

**Lead Agency Information**

<b>Name:</b>	Nevada County Department of Public Works-Transit Services Division		
<b>Address:</b>	950 Maidu Ave		
<b>City, State Zip Code:</b>	Nevada City, CA 95959		
<b>County:</b>	Nevada	<b>Regional Entity:</b>	Nevada
<b>Agency Website:</b>	<a href="http://www.mynevadacounty.com">www.mynevadacounty.com</a>		
<b>Approved Title VI (Date)*:</b>	3/30/2018		
<b>Link to Agency's Approved Title VI Plan:</b>	<a href="https://mynevadacounty.com/2264/Title-VI">https://mynevadacounty.com/2264/Title-VI</a>		

\*Please provide a copy of your FTA/Caltrans Approval Letter as an attachment to your FY18-19 LCTOP Allocation Request.

Allocation Request Prepared by	
<b>Name:</b>	Robin Van Valkenburgh
<b>Title:</b>	Transit Services Manager
<b>Phone #:</b>	530-477-0103 x 1003
<b>E-mail:</b>	<a href="mailto:robin.vanvalkenburgh@co.nevada.ca.us">robin.vanvalkenburgh@co.nevada.ca.us</a>

Contact (if different then "Prepared by")	
<b>Name:</b>	
<b>Title:</b>	
<b>Phone #:</b>	
<b>E-mail:</b>	

Authorized Agent	
<b>Name:</b>	Robin Van Valkenburgh or Trisha Tillotson
<b>Title:</b>	TSM/Director of Public Works
<b>Phone #:</b>	530-477-0103
<b>E-mail:</b>	<a href="mailto:robin.vanvalkenburgh@co.nevada.ca.us">robin.vanvalkenburgh@co.nevada.ca.us</a>

Legislative District Numbers						
<b>Assembly*:</b>	4					
<b>Senate*:</b>	3					
<b>Congressional*:</b>	4					

\*if you have more Districts please provide an attachment

**Project Summary**

<b>Name:</b> <i>No more than 180 characters.</i>	Gold Country Stage Fare Incentive Project V					
<b>Description (Short):</b> <i>No more than 370 characters.</i>	Fare incentive program offering increased opportunities to utilize the public transit system.					
<b>Type:</b>	Operations					
<b>Sub-Type</b>	Free or reduced fares					
<b>Total Years of Rollover:</b>	0		<b>Remaining years of Rollover:</b>	0		
<b>Start date (anticipated):</b>	7/1/2020		<b>End date (anticipated):</b>	6/30/2023		
<b>General Area (City/County):</b>	Western Nevada County; Grass Valley, Nevada City, Penn Valley CA					
<b>Specific Area (Lat-Long of the project in decimal degrees separated by a comma ", " (e.g., 34.413775, -119.848624). For multiple locations, list each separated by a semicolon ";")</b>	Census tracts: 06057000105; 06057000104; 06057000702; 06057000103; 06057000102; 06057000502; 06057000701; 06057000802; 06057000501; 06057000402; 06057000401					
<b>Project Life</b> - For capital projects, state the "Useful Life" of the project. For operation projects state the number of months service will be funded.						
<b>Capital:</b>			<b>Operations:</b>	36		
<b>Funding:</b>	<b>99313:</b>	\$40,000	<b>99314:</b>			<b>Total:</b> \$40,000
<b>Approved LONP:</b>	No		<b>LONP Approval date:</b>			

**FY 2018-2019 LCTOP  
Allocation Request**

**Funding Information**

<i>LCTOP Allocation Year</i>	<b>Prior</b>	<b>FY 18-19</b>	<b>FY 19-20</b>	<b>FY 20-21</b>	<b>FY 21-22</b>	<b>FY 22-23</b>	<b>Total</b>
<b>PUC 99313 Amount:</b>		\$40,000					\$40,000
<b>PUC 99314 Amount:</b>		\$0					\$0
<b>Total LCTOP Funds:</b>	\$0	\$40,000	\$0	\$0	\$0	\$0	\$40,000
<b>Other GGR Funds:</b>							\$0
<b>Other Funds:</b>							\$0
<b>Total Project Cost:</b>	\$0	\$40,000	\$0	\$0	\$0	\$0	\$40,000

<b>Lead Agency:</b>	Nevada County Department of Public Works-Tra	<b>Amount:</b>	<b>PUC Funds Type:</b>
<b>Contact Person:</b>	Robin Van Valkenburgh	\$40,000	99313
<b>Contact Phone #:</b>	530-477-0103 x 1003		99314
<b>Contact E-mail:</b>	robin.vanvalkenburgh@co.nevada.ca.us		

<b>Contributing Sponsor:</b>		<b>Amount:</b>	<b>PUC Funds Type:</b>
<b>Contact Person:</b>			99313
<b>Contact Phone #:</b>			99314
<b>Contact E-mails:</b>			

<b>Contributing Sponsor:</b>		<b>Amount:</b>	<b>PUC Funds Type:</b>
<b>Contact Person:</b>			99313
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<b>Contact Person:</b>			99313
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<b>Contact Person:</b>			99313
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<b>Contact E-mails:</b>			

<b>Contributing Sponsor:</b>		<b>Amount:</b>	<b>PUC Funds Type:</b>
<b>Contact Person:</b>			99313
<b>Contact Phone #:</b>			99314
<b>Contact E-mails:</b>			

<b>Total FY 18-19 LCTOP Funding</b>	<b>\$40,000</b>
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**Supplanting Funds** - Describe how the LCTOP funds will not supplant other funding sources.  
Our public transit fares are generated by individual passengers when they ride the bus; the project is offering free fare days and covering the cost of each single ride/boarding. There is no other funding source involved

**Fully Funded Project** - Provide a description of the status of all the funds to be used to completely fund this project.  
This project will be fully funded through the requested LCTOP grant funds. All other operating expenditures are covered by LTF, STA and FTA 5311 fund dollars as well as passenger fare revenue.

