who need a little extra help by offering support, reducing isolation, and building stronger neighborhoods through acts of kindness.

In our first year, we launched a free Transportation Program that provides scheduled rides for essential needs, including grocery store trips and medical appointments. These services are in high demand among low-income and mobility-impaired seniors who often have no safe or reliable alternative. Many of our clients are no longer able to drive, and others lack family support or access to public transit. While some use TART Connect, limitations in scheduling, physical accessibility, and reliability make it unsuitable for many of our clients.

To date, all transportation has been provided by volunteers using their personal vehicles. However, this model has proven increasingly difficult to sustain as demand grows, particularly for clients who use walkers, canes, or wheelchairs. Volunteers are not always comfortable transporting mobility devices, and our organization has no dedicated vehicle capable of reliably accommodating them. As a result, we have had to turn down eligible clients and limit our weekly offerings.

Proposed Project

TTHH seeks funding from the Northern Sierra Air Quality Management District AB 2766 program to purchase a **used, wheelchair-accessible Chrysler Pacifica minivan**, along with a full year of associated operational costs (insurance, registration, mileage reimbursement, and driver coordination). This vehicle will be used exclusively for our free Transportation Program, enabling us to safely and efficiently transport seniors and adults with disabilities to medical appointments, grocery stores, and local service providers.

The Chrysler Pacifica model was selected for its proven reliability, ADA-accessible rear-entry conversion, low emissions profile (as a PZEV or plug-in hybrid, depending on availability), and practical size for Truckee's roadways and winter conditions. It will allow us to consolidate multiple solo trips into shared rides, reducing both total vehicle miles traveled (VMT) and emissions per passenger.

Transportation will be coordinated by a part-time program manager, and trips will be scheduled by phone, online form, or through referrals from trusted community partners. The van will primarily be used to:

- Conduct a **weekly group grocery trip** serving multiple senior housing communities
- Provide **local rides to medical and dental appointments** for clients unable to use other transportation options

We estimate providing **at least 50 shared round trips per month** with the vehicle, supporting **100–150 one-way rides** and reducing **VMT by approximately 4,000 miles monthly** compared to individual trips. This vehicle will significantly improve equity in transportation access while contributing to regional air quality goals.

Alignment with AB 2766 Goals

This project directly supports the objectives of AB 2766 by:

- Reducing vehicle emissions through the elimination of multiple single-occupancy trips
- Promoting cleaner mobility alternatives for transportation-disadvantaged residents
- Supporting a shared-use transportation model that reduces congestion and carbon output
- Leveraging volunteer power to operate a cost-effective, community-scale emissions reduction program

In addition to local emissions benefits, this project provides social, health, and economic benefits by ensuring that older adults and people with disabilities can attend critical appointments, access food, and remain safely and independently housed in their communities.

Sustainability and Monitoring

The vehicle will be owned and insured by TTHH and used exclusively for program purposes. A program coordinator will manage trip scheduling, vehicle maintenance logs, and mileage tracking. Quarterly reporting will include VMT reductions, trip counts, passengers served, and estimated emissions savings using the Air District’s emissions factors.

Matching funds in the amount of **$10,000** will be provided by TTHH through private fundraising, ensuring long-term sustainability and leveraging the AB 2766 investment.

Project Organization / Background

Tahoe Truckee Helping Hands (TTHH) is a 501(c)(3) nonprofit organization founded in 2025 to support vulnerable residents of the Truckee–North Tahoe region. Our mission is to connect community volunteers with individuals who need a little extra help by offering support, reducing isolation, and building stronger neighborhoods through acts of kindness.

TTHH was established in direct response to a growing need in our community: many seniors, adults with disabilities, and low-income individuals are aging in place without access to reliable transportation, social connection, or basic home safety resources. As a grassroots nonprofit, we work directly with local partners—including Plumas Bank, the Truckee Host Lions Club, the Area 4 Agency on Aging, and senior housing communities—to identify needs and match volunteers with clients.

In our first year of operation, TTHH launched four free service programs:

- **Medical Transportation** to ensure access to essential appointments
- **Grocery Trips** providing weekly coordinated shopping rides
- **Friendly Visits** offering companionship and light assistance
- **Fix-It Services** delivering minor home repairs for safety and mobility

Our services are volunteer-powered and community-scaled. All volunteers complete background checks and are trained to serve with dignity and care.

The proposed transportation vehicle will be managed by our Executive Director, a dedicated Transportation Program Coordinator (part-time), and a core team of trained volunteer drivers. TTHH has already demonstrated its capacity to recruit, onboard, and support volunteers across multiple service areas. Our transportation program uses SignUpGenius for ride scheduling, Google Sheets for trip tracking, and dedicated email and phone lines for client communication.

We are committed to transparency, efficiency, and measurable impact. Our Board of Directors includes local leaders with backgrounds in finance, community health, volunteer management, and nonprofit governance. We are registered with the CA Attorney General's Registry of Charitable Trusts and the Franchise Tax Board and maintain insurance, fiscal records, and monthly program metrics to ensure compliance and quality.

This project is a natural extension of our current work, allowing us to increase service capacity, reduce environmental impacts, and ensure equitable transportation access for residents who otherwise have no safe way to reach food or medical care.

Emission Benefits / Cost-Effectiveness

This project will reduce vehicle emissions by consolidating multiple single-occupancy trips into shared rides for seniors and adults with disabilities who would otherwise rely on separate trips from family, caregivers, or taxi-style services.

The emissions analysis assumes:

- **2,496 single-occupancy vehicle (SOV) one-way trips reduced per year**
- **49,920 vehicle miles traveled (VMT) avoided per year**
- Vehicle replacement factor: 1:1 (each group ride replaces one or more individual trips)
- Emission factors are based on the District's published data for light-duty gasoline passenger vehicles

Estimated annual emission reductions:

- **Reactive Organic Gases (ROG):** 137.68 lbs
- **Nitrogen Oxides (NOx):** 250.15 lbs
- **Particulate Matter (PM10):** 19.92 lbs

These figures result in a **total reduction of 407.75 pounds of pollutants per year**.

The total amount of AB 2766 funding requested is **$40,000**, which yields a **cost-effectiveness of $21.48 per pound of emissions reduced**. This calculation includes only AB 2766 funds and does not incorporate additional matching funds provided by TTHH.

A detailed spreadsheet supporting these calculations is included as an attachment, along with a screenshot summarizing key figures.

This project meets AB 2766 cost-effectiveness criteria and represents a sustainable, community-scale strategy for emissions reduction through coordinated, shared transportation services.

A	B	C	D	E	F	G	H	I
Client Gasoline Engines					**Plug In Chrysler Van**			
	NOx					**NOx**		
Miles per year	**g/mile**	**g/year**	**lbs/year**		**Miles per year**	**g/mile**	**g/year**	**lbs/year**
49,920	2.273	9765.99	21.51		0	0	0	0.00
Average Trip Ends	**g/trip end**	**g/year**	**lbs/year**		**Average Trip Ends**	**g/trip end**	**g/year**	**lbs/year**
2496	1	2496	5.50		0	0	0	0.00
	Totals:	12262	27.01			**Totals:**	0	0.00
						NOx savings:	12262	27.01
	PM					**PM**		
Miles per year	**g/mile**	**g/year**	**lbs/year**		**Miles per year**	**g/mile**	**g/year**	**lbs/year**
49920	1.251	62449.92	137.55		0	0	0	0.00
Average Trip Ends	**g/trip end**	**g/year**	**lbs/year**		**Average Trip Ends**	**g/trip end**	**g/year**	**lbs/year**
2496	1	2496	5.50		0	0	0	0.00
	Totals:	64946	143.05			**Totals:**	0	0.00
						PM savings:	64946	143.05
	ROG					**ROG**		
Miles per year	**g/mile**	**g/year**	**lbs/year**		**Miles per year**	**g/mile**	**g/year**	**lbs/year**
49,920	0.181	9035.52	19.902		0	0	0	0.00
Average Trip Ends	**g/trip end**	**g/year**	**lbs/year**		**Average Trip Ends**	**g/trip end**	**g/year**	**lbs/year**
2496	1	2496	5.498		0	0	0	0.00
	Totals:	11532	25.40			**Totals:**	0	0.00
						ROG savings:	11532	25.40
							g/year	**lbs/year**
						Total Savings:	88739	195
						Grant Award Requested:	$40,000.00	
						Capital Recovery Factor:	0.219	5 Years
						Cost Effectiveness:	$ 44.82	per pound

Work Statement

Project Title:
Accessible Shared Transportation for Seniors and Adults with Disabilities

Project Summary:
Tahoe Truckee Helping Hands will purchase a used, wheelchair-accessible Chrysler Pacifica minivan and implement a volunteer-powered transportation service offering free shared rides to medical appointments and grocery stores for low-income and mobility-limited residents of Truckee. This vehicle will reduce emissions by consolidating trips, decreasing total vehicle miles traveled, and replacing multiple single-occupancy car rides.

