

EXHIBIT F

NOTICE TO PROCEED

Roadside Fuel Reduction Project - County of Yuba

Pursuant to the Master Standard Agreement ("Agreement") entered into on the 17th day of August 2021, by and between the California Department of Housing and Community Development ("Department") and the County of Yuba ("Subrecipient"), this NOTICE TO PROCEED ("NTP") is entered into on the date per the date signed by the Department below. This NTP sets forth specific details concerning the individual project proposed by Subrecipient for the Stand-Alone Disaster Recovery Infrastructure project and/or Mitigation Resilient Infrastructure project located at the project address listed below and related approved activities by Subrecipient, as required. This Project is subject to, and hereby incorporates by this reference, the terms of the Agreement and is subject to the overall program funding allocation amount for Subrecipient as determined by the Department and set forth in the Agreement. There may be other Projects either already existing under the Agreement, or that may be proposed in the future. The budget for this Project, when added together with the total cumulative budget of all existing Approved Projects for Subrecipient, may not exceed the total funding allocation for Subrecipient.

1. Project Details

Project Name: Roadside Fuel Reduction Project

Project Location: 39.3640, -121.3236

Project Description: Roadside fuel reduction project area encompasses 45.7 centerline miles of rural roads in the forested portions of the Sierra foothills.

2. Project Budget and Project Scope of Work

- A. The Project shall follow the budget and scope of work (hereinafter "Project Work") as described in the Project application, which is on file through Grants Network, and which is incorporated herein by reference and the Project Application Summary attached

Total Project Cost: \$500,000.00

Total MIT-RIP Award: \$500,000.00

- B. All written materials or alterations submitted as addenda to the original Project Application, and which are approved in writing by the Department Contract Coordinator, as appropriate, are hereby incorporated as part of the Project Application. The Department reserves the right to require the

Subrecipient to modify any or all parts of the Project Application in order to comply with MIT-RIP, federal and/or state regulations or requirements.

- C. Any proposed revision to the Project Work must be submitted in writing for review and approval by the Department and may require an amendment to this NTP. Any approval shall not be presumed unless such approval is made by the Department in writing in its sole and absolute discretion.
- D. Subrecipient shall withhold as retention 5% of all MIT-RIP funded Contractor payments. No retention payments shall be released to the Contractor or reimbursed to the Subrecipient until receipt and approval by the Department of all required Approved Project completion documents identified in Exhibit B, Section 6 of the Agreement.

3. Performance Milestones, Project Schedule and Term of Agreement

The effective date of the Agreement is August 17, 2021. Subrecipient shall meet all milestones identified in the Agreement, particularly those identified in Exhibit A and B and as provided below. Failure to meet performance milestones can result in the Department taking action to withhold future payments from any project and requiring a mitigation plan, as outlined in Exhibit A Section 6.B of the Agreement.

- A. Performance Milestones: Subrecipient shall
 - Submit Project Application by 1/31/2022.
 - Complete Design and engineering within two years of the Agreement effective date, 08/17/2023.
 - Initiate construction, reconstruction, acquisition, or rehabilitation on all Approved Projects awarded MIT-RIP funding within three years of the Agreement effective date, 08/17/2024.
 - Fully obligate all MIT-RIP Project funds within four years of the Agreement effective date of August 17, 2021, or prior to the expenditure deadline of August 31, 2025, whichever occurs first.
- B. Project Schedule: Subrecipient has provided the following anticipated project schedule:
 - See attached project schedule. The Department understands that the project schedule tasks and dates will be adjusted outward from the effective date of the NTP.
- C. Term of Agreement:

The expenditure deadline is August 31, 2025. With the exception of the grant closeout procedures set forth in Exhibit B, Section 6, the Subrecipient shall complete all Approved Project activities on or before the expenditure deadline. A Final

Financial Report is due prior to expenditure deadline. Project closeout activities are due 90-days after Completion of Approved Project, see Exhibit B Section 6 for details.

4. Reporting Requirements

- A. Subrecipient must timely submit the reports prescribed below. The Department reserves the right to request additional detail and support for any report made. Reports must be made according to the dates identified, in the formats provided by the Department and via the Department's Grants Network unless otherwise specified at the discretion of the Department. The Subrecipient's performance under this Agreement will be assessed in part on whether it has submitted the reports on a timely basis.
- 1) Monthly Activity Report: Subrecipient must submit a Monthly Activity Report that addresses the following, at a minimum: (1) a description of the current status of the Project Work; (2) a description of activities to be undertaken in the next reporting period; (3) a description of problems or delays encountered in Project Work and course of action taken to address them; (4) a description of actions taken to achieve Project Work expenditure deadlines; and (5) a summary of Project Work fiscal status, including award amount, funds drawn, and remaining balance. Unless otherwise waived in writing by the Department, Monthly Activity Reports must begin on the 10th calendar day of the second month following execution of this Agreement and must continue through the receipt and approval by the Department of the Project Completion Report, detailed below.
 - 2) Monthly Program Income Report: Program Income, if identified as a funding source for any approved Project, must be included in the Project budget and must be substantially expended prior to drawing Grant Funds. During the term of this Agreement, if Program Income is generated, the Subrecipient must submit a Monthly Program Income Report certifying the amount of Program Income generated, retained, and expended. Program Income remaining at the end of each quarter and at the expiration of this Agreement in excess of \$35,000 must be remitted to the Department.
 - 3) Semi-Annual Labor Standards Report: During the term of construction for each Approved Project, each April 1st and October 1st, the Subrecipient must submit the Labor Standards Cover Memo, the HUD Form 4710 and the Davis Bacon Labor Standards Report 5.7 (if applicable). These forms are located on the Department website and are also available upon request.
 - 4) Project Completion Report: At the completion of construction and once a Project is placed in service, the Subrecipient must submit a Project Completion Report.