**FY 2018-2019 LCTOP  
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**Funding Plan**

Proposed Total Project Cost								
Component	Prior	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	Total
PA&ED	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PS&E	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
R/W	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Veh/Equip Purchase	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operations/Other	\$0	\$0	\$0	\$15,000	\$15,000	\$10,000	\$0	\$40,000
<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,000</b>	<b>\$15,000</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$40,000</b>

Low Carbon Transit Operations Program (LCTOP)								
Component	Prior	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other				\$15,000	\$15,000	\$10,000		\$40,000
<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,000</b>	<b>\$15,000</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$40,000</b>

Funding Source:								
Component	Prior	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

Funding Source:								
Component	Prior	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

Funding Source:								
Component	Prior	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**FY 2018-2019 LCTOP  
Allocation Request**

**Funding Plan**

<b>Funding Source:</b>								
<b>Component</b>	<b>Prior</b>	<b>FY 18-19</b>	<b>FY 19-20</b>	<b>FY 20-21</b>	<b>FY 21-22</b>	<b>FY 22-23</b>	<b>FY 23-24</b>	<b>Total</b>
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
<b>TOTAL</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

<b>Funding Source:</b>								
<b>Component</b>	<b>Prior</b>	<b>FY 18-19</b>	<b>FY 19-20</b>	<b>FY 20-21</b>	<b>FY 21-22</b>	<b>FY 22-23</b>	<b>FY 23-24</b>	<b>Total</b>
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
<b>TOTAL</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

<b>Funding Source:</b>								
<b>Component</b>	<b>Prior</b>	<b>FY 18-19</b>	<b>FY 19-20</b>	<b>FY 20-21</b>	<b>FY 21-22</b>	<b>FY 22-23</b>	<b>FY 23-24</b>	<b>Total</b>
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
<b>TOTAL</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

<b>Funding Source:</b>								
<b>Component</b>	<b>Prior</b>	<b>FY 18-19</b>	<b>FY 19-20</b>	<b>FY 20-21</b>	<b>FY 21-22</b>	<b>FY 22-23</b>	<b>FY 23-24</b>	<b>Total</b>
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
<b>TOTAL</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

<b>Funding Source:</b>								
<b>Component</b>	<b>Prior</b>	<b>FY 18-19</b>	<b>FY 19-20</b>	<b>FY 20-21</b>	<b>FY 21-22</b>	<b>FY 22-23</b>	<b>FY 23-24</b>	<b>Total</b>
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
<b>TOTAL</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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**Project/Agency Information**

**Project Description** - Describe the project using comprehensive overall project description regarding improvements to be made and/or increased level of service (include for operations projects number of trips, span, frequency improvements and number of days of operation; for capital projects include product specifications). *No more than 10 lines* .

This is a fare incentive project to improve access to our small urban/rural fixed route public transit and will offer free fare days connected to community events as an alternative to using cars to reduce emissions and increase ridership. The free fare days cover a project timeline projected to be October 2018 through August 2021. We will increase the current fare incentive program by offering up to 40 free fare days (versus current 30 days) per fiscal year over the project timeline schedule. The project will be an effective component to our overall operational effort to increase ridership (current year program statistics show a 9.3% ridership increase on the fare incentive days versus prior year). The project is consistent with our recently updated "Nevada County Coordinated Public Transit-Human Services Transportation Plan" and "Western Nevada County Transit Development Plan Update" and relevant sections are included application. Public outreach will be ongoing and appropriate to the various community events and activities targeted.

**Agency Service Area** - Describe the project area including the city, town, community (rural, suburban, urban & demographics). *No more than 10 lines*.

Western Nevada County is the project area and includes the small urban areas of Grass Valley, Nevada City, Penn Valley and outlying rural areas that include Rough & Ready, Alta Sierra, Lake of the Pines and other rural stops along the Highway 49 corridor to Auburn. (A copy of the Gold Country Stage public transit service area is included with this document) The population of Western Nevada County is approximately 81,000 with 28% of residents living in Grass Valley, Nevada City and Penn Valley with remainder living in outlying areas.

**Agency Service** - Describe the service you provide and how the project plays into your overall operations plan. *No more than 10 lines*.

The project will operate within the current our operating days and hours; Monday-Friday 6:00am-8:00pm & Saturday 7:30am-5:00pm and serve our defined service area. Public outreach and marketing will educate the community about the program, how to access the bus and integrate outreach directly with the community events associated with the project. Passengers will be able to travel on local routes system wide with no fare charges during the fare incentive day(s). Each one-way boarding will constitute a \$1.50 cash fare and boardings will be tracked. We project up to 715 boardings per free fare incentive day and plan on offering up to 40 free fare days per fiscal year through the projected project timeline schedule which is a 10 day increase over the prior fare incentive programs. We will add or subtract days to reconcile with actual boardings provided and the available funding as the project progresses.

**Agency Fare** - Describe the fare structure for your system and how the project will affect that structure if at all.

The project offers free fare incentive days throughout the year on routes system wide. The cash fare structure on our fixed route is \$1.50 one way. The projected fares that will be covered by the LCTOP funding include up to 40 or more free fare incentive days per fiscal year through the project timeline schedule ( July 2020 through June 2023) and within the allocated funding.

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**Project/Agency Information (continued)**

**Project Costs** - Describe the assumptions and process for how the projects costs were developed. *No more than 10 lines.*

The cost of \$1.50 per one-way cash fare was used for fare incentive days on routes system wide, based on 715 boardings per fare incentive day (ave for 2018 year) through the project timeline; this 715 boarding number is based on our FY2017-18 average daily boardings. Fare re-imbursment costs are projected at 28,600 total boarding X \$1.50/boarding= \$42,900. We will adjust days to reconcile with actual boardings provided and will utilize the balance of prior year funding for project completion and enhanced marketing of the project.

**Project Planning** - Explain the planning process this project went through, including any public outreach/input, or worksho

LCTOP funding will allow Gold Country Stage to continue our current fare incentive program by increasing the number of free fare days per year and increasing ridership. Our short term transit plans recommend both fare subsidy programs and fare discounts to meet transportation needs and increase ridership. The LCTOP funding is not enough of a revenue source to expand service; however, offering the fare incentive program provides more ride opportunities and an alternate mobility option to driving a car. The trend with the current fare incentive program reflects a 9.3% increase in ridership on free fare days when compared to prior year (2017 vs. 2018).

**Environmental Justice** - Explain how your agency designed the project to avoid substantial burden on *any* low income disadvantaged community.

Western Nevada County is not designated as a disadvantaged community; however, approximately 65 percent of Gold Country Stage transit route service hours serve low income residents who rely on our service to access the community and its services and activities. Offering the fare incentive program will increase travel opportunities and mobility for this population throughout the year.

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**Project GHG Benefits**

**Greenhouse Gas Reductions** - Describe qualitatively how this project will reduce greenhouse gas emissions. For example, expanded/enhanced transit service will improve headways thus making transit a more convenient option of transportation thus increasing ridership, reducing Vehicle Miles Traveled (VMT) and reducing GHG.

The project will improve access to our small urban/rural fixed route public transit by offering a mobility option that connects to community events and attracts people who usually drive their cars, thereby reducing VMT and greenhouse gas emissions. The project includes collaboration with organizations throughout the community to assist in outreach efforts and supports the education of, and sharing information on, the benefits of the program as they relate to using public transportation and reducing emissions. The project also offers increased mobility opportunities for our transit dependent population to travel more often and participate in community activities they might otherwise not be involved in.

**Greenhouse Gas Reductions** - Please provide quantitative information requested below and explanation/support for the data provided.

