

DEPARTMENT OF TRANSPORTATION

DIVISION OF MASS TRANSPORTATION MS 39

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Be energy efficient!*

October 1, 2014

Ms. Susan Healy-Harman
Transit Services Manager
County of Nevada
Dept. of Public Works/Transit
Services
950 Maidu Ave.
Nevada City, CA 95959

Re: Title VI Plan Approval

Dear Ms. Healy-Harman:

Thank you for submitting the County of Nevada, Department of Public Works Transit Services' Title VI Plan. Upon review, we have determined that it meets the requirements set forth in the Federal Transit Administration's (FTA) Title VI Circular, 4702.1B, "Title VI Program Guidelines for Federal Transit Administration Recipients," effective October 1, 2012. This Plan becomes part of your Certificate and Assurances that will be uploaded in TEAM for final FTA approval. Additionally, the Plan must be updated and submitted every three years, which will be June 2017 for your agency.

We thank you for partnering with us to meet the new FTA compliance requirements. Please feel free to contact Ms. Lea M. Simpson, of my staff, at (916) 654-7184, should you have any questions or need immediate technical assistance. She may also be reached by e-mail at Lea.Simpson@dot.ca.gov

Sincerely,

A handwritten signature in blue ink, appearing to read "Mark Codey".

MARK CODEY
Chief
Federal Transit Grants

RECEIVED

OCT 03 2014

RECEIVED
DPW-Transit Services

OCT 03 2014

DPW-Transit Services

Western Nevada County Transit Development Plan Update

Final Report



Prepared for the
Nevada County Transportation Commission

Prepared by



LSC Transportation Consultants, Inc.

WESTERN NEVADA COUNTY TRANSIT DEVELOPMENT PLAN UPDATE

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

State Transit Assistance (STA) Funds

In addition to LTF funding, the TDA includes a State Transit Assistance (STA) funding mechanism. The sales tax on gasoline is used to reimburse the state coffers for the impacts of the 1/4 cent sales tax used for LTF. Any remaining funds (or "spillover") are available to the counties for local transportation purposes. In years past, this has been a somewhat unpredictable funding source, though in recent years it has been steadier. As a result, many transit agencies typically allocate these funds for capital purchases, rather than relying on them for ongoing operating funding. Western Nevada County has received this funding in the past recent years and is cautious with allocating for operations in any substantial amount.

Transportation Development Credits in Lieu of Non-Federal Match Funds

Federal-aid highway and transit projects typically require the project sponsors to provide a certain amount of non-federal funds as match to the federal funds, as described above. Through the use of "Transportation Development Credits" (sometimes referred to as toll revenue credits), the non-federal share match requirement in California can be met by applying an equal amount of Transportation Development Credit and therefore allow a project to be funded with up to 100% federal funds for federally participating costs. Caltrans has been granted permission by the FTA to utilize toll credits, and has begun to make credits available for FTA Section 5310, 5311, and 5316 programs. There is no definitive timeline from Caltrans on how long these credits will be available to transit operators.

Low Carbon Transit Operations Program / Greenhouse Gas Reduction Fund

The Low Carbon Transit Operations Program (LCTOP) is one of several programs that are part of the Transit Affordable Housing and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. The LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities. Approved projects in LCTOP will support new or expanded bus or rail services, expand intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions. For agencies whose service area includes disadvantaged communities, at least 50 percent of the total moneys received shall be expended on projects that will benefit disadvantaged communities. Senate Bill 852 (Statutes of 2014) appropriates \$25 million for LSCTOP for 2014-15 and Senate Bill 862 continuously appropriates 5 percent of the annual auction proceeds in the Greenhouse Gas Reduction Fund (GGRF) for LCTOP beginning in 2015-16.

Senate Bill 862 establishes the LCTOP as a formulaic program instead of a state-level competitive program. While the California Department of Transportation (Caltrans) is responsible for ensuring that the statutory requirements of the program are met, locally, the recipient (most likely the TSC) would be responsible to ensure projects selected provide maximum public benefits. As such, recipients are strongly encouraged to select those projects that maximize public benefits for transit ridership, greenhouse gas reduction, disadvantaged community benefit, and other co-benefits. Benefits would likely include, but not be limited to, encouragement of infill development, low income housing, protection of disadvantaged communities from displacement, active transportation benefit and other health benefits. This program will be administered by Caltrans in coordination with the Air Resources Board and the State Controller's Office (SCO).