Major Tasks and Timeline

Task	Description	Responsible Party	Timeline
1. Vehicle Purchase	Identify, inspect, and purchase a used, wheelchair-accessible Chrysler Pacifica (rear-entry, ADA-compliant).	Executive Director	Q1 2026 (within 30 days of award)
2. Registration & Insurance	Register vehicle with CA DMV and add to commercial auto insurance policy.	Executive Director	Q1 2026
3. Driver Training & Orientation	Update volunteer driver materials; onboard new drivers for vehicle operation and safety protocols.	Program Coordinator	Q1–Q2 2026
4. Trip Scheduling Launch	Integrate new vehicle into existing ride scheduling system for grocery and medical trips.	Program Coordinator	Q2 2026
5. Public Awareness & Outreach	Promote new transportation option through partner agencies, flyers, senior housing sites, and social media.	Executive Director & Volunteers	Q2–Q3 2026
6. Data Collection & Trip Monitoring	Track mileage, trip logs, passenger counts, and emissions reductions using internal database.	Program Coordinator	Ongoing (starting Q2 2026)
7. Quarterly & Final Reporting	Submit required data to NSAQMD and maintain transparency on grant impact.	Executive Director	Quarterly in 2026

Notes:

- All tasks will be initiated immediately upon funding approval.
- Vehicle purchase will follow applicable procurement policies and prioritize availability, safety, and emissions profile.
- Volunteers will be trained in accessibility awareness, defensive driving, and safe handling of mobility devices.

Funding Request / Cost Breakdown

Tahoe Truckee Helping Hands is requesting **$40,000 in AB 2766 funding** and will provide **$10,000 in matching funds** from private donations and community fundraising. The total project cost is **$50,000**.

The table below outlines anticipated expenses and funding sources:

Cost Category	AB 2766 Funds	Matching Funds	Total
Used Accessible Vehicle Purchase	$30,000	$5,000	$35,000
Registration, Licensing, DMV Fees	$1,000	$500	$1,500
Insurance (12 months)	$2,500	$1,000	$3,500
Volunteer Driver Training/Onboarding	$2,000	$1,000	$3,000
Mileage Reimbursement (12 months)	$3,000	$2,000	$5,000
Marketing and Outreach	$1,000	$500	$1,500
Administrative & Reporting Costs	$500	—	$500
Total	**$40,000**	**$10,000**	**$50,000**

Notes:

- All AB 2766 funds will be used for eligible capital or operational expenses related to the vehicle and its intended emission-reducing use.

- Matching funds are secured through private donations and will be documented as part of quarterly grant reporting.
- Tahoe Truckee Helping Hands will maintain all receipts, mileage logs, insurance records, and driver onboarding materials as part of the monitoring and reporting process.

Schedule of Deliverables and Monitoring Program

Tahoe Truckee Helping Hands will ensure timely implementation, transparent reporting, and rigorous tracking of project activities and outcomes in accordance with AB 2766 program requirements.

Schedule of Deliverables

Deliverable	Description	Due Date / Frequency
Vehicle Purchase Documentation	Copy of vehicle purchase agreement, registration, and photos	Within 30 days of purchase
Insurance Certificate	Proof of active insurance listing TTHH as insured entity	Within 45 days of award
Volunteer Driver Log and Training Records	Roster of trained drivers with background check verification	Within 60 days of vehicle use
Trip Tracking Log Template	Excel/Google Sheet-based log capturing mileage, passengers, and trip purpose	Submitted with first report
Quarterly Progress Reports	Summary of trips, mileage, emissions estimates, and narrative updates	Quarterly in 2026
Emissions Calculation Spreadsheet	Updated version of cost-effectiveness and pollutant reduction calculations	Submitted in final report
Final Project Report	Narrative summary, outcomes vs. goals, full data report	30 days after project completion

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Monitoring Program

TTHH will monitor the following performance indicators:

- **Total one-way trips provided**
- **Vehicle miles traveled (VMT) avoided**
- **Number of passengers served**
- **Average passengers per trip**
- **Estimated annual emissions reduced (ROG, NOx, PM10)**
- **Volunteer participation and hours contributed**

The Transportation Program Coordinator will be responsible for entering trip data weekly and producing quarterly summaries for internal review and reporting. Data will be cross-checked against mileage logs and volunteer driver sign-up records. All documents will be maintained for a minimum of 3 years and made available to NSAQMD upon request.

The vehicle will be used solely for TTHH program purposes and will not be loaned, rented, or used for unrelated activities. TTHH will retain all purchase and operational records, ensuring full transparency and accountability for grant funds.

Northern Sierra Air Quality Management District
Evaluation for AB 2766 Motor Vehicle Emission Reduction Projects
"Qualifiable" Project Evaluation Sheet

PROPOSER NAME	City of Nevada City
PROJECT DESCRIPTION	Bike parking facilities to reduce vehicle miles traveled reduction
FUNDING REQUEST	$75,600

Points Awarded

20 **Combined Reductions - 20 points possible**
Reduction of single occupancy vehicle trips
Reduction of vehicle trips
reduction of vehicle miles traveled
Implementation of transportation demand management strategies or control measures

10 **Experience of Applicant - 10 points possible**
Feasibility
Technical capabilities
Accounting capabilities
Monitoring systems
Previous grant performance (may be a negative number, if appropriate)

30 **Project Cost Effectiveness Comparison - 30 points possible**
Total cost of project
Within range of previous efforts
Outside range of previous efforts

4 **Broad Based Support - 15 points possible**
4 or more entities contributing >5%: 10-15 pts possible
2 or more entities contributing >5%: 5-9 pts possible
Only 1 entities contributing monetary of in-kind services: 0-4 pts possible

2 **Dedicated Co-Funding - 15 points possible**

AB 2766 % ___________
>75%: 15 pts **51-74%:** 10-14 pts **25-50%:** 5-9 pts **<25%:** 0-4 pts

Other Desirable Factors - 10 points possible

3 (5) Innovative Projects
Innovative use of measures or development of new measures to meet goals

5 (5) Quality of Proposal

Proposal is formatted correctly, objectives are clear and concise

74 **TOTAL POINTS AWARDED (100 points possible)**

Evaluator: Melissa Klundby **Date:** 11/5/25

EXHIBIT SUMMARY SHEET

Proposing Entity (include other participating entities):

City of Nevada City

Contact Person: Bryan McAlister, City Engineer

Address: 317 Broad Street, Nevada City CA 95959

Phone #: 530 265-2496 x126 **FAX #:** **EMAIL:** bryan.mcalister@nevadacityca.gov

Total Project Budget:

	AB 2766 Funds	**Co-Funding**	**Total Project Costs**
Capital Costs	$ 75,600	$ 13,700	$ 89,300
Operating Costs	$ 0	$ 0	$ 0
TOTAL	**$** 75,600	**$** 13,700	**$** 89,300

Type of Project: (check one)

- [x] Quantifiable Project
- [ ] Reduced Emission Vehicles Project

Implementation Area for Project: Check if District-wide [ ]

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

City of Nevada City

Estimated Emission Reductions:

A. Emission Reductions (lbs/yr) 288

Reactive Organic Gases 147 Nitrogen Oxides 101 PM_{10} 40

B. Vehicle Miles Traveled (VMT) Reduced 79,100

Single Occupancy Vehicle Trips Reduced ________

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

Cost-effectiveness: **$** 22 **per pound (AB 2766 Funds Only)**

Brief Project Description:

The Project proposal is to promote and expand bike transportation alternatives by providing bike parking in the City's Downtown, Business District and at a Park. The project would include construction of two (2) custom-made bike corrals on a boardwalk with planters in two locations and two (2) bike parking areas with electric charging at two locations.