	<b>Value</b>	<b>Explanation</b>
<b>Year 1 (Yr1)</b> - <i>First year of service, or year that capital improvements will be completed.</i>	2020	The first year of service to be funded by FY2018-19 LCTOP funds
<b>Year F (YrF)</b> - <i>Final year that the service is funded or the final year of the capital improvements useful life.</i>	2023	The final year of service to be funded by FY2018-19 LCTOP funds
<b>Project Yr1 Ridership</b> - <i>Estimated annual ridership contributed by the new service or capital improvement in Yr1.</i>	15,000	Total estimated ridership (30,000) was divided by two to account for the free fare program covering Fy2020/21 and FY2021/22.
<b>Project F Yr. Ridership</b> - <i>Estimated annual ridership contributed by the new service or capital improvement in YrF.</i>	15,000	Total estimated ridership (30,000) was divided by two to account for the free fare program covering Fy2020/21 and FY2021/22.
<b>Adjustment (A)</b> - <i>Adjustment factor to account for transit dependency. Default: 0.5 for local bus service and 0.83 for long distance commute service.</i>	0.67	The Gold Country Stage fixed route transit service provides both local and long distance communte services, therefore an average of the two suggested defaults was utilized.
<b>Trip Length (L)</b> - <i>Length (miles) of average auto trip reduced or average passenger trip length (miles).</i>	1.64	Calculated by dividing the total FY2017/18 vehicle service miles by boardings.
<b>Project Useful Life</b>	3	<b>This is calculated based on the values above.</b>
<b>Total Project Ridership Increased</b>	45,000	<b>This is calculated based on the values above.</b>
<b>Total Project VMTs Reduced</b>	49,446	<b>This number is calculated based on the values above.</b>
<b>Estimated Total Project GHG (mtco2) Reduction:</b>	23.08	<b>This number is calculated based on the values from above and the QM-Tool tab.</b>
<b>LCTOP Emission Reductions /Total LCTOP Funds Requested</b>	577.01077	<b>This number is calculated based on the values from above and the QM-Tool tab.</b>

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**Project Benefits**

**Job Support Benefits (Refer to Read Me for more information)**

<b>Primary Project Activity</b> <i>(select from drop down)</i>	Transit subsidies
<b>% of Project Budget Associate with Primary Activity</b>	100%
<b>Secondary Project Activity</b> <i>(select from drop down)</i>	
<b>% of Project Budget Associate with Tertiary Activity</b>	
<b>Secondary Project Activity</b> <i>(select from drop down)</i>	
<b>% of Project Budget Associate with Tertiary Activity</b>	

**Travel Cost Savings Benefits**

	<b>Value</b>	<b>Explanation</b>
<b>Standard Fare Cost for Project (\$/Trip)</b>	<b>\$1.50</b>	One-way cash fare
<b>Reduced Fare Cost (\$/Trip)</b>	<b>\$0.75</b>	One way discounted cash fare
<b>Transit Facility Parking Cost (\$/Trip)</b>		
<b>Avoided Parking Cost (\$/Trip)</b>		
<b>Avoided Toll Cost (\$/Trip)</b>		

**Transit Mode Share (increase mobility):** Describe how this project will increase transit mode share (increase mobility).

The project provides community residents and visitors an alternate public transit mobility option for travelling to popular local events and community activities while mitigating traffic congestion, reducing car emissions and eliminating parking challenges. By offering a fare incentive program, people that use transit both regularly or occasionally, especially those that are low income, are provided opportunities to travel more frequently and persons with disabilities are offered mobility opportunities they might not otherwise have due to the higher cost of paratransit fares. Bicyclists are able to increase their mobility by integrating bike riding with public transit and are able to access areas they might not otherwise enjoy. Additionally the fare incentive project attracts persons who may not use public transit and encourages them to give it a try since it is economically feasible and convenient.

**Co-Benefits -** Check all additional Benefits/Outcomes.

- |                                                                     |                                                                                                |
|---------------------------------------------------------------------|------------------------------------------------------------------------------------------------|
| <input checked="" type="checkbox"/> <b>Improved Safety</b>          | <input checked="" type="checkbox"/> <b>Coordination with Educational Institution</b>           |
| <input checked="" type="checkbox"/> <b>Improved Public Health</b>   | <input type="checkbox"/> <b>College</b> <input checked="" type="checkbox"/> <b>Grades K-12</b> |
| <input type="checkbox"/> <b>Reduced Operating/Maintenance Costs</b> | <input checked="" type="checkbox"/> <b>Promotes Active Transportation</b>                      |
| <input type="checkbox"/> <b>Increase System Reliability</b>         | <input checked="" type="checkbox"/> <b>Promotes Integration w/ other modes</b>                 |
| <input checked="" type="checkbox"/> <b>Other Benefits</b>           |                                                                                                |

**Co-Benefits -** Describe benefits indicated above and other benefits not listed.

The project will contribute to 'Improved Public Health' by providing community residents an alternate public transit mobility option and attracting riders who would normally use their cars to travel to local events and activities. By not using a car, emissions are reduced, air quality is improved and public health is impacted in a positive manner. The project also 'Promotes Active Transportation'; all Gold Country Stage buses are equipped with bike racks that encourage bike riders to use both their bicycles and the public transit bus to travel, thereby increasing the capacity to travel to areas that may not always be bike accessible. Walking is another 'Active Transportation' benefit related to riding public transit as folks who utilize public transit must walk to and from bus stops as they travel to their various destinations. Other benefits include the increased opportunity to travel throughout the community for people who may be financially limited; being able to access the community and community activities is an enhancement of folks overall well-being.



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**Priority Populations Benefits**

<b>Does your Service Area have a Disadvantaged Community?</b> (as defined by SB 535)	No
<b>Is the project located within the boundaries of a disadvantaged community census tract?</b>	No
<b>Is the project located within the boundaries of a low-income community census tract?</b>	Yes
<b>Is the project located outside of a disadvantaged community, but within 1/2 mile of a disadvantage community and within a low-income census tract?</b>	No
<b>Is the project a new or expanded transit service that connects with transit service serving a disadvantaged communities?</b>	No
<b>Is the project a transit fare subsidies or network and fare integration technology improvements, including, but not limited to, discounted or free student transit passes</b>	Yes
<b>Is the project a purchase of zero-emission transit buses and/or supporting infrastructure?</b>	No

<b>Identify the Project Census Tract(s)</b> (please use the 10-digit identification code):	Census tracts: 06057000105; 06057000104; 06057000702; 06057000103; 06057000102; 06057000502; 06057000701; 06057000802; 06057000501; 06057000402; 06057000401
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<b>Identify an important community or household need and evaluate whether the project provides a benefit that meaningfully addresses that need.</b> (For more information please review Read Me):	D. Where direct engagement is infeasible, refer to the list of common needs for disadvantaged communities in CARB’s Funding Guidelines Table 2-2 and select a project that addresses a listed need.
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<b>Identify Specific Common Needs of Priority Populations</b> (if you select letter D. in question above):	ECON 5 Reduce transportation costs (e.g., free or reduced cost transit passes) and improve access to public transportation (e.g., new services in under-served urban and rural communities).
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**Priority Populations Community Need:** Describe, in detail the identified community need(s) and how the project meets the need(s), including the levels of community engagement.