Eligible grant recipients could be either a transportation planning agency (such as the Nevada County Transportation Commission) or a transit operator (GCS). The allocation share is

determined by formula based on the ratio of the revenue of the transit operator's jurisdiction to the total revenue of all operators in the state. Eligible projects can include:

- ◆ Transit Capital Projects, such as:
 - New or expanded bus or rail services, facilities and equipment (new construction, modernization of buildings, bus shelters, or transit centers)
 - Purchase of equipment for rehabilitation, safety or modernization (e.g. bus engines, computer systems and signage)
 - Expanded intermodal transit facilities (e.g. modernization of bus shelters, transit centers, and operations and maintenance facilities, etc.)
 - Bus rapid transit (BRT)
 - Rolling stock (e.g. purchase, replace or rehabilitate transit vehicles)
 - Purchase of equipment and or materials that will enhance or modernize transit operations

- ◆ Transit Operations Projects:
 - Fueling for transit fleet
 - Costs of operational revisions that will increase mode share, increase ability to reduce GHG emission and benefit residents of a DAC
 - Outreach to communities to increase transit ridership
 - Transit passes or discounts that increase transit ridership
 - Other costs to operate transit service or facilities

- ◆ Transit Maintenance Projects
 - Costs of revisions to maintenance procedures
 - Costs of converting equipment to enhance efficiency of the fleet or equipment
 - Other costs to maintain transit services or facilities

Transit operations and maintenance investments made in one year may be included in subsequent year's project plans. For example, if a transit operator uses LCTOP funds to expand transit service in one year, future years' projects may include the continuation of that same service, through the funding of related operations or maintenance costs.

Projects must be consistent with the project sponsor's most recent TDP or RTP. Although this is not a large revenue source, many of Gold Country Stage's capital and operational needs would easily fall within the guidelines of eligibility for such funding. Gold Country Stage is using and will be using LCTOP funding currently in FY2015-16 and in FY2015-16 for a free fare project and will be applying for the FY LCTOP cycle.

Transit and Intercity Rail Capital Program

The Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill 862 in 2014 to provide grants from the Greenhouse Gas Reduction Fund to fund capital improvements and operational investments that will modernize California's transit systems and intercity, commuter, and urban rail systems to reduce emissions of greenhouse gases by reducing vehicle miles traveled throughout California. The program has the following objectives:

1. Reduction in greenhouse gas emissions;
2. Expand and improve rail service to increase ridership;
3. Integrate the rail service of the state's various rail operations, including integration with the high-speed rail system; and improve safety.

NEVADA COUNTY COORDINATED PUBLIC TRANSIT-HUMAN SERVICES PLAN UPDATE



Final Report

Prepared for the

Nevada County Transportation Commission

Prepared by



LSC Transportation Consultants, Inc.

NEVADA COUNTY COORDINATED PUBLIC TRANSIT-HUMAN SERVICES UPDATE

Final Report

Prepared for the

Nevada County Transportation Commission
101 Providence Mine Road, Suite 102
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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.

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, Beason, Dee, Fouyer, Guerra, Jostes, Scofield

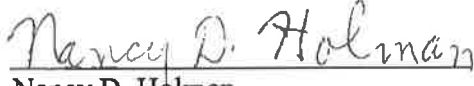
Noes: None

Absent: None

Abstain: None



Lawrence A. Jostes, Chairman
Nevada County Transportation Commission

Attest: 

Nancy D. Holman
Administrative Services Officer

* NEVADA COUNTY TRANSIT SERVICES - GOLD Country STAGE SERVICE AREA

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)

Rough & Ready

Zone 2
Zone 1
Route 6

Zone 2
Zone 1

Route 6

Alta Sierra

Zone 1
Zone 2
Route 5

Lake of the Pines

Zone 1
Zone 2
Route 5

Zone 2
Zone 1

Route AS

Saturdays Only

Auburn

Zone 1
Zone 2
Route 5



Nevada City

Grass Valley

Cedar Ridge