EXHIBIT F

ATTACHMENT A

SUBRECIPIENT PROJECT APPLICATION

Applications: County of Yuba - Roadside Fuel Reduction Project

Profile

cdbgteam@co.yuba.ca.us

Record Title

County of Yuba - Roadside Fuel Reduction Project

Org Name

Help Text: Record Title Format: [Jurisdiction Name] - [Program Name] - [Project Number]Ex: Sacramento County - DR-Infrastructure - 1*Project Numbers are based on the number of projects you are submitting for the grants.

Which Grant Program are you submitting for?

MIT-RIP

What is the MIT-RIP Project Type?

Stand-alone Infrastructure

Eligible Applicant (City/County)

Yuba County

Help Text: Eligible Applicants are those cities and counties identified in Section 2.2.3 of the DR-Infrastructure Policies and Procedures.

What disaster is the project related to?

DR-4344

Was this project submitted for FEMA PA or FEMA HMGP?

No

Help Text: Provide a narrative description and/or scope of work for the stand-alone infrastructure projects that includes project location and the benefits of the project for disaster recovery, mitigation, resilience, low-to moderate-income populations, and the most impacted and distressed areas.

Stand-alone Project Description and/or Scope of Work

Project Description and Scope of Work: The proposed roadside fuel reduction project area encompasses 45.7 centerline miles of rural roads in the forested portions of the Sierra foothills. This project includes 18 road segments serving a total of seven at-risk communities. This roadside fuel reduction project will benefit the residents of hundreds of habitable structures.

The goals of the project are to create fuel breaks along County roadways, reduce fire spread to structures and/or natural resources, allow access for fire-fighting equipment, and to provide safe evacuation routes for residents.

Currently, trees on either side of the roads encroach to the point where the canopies extend over the roads and vegetation encroaches up to the edge of the roadways, allowing fires to cross the roadways easily while also impeding ingress and egress to at-risk communities.

This project would also benefit the potable water systems in Brownsville and Camptonville, and would help protect and preserve access to the airport adjacent to La Porte Road in Brownsville.

Project Location: The proposed project is located in the rural Sierra Foothill region of Yuba County. The road segments were prioritized based on density of vegetation growth, importance as an evacuation route or ingress route for emergency vehicles, and whether the roads were in the High or Very High Fire Severity Zones. 43.17 miles are within the Very High Severity Zone while a single section of 2.5 miles is located in a High Fire Severity Zone.

The 18 road segments proposed for fuel reduction include the following: Baker Road (from Garden Valley to end), Youngs Hill Road (Entire Length), La Porte Road (Woodleaf Tunnel Road to Oregon Hill Road), La Porte Road (Scale Road to Barton Hill Road), Marysville Road (Moonshine Road to SR 49), Frenchtown Dobbins Road (Entire Length), Frenchtown Road (Willow Glen Road to Frenchtown-Dobbins Road), Oregon Hill Road (Marysville Road to Moran Road), Mountain House Road (Cleveland Avenue to County Line), Challenge Cutoff Road (County line to La Porte Road), Indiana Ranch Road (Indy New York Road to Forsythe Road), Indiana School Road (Indiana Ranch Road to Marysville Road), Pendola Road (Garden Valley Road to Old Camptonville Road), and Cleveland Avenue (SR 49 to Mountain House Road).

Project City: Brownsville, Strawberry Valley, Challenge, Dobbins, Camptonville, and Forbestown.

Project Zip Codes: 95919, 95981, 95925, 95935, 95922, 95941

Latitude and Longitude: 39.3640, -121.3236

Describe how project benefits a MID: The seven rural communities served by the proposed project were all impacted by the 2017 wildfires and qualify as MID's. During the 2017 wildfires, access to these communities by fire-fighting personnel and equipment was hampered by impassable roadways. The wildfire was able to easily cross the roadways via the overhanging vegetative canopies. Similarly, evacuation routes were impeded by burning vegetation that encroached onto the roadways. Roadside fuel reduction / vegetation removal projects decrease the likelihood of future wildfires crossing these County roadways, while at the same time preserving access to and evacuation from these remote areas.

The California Department of Forestry (CDF) recommends roadway fuel breaks to mitigate fire dangers in an effort to enhance public safety and protect natural resources. CDF further finds that fuel breaks increase the probability of success for fire suppression activities and protects against vehicle fires from spreading into the forest.

Project Timeline

Project Timeline.docx

Help Text: Please provide a timeline of the submitted project.

How have mitigation against future risk and future resilience needs of the community been designed into your project?

The proposed project was designed to have the greatest impact for the community to create evacuation corridors for the most remote, vulnerable populations in the County decreasing the potential risk of loss of life. These roads may also act as fire breaks, potentially decreasing the extent of future wildfires increasing the resilience against wild fires. All of the potential locations the County will evaluate shall serve a high or very high Fire Hazard Severity Zones.

Help Text: Provide a narrative describing how the scale and scope of the proposed project account for and aim to address future risks and resilience needs.

Project City

Project City: Brownsville, Strawberry Valley, Challenge, Dobbins, Camptonville, and Forbestown.

Project Latitude/Longitude at the geographical center of the project

Latitude and Longitude: 39.3640, -121.3236

Help Text: Format the Latitude and Longitude of the project in decimal form (e.g. 39.332962, -123.22534)

Upload Project Location Map

CPD Maps -Dobbins, Brownsville, 22% poverty.pdf

Help Text: Upload a map showing the project's location

Upload Project Service Area Map Including Relationship to the MID

FUEL REDUCTION FIRE Map-including relationship to the MID.pdf

Help Text: Upload a map showing the project's service area including the relationship to the Most Impacted and Distressed Area (MID)

Upload Project Service Area Benefit Map

FUEL REDUCTION Map-Project Service Area Benefit.pdf

Help Text: Upload a map showing who benefits from the project

What is the National Objective being met by this project?