Project provides free fare services for low-income populations providing greater access to lifeline services (shopping, medical, education, employment and government benefit opportunities) throughout the service area. Additionally offers improved access to local cultural events (County Fair, environmental activism activities, musical performances) as well as community building events such as Cornish Christmas, Victorian Christmas and local farmers markets.

<b>Identify the Specific Priority Population Benefit:</b>	B. Project provides transit incentives to residents of a disadvantaged or low-income community or a low-income household (e.g., transit vouchers, reduced transit fares, transit passes);
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**DAC Benefit** - Explain, in your own words, how the project will benefit Disadvantaged Community(ies) within your service area.

**Low-Income Community or Low-Income Household Benefit** - Explain, in your own words, how the project will benefit Low-Income Community(ies) or Low-Income Households within the project area.

The Gold Country Stage fare incentive program provides significant opportunities for low-income persons to utilize free transit services for typical lifeline services such as medical, shopping, employment and social services as well as providing access to recreation and local community events. Within the Gold Country stage service area, approximately 65 percent of our annual route service hours (rts 1, 2, 3, 4, 5 & 6) serve low-income designated communities within Grass Valley and the surrounding areas (per AB1550 mapping). In addition to providing access to alternative transportation, the fare free days held in conjunction with local environmental awareness events (Wild & Scenic Film Festival, Earth Day, National Dump the Pump Day) also provide a medium for educating the public about the benefits of using transit.

**Low-Income Community or Low-Income Household within 1/2 a mile of a Disadvantaged Community Benefit** - Explain, in your own words, how the project will benefit Low-Income Community(ies) or Low-Income Households within the project area.

<b>Amount funds to benefit a DAC: \$</b>	
<b>Amount funds to benefit Low-Income Households &amp; Residents: \$</b>	
<b>Amount funds to benefit Low-Income Households or Resident within 1/2 mile of a DAC: \$</b>	

JAN ARBUCKLE – Grass Valley City Council  
ANDREW BURTON – Member-At-Large, Vice Chair  
CAROLYN WALLACE DEE – Town of Truckee  
ANN GUERRA – Member-At-Large, Chair  
SUSAN HOEK – Nevada County Board of Supervisors  
ED SCOFIELD – Nevada County Board of Supervisors  
DUANE STRAWSER – Nevada City City Council



DANIEL LANDON, Executive Director  
MICHAEL WOODMAN, Deputy Executive Director

Grass Valley • Nevada City

Nevada County • Truckee

File 260.1

March 20, 2019

Robin Van Valkenburgh, Transit Services Manager  
950 Maidu Ave  
Nevada City, CA 95959

Dear Robin,

This letter is to confirm that Nevada County Transportation Commission (NCTC) has approved the request by Nevada County Transit Services to use \$152,313 from the Low Carbon Transit Operations Program (LCTOP) funds allocated under Public Utilities Code Section 99313 to NCTC for FY 2018/19.

The funds will be used for the Gold Country Stage Fare Incentive Program and the Low-Income Subsidy Program. These projects are consistent with the LCTOP goals of reducing greenhouse gas emissions, improving mobility, and serving transit dependent populations.

Sincerely,



Daniel B. Landon, Executive Director

cc: Caltrans Low Carbon Transit Operations Program

## Low Carbon Transit Operations Program (LCTOP)

			<b>18/19</b>		
Jurisdiction	Est. Pop.	Pop. %	STA PUC 99313	STA PUC 99314	Total
Grass Valley	13,041	13.15%	0*		
Nevada City	3,226	3.25%	0*		
Truckee	16,681	16.82%	\$30,807	\$2,400	\$33,207
Nevada County	66,207	66.77%	\$152,313	\$6,071	\$158,384
<b>Total</b>	<b>99,155</b>	<b>100.00%</b>	<b>\$183,120</b>	<b>\$8,471</b>	<b>\$191,591</b>



**Low Carbon Transit Operations Program (LCTOP)  
AUTHORIZED AGENT**

AS THE County Executive Officer  
(Chief Executive Officer / Director / President / Secretary)

OF THE County of Nevada  
(Name of County/City Organization)

I hereby authorize the following individual(s) to execute for and on behalf of the named Regional Entity/Transit Operator, any actions necessary for the purpose of obtaining Low Carbon Transit Operations Program (LCTOP) funds provided by the California Department of Transportation, Division of Rail and Mass Transportation. I understand that if there is a change in the authorized agent, the project sponsor must submit a new form. This form is required even when the authorized agent is the executive authority himself. I understand the Board must provide a resolution approving the Authorized Agent. The Board Resolution appointing the Authorized Agent is attached.

Trisha Tillotson, Director of Public Works OR  
(Name and Title of Authorized Agent)