REQUEST FOR PROPOSAL CONTENTS CHECKLIST

Applicant: City of Nevada City

Please complete and attach this checklist with your application.

89,300	Exhibit Summary Sheet - page 1
0	Request for Proposal Contents Checklist - page 2
89,300	Authorization Letter/Resolution - page 3-4
22	Project Description - page 5
X	Project Organization/Background - page 6
X	Emissions Benefits/Cost-Effectiveness - page 6
X	Work Statement - page 7
X	Funding Request/Breakdown of Cost - page 8
X	Schedule of Deliverables/Monitoring - page 8
X	All Pages Numbered
X	Proposal, One Original
x	(CHECK ONE ONLY) Quantifiable Project
	- OR -
	Reduced Emission Vehicles Project

RESOLUTION NO. 2025-38

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NEVADA CITY, CALIFORNIA AUTHORIZING THE CITY MANAGER TO APPLY FOR, ACCEPT, NEGOTIATE, AND EXECUTE FINANCIAL ASSISTANCE APPLICATIONS AND AGREEMENTS WITH THE NORTHERN SIERRA AIR QUALITY MANAGEMENT DISTRICT FOR AB 2766 DMV SURCHARGE FUND PROGRAM

WHEREAS, the California Clean Air Act requires local air pollution control districts to reduce emissions from motor vehicles; and

WHEREAS, AB 2766, codified in California Health and Safety Code section 44223, authorizes districts to impose a fee of up to four dollars upon certain registered motor vehicles within the district, and the Governing Board of the Northern Sierra Air Quality Management District ("District") has imposed said fee ($4 per vehicle in Nevada County); and

WHEREAS, said legislation requires the District to use said funds for activities to reduce air pollution from motor vehicles and for related planning, monitoring, enforcement, and technical studies necessary for the implementation of the California Clean Air Act of 1988; and

WHEREAS, District staff reviews proposals for eligible projects for the purpose of making funding recommendations to the Governing Board of the DISTRICT; and

WHEREAS, the City of Nevada City wishes to apply for financial assistance with the District for the AB 2766 DMV Surcharge Fund Program for projects that meet the eligibility criteria for funding approved by the District;

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Nevada City ("City") hereby authorizes and directs the City Manager ("Authorized Representative"), or designee, to sign and file, for and on behalf of the City, a Financial Assistance Application and a financing agreement with the Northern Sierra Air Quality Management District for projects that meet the eligibility criteria for funding approved by the District for AB 2766 DMV Surcharge Fund Program.

That this Authorized Representative, or his/her designee, is designated to provide the assurances, certifications, and commitments required for the financial assistance application, including executing a financial assistance agreement with the Northern Sierra Air Quality Management District and any amendments or changes thereto; and

That this Authorized Representative, or his/her designee, is designated to represent the Entity in carrying out the City's responsibilities under the financing agreement, including certifying disbursement requests on behalf of the City and compliance with applicable state laws.

APPROVED AND PASSED at the regularly scheduled meeting of the Nevada City, City Council held on the 22nd day of October 2025 by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Adam Kline, Mayor

ATTEST:

Donna Wilkins, Deputy City Clerk

Project Description – *Nevada City Bike Parking Facilities*

Summary / Project Objectives

The City identified, through a recent Parking Demand Study and in regional transportation planning studies, the need to expand multi-modal facilities. This includes a need for high quality bike parking areas that is secure, visible and available, as identified in these recent studies, to help encourage biking as an alternative to driving. The project will build four on-street custom-made bike corrals (8-10 spaces each) in central locations that were identified as areas of high parking demand. These corrals will include options for traditional and electric bikes. The goal is to have these corrals utilized by locals, employees, business customers, and visitors. The strategically-placed bike parking installations will provide safe, secure and accessible bike storage to encourage people to switch to zero emission non-motorized bicycles or e-bikes. As further described in this proposal, the project is cost effective in providing emissions reductions. Biking, especially with the increasing local popularity of electric bikes, is becoming a vital and accessible mode of transportation due to its environmental, health, and economic benefits, and this funding would help Nevada City achieve its goals of encouraging more active transportation options throughout town.

Example of fenced boardwalk enclosure that would be used as 'Bike Corral'

The Project proposal is to promote and expand bike transportation alternatives by providing bike parking at four locations in the City's Historic Downtown, 7Hills Business District and at Pioneer Park. The project would include construction of two (2) custom-made bike corrals on a boardwalk and two (2) bike parking areas with electric charging.

Project Organization/Background

The City of Nevada City has qualified staff to complete this project. Planning, Public Works, Engineering and City Finance staff will be able to do all of work necessary to perform the project design, public engagement, procurement, construction management and administrative tasks. Each City Department will collaborate, with each focusing on their area of expertise to ensure project success and coordination. Construction bids will be procured for materials, labor and equipment. The City will award the bid or purchase order in accordance with the City's purchasing policy and public works code to ensure a transparent and competitive process.

The City has successfully completed similar projects with downtown streetscape improvements at Commercial Street, Broad Street and Pine Street. The City also recently completed the downtown EV Parking improvement project using AB 2766 funds. The City Engineer will provide technical design including calculations of emissions reductions for both the proposal and reporting. City Finance staff will provide the accounting necessary for procurement and invoicing. Project costs will be tracked by project task and by funding source for each expenditure.

Emissions Benefits/Cost-Effectiveness

Calculations for Emissions Benefits and Cost-Effectiveness have been calculated using the Caltrans Manual "Methods to Find the Cost-Effectiveness of Funding Air Quality Projects". See Appendix A for calculations.

Vehicle emission reductions were calculated for three major pollutants, as follows:

Nitrogen oxides (NOx):	147 pounds/year
Reactive organic gases (ROG):	101 pounds/year
Particulate Matter (PM10):	40 pounds/year

Emission reductions result from the decrease in emissions associated with auto trips replaced by bicycle trips for commute or other non-recreational purposes.

The project is estimated to reduce one-way vehicle trips by 44,400 one-way trips and result in reductions in 79,900 miles vehicle miles traveled (VMT).

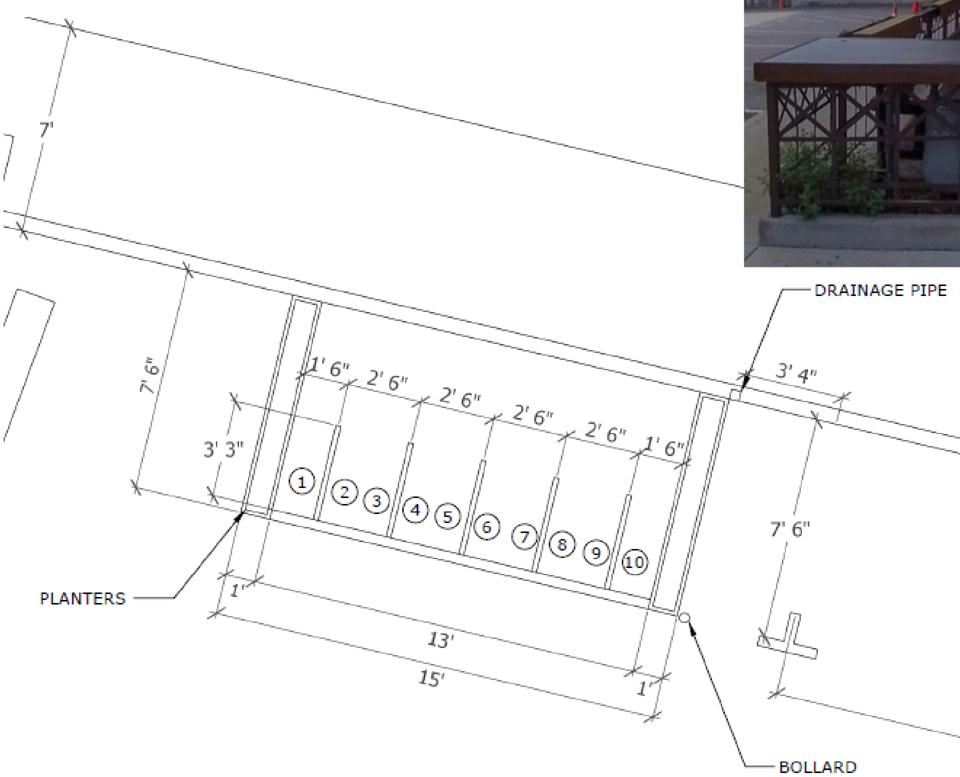
Cost-Effectiveness is $22 Cost/pound

Project Life: 15 years

Work Statement

Proposed design is to fabricate a custom-made bike corral on a boardwalk with planters at two locations (Downtown – Broad Street and Seven Hills) and bike parking area with electric charging at two locations (Downtown - Miners Foundry and Pioneer Park). This would include purchase of decking material, railing, bike racks, bollards, planters, electrical outlets and surfacing materials.