Urgent Need Mitigation National Objective

Help Text: In accordance with 24 CFR 570.208, Section 104(b)(3) of the HCDA, and as further outlined within the waivers and alternative requirements at 84 FR 45838, all CDBG-MIT CDBG-DR Infrastructure Program Policies and Procedures 48 funded activities must either benefit low- and moderate-income persons (LMI) or meet an Urgent Need Mitigation (UNM).

Explain how the MIT-RIP proposed project meets the Urgent Need Mitigation National Objective

The proposed roadside fuel reduction project area encompasses 45.7 centerline miles of rural roads in the forested portions of the Sierra foothills. This project includes 18 road segments serving a total of seven at-risk communities. This roadside fuel reduction project will benefit the residents of hundreds of habitable structures. The goals of the project are to create fuel breaks along County roadways, reduce fire spread to structures and/or natural resources, allow access for fire-fighting equipment, and to provide safe evacuation routes for residents. Currently, trees on either side of the roads encroach to the point where the canopies extend over the roads and vegetation encroaches up to the edge of the roadways, allowing fires to cross the roadways easily while also impeding ingress and egress to at-risk communities. This project would also benefit the potable water systems in Brownsville and Camptonville, and would help protect and preserve access to the airport adjacent to La Porte Road in Brownsville. There is not other funding to fund this project.

Help Text: Describe how project benefits are quantified for the Urgent Need Mitigation National Objective

Help Text: Upload the Urgent Need Mitigation National Objective Documentation

Upload quantitative data showing how the project meets the Urgent Need Mitigation National Objective

Resolution No. 2021-028.pdf

What is the total number of persons served by this project?

5,170

What is the number of total LMI persons served by this project?

2,020

What is the LMI population percentage benefited by the project?

39.00

Help Text: LMI population percentage benefited calculation is from the LMI service area worksheet

Upload the LMI Benefit Worksheet (aka Activity Beneficiary Worksheet)

17DR INF Activity Beneficiary Form.docx

Help Text: Upload a completed LMI Benefit Worksheet provided by HCD

Select the MID that the project is located in

95901

Help Text: Select the HUD-identified Most Impacted and Distressed County or Zip Code that the project is located in

Project Status
Project Identified

Help Text: Provide the current status of the project.

Has a NEPA Environmental Review been completed?
No

Provide a narrative of what NEPA Environmental Review work has been done and if any other entity has completed the NEPA Environmental Review Report on your behalf
N/A

Have you applied for other sources of funds for this project?
No

Are there any project funds that are committed?
No

Help Text: Describe what other project funds are contributing to the project

Direct Project Cost Amount Requested from HCD
\$461,204

Help Text: Provide the project cost requested from HCD

Activity Delivery Cost Amount Requested
\$38,796

Help Text: Provide the amount of funds requested from HCD to ensure delivery of the project. Activity Delivery Funds (ADCs) cover the costs of staff directly carrying out the activity in addition to engineering, design, architecture, and environmental services that are necessary for successful completion of the activity (see Section 3.4 in Policies and Procedures)

Total Amount Requested from HCD
\$500,000

Help Text: Total Amount Requested from HCD including Direct Project Costs and Activity Delivery Costs

Basis for Cost Estimate / CDBG-DR Funding Need

The projected estimate to complete the Fuel Reduction Project was derived from the average of 2 quotes received in 6/2020 multiplied by the increase in construction costs and an estimated amount of county employee activity delivery costs.

California construction index indicates a 2.8% increase in costs for 2020 and 13.6% for 2021. A total of 16.4% increase will be used to estimate this new project's contracted amount. <https://www.dgs.ca.gov/RES/RESOURCES/Real-Estate-Services-Division-Resources-List-Folder/DGS-California-Construction-Cost-Index-CCCI>

	Per mile – 2020	Plus 16.4% inflation	2022 Total contract estimate for 45.7 miles
High Estimate	\$24,000.00	\$9,600.00	11,174.4
Low Estimate	\$19,350.00	\$7,740.00	9,009.36
Budget Estimate Avg	\$8670.00	(10,091.88) Rounded up to 10,092	\$461,240.00

\$29,102.00 has been allocated for staff time for project management
\$9,964.00 has been allocated for staff time for grant management.

\$461,240.00 for roadside clearing contract estimate

=\$500,000.00 Total estimated project cost

Help Text: Provide a description of the basis for the cost estimate and/or unmet need of the project.

Basis for Cost Estimate / CDBG-MIT-RIP Funding Need

The projected estimate to complete the Fuel Reduction Project was derived from the average of 2 quotes received in 6/2020 multiplied by the increase in construction costs and an estimated amount of county employee activity delivery costs.

California construction index indicates a 2.8% increase in costs for 2020 and 13.6% for 2021. A total of 16.4% increase will be used to estimate this new project's contracted amount. <https://www.dgs.ca.gov/RES/RESOURCES/Content/Real-Estate-Services-Division-Resources-List-Folder/DGS-California-Construction-Cost-Index-CCCI>

	Per mile – 2020	Plus 16.4% inflation	2022 Total contract estimate for 45.7 miles
High Estimate	\$24,000.00	\$9,600.00 11,174.4	
Low Estimate	\$19,350.00	\$7,740.00 9,009.36	
Budget Estimate		Avg \$8670.00 (10,091.88)Rounded up to 10,092	\$461,240.00

\$38,796.00 has been allocated for staff time for project and grant management.