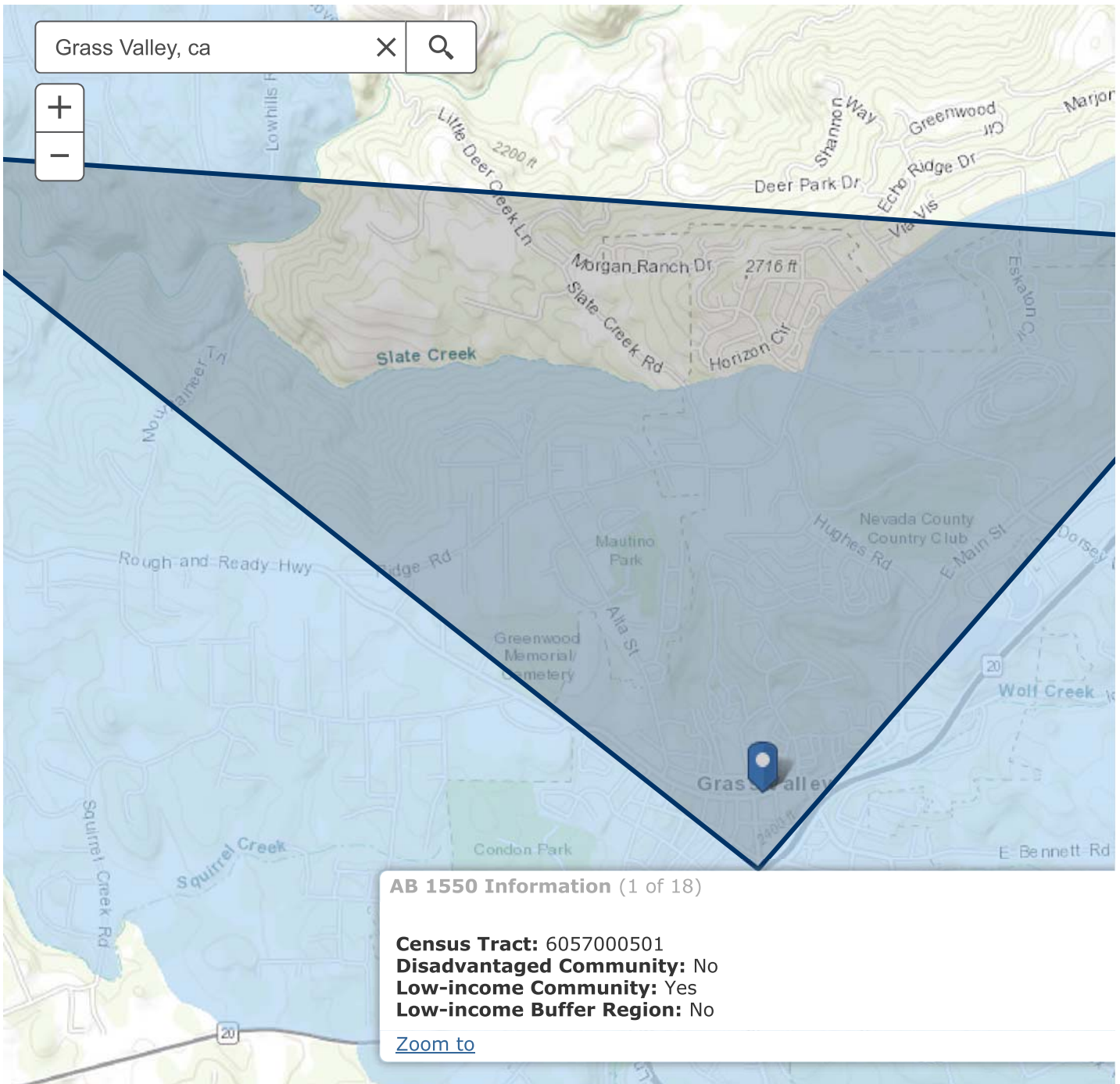
Robin Van Valkenburgh, Transit Services Manager OR  
(Name and Title of Authorized Agent)

for Richard A. Haffey County Executive Officer  
(Print Name) (Title)

  
(Signature)

Approved this 26 day of January, 2018

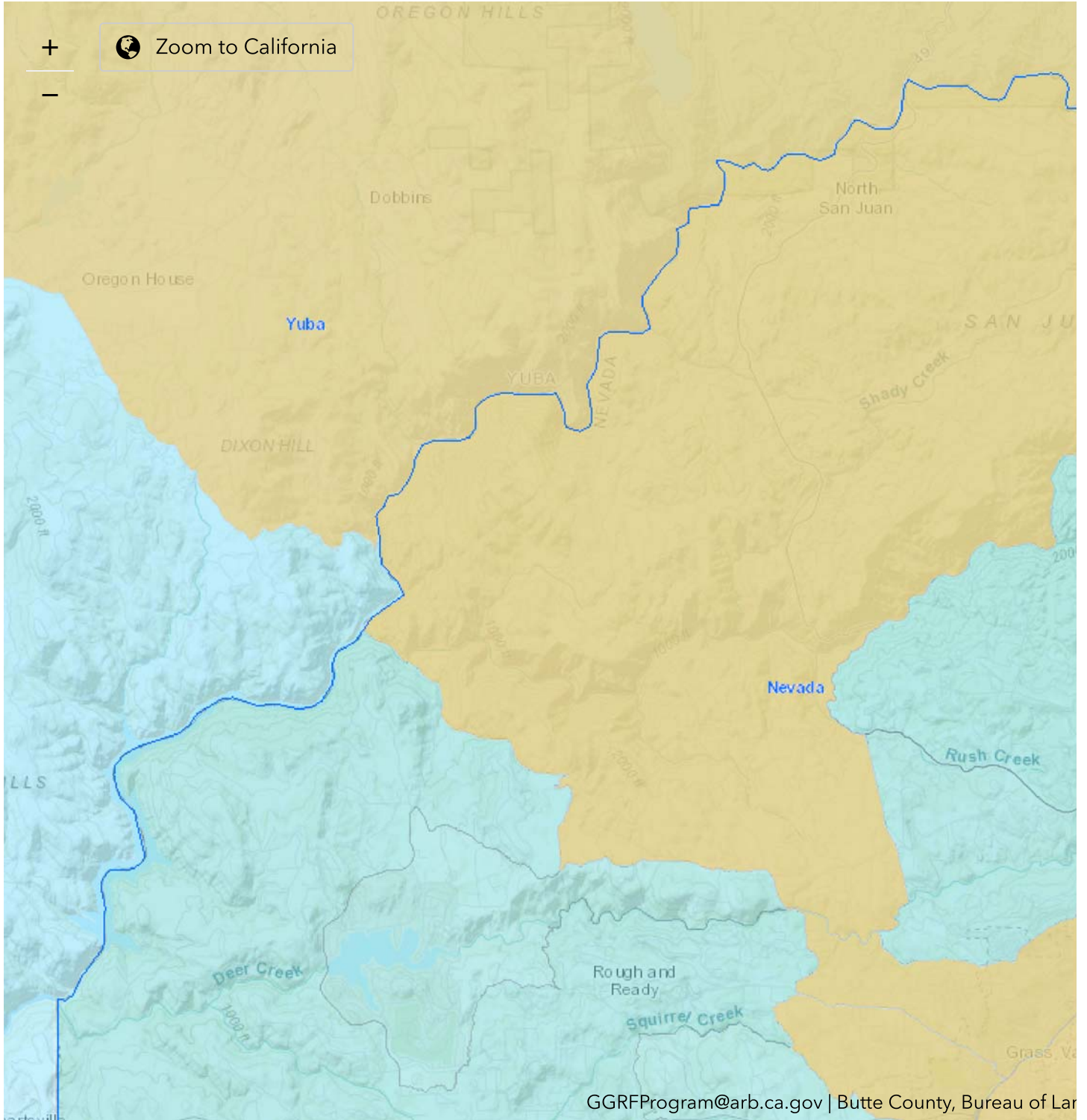
Attachment: Board Resolution approving Authorized Agent



Legend

- SB 535 Disadvantaged Communities
- AB 1550 Low-income Communities
- SB 535 Disadvantaged Communities and AB 1550 Low-income Communities
- AB 1550 Low-income Communities within a 1/2 mile of a SB 535 Disadvantaged Community





0 1 2mi

Programs

Geographic  
Boundaries


Senate

Assembly

County

### Priority Populations

- All
- Disadvantaged Communities as defined by CalEnviroScreen 2.0
- Disadvantaged Communities as defined by CalEnviroScreen 3.0
- Low-income Communities
- Areas within a half mile of a disadvantaged community as defined by CalEnviroScreen 3.0