The City of Nevada City will facilitate design review in accordance with city planning requirements. One bike corral will be installed downtown, on Broad Street, where most government services and small businesses are located. One would be created on Argall Way in Seven Hills Business District which is a local employment center. One bike corral will be located at Pioneer Park, the city's largest playground and park. Another bike corral will be located at the Miners Foundry Cultural Center, which is the city's main performing arts venue and community center. The bike racks at Pioneer Park and the Miners Foundry will contain infrastructure for charging e-bikes. Two of the four locations (Broad and Argall) will utilize areas of pavement where red curbing was added for AB 413 compliance to improve sight lines at the approach of a crosswalks; the proposed design will efficiently use this street area and provide safe and secure bike storage in prominent views. At the Miners Foundry Cultural Center and at Pioneer Park, bike parking facilities with electric charging will be made available for e-bike charging.



Bike Corral Schematic Drawing

Funding Request/Breakdown of Cost

Funds will be used to procure and install the bike parking facilities. $6,000 will be spent on site preparation, $12,800 on concrete surfacing (220 square feet), $6,800 on hardscape surfacing (220 sf), $2,600 in bollards (8 units), $13,800 on railings (64 feet), $21,600 on bike racks (4 racks), $5,500 on drainage facilities, $3,500 on planters, and $3,000 on electrical facilities. See Appendix B for Cost Estimate.

The total project cost is $89,281 with $75,573 funding by AB2766* and $13,709 funded by local City funds.

> *Note, if needed this project could be reduced based on available funding. For instance, if only a portion of the AB2766 funds being requested were available, the City would coordinate with the District to reduce the number of bike parking areas being constructed.

City funds are being used for contingency to pay for any unforeseen expenditures that exceed the AB2766 funds. The City will also fund the design and provide bidding, construction assistance, and inspection services at no cost to the grant.

Schedule of Deliverables/Monitoring

The anticipated project schedule would be:

Grant Review and Approval: 2-3 months

Project Design and Permitting: 2 months

Bidding and Project Construction: 2 months

Project Deliverables would include preliminary design, final design, bid documents, construction contracts and final acceptance documentation with associated invoicing. The project is expected to be fully completed in 2026.

Usage data will be collected by the City for six months after the bike parking facilities are completed. This will involve manual counts at various times and intervals to monitor the amount of bikes parked so that the quantitative reduction in use of vehicles can be estimated.

Manual counts will also be collected for special events. Nevada City has 25+ special events per year that close portions of the historic district and parking is very limited. We expect high utilization of bike parking for each of the events.

Thank you for consideration of this grant proposal. Please contact us with any questions or requests for additional information.

Bicycle Facilities

Project definition: Bicycle paths (Class 1) or bicycle lanes (Class 2) that are targeted to reduce commute and other non-recreational auto travel. Class 1 facilities are paths that are physically separated from motor vehicle traffic. Class 2 facilities are striped bicycle lanes giving preferential or exclusive use to bicycles. Bike lanes should meet Caltrans' full-width standard depending on street facility type.

How emissions are reduced: Emission reductions result from the decrease in emissions associated with auto trips replaced by bicycle trips for commute or other non-recreational purposes.

Need to know:

Funding dollars
Number of operating days per year
Average length of bicycle trips
Average daily traffic volume on roadway parallel to bicycle project
City population
Project class (1 or 2)
Types of activity centers in the vicinity of the bicycle project
Length of bicycle path or lane

Inputs	Default	Units	Comments
Funding Dollars (**Funding**)		Dollars	
Effectiveness Period (**Life**)	15	Years	Class 1 projects - 20 years Class 2 projects - 15 years
Days (**D**)	200	Days of use/year	Consider local climate in number of days used.
Average Length (**L**) of bicycle trips	1.8	Miles per trip in one direction	Default is based on the National Personal Transportation Survey
Annual Average Daily Traffic (**ADT**)	12,000	Trips per day	Two-direction traffic volumes on roadway parallel to bike project. MAXIMUM IS 30,000.
Adjustment (**A**) on ADT for auto trips replaced by bike trips from the bike facility.	~~.0020~~ 0.0155		See Adjustment Factors table on the next page. Adjustments are based on facility class, ADT, project length, and community characteristics.
Credit (**C**) for Activity Centers near the project.	~~.0005~~ 0.003		See Activity Centers table on the next page.

ADJUSTMENT FACTORS				
BIKE FACILITY CLASS	**AVERAGE DAILY TRAFFIC (ADT)**	**LENGTH OF BIKE PROJECT** (one direction)	**ADJUSTMENT FACTORS FOR CITIES WITH POP. ≥ 250,000** and non-university towns < 250,000	**ADJUSTMENT FACTORS FOR UNIVERSITY TOWNS WITH POP. < 250,000**
Class 1 (bike path) & Class 2 (bike lane)	ADT ≤ 12,000 vehicles per day	≤ 1 mile	.0019	.0104
		>1 & ≤ 2 miles	.0029	.0155
		> 2 miles	.0038	.0207
Class 1 (bike path) & Class 2 (bike lane)	12,000< ADT ≤24,000 vehicles per day	≤ 1 mile	.0014	.0073
		>1 & ≤ 2 miles	.0020	.0109
		> 2 miles	.0027	.0145
Class 2 bike lane	24,000< ADT ≤30,000 vehicles per day Maximum is 30,000	≤ 1 mile	.0010	.0052
		>1 & ≤ 2 miles	.0014	.0078
		> 2 miles	.0019	.0104

When evaluating the impact of a new bike project, it is important to consider the location of the bike facility. What types of destinations are accessible from the project? How many of these activity centers are within one-half mile of the facility? How many are within a quarter of a mile? Examine the activity centers in the vicinity of the project and compare them to the list below. Select the credit factor that corresponds to the number of activity centers in the surrounding area.

ACTIVITY CENTERS CREDITS		
Types of Activity Centers: *Bank, church, hospital or HMO, light rail station (park & ride), office park, post office, public library, shopping area or grocery store, university or junior college.*		
Count your activity centers. If there are…	**Credit (C) Within 1/2 mile**	**Credit (C) Within 1/4 mile**
Three (3)	.0005	.001
More than 3 but less than 7	.001	.002
7 or more	.0015	.003

Emission Factor Inputs for Auto Travel

	Default	**Units**	**Default**	**Units**
	Auto Trip End Factor		**Auto VMT Factor**	
ROG Factor	1.020	grams/trip	0.266	grams/mile
NOx Factor	0.458	"	0.319	"
PM10 Factor	0.016	"	0.219	"

For average auto emission factors, see Table 3. Use factors that correspond to the life of the project: 11-15 year factors for Class 2 facilities and 16-20 year factors for Class 1 facilities. Defaults are for a project life of 15 years.

Formulas 200 * 12000 * (0.0155 + 0.003) = 44,400 trips/yr **Units**

Annual Auto Trip Reduced = (D) * (ADT) * (A + C) trips/year

44,400 * 1.8 = 79,900 miles/yr

Annual Auto VMT Reduced = (Auto Trips) * (L) miles/year

147 + 101 + 40 = 288 lb/yr

Annual Emission Reductions (ROG, NOx, and PM10) = lbs./year

[(Annual Auto Trips Reduced)*(Auto Trip End Factor)
+ (Annual Auto VMT Reduced)*(Auto VMT Factor)]/454

Capital Recovery Factor (CRF) = $\frac{(1+i)^n (i)}{(1+i)^n - 1}$ = 0.0838

where: i = discount rate (Assume 3 percent) = 0.03
n = project life = 15

Cost-Effectiveness of (0.0838 * 75,600) / 288 = 22.00 $/lb
Funding Dollars = (CRF * Funding) / (ROG + NOx + PM10) dollars/lb.