\$461,240.00 for roadside clearing contract estimate

= \$500,000.00 Total estimated project cost

Provide cost estimate documentation (from a professional engineer, etc.)

Roadside Clearing Quotes.pdf

Help Text: The documentation should clearly demonstrate the reasoning of the cost estimate and support the description of the cost estimate and/or unmet need.

Was the project denied by FEMA for PA or HMGP funds?

No

Explain how this is an eligible CDBG activity.

Describe how this is an eligible CDBG activity: CDBG funds may be used by public entities for the Construction, Reconstruction, Rehabilitation (including removal of architectural barriers to accessibility), or Installation of public improvements or facilities In the CDBG program, these terms are broadly interpreted to include all improvements and facilities that are publicly owned and operated so as to be open to the general public. This would include neighborhood facilities, firehouses, public schools, and libraries. Public improvements include streets, sidewalks, curbs and gutters, parks, playgrounds, water and sewer lines, flood and drainage improvements, parking lots, utility lines, and aesthetic amenities on public property. In the CDBG program, site improvements of any kind that are made to property that is in public ownership are considered to be a "public improvement" eligible for assistance under this category. The proposed project would qualify as a "rehabilitation" project on public streets that serves to protect existing communities from future wildfires.

Help Text: For FEMA PA and HMGP Projects, input N/A for how this is an Eligible CDBG activity. See Sections 2.4.2 and 2.5.1 the DR-Infrastructure Policies and Procedures.

Which community lifeline(s) will this project protect?

Safety and Security, Transportation

Help Text: More than one Community Lifeline can be selected.

How will this project reduce risk to community lifeline(s)?

The proposed project will reduce risk to transportation and safety and security. Once completed, the fuel reduction project will increase the ability for community members to be able to flee from their homes to safety in the event of a fire, while increasing the ability for emergency responders to enter the area. Many roads in Yuba County Foothills only have one access road to get to main through roads and without the roadside fuel reduction, there is increased risk for loss of life and injury. In addition, the project increases safety and security as the roadways may also serve as firebreaks, decreasing the spread of the fire to other areas in the community that could jeopardize community members and property.

How will you quantitatively measure improved resilience for underserved communities and vulnerable populations?

Current and Future Risks: Recent wildfires have ravaged the Sierra foothills; the consensus is that Climate Change will make future wildfires inevitable throughout California. Two local wildfires that occurred recently were the Camp Fire in 2018 and the Cascade Fire in 2017. Combined, these two fires killed 90 people and destroyed over 18,300 structures. A significant factor in the number of fatalities was the difficulty evacuating fire areas and ingress for emergency response vehicles.

o The Camp Fire was the deadliest wildfire in California's history, destroying the entire communities of Paradise and Concow. The fire burned an area of 154,000 acres. Most of the destruction occurred within the first four hours. The Camp Fire occurred in Butte County, less than 20 miles from our proposed project location. (Reference DR-4407-CA)

o The Cascade Fire (Wind Complex) fire occurred in Yuba County. The Cascade fire burned 10,000 acres. In addition to this application for roadside clearing, the County has also applied for a grant for a network of audible alarms that would also serve the communities affected by the Cascade Fire. (Reference FEMA-4344-DR)

One major lesson learned during these wildfires was the challenge of traversing rural roads with actively burning roadside vegetation during a wildfire event. An additional lesson was that reduced visibility from smoke created a challenge for evacuees and for emergency responders. The threat of future wildfires is very real; in 2020 there were nearly 10,000 wildfires in California that cumulatively burned over 4.2 million acres of land. More than 25 million acres of land in California are classified as very high fire hazard zones.

During the 2020 Creek Fire, thousands of residents and visitors were safely evacuated along the Highway 168 corridor, where Highway 168 Fire Safe Council had received grant funding to construct a roadside fuel break and clear dead trees from the massive beetle kill caused by drought. The role these fuel breaks and tree removal played in keeping this fire from being much more destructive cannot be understated. They played a key role in buying time, allowing for preparation around communities and managing fire activity. Dozers were able to quickly open up and expand fuel breaks, turning them into constructed line that aided fire fighters in saving homes and resources. (reference attached Fuels Reduction Guide -attached)

Upload quantitative data showing a project's anticipated impact on improved resilience for underserved communities and vulnerable populations

Cal Fire 2017_redbook_final.pdf

How will you quantitatively measure increased environmental justice for underserved communities and vulnerable populations?

The majority of the proposed project area has a high elderly and disabled population. In past fires, the elderly and disabled have been disproportionately at risk for injury or loss of life. Of the 85 victims that died in the Camp Fire in 2018, at least 62 were age 65 or older (72%) and 36 were over age 75. The average age of the 42 people who died in those fires, including the Tubbs blaze in Santa Rosa, was 73. According to United States Fire Administration people ages 85 or older have the highest fire death rate of 38.0, compared to 10.7, and people ages 50-54 have the highest fire injury rate of 66.4, compared to 50.6.

As a comparison of the area to California as a whole, the following are the most recent statistics on the drastic elderly population of 3 out of the 4 areas for the proposed Roadside Fuel Reduction project. While Dobbins skews the data and has a much lower average age (25.6 years old), this town serves as a pass through town from the other 3 towns of Challenge-Brownsville, Forbestown, and Rackerby that have an average age of 52. (Note: Age Dependency does not include children; that is a separate metric.)

-California has a median age of 37, age dependency ratio of 59 and an old age dependency ratio of 22.