 More information on identifying disadvantaged and low-income communities.  
(<https://www.arb.ca.gov/cc/capandtrade/auctionproceeds/communityinvestments.htm>)

### Civic Boundaries

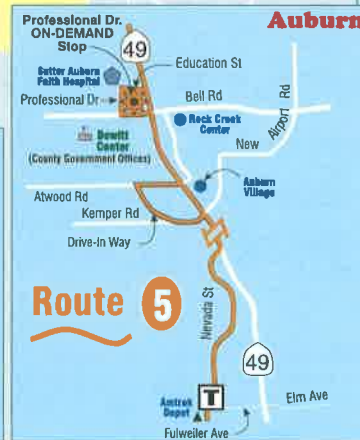
- Senate Districts
- Assembly Districts
- County Boundaries



### Legend

- Route 1
- Route 2
- Route 3 GV Loop
- - - Route 3 Loma Rica
- Route 4
- Route 5
- Route 6

- T Transfer Point
- ★ On Demand Stop  
(Symbol matches route color)





# NEVADA COUNTY COORDINATED PUBLIC TRANSIT-HUMAN SERVICES PLAN UPDATE



*Final Report*

*Prepared for the*

**Nevada County Transportation Commission**

*Prepared by*



**LSC Transportation Consultants, Inc.**

REVISED DEC 17 2014

# **NEVADA COUNTY COORDINATED PUBLIC TRANSIT-HUMAN SERVICES UPDATE**

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*Final Report*

*Prepared for the*

**Nevada County Transportation Commission  
101 Providence Mine Road, Suite 102  
Nevada City, California 95959  
530 • 265-3202**

*Prepared by*

**LSC Transportation Consultants, Inc.  
2690 Lake Forest Road  
Post Office Box 5875  
Tahoe City, California 96145  
530 • 583-4053**

**December 17, 2014**

**Acknowledgement:**

**The preparation of this report has been financed, in part, through a grant from the U.S. Department of Transportation, Federal Transit Administration, under the authority of the 49 USC Chapter 53 Section 5304 State Planning and Research Grant, Transit Planning for Rural Communities.**

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**Appendix A-Surveys**

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warranted). This should also include ongoing efforts to improve existing bus stops and facilities, and could involve bicycle parking, new shelters, adequate lighting, trash receptacles, and other amenities.

#### ***Increase Marketing and Education to Encourage Ridership On Fixed Route Transit Services***

Finding a balance between demand response and fixed route services can be a challenge. Many times, demand response services can be used by persons that are able to use other transit components, an issue that can fill up important reservation spots and possibly lead to denials. Often, this can occur for simple reasons, such as the rider not being aware of the fixed route system. To help increase ridership on fixed route transit, especially from senior and disabled persons, Gold Country Stage / LIFT and Truckee Transit should increase marketing efforts. This could include advertisements at social service agencies, senior centers and other activity centers, as well as newspaper and radio advertisements. The Truckee Transit system recently increased their marketing at the senior apartment complex and improved transit access at the stop, resulting in greater ridership from the residents. Additionally, travel training programs are key to transitioning passengers from demand response to fixed route. The Transit Services Division in Western Nevada County is planning to use FTA 5310 funding to provide a travel training program, with the intent of educating passengers on how to use the fixed route and not to rely on the demand response services.

Other key marketing activities that should be ongoing include continued updates regarding service changes, posting of schedules at bus stops, and improved maps clearly depicting the ADA Corridor and transit routes.

Overall, funding for increased marketing efforts will vary depending on the extent of the program. Standard advertising, such as flyers at key transit generators, keeps costs at a minimum, however more intensive campaigns can run between \$5,000 and \$10,000. In Western County, the Transit Services Division (Gold Country Stage / Gold Country LIFT) has applied for FTA grant funds to develop a travel training program, with the goal of increasing coordination between transit services and with social service agencies, as well as increasing ridership from the community. The Transit Services Division has estimated that this will cost roughly \$45,000 to \$50,000, and will utilize FTA 5310 funds for the program.

#### ***Planned Coordinated Projects to Meet Transportation Needs***

There are a number of projects or service expansions already planned by the transit agencies that will meet existing transportation needs and enhance coordination. It is worth noting these separately, even though they may have been included in the above strategy discussion, as they are important elements in a coordinated network. A number of these projects are planned to be funded through FTA 5310 grants, some of which are already in the grant application process.

##### Western Nevada County / Gold Country Stage / Gold Country LIFT

- Bus shuttle service to defined outlying paratransit service areas. Service ideally would travel within designated time lines to areas in the current defined outlying paratransit service areas, and would travel during peak usage times. The focus would be to connect residents to the fixed route and to specific destinations.

- ♦ General public Dial-A-Ride service, where feasible, in the fixed route and paratransit service areas.
- ♦ Service expansion of fixed route and paratransit services, as resources allow.
- ♦ Fare subsidy programs through available grant funding.
- ♦ Travel training program through available grant funding.
- ♦ Bus stop improvements (accessibility, safety, security, functional).
- ♦ Transit technology procurements and upgrades, such as on-board and bus stop security cameras, electronic fares system, bus stop/shelter securing equipment and maintenance, and safety devices.
- ♦ Transit facility improvements.
- ♦ Fixed route and paratransit vehicle replacement.

### **CAPITAL REPLACEMENT PROGRAM STRATEGIES**

In addition to coordinated strategies, agencies should make sure that their paratransit vehicles are replaced on a regular, ongoing schedule according to established standards. Following a replacement schedule safeguards against potential unforeseen vehicle-related issues that could interrupt service and reduce mobility for seniors and disabled passengers. The ongoing-replacement of paratransit vehicles is critical to ensure that the Town of Truckee, Nevada County, and various non-profit agencies in Nevada County have safe and reliable vehicles to ensure the continued provision of paratransit service. It is important to note that the Capital Replacement Programs may change, and therefore the most recent Capital Replacement Program adopted by the agency should take precedence at time of application if unforeseen circumstances occur and necessary changes are made. The following highlights the replacement strategies for each applicable agency in Nevada County within the next 5 years:

- ♦ **Gold Country LIFT:** The vast majority of LIFT's fleet is new (vehicles with 2013 model years) and low mileage; as such, few are in need of replacement during the 5-year Plan period. Based on the age and mileage of the fleet, and consistent with the recommended limits for paratransit vehicles, Gold Country LIFT should replace three vehicles by the end of FY 2017-18. Recently, the Transit Services Division was approved to develop and implement a paratransit procurement plan whereby currently leased vehicles will be purchased in a phased manner over the five-year contract, ultimately replacing them through FTA 5310 funding when their useful life has been reached. Additionally, Nevada County will be applying for FTA 5310 funding for an expansion paratransit vehicle in the upcoming cycle. This vehicle will be used for shuttle service to outlying areas (as discussed earlier in the strategies section).