Note: The Federal Highway Administration requests that emission reductions from CMAQ projects be reported as kilograms/day. The conversion is

(lbs. per year) / [(2.2) (365)] = kilograms/day*

Documentation: Adjustment factors were derived from a limited set of bicycle commute mode split data for cities and university towns in the southern and western United States (Source: FHWA National Bicycling And Walking Study, 1992). This data was then averaged and multiplied by 0.7 to estimate potential auto travel diverted to bikes. On average, about 70% of all person trips are taken by auto driving (Source: 2000-01 Statewide Travel Survey), and it is these trips that can be considered as possible auto trips reduced. Finally, this number was multiplied by 0.65 to estimate the growth in bicycle trips from construction of the bike facility. Sixty-five percent represents the average growth in bike trips from a new bike facility as observed in before and after data for bike projects in U.S. DOT's "A Compendium of Available Bicycle and Pedestrian Trip Generation Data in the United States." Benefits are scaled to reflect differences in project structure, length, traffic intensity, community size, and proximity of activity centers. The scale has been adapted from a method developed by Dave Burch of the Bay Area Air Quality Management District (BAAQMD).

Note 1: Because ADT represents vehicles passing a single point, it may neglect vehicles that travel only a short distance on the corridor and, as a result, underestimate total vehicle trips. Therefore, the number of vehicles diverted to bicycles may be underestimated in this method. If actual vehicle trips in the corridor are known, this number should be used in place of ADT.

Note 2: Bicycle usage data is limited. From the data currently available, a positive correlation has been observed between the percentage of an area's arterials that have full width bike lanes, and the percentage of commuters who bike to work. Simply put, more bike lanes are associated with more bike commuting. More specifically, for an area with a given ratio of bike lanes to arterials, we observe that roughly one-fourth of that ratio is equal to the percentage of commuters that bike to work. More research and data are needed to confirm this relationship and to clarify the causes of this positive correlation.

ROG: [(44,400 * 1.020) + (79,900 * 0.266)]/454 = 147 lbs. per year

NOx: [(44,400 * 0.458) + (79,900 * 0.319)]/454 = 101 lbs. per year

PM10: [(44,400 * 0.016) + (79,900 * 0.219)]/454 = 40 lbs. per year

Appendix B - Cost Estimate

City of Nevada City
Project: Bike Parking Facilities 2025 Application for AB2766 Funds

CITY OF NEVADA CITY

Date Created: 8/26/2025

317 Broad Street
Nevada City, CA 95959
T (530) 265-2496

ENGINEER'S ESTIMATE

ITEM	NOTE	ITEM DESCRIPTION	QTY.	UNIT	ITEM PRICE	TOTAL PRICE
1.		Site Preparation	1	ls	$5,000.00	$5,000.00
2.		Concrete Surfacing	220	sf	$40.00	$8,800.00
3.		Hardscaping - Pavers	220	sf	$30.00	$6,600.00
4.		Bollards	8	ea	$300.00	$2,400.00
5.		Railing	64	lf	$200.00	$12,800.00
6.		Bike Rack - 8-10 bikes/rack	4	ea	$6,000.00	$24,000.00
7.		Drainage facilities	1	ls	$5,000.00	$5,000.00
8.		Planters	4	ea	$800.00	$3,200.00
9.		Electrical Facilities	1	ls	$2,500.00	$2,500.00
					Total Construction Costs	**$70,300.00**
					Design	$4,218.00
					Construction Mgmt and Inspection	$4,218.00
					Contingency (Grant)	$5,272.50
					Contingency (City)	$5,272.50
					TOTAL	**$89,281.00**

Prepared by: Bryan McAlister, PE, PLS, City Engineer
City of Nevada City

Funding Allocation:		
	AB 2766	$75,573
	City (Local)	$13,709

Project Delivery Plan

The City of Nevada City will provide design, construction management and inspection using City staff. An additional project contingency will also be budgeted for unforseen project costs.

Northern Sierra Air Quality Management District
Evaluation for AB 2766 Motor Vehicle Emission Reduction Projects
"Qualifiable" Project Evaluation Sheet

PROPOSER NAME	City of Nevada City
PROJECT DESCRIPTION	Bike parking facilities to reduce vehicle miles traveled reduction
FUNDING REQUEST	$75,600

Points Awarded

15 **Combined Reductions - 20 points possible**
Reduction of single occupancy vehicle trips
Reduction of vehicle trips
reduction of vehicle miles traveled
Implementation of transportation demand management strategies or control measures

10 **Experience of Applicant - 10 points possible**
Feasibility
Technical capabilities
Accounting capabilities
Monitoring systems
Previous grant performance (may be a negative number, if appropriate)

5 **Project Cost Effectiveness Comparison - 30 points possible**
Total cost of project
Within range of previous efforts
Outside range of previous efforts

1 **Broad Based Support - 15 points possible**
4 or more entities contributing >5%: 10-15 pts possible
2 or more entities contributing >5%: 5-9 pts possible
Only 1 entities contributing monetary of in-kind services: 0-4 pts possible

4 **Dedicated Co-Funding - 15 points possible**

AB 2766 % ___________
>75%: 15 pts **51-74%:** 10-14 pts **25-50%:** 5-9 pts **<25%:** 0-4 pts

Other Desirable Factors - 10 points possible

3 (5) Innovative Projects
Innovative use of measures or development of new measures to meet goals

5 (5) Quality of Proposal
Proposal is formatted correctly, objectives are clear and concise

43 **TOTAL POINTS AWARDED (100 points possible)**

Evaluator: Melissa Klundby **Date:** 11/5/25

REQUEST FOR PROPOSAL CONTENTS CHECKLIST

Applicant: Halls Excavating, Inc.

Please complete and attach this checklist with your application.

- [x] Exhibit Summary Sheet - page 2
- [x] Request for Proposal Contents Checklist - page 1
- [x] Authorization Letter/Resolution - page 3
- [x] Project Description - page 4
- [x] Project Organization/Background - page 5
- [x] Emissions Benefits/Cost-Effectiveness - page 6-7
- [x] Work Statement - page 8
- [x] Funding Request/Breakdown of Cost - page 9
- [x] Schedule of Deliverables/Monitoring - page 10
- [x] All Pages Numbered
- [x] Proposal, One Original
- [ ] (CHECK ONE ONLY)
  Quantifiable Project

  - OR -
- [x] Reduced Emission Vehicles Project

EXHIBIT SUMMARY SHEET

Proposing Entity (include other participating entities): Halls Excavating, Inc.

Contact Person: Amanda Hall

Address: PO Box 1262, Truckee CA 96160

Phone #: 530-587-6487 **FAX #:** **EMAIL:** amanda@halls-excavating.com

Total Project Budget:

	AB 2766 Funds	**Co-Funding**	**Total Project Costs**
Capital Costs	$ 150,000	$ 70,000	$ 220,000
Operating Costs	$	$	$
TOTAL	**$**	**$**	**$**

Type of Project: (check one)

___ Quantifiable Project

✓ Reduced Emission Vehicles Project

Implementation Area for Project: Check if District-wide ___

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

We are based in Nevada County, thus majority of mileage will be there with some extending further

Estimated Emission Reductions:

A. Emission Reductions (lbs/yr)

Reactive Organic Gases 68.56 Nitrogen Oxides 420 PM_{10} 65.55

B. Vehicle Miles Traveled (VMT) Reduced________

Single Occupancy Vehicle Trips Reduced ________

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

Cost-effectiveness: $ 94.75 **per pound (AB 2766 Funds Only)**

Brief Project Description:

We are applying for these funds to continue assisting our small, local family business in electrifying our fleet! Our main formen put 25,000-50,000 miles on their trucks each year and it is because of these funds that we are able to start moving our fleet to cleaner, electric options. We successfully started this process this year due to the assistance of last year's AB2766 funds and hope to continue utilizing these funds to bring cleaner air to our district. Thank you for this opportunity, it is a tremendous help to our business!