-Challenge-Brownsville has a median age of 54.8 years, 45.2 years for males, and 58.9 years for females. There are 570 adults, (144 of whom are seniors) in Challenge-Brownsville. An Age Dependency Ratio of 68.8 and an Old Age Dependency Ratio of 33.8

-Forbestown has a median age of 49.6 years, 33.5 years for males, and 66.2 years for females. There are 325 adults, (135 of whom are seniors) in Forbestown. An Age Dependency Ratio of 117.4 and an Old Age Dependency Ratio of 71.1

-Rackerby has a median age of 51.6 years, 62.4 years for males, and 48.9 years for females. There are 174 adults, (55 of whom are seniors) in Rackerby. An Age Dependency Ratio of 74.8 and an Old Age Dependency Ratio of 46.2

Dobbins has a median age of 25.6 years, 35 years for males, and 19.8 years for females. There are 249 adults, (29 of whom are seniors) in Dobbins. An Age Dependency Ratio of 57.3 and an Old Age Dependency Ratio of 13.2

The total of seniors living in the project area is 363. This project will serve this particular vulnerable population by increasing the capacity for them to flee their homes in a wild fire or allow access for rescue as well as decrease fire spread through the use of such fire breaks.

References:

<https://www.nfpa.org/News-and-Research/Publications-and-media/NFPA-Journal/2019/January-February-2019/News-and-Analysis/Dispatches/worldpopulationreview.com>

Measurable and Verifiable Reduction in Risk: The new Urgent Need Mitigation (UNM) national objective requires activities funded with the CDBG-MIT grant to result in measurable and verifiable reductions in the risk of loss of life and property from future disasters and yield community development benefits.

- The primary measurable benefit from roadside vegetation removal would be the miles of roadway having roadside vegetation removed.

In the event of another wildfire, having roads free of roadside vegetation serving fire severity areas will allow for the safe evacuation of residents while also providing access for emergency vehicles and personnel. These roads may also act as fire breaks, potentially decreasing the extent of future wildfires.

- Improved resilience for underserved communities and vulnerable populations: The proposed roadside vegetation removal project serves vulnerable populations. All of the potential locations the County will evaluate shall serve a high or very high Fire Hazard Severity Zones based on the CAL FIRE map dated December 2008. Thus, the project serves vulnerable populations as defined in the CAL FIRE – Community Wildfire Prevention and Mitigation Report dated February 22, 2019 (Reference Figure 2: Priority Landscapes for Reducing Wildfire Threat to Communities).

Help Text: For more on Environmental Justice see the EPA: <https://www.epa.gov/environmentaljustice>

Upload quantitative data showing a project's anticipated impact on increased environmental justice for underserved communities and vulnerable populations

How we analyzed the risk wildfires pose to older people - CalMatters.pdf

How will you quantitatively measure the impact the proposed project will have on current and future risk?

Current and Future Risks: Recent wildfires have ravaged the Sierra foothills; the consensus is that Climate Change will make future wildfires inevitable throughout California. Two local wildfires that occurred recently were the Camp Fire in 2018 and the Cascade Fire in 2017. Combined, these two fires killed 90 people and destroyed over 18,300 structures. A significant factor in the number of fatalities was the difficulty evacuating fire areas and ingress for emergency response vehicles.

o The Camp Fire was the deadliest wildfire in California's history, destroying the entire communities of Paradise and Concow. The fire burned an area of 154,000 acres. Most of the destruction occurred within the first four hours. The Camp Fire occurred in Butte County, less than 20 miles from our proposed project location. (Reference DR-4407-CA)

o The Cascade Fire (Wind Complex) fire occurred in Yuba County. The Cascade fire burned 10,000 acres. In addition to this application for roadside clearing, the County has also applied for a grant for a network of audible alarms that would also serve the communities affected by the Cascade Fire. (Reference FEMA-4344-DR)

One major lesson learned during these wildfires was the challenge of traversing rural roads with actively burning roadside vegetation during a wildfire event. An additional lesson was that reduced visibility from smoke created a challenge for evacuees and for emergency responders. The threat of future wildfires is very real; in 2020 there were nearly 10,000 wildfires in California that cumulatively burned over 4.2 million acres of land. More than 25 million acres of land in California are classified as very high fire hazard zones.

During the 2020 Creek Fire, thousands of residents and visitors were safely evacuated along the Highway 168 corridor, where Highway 168 Fire Safe Council had received grant funding to construct a roadside fuel break and clear dead trees from the massive beetle kill caused by drought. The role these fuel breaks and tree removal played in keeping this fire from being much more destructive cannot be understated. They played a key role in buying time, allowing for preparation around communities and managing fire activity. Dozers were able to quickly open up and expand fuel breaks, turning them into constructed line that aided fire fighters in saving homes and resources. (reference attached Fuels Reduction Guide -attached)

Help Text: Eligible projects must be able to show anticipated impact on current and future risks. The impact must be measured and reported throughout the lifetime of the project.

Upload quantitative data showing a project's anticipated impact on current and future risks

fuels-reduction-guide-final-2021-interactive.pdf

Upload Proposed Operations and Maintenance Plan

Operations and Maintenance Plan.docx

Help Text: HUD requires all Mitigation projects include an Operation and Maintenance Plan. Please upload the projected O&M plan.

Further Supporting Documentation

Average Score

0.00

Budget Worksheet

Please complete the Budget Worksheet for your jurisdiction's entire project. The project budget should be broken out between Activity and Activity Delivery. Please complete your requested Activity Delivery budget using the "Activity Delivery" field. Add the remainder of your project budget in the "Activity" field. Include as much detail and as many line items as possible in your Activity Delivery budget. The detailed line items will be used by the Department to assess allocability, eligibility, and the reasonableness of the Activity Delivery project budget requested for MIT-RIP. Activity Delivery costs include, but are not limited to: staff time to develop the project solicitation and application materials, staff time to underwrite projects, staff time to prepare the environmental review record, and engineering, architectural and design costs related to a specific project. Please leave the "General Administration" field blank. General Administration is not included in the allocation.