**Gold Country Telecare:** Telecare has secured funding from the most recent FTA 5310 cycle to replace two vehicles in FY 2015-16. Another two vehicles are planned for replacement in FY 2017-18.

- ♦ **Truckee Dial-A-Ride:** The Town of Truckee has planned to replace two vehicles in FY 2015-16, and the remaining one paratransit vehicle in FY 2016-17.

**RESOLUTION 15-01  
OF THE  
NEVADA COUNTY TRANSPORTATION COMMISSION**

**ACCEPTANCE OF THE 2014 NEVADA COUNTY COORDINATED PUBLIC TRANSIT-  
HUMAN SERVICES PLAN UPDATE AS COMPLETE**

WHEREAS, the Nevada County Transportation Commission (NCTC) received a Caltrans planning grant to update the *Nevada County Coordinated Public Transit-Human Services Plan* and contracted with LSC Transportation Consultants, Inc. to complete the update; and

WHEREAS, Coordinated Public Transit-Human Services Plans are required to be updated every five years; and

WHEREAS, the 2014 *Nevada County Coordinated Public Transit-Human Services Plan Update* will replace the previous coordination plan completed in 2008; and

WHEREAS, the public outreach efforts conducted for the update solicited input from representatives of public and non-profit human services agencies, public and non-profit transportation agencies, and users of the public transportation system in both eastern and western Nevada County; and

WHEREAS, the completion of this planning effort will ensure that Nevada County, Town of Truckee, and applicable non-profit agencies are eligible to apply for Federal Transit Administration (FTA) 5310 grant funding for projects identified in the plan; and

WHEREAS, quarterly reports on the implementation of the strategies included in the plan will be provided to NCTC; and

WHEREAS, the Draft Plan was presented to the NCTC on November 19, 2014 and comments were incorporated into the final report.

NOW THEREFORE BE IT RESOLVED, that the NCTC accepts the 2014 *Nevada County Coordinated Public Transit-Human Services Plan Update* as complete per the terms of the contract between NCTC and LSC Transportation Consultants, Inc.

PASSED AND ADOPTED by the Nevada County Transportation Commission on January 21, 2015 by the following vote:

Ayes: Commissioners Andersen, Besson, Dee, Fouyar, Guerra, Jostes, Scofield

Noes: None

Absent: None

Abstain: None

  
\_\_\_\_\_  
Lawrence A. Jostes, Chairman  
Nevada County Transportation Commission

Attest:

  
\_\_\_\_\_  
Nancy D. Holman  
Administrative Services Officer

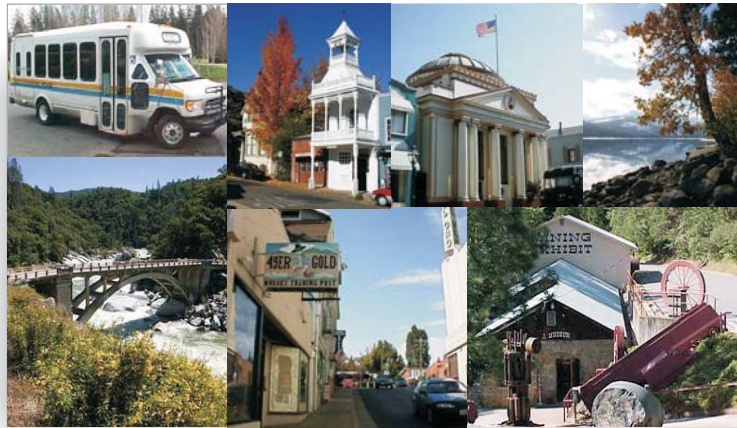


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# Western Nevada County Transit Development Plan Update

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## Final Report



*Prepared for the*  
**Nevada County Transportation Commission**

*Prepared by*



**LSC Transportation Consultants, Inc.**

# WESTERN NEVADA COUNTY TRANSIT DEVELOPMENT PLAN UPDATE

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## *Final Report*

*Prepared for the*

Nevada County Transportation Commission  
101 Providence Mine Road, Suite 102  
Nevada City, California 95959  
530 • 265-3202

*Prepared by*

LSC Transportation Consultants, Inc.  
2690 Lake Forest Road  
Post Office Box 5875  
Tahoe City, California 96145  
530 • 583-4053

April 11, 2016

LSC #157030

Valley / Rough and Ready (604 persons) and Lake Wildwood (517 persons). The southern portion of the county also have high numbers of disabled persons, including Alta Sierra (475 persons) and Lake of the Pines (419 persons). Not surprisingly, as a whole, Grass Valley has the highest total between Census Tracts 5.01, 5.02 and 6, where 7.9 percent of the population is disabled. Similarly, roughly 6.4 percent of Nevada City's population is disabled (within CT 8.01 and 8.02). This information is presented graphically in Figure 4 at the Block Group level.

### Low-Income Population

Low-income persons are another likely market for transit services, as measured by the number of persons living below the poverty level. An estimated 10,152 low-income persons reside in the study area, representing 12.3 percent of the total population. Again, as with the other categories, the number of low-income residents has increased 52 percent since 2000. The percentage and concentration of those below poverty status are highest in Grass Valley, where 23.8 percent of the population in Census Tracts 5.01, 5.02 and 6 are considered low-income. Other areas with relatively large low-income populations include Washington / **North San Juan** (946 persons), Nevada City (CT 8.01 – 806 persons), Chicago Park (CT 7.01 – 712 persons) and Penn Valley / Rough and Ready (642 persons). See Figure 5 for details.

### Zero Vehicle Households

The last important category to consider is households that do not have a vehicle available, as public transit is likely the only option for travel. The number of households without a vehicle available is estimated at 1,575, as shown in the table. This represents 4.5 percent of the total households in the area. Of all the transit dependent categories, this is the only one that decreased; the number of zero vehicle households actually went down roughly 2 percent since the 2000 Census. The greatest concentration of zero-vehicle households is in Grass Valley, where there are a total of 944 households without vehicles (or roughly 12.2 percent of households). This information is presented graphically in Figure 6.

## **ECONOMIC PROFILE**

Historically, the local economy of western Nevada County was based on mining and timber. Today, services, retail trade and government dominate the current economic base. Additionally, many development professionals, high-tech companies and hardware and design firms add to the diversity of the economy.