HALL'S
EXCAVATING, INC.

P.O. BOX 1262
10911 GLENSHIRE DR. TRUCKEE, CA 96160
PH. 530-587-6487

To: Northern Sierra Air Quality Management District

Attn: Melissa Klundby/AB2766 Fund Program

PO Box 2227

Portola, CA 96122

To Whom It May Concern:

We are pleased to apply again this year for financial assistance toward the purchase of two electric vehicles utilizing grant resources from AB2766. These vehicles will continue to help mitigate emissions produced from our current vehicles while we drive from job to job within the county.

Amanda Hall will be the point of contact for this project. She continues to be skilled in communication and reporting required for grant management, as evidenced by previous email and phone interactions.

We send many thanks for this opportunity and your support of local small businesses. We look forward to hearing from you soon!

Best Regards,

Casey Hall, owner

Project Description

The main location of our business is in Truckee, CA, and we continue to have jobs all over Nevada County each year. Our main foremen put between 25,000-50,000 miles on their work trucks each year and we have two parts runners that put almost that many miles on their vehicles as well. We are requesting funding to exchange two of these older vehicles with their electric counterparts to continue to help mitigate the emissions burden on our county and beyond. The electric vehicles could also be used to shuttle workers to and from jobsites, when scheduling allows, which will further reduce the emissions of other vehicles and trips within our fleet. These electric vehicles will be used to check jobs or run parts daily and will serve as an example to other construction companies in our area of the emission reduction opportunities that we have! Assistance of AB2766 funds would be necessary to continue making this happen.

We would like to exchange our 2000 Ford F350 and 1991 Ford F250 for Ford Lightnings or other available and well-priced electric options. These would constitute a 'cleaner purchase' option, per the Methods of Cost Effectiveness handbook. Inputting this emission information into the project spreadsheet reveals that this would be a 3-year project life for the two vehicles, with cost effectiveness under $100 per pound. If funding is awarded, we could add to our electric fleet that was started this year because of 2025 AB2766 funds! Applying for these grant monies aids in the conversion of our fleet to become more and more emissions efficient!

Project Organization & Background

Hall's Excavating has been in business since 1978 in Truckee, CA. We are currently in the third generation of our business and maintain our local reputation. We provide residential excavation services to our local communities. We are quite skilled in our craft, and we continue to uphold the values of when the business began many years ago. We pride ourselves in putting our customers first and completing a job well done, the first time, with precision and expertise!

With the ever-changing emissions requirements and clean air goals, it is difficult for small mom-and-pop businesses such as ours to keep up with the demands of a cleaner fleet. As such, we have previously sought out and utilized Carl Moyer funds to update 2 of our off-road machines. These grant monies were awarded in previous years and the record keeping was done successfully throughout the 3-year life of each grant opportunity. We were also awarded 2025 AB2766 funds that were utilized this year to purchase our first electric vehicle! We have been successful in the initial documentation and grant requirements for these monies and have no doubt we can continue this trend as these funds significantly assist in modernization of our fleet.

For the current AB2766 funding, we have updated the spreadsheet and documentation provided by the local air resource board to come up with our cost effectiveness for conversion of two older vehicles to their electric counterparts. There will not be any subcontractors involved in this project. We are an organized team that strives to do our very best, every time! There is a high level of success utilizing spreadsheets, monitoring odometers, staying organized, and reporting on time. We are well versed in the accountability of these projects, as evidenced by your department.

Ideally, Hall's Excavating will be able make a one-time payment for these vehicles, as was completed previously, that will be reimbursed by the Northern Sierra Air Quality District / Nevada County. This will keep costs down by reducing regular, monthly reporting and payments. We are confident in the county's continued timely reimbursement to decrease the burden on our company as well as the air resource district and the county. This also gives us an advantage in purchasing the vehicle at a lower cost, without financing, as we were able to accomplish with our first electric vehicle purchase utilizing AB2766 funds.

There is currently a wide range of choices for charging infrastructure within the Truckee-Tahoe area and we have also secured an electric charging station at our shop location since our last application. We hope you see this as a further investment for our company to explore the ever-expanding world of electrification in California!

<u>Emissions Benefits / Cost Effectiveness</u>

Old Gasoline or Diesel Engine				Electric Vehicle			
	NOx				**NOx**		
Miles per year	**g/mile**	**g/year**	**lbs/year**	**Miles per year**	**g/mile**	**g/year**	**lbs/year**
90000	2.09	188100	414.32	90000	0	0	0.00
Average Trip Ends	**g/trip end**	**g/year**	**lbs/year**	**Average Trip Ends**	**g/trip end**	**g/year**	**lbs/year**
4000	0.645	2580	5.68	4000	0	0	0.00
	Totals:	190680	420.00		**Totals:**	0	0.00
					NOx savings:	190680	420.00
	PM				**PM**		
Miles per year	**g/mile**	**g/year**	**lbs/year**	**Miles per year**	**g/mile**	**g/year**	**lbs/year**
90000	0.33	29700	65.42	90000	0	0	0.00
Average Trip Ends	**g/trip end**	**g/year**	**lbs/year**	**Average Trip Ends**	**g/trip end**	**g/year**	**lbs/year**
4000	0.015	60	0.13	4000	0	0	0.00
	Totals:	29760	65.55		**Totals:**	0	0.00
					PM savings:	29760	65.55
	ROG				**ROG**		
Miles per year	**g/mile**	**g/year**	**lbs/year**	**Miles per year**	**g/mile**	**g/year**	**lbs/year**
90000	0.28	25200	55.507	90000	0	0	0.00
Average Trip Ends	**g/trip end**	**g/year**	**lbs/year**	**Average Trip Ends**	**g/trip end**	**g/year**	**lbs/year**
4000	1.481	5924	13.048	4000	0	0	0.00
	Totals:	31124	68.56		**Totals:**	0	0.00
					ROG savings:	31124	68.56
						g/year	**lbs/year**
					Total Savings:	251564	554
					Grant Award Requested:	150,000	
					Capital Recovery Factor:	0.35	for 3 years
					Cost Effectiveness:	$ 94.75	per pound

It Is extremely difficult to locate the emissions data from the older vehicles, so we utilized information from the AB2766 packet's Table 2, along with the following data found on federal EPA websites to determine the most appropriate values to input into the spreadsheet. We followed the same format and information utilized and approved on last year's application. Not all the values were able to be found for older model years, thus I utilized the newer 2004 model year information found in Table 2 when needed. Thus, this information is based partially on newer model year emission data and likely indicating a higher than actual cost effectiveness value. Additionally, if the truck mileage goes up and/or the capital recovery factor years goes up, the cost effectiveness per pound goes down even further under the required $100/pound maximum.

EPA United States Environmental Protection Agency

Office of Transportation and Air Quality
EPA-420-B-16-006
March 2016

Light-Duty Vehicles and Light-Duty Trucks: Clean Fuel Fleet Exhaust Emission Standards[a]