Have you completed and submitted your Budget Worksheet?

Yes

You must complete your Budget Worksheet. Submitting an incomplete budget will result in the return of your application.

View Budget Worksheet

<https://portal.ecivis.com/#/peerBudget/5CC7C954-E26A-4CE7-A438-8482205C0E19>

Project Goals

Please complete the Goals Worksheet for this project. These are only proposed goals for the project. Upon construction completion, actual accomplishments and beneficiaries must be reported.

Have you completed and submitted your Goals Worksheet?

You must complete your Goals Worksheet. Submitting an incomplete Goals Worksheet will result in the return of your application.

View Application Goals

of Reviews

3

of Denials

0

File Upload

File Upload

File Upload

File Upload

File Upload

Applications: File Attachments

Project Timeline

Project Timeline.docx

Upload Project Location Map

CPD Maps -Dobbins, Brownsville, 22% poverty.pdf

Upload Project Service Area Map Including Relationship to the MID

FUEL REDUCTION FIRE Map-including relationship to the MID.pdf

Upload Project Service Area Benefit Map

FUEL REDUCTION Map-Project Service Area Benefit.pdf

Project Timeline (estimate)

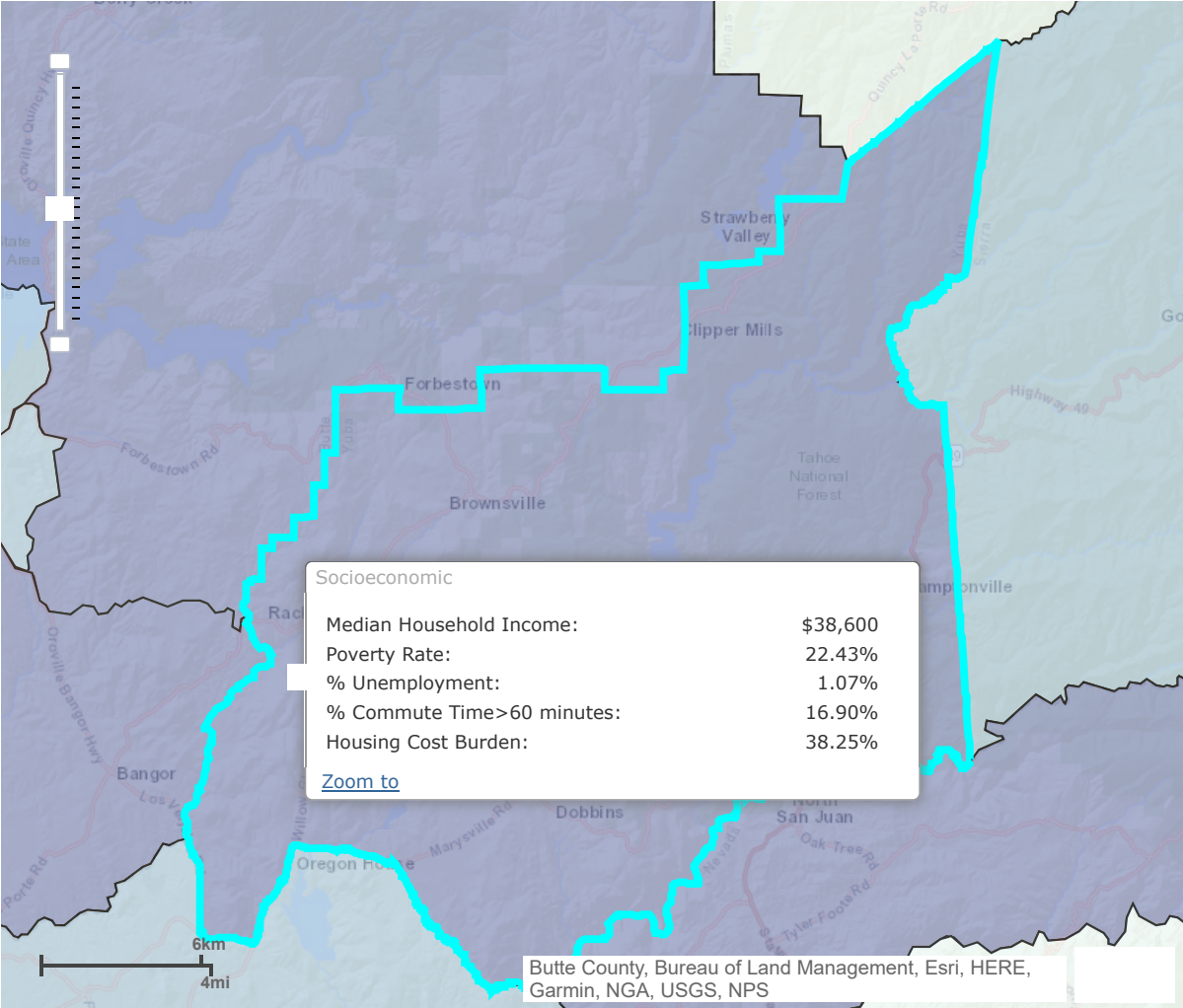
Start of Project – July 1, 2022

Completion of Project – October 31, 2024

Grant Closeout – June 1, 2025

- Prepare notice of Bid and requirements – upon approval of project application
- Advertise for bid – March 2022
- Board of Supervisor approval of contract – prior to contract award
- Award contract – May 2022
- Kickoff meeting – June 2022
- Project start date – June 2022
- Project Completion date – October 2024