### **Area Employers**

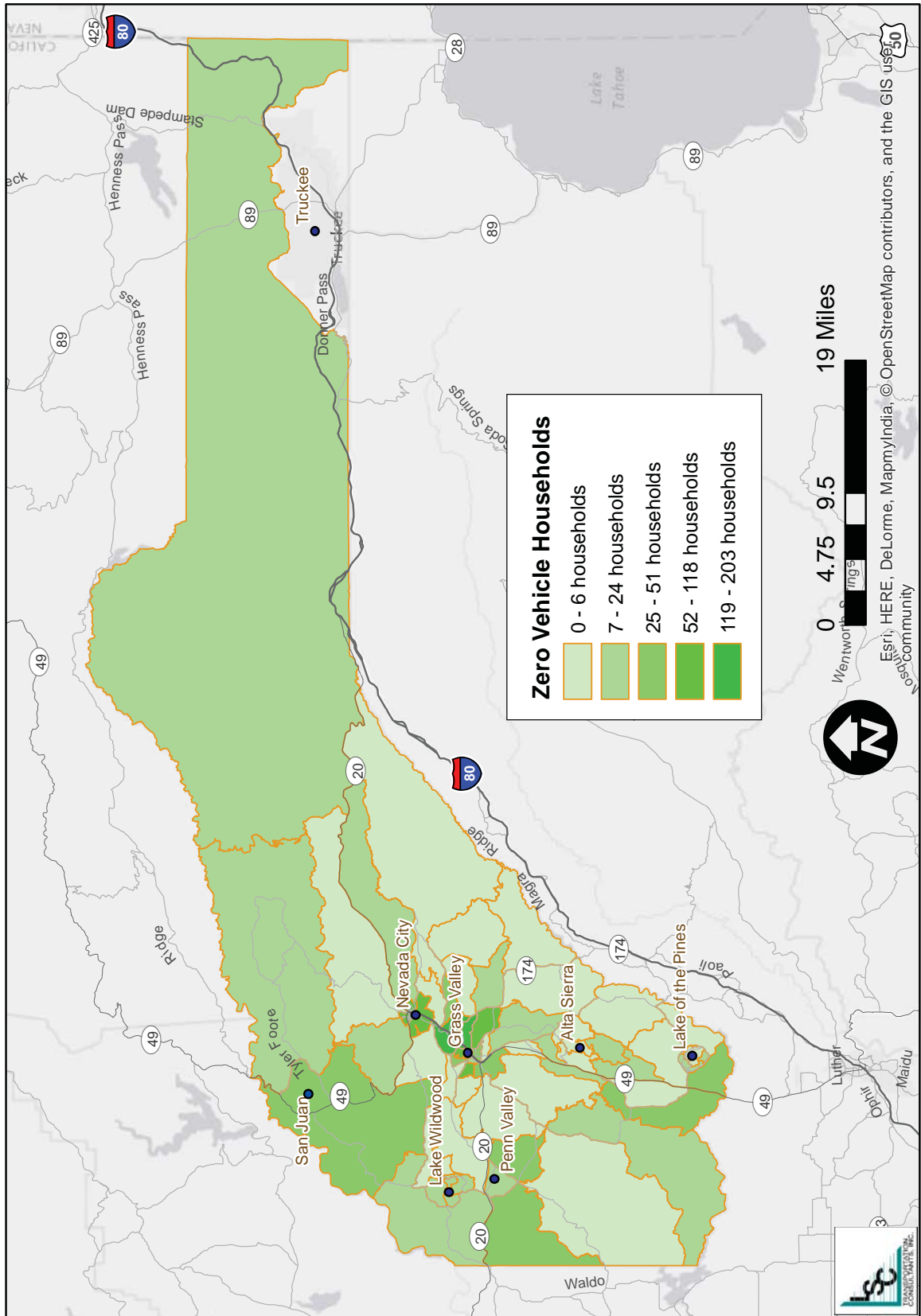
Table 2 provides a list of the major employers within western Nevada County. As presented, there is a mix of industry associated with these employers, ranging from government offices to electronic manufacturers to grocery stores. The largest employer, by far, is the Sierra Nevada Memorial-Miners Hospitals, which employs over 1,000 persons in Grass Valley. The County of Nevada and the Sierra Nevada Memorial Hospital organizations also employ significant numbers of persons in the area.

### **Unemployment**

The US Census American Community Survey 5-Year Estimates for 2008 – 2013 provide insight into the employment conditions in Western Nevada County. The most recent data shows that the unemployment rate in Western County is roughly 10.7 percent (Table 3). The study area



Figure 6  
 Number of Zero Vehicle Households by Census Block Group



- ◆ Not surprisingly, the greatest numbers of jobs held by this population dataset are located in the Grass Valley and the Nevada City areas. Note that Census Tract 9 has a relatively high figure. This is likely due to a few factors – the Caltrans maintenance station located in Kingvale and the ski resorts in the Soda Springs / Donner Summit area.

The fact that most residents of western Nevada County also work within the study area is further evidenced by some basic commute data from the US Census. According to the 2009 – 2013 American Community Survey 5-Year Estimates, approximately 75.4 percent of study area residents work within Nevada County, while 23.8 percent work outside. While these figures themselves somewhat conflict with those provided by the LEHD data presented above, it is important to acknowledge that the general trend is similar, that primarily being that most residents stay within the study area for work. Further supporting this is that approximately 64.7 percent of workers that do not work at home have a commute of less than 25 minutes.

## REVIEW OF EXISTING PLANNING DOCUMENTS

The following presents a review of relevant existing planning documents that have helped guide the transit program in Western Nevada County. This is not an all-inclusive list, but rather the most recent reports that have been completed.

### **Nevada County Coordinated Public Transit-Human Services Plan Update (2014)**

An updated *Nevada County Coordinated Public Transit-Human Services Plan* was completed in 2014 by LSC Transportation Consultants, Inc. in December 2014. This plan focused on continuing and expanding the facilitation of transportation coordination among the various human service entities and the private and public transportation services in the region.

The Plan provided an overview of the existing transportation services in the area, and evaluated the coordination efforts, existing transit gaps, and existing transit needs. Additionally, a review of previous Coordinated Plan strategies was conducted to determine which strategies had been implemented and which were still relevant. The end of the document presented a number of strategies including:

#### High Priority Strategies

- ◆ *Expand Transportation Options for Eastern Nevada County Residents* – Included improved demand response services, year-round Highway 267 transit service, development of ridesharing programs, and other long term goals like increased commute options on the fixed route and transportation to outlying areas in Eastern County.
- ◆ *Expand Transportation Options for Residents Outside of Western County's Fixed Route Service Area and ADA Corridor* – Included shuttle services to connect areas outside of the fixed route service area (i.e. Penn Valley) to GCS and a lifeline service between Nevada City/Grass Valley and North San Juan.
- ◆ *Develop Communication and Coordination Mechanism to Facilitate Shared Use of Resources Among Human Service Agencies* – Included increased participation of Eastern and Western Nevada County entities in coordination efforts with social service agencies and regional councils/groups, and expanding the Dial 211 program to incorporate mobility management activities for the County.

Figure 16  
 Transit Needs Index for Western Nevada County