	Vehicle Type	Emissions Category	Useful Life Standard	Test Weight (lbs)	NMOG (g/mi)	NOx (g/mi)	CO (g/mi)	Formaldehyde (g/mi)	PM (g/mi)[b]
Federal	LDVs	TLEV	Intermediate	All	0.125	0.4	3.4	0.015	-
		LEV			0.075[c]	0.2	3.4[c]	0.015[c]	-
		ULEV			0.040	0.2[c]	1.7	0.008	-
		TLEV	Full		0.156	0.6	4.2	0.018	0.08
		LEV			0.090[c]	0.3	4.2[c]	0.018	0.08[c]
		ULEV			0.055	0.3[c]	2.1	0.011	0.04
	LLDTs	TLEV	Intermediate	0-3750 LVW	0.0125	0.4	3.4	0.015	-
		LEV			0.075[c]	0.2	3.4[c]	0.015[c]	-
		ULEV			0.040	0.2[c]	1.7	0.008	-
		TLEV		3751-5750 LVW	0.160	0.7	4.4	0.018[c]	-
		LEV			0.100[c]	0.4	4.4[c]	0.018[c]	-
		ULEV			0.050	0.4[c]	2.2	0.009	-
		TLEV	Full	0-3750 LVW	0.156	0.6	4.2	0.018	0.08
		LEV			0.090[c]	0.3	4.2[c]	0.018[c]	0.08[c]
		ULEV			0.055	0.3[c]	2.1	0.011	0.04
		TLEV		3751-5750 LVW	0.200	0.9	5.5	0.023	0.08
		LEV			0.130[c]	0.5	5.5[c]	0.023[c]	0.08[c]
		ULEV			0.070	0.5[c]	2.8	0.013	0.04
	HLDTs	LEV	Intermediate	0-3750 LVW	0.125[c]	0.4[d]	3.4[c]	0.015[c]	-
		ULEV		ALVW	0.075	0.2[c,d]	1.7	0.008	-
		LEV		3751-5750	0.160[c]	0.7[d]	4.4[c]	0.018[c]	-
		ULEV		ALVW	0.100	0.4[c,d]	2.2	0.009	-
		LEV		5751+	0.195[c]	1.1[d]	5.0[c]	0.022[c]	-
		ULEV		ALVW	0.117	0.6[c,d]	2.5	0.011	-
		LEV	Full	0-3750 LVW	0.180[c]	0.6	5.0[c]	0.022[c]	0.08[c]
		ULEV		ALVW	0.107	0.3[c]	2.5	0.012	0.04
		LEV		3751-5750	0.230[c]	1.0	6.4[c]	0.027[c]	0.10[c]
		ULEV		ALVW	0.143	0.5[c]	3.2	0.013	0.05
		LEV		5751+	0.280[c]	1.5	7.3[c]	0.032[c]	0.12[c]
		ULEV		ALVW	0.167	0.8[c]	3.7	0.016	0.06

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EPA United States Environmental Protection Agency

EPA-420-F-16-002
February 2016

Federal and California Light-Duty Vehicle Emissions Standards for Air Pollutants

LEV II Program

Standard	MY	Vehicles	NOx + NMOG	CO	PM	HCHO
ZEV	2004+	LDV, LDT	0	0	0	0
PZEV*	2004+	LDV, LDT	0.03	1	0.01	0.004
SULEV II	2004+	LDV, LDT	0.03	1	0.01	0.004
ULEV II	2004+	LDV, LDT	0.125	2.1	0.01	0.011
LEV II	2004+	LDV, LDT	0.16	4.2	0.01	0.018
LEV II Option 1	2004+	LDV, LDT	0.19	4.2	0.01	0.018
SULEV II	2004+	MDV4	0.2	3.2	0.06	0.008
ULEV II	2004+	MDV4	0.343	6.4	0.06	0.016
LEV II	2004+	MDV4	0.395	6.4	0.12	0.032
SULEV II	2004+	MDV5	0.317	3.7	0.06	--
ULEV II	2004+	MDV5	0.567	7.3	0.06	--
LEV II	2004+	MDV5	0.63	7.3	0.12	--

LEV II Rule

Tier 1 Program

LDV	1994 2003	LDV	0.91	4.2	0.01	--
LDT1	1994 2003	LDT1	0.91	4.2	0.01	0.8
LDV diesel	1994 2003	LDV	1.56	4.2	0.01	--
LDT1 diesel	1994 2003	LDT1	1.56	4.2	0.01	0.8
LDT2	1994 2003	LDT2	1.37	5.5	0.01	0.8
LDT3	1994 2003	LDT3	1.44	6.4	0.01	0.8
LDT4	1994 2003	LDT4	2.09	7.3	0.12	0.8

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Work Statement

The work involved throughout the life of this project should be minimal for both Hall's Excavating and the local air quality district, as evidenced by our previous application and successful awarding of grant monies. This will continue to help keep the costs down for all entities.

After initiating the contract for AB2766 funding, a full purchase of the electric vehicles will be made by Hall's Excavating, with the assumption of prompt repayment by Northern Sierra Air Quality District / Nevada County. We could label the vehicles with an air quality district decal to show the public that our vehicles were funded by AB2766 funds or place a placard in our office to honor where the funding assistance originated. We will then monitor annual miles traveled and report these to the air quality representative along with the annual reporting sheet to ensure the project is on track to completion. This would be a mileage exchange project from diesel to electric to reduce emissions in our community as our main foremen are checking jobsites and running parts, however there is also the potential of trip reductions for our employees. When scheduling allows, we will be able to shuttle employees to and from jobsites to further decrease emissions of other vehicles in our fleet as well. Upon the final year of the project, we will submit the final reporting documents as required by the air quality district and finalize the project. Amanda Hall plans to continue to work closely with the representative of AB2766 funding at the air quality district to complete required tasks to their entirety.

Funding Request/ Breakdown of Cost

Hall's Excavating is requesting $150,000 to aid in the purchase of these electric vehicles. We plan to co-fund $70,000+ over the life of this project between taxes, fees, registration fees, insurance, electric bill, outside charging fees, etc. There will also be minor administrative costs associated with the monitoring, reporting, and paperwork involved by our office to manage the project for its duration. Lastly, we may need to add another charging station at our shop location to adequately and timely charge each of the vehicles in our expanding fleet.

As mentioned above, we plan to purchase Ford Lightnings (or other cost-effective options available at time of purchase) utilizing these AB2766 funds. The funds requested will go toward the main MSRP of the vehicle. Our portion of co-funding will be utilized to pay for the other items listed above.

If there are a multitude of applicants this year with their total monies requested exceeding that of what was awarded to the Nevada County division of the Northern Sierra Air District, we are happy to consider the monetary award that the board believes is appropriate to our application. We have previously applied and been awarded monies toward one vehicle; thus, the spreadsheet calculations have proven to be sufficient for a single vehicle as well. What we have shown in this application is double the cost and miles, and thus double the emissions efficiency! Again, we are happy to review any award amount and examine our business finances at that time to make the best decision possible.

Schedule of Deliverables / Monitoring Program

Ideally, we can find available electric options in January 2026 upon commencement of the project contract. Hall's Excavating would make the purchases and take delivery of the electric vehicles thereafter. We do not assume that there will be any delays past one year of obtaining the vehicles, although we will note that we were unable to secure our first electric vehicle with 2025 AB2766 funds until May due to local availability.

Monitoring of mileage driven in the vehicles would be monitored annually and captured utilizing a spreadsheet to be reported. Further detail of monitoring and reporting is listed above in section, "Work Statement."

Northern Sierra Air Quality Management District
Evaluation for AB 2766 Motor Vehicle Emission Reduction Projects
"Qualifiable" Project Evaluation Sheet

PROPOSER NAME	Incorporated Senior Citizens of Sierra County
PROJECT DESCRIPTION	Senior Transportation Bus
FUNDING REQUEST	$5,631

Points Awarded

20 **Combined Reductions - 20 points possible**
Reduction of single occupancy vehicle trips
Reduction of vehicle trips
reduction of vehicle miles traveled
Implementation of transportation demand management strategies or control measures

10 **Experience of Applicant - 10 points possible**
Feasibility
Technical capabilities
Accounting capabilities
Monitoring systems
Previous grant performance (may be a negative number, if appropriate)

30 **Project Cost Effectiveness Comparison - 30 points possible**
Total cost of project
Within range of previous efforts
Outside range of previous efforts

4 **Broad Based Support - 15 points possible**
4 or more entities contributing >5%: 10-15 pts possible
2 or more entities contributing >5%: 5-9 pts possible
Only 1 entities contributing monetary of in-kind services: 0-4 pts possible

15 **Dedicated Co-Funding - 15 points possible**

AB 2766 % ___________
>75%: 15 pts **51-74%:** 10-14 pts **25-50%:** 5-9 pts **<25%:** 0-4 pts

Other Desirable Factors - 10 points possible

3 (5) Innovative Projects
Innovative use of measures or development of new measures to meet goals

5 (5) Quality of Proposal
Proposal is formatted correctly, objectives are clear and concise

87 **TOTAL POINTS AWARDED (100 points possible)**

Evaluator: Melissa Klundby **Date:** 11/5/25

Incorporated Senior Citizens of Sierra County

Application Package

CONTENTS CHECKLIST

Applicant Name: Incorporated Senior Citizens of Sierra County

- ✓ Request for Proposal Contents Checklist – Page 1
- ✓ Application Cover Page - Page 2
- ✓ Emissions Benefits/Cost-Effectiveness - Page 7
- ✓ Project Description - Page 4
- ✓ Project Organization/Background - Page 5
- ✓ Work Statement, describe work to be performed to complete this project - Page 7-8
- ✓ Funding Request/Breakdown of Cost, provide details - Page 8
- ✓ Schedule of Deliverables/Monitoring - Page 6
- ✓ Authorization Letter/Resolution - Page 3