CPD Maps



Map Leg

Poverty

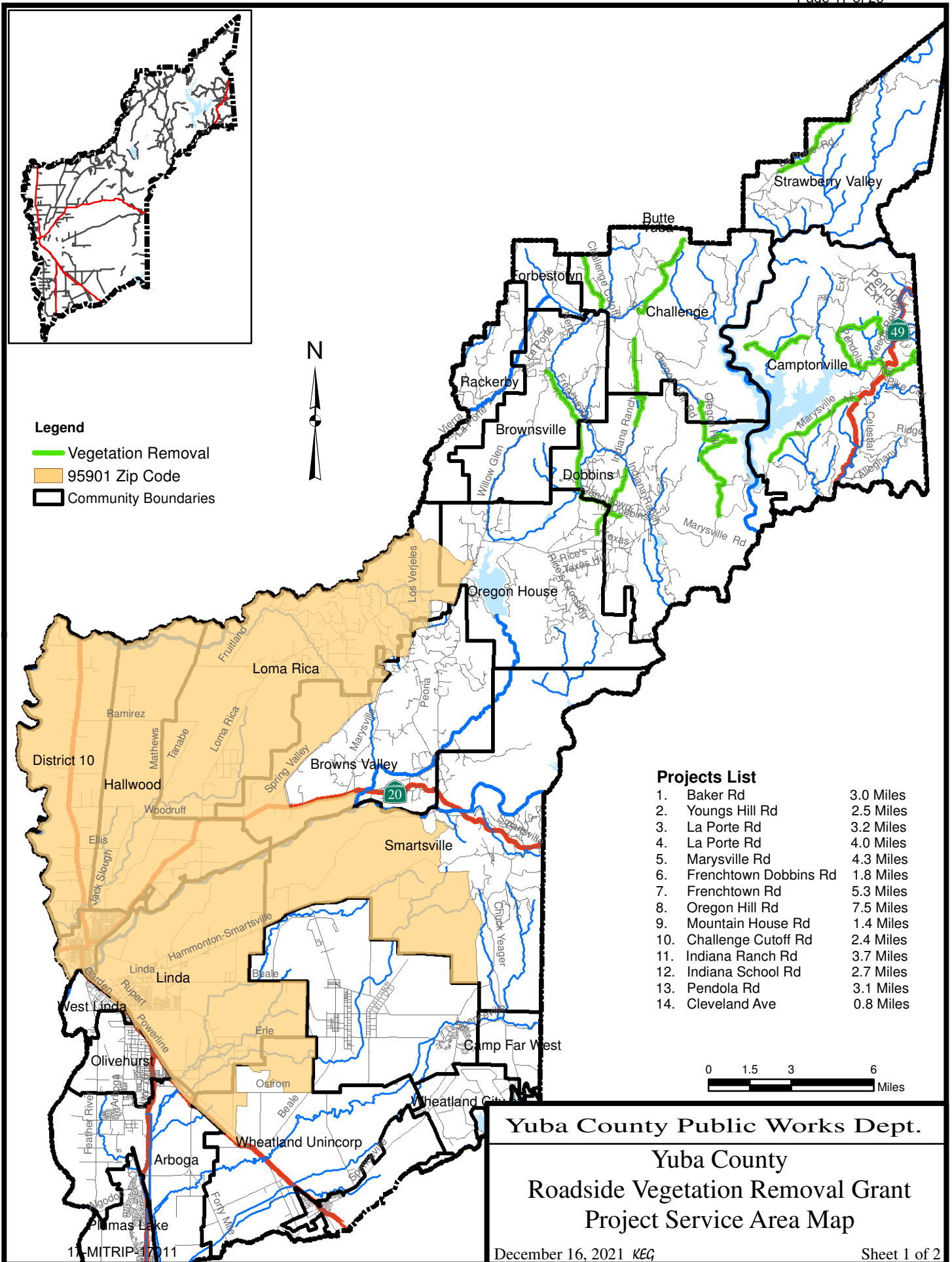
0

5

1

2

>



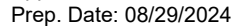


EXHIBIT F

ATTACHMENT @

SUBRECIPIENT PROJECT SCHEDULE

Project Timeline

Biological Study Contract RFP	October 28, 2022
Biological Study Contract Award	January 24, 2023
County Biological Contract Approval	March 28, 2023
Kickoff meeting	April 17, 2023
Environment Assessment completed	November 22, 2023
Notice to Proceed Issued	January 2023
Construction RFP Released	April 2023
County Construction Contract Approval	July 2024
Pre-Construction Meeting	August 2024
Bonds and Contract Submittal and Execution	August 2024
Construction Begins	October 2024
Construction Completion	October 2025
Final Inspection and Punch list	March 2025
Project Acceptance by County and Close Out	August 2025

Budget Report

Passthrough Agency: California Department of Housing and Community Development
Program: 17DR-Infrastructure & 17MIT-RIP Project Applications (NTP)
Project Name/Title: Roadside fuel reduction project
Org Name: County of Yuba
Award/Contract Number: 17MITRIP-17011
Stage: Awarded

Report Date: 06/21/2024
Requested By: Ian Scott
cdbgteam@co.yuba.ca.us

Budget Items

Category	Title	Description	Units	Unit Cost	Extended Cost	Direct Cost	Indirect Cost	GL Account	Cost Share	Type
Activity										
	2017 Mitigation Resilient Infrastructure Program Allocation	2017 Mitigation Resilient Infrastructure Program Allocation	0	\$0.00	\$0.00	\$461,204.00	\$0.00		\$0.00	Direct Cost
Activity Total			0	\$0.00	\$0.00	\$461,204.00	\$0.00		\$0.00	
General Administration										
General Administration Total			0	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	
Activity Delivery										
	Activity Delivery	Staff Time	0	\$0.00	\$0.00	\$38,796.00	\$0.00		\$0.00	Direct Cost
Activity Delivery Total			0	\$0.00	\$0.00	\$38,796.00	\$0.00		\$0.00	
Other										
Other Total			0	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	
Grant Total										
Grant Total			0	\$0.00	\$0.00	\$500,000.00	\$0.00		\$0.00	

Budget Report, Created by Ian Scott, cdbgteam@co.yuba.ca.us, 06/21/2024
Source: eCivis™ Portal
<http://www.ecivis.com/>

EXHIBIT F

ATTACHMENT C

SUBRECIPIENT DUPLICATION OF BENEFITS

DUPLICATION OF BENEFITS AFFIDAVIT

INSTRUCTIONS

The affidavit is divided into three (3) components:

1. Funding Sources
2. Attachments
3. Signature(s)

Read each component in full and provide the accurate information.