Has The Below Been Done

- ✓ All Pages numbered
- ✓ All Sections Listed Above Provided

Application Cover Page

Applicant (Agency/Company/Individual): Incorporated Senior Citizens of Sierra County
Address: PO Box 675 – 302 First Street, Loyalton, CA 96118
Phone #: 530-993-4770
EMAIL: mdeberg@loyaltonseniorcenter.com

Contact Person (Please list the person who NSAQMD Staff will be in contact with for this process): Erik Toraason etoraason@loyaltonseniorcenter.com

Total Project Budget:

	AB 2766 Funds	Co-Funding	Total Project Costs
Capital Costs			
Operating Costs	$ 5631	$ 75,000	$ 80,631
TOTAL	**$ 5631**	**$ 75,000**	**$ 80,631**

Type of Project: (check one)

__x__ Quantifiable Project (see definition in RFP)
_____ Reduced Emission Vehicles Project (see definition in RFP)

Implementation Area for Project: Check if District Wide _____

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

Estimated Emission Reductions: (Contact District Staff for below information if needed)

A. Emission Reductions (lbs/yr)

Reactive Organic Gases: __78__ Nitrogen Oxides: __70__ PM_{10}: __29__

B. Vehicle Miles Traveled (VMT) Reduced: _90,000___

Single Occupancy Vehicle Trips Reduced: __2,100__

C. Number of People reached per day through public education: ___5___

Cost-effectiveness: __$30.93__ per pound (AB2766 Funds Only)

Incorporated Senior Citizens of Sierra County | PO Box 675 | 302 First Street | Loyalton, CA 96118 | 530.993.4770

October 24, 2025

Northern Sierra Air Quality Management District
PO Box 2227
Portola, CA 96122

AB2766 DMV Surcharge Fund 2025

On behalf of Incorporated Senior Citizens of Sierra County, I am authorized to submit our application for funding through the AB2766 DMV Surcharge Fund and will be the authorized signer for the grant. We are requesting the sum of $5,631 to support the operations of Eastern Sierra County Transportation Program which provides a vanpool type of transit service, for residents in Sierra County.

The contract person with respect to questions on reporting on the project is Erik Toraason, Transportation Coordinator. He may be contacted directly at 530-993-4770 or etoraason@loyaltonseniorcenter.com. Grant and contract related information should be directed to me, Magdalene DeBerg at mdeberg@loyaltonseniorcenter.com.

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

Regards,

Magdalene Deberg
Executive Director

AB2766 Request for Proposal 2025

Incorporated Senior Citizens of Sierra County

Section D. Project Description

This request to the Northern Sierra Air Quality management District under the AB2766 DMV Surcharge Fund will provide Incorporated Senior Citizens of Sierra County (ISCSC) with the funding needed to offer and sustain the two vehicles used to provide bus services or "vanpool services" in eastern Sierra County. The Transportation Program of ISCSC provides rides for all residents to doctor and physical therapy appointments; to pick up medications at the pharmacy in Portola as there are no pharmacies in Sierra County; brings people to grocery shop; pick up mail; and offers monthly social outings to restaurants and venues that give people something to look forward to. ISCSC anticipates that approximately 1800 one-way trips will be provided during 2025. The program has provided as many as 4 trips in a day, serving up to 15 residents per day, both in and out of Sierra County to 200 unduplicated riders. Funding provided by this grant will be used for some of the cost of fuel, vehicle operations, and maintenance for two existing vehicles. Without this grant support, ISCSC will be forced to significantly reduce van pool service for the coming year. This reduction, particularly in the frontier community, would further isolate rural seniors and disabled participants in seeking and securing transportation services needed to access health, wellness, food/medicine, and social service programs within the region. The program also provides "vanpool services" to community members at large as needed.

With this funding, outreach services to new unserved and underserved riders will account for a 10% increase in current service members. The program will provide riders with educational information on vanpooling and its related emissions reductions to encourage additional use of "vanpool services" in Sierra County. The program currently maintains daily statistics on the number of people served, trips provided, and miles driven for all transportation services. ISCSC has designed a data collection spreadsheet specific to Northern Sierra Air Quality Management District reporting so drivers may track and monitor the number of trips reduced from participants who would otherwise have driven their own cars, or had someone drive for them, had "vanpool services" been non-existent.

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

Section E. Project Organization/Background

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

ISCSC utilizes QuickBooks accounting program to track expenses by accounting sources and pays for an annual audit from outside the community to ensure accountability to funders. Staff compile and report on numbers of trips and ridership, the number of miles saved, and any data that is required to meet the criteria of AB2766 funds, especially for fuel. As this trend continues, it is not feasible to sunset this funding source when costs are skyrocketing.

Section F. Schedule of Deliverables/Monitoring Program

Inputs:	Outputs Activities:	Outputs Participation:	Outcomes Short Term:	Outcomes Medium Term:	Outcomes Long Term:
Staff time in-kind match	Contract-supervise-monitor-report	Transportation Coordinator Executive Director	Sustain existing vanpool services	Expand outreach to unserved residents	Provide access to transportation services to seniors and disabled residents
AB2766 funding	Cash grant	Northern Sierra Air Quality Management	Delivery of vanpool services, sustainability of program	Reduced emissions 177 lbs. per year	Reduced Emissions
			Access to Funding	Reduced Health risks to children; improved air quality	Reduced health risks and cancer rates in children; improved air quality
				Improved air quality	Improved air quality
Cash Match	Cash grant	Sierra County Transportation Commission	Access to funding	Reduced health risks and cancer rates in children and improved air quality	Reduced health risks and cancer rates in children and improved air quality
				Improved air quality	Improved air quality

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

Section G. Emission Benefits/Cost Effectiveness

The total lifetime emission reductions are as follows:

Nitrogen Oxides (Nox): 78 pounds per year Emission Factor/units: .17 grams per mile
Reactive Organic Gases(ROG): 70 pounds per year Emission Factor/units: .15 grams per mile
Particulate Matter (PM10): 29 pounds per year Emission Factor/units: .23 grams per mile

Estimated reductions in vehicle miles travelled (VMT): 90,000
Estimated number of one-way vehicle trip reductions: 2,100
Cost effectiveness: $30.93 cost/pound

Section H. Work Statement

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

December 2025	Sign contract on grant award
January 2026	Commencement of funding
Jan-Dec 2026	Provide "vanpool services" to existing riders
Jan-Dec 2026	Provide monthly/quarterly financial reports and monitoring reports
Jan-Dec 2026	Conduct outreach to increase ridership by 18% to underserved residents
Jan-Dec 2026	Log fuel miles, perform required maintenance
Jan-Dec 2026	Conduct data gathering, monitor progress
December 2026	Submit final report

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

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

Periodically, ISCSC will promote the Transportation Program, monthly in the newsletter, during congregate lunches, and to the public in newspaper articles. This is with the intent of reaching more citizens to increase ridership and provide this service to the underserved.

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

Section I. Funding Request/Breakdown of Cost

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

Project Tasks	Cost	AB2766 Funding	Transportation Com (w/ admin costs)	Fares	ISCSC In-kind Match
Sustain existing service	64845	4366	56782 (2559)	3500	X
Data gathering	2964	500	1964 (200)	500	X
Increase Ridership	3928	265	3663 (150)		X
Maintenance	10804	300	6004 (150)	4500	X
Reporting	9822	100	9722 (200)		X
Final Report	965	100	865 (100)		X
Total Costs:	93328	5631	79000 (3359)	8500	

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

While funding has been provided for more than the past two years, every year there are new passengers, and every year we lose passengers. However, costs have dramatically increased and there has been a lot of turnover in the senior center with new employees. We are committed to helping the Sierra County community in the best way we can and we need all the help we can get. This grant means a lot to ISCSC and it helps to know there are many different ways this contributes to improving the community with not only serving the seniors in the area but limiting the harmful effects of so many vehicles on the road.