Part 1. Funding Sources

This affidavit must be completed by all applicant(s) that have applied for and/or received any assistance from the CDBG-DR Infrastructure funded State of California 2017 CDBG DR-Infrastructure Program being offered by the California Department of Housing and Community Development (HCD) OR from the CDBG-MIT funded State of California 2017 MIT Resilient Infrastructure Program being offered by the California Department of Housing and Community Development (HCD). The information within this affidavit will provide the California Department of Housing and Community Development (HCD) with vital information for processing the application required by the Stafford Act Section 312 on Duplication of Benefits.

In the table below, indicate with an "X" the program(s) for which you are applying AND any program you have received funds from. Also state the purpose of the assistance and current status of the funds.

Source	Purpose of Assistance <i>Ex: Rehabilitation & improvements of roads</i>	Current Status of Funds <i>Ex: Obligated from FEMA, Pending Approval, etc.</i>	Amount Received (\$)
☐ U.S. Department of Housing and Urban Development			
☐ FEMA National Flood Insurance			
☒ FEMA Individual Assistance or Public Assistance	Hazardous debris removal, emergency response, building inspections, and tree removal in mitigation area of Cascade fire	Obligated from FEMA, funds expended	\$391,342.62
☐ FEMA Hazard Mitigation Grant Program (HMGP)			
☐ Small Business Administration			
☐ U.S. Army Corps of Engineers			

☐ U.S. Department of Transportation			
☐ Federal Economic Development Agency			
☐ CARES Act / American Rescue Plan Act			
☒ State and Local Level Housing Department	Housing Rehabilitation/Reconstruction of homes damaged or lost in 2017 Cascade fire	Obligated from HCD CalHome, Pending Disencumbrance	\$500,000.00
☒ State and Local Emergency Management Agency	Emergency Response, hazardous debris removal, building inspections, and tree removal in mitigation area of 2017 Cascade fire	Obligated from Local Jurisdiction, funds expended	\$93,230.89
☐ State and Local Department of Transportation			
☒ Other. CDBG-Mitigation Resilient Planning and Public Services (MIT-PPS) program	Audible Alarm System in mitigation area of 2017 Cascade fire	Obligated from HCD, application determined eligible, pending standard agreement	\$500,000.00
☐ Philanthropic Funds			
☒ Utility Settlement	Abatement in mitigation area of 2017 Cascade fire	Obligated from PG&E	\$500,000.00
☒ Other. CDBG-Mitigation Resilient Planning and Public Services (MIT-PPS) program	High Visibility Striping and Pull-outs in mitigation area of 2017 Cascade fire	Obligated from HCD, application determined eligible, pending standard agreement	\$200,000.00
☒ Other: CDBG –DR Multifamily Housing Program	Multifamily Housing in mitigation area of 2017 Cascade fire	Obligated from HCD, Award – pending completion of project application and due diligence	\$1,666,091.00
☒ Other: CDBG-Mitigation Resilient Planning and Public Services (MIT-PPS) program	Audibly Alarm System in mitigation area of 2017 Cascade fire	Obligated from HCD, application determined eligible, pending standard agreement	\$500,000.00

Part 2. Attachments

Attached to this affidavit are copies of any and all acceptable document for each of the above referenced sources of funds identified as a result of the October 2017 and December 2017 fires, mudflows, and debris flows identified as presidentially declared disasters, DR-4344 and DR-4353.

Part 3. Signature(s)

I certify that the information provided in this questionnaire is true and accurate to the best of my knowledge. I understand that if this information is not correct, it may affect the amount of any funds I may receive or may lead to the recapture of disbursed funds by HCD and/or HUD.

Mike Lee, Director of County of Yuba CDSA

Applicant Printed Name

Co-Applicant Printed Name



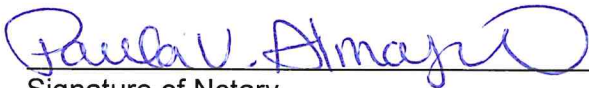
Applicant Signature

Co-Applicant Signature

Dated this 9th day of December, 2021. Dated this _____ day of _____, 2021.

SUBSCRIBED AND SWORN TO before me, by the above-named Affiant(s)

this, the 9 day of December, 2021, to certify which witness my hand and official seal.



Signature of Notary

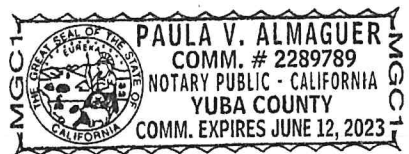
Paula V. Almaguer

Notary Public State of California - Printed Name

June 12, 2023

Date Notary's Commission Expires

NOTARY SEAL



WARNING: The information provided on this form is subject to verification by the State of California and the U.S. Department of Housing and Urban Development (HUD) at any time. Title 18, Section 1001 of the U.S. Code states that knowingly and willingly making a false or fraudulent statement to a department of the United States Government can result in termination of assistance and civil and criminal penalties.

ACKNOWLEDGEMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Yuba

On December 9, 2021 before me, Paula V. Almaguer, A Notary Public, personally appeared Michael Lee, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature Paula V. Almaguer (Seal)

