

Lead Agency Information

Lead Agency Name:	Nevada County Department of Public Works, Transit Services Division		
Address:	950 Maidu Ave., Suite 170		
City, State, Zip Code:	Nevada City, CA 95959		
County:	Nevada County		
Regional Entity:	Nevada County Local Transportation Commission		
Title VI Attached:	Yes	Title VI Approval Date:	04/13/21

Allocation Request Prepared by	
Name:	Robin Van Valkenburgh
Title:	Transit Services Manager
Phone #:	530-470-2833
E-mail:	robin.vanvalkenburgh@co.nevada.ca.gov

Contact (if different than "Prepared by")	
Name:	
Title:	
Phone #:	
E-mail:	

Authorized Agent	
Name:	Robin Van Valkenburgh or Trisha Tillotson
Title:	TSM or Director of Public Works
Phone #:	530-470-2833
E-mail:	robin.vanvalkenburgh@co.nevada.ca.gov

Legislative District Numbers						
Assembly*:	4					
Senate*:	3					
Congressional*:	4					

*if you have additional Districts, please provide a separate attachment

Project Summary

Name: <i>No more than 180 characters.</i>	Contactless Fare Payment System Implementation
Description (Short): <i>No more than 375 characters.</i>	Design, purchase, install and operate a contactless fare payment system for use on all Nevada County Connects fixed route buses.
Type:	Capital
Sub-Type	Purchase and installation of equipment on transit vehicles to encourage increased transit ridership

Total Years of Rollover:	0	Remaining Years of Rollover:	0
Start date (anticipated):	10/1/2022	End date (anticipated):	06/30/2025
<u>Please provide specific area information for the project in the Lat-Long tab.</u>			

Project Life: For capital projects, state the project useful life in years . For operation projects state the number of months a service will be funded.					
Capital:	3		Operations:		
Funding:	99313:	\$126,583	99314:	\$6,228	Total: \$132,811
Approved LONP:	No		LONP Approval date:		

Funding Information

LCTOP Allocation Year	Prior	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	Total
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LCTOP FY 2021-2022
Allocation Request

PUC 99313 Amount:		\$126,583					\$126,583
PUC 99314 Amount:		\$6,228					\$6,228
Total LCTOP Funds:	\$0	\$132,811	\$0	\$0	\$0	\$0	\$132,811
Other GGFR:							\$0
Other Funds:							\$0
Total Project Cost:	\$0	\$132,811	\$0	\$0	\$0	\$0	\$132,811

Lead Agency:	Nevada County Department of Public Works, Tra	Amount:	PUC Funds Type:
Contact Person:	Robin Van Valkenburgh		99313
Contact Phone #:	530-470-2833	\$6,228	99314
Contact E-mail:	robin.vanvalkenburgh@co.nevada.ca.us		

Contributing Sponsor:	Nevada County Transportation Commission	Amount:	PUC Funds Type:
Contact Person:	Mike Woodman	\$126,583	99313
Contact Phone #:	530-265-3202		99314
Contact E-mails:	mwoodman@nccn.net		

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

Contributing Sponsor:	c	Amount:	PUC Funds Type:
Contact Person:			99313
Contact Phone #:			99314
Contact E-mails:			

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

Total FY 21-22 LCTOP Funding	\$132,811
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Fully Funded Project: Provide a description of all the funds that will be used to complete this project and how LCTOP funds will not supplant other funding sources. Include the project ID and awarded funding amount from prior rollover years.

This project will be fully funded through the requested LCTOP grant funds.

Project Changes: If this is a rollover project with an approved CAP that added funds into the project in a previous year, provide the CAP approval date, project ID, and amount transferred. The amount should be reflected in the 'Prior' column

N/A

Funding Plan

Proposed Total Project Cost								
Component	Prior	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Total
PA&ED	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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Allocation Request

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	\$132,811	\$0	\$0	\$0	\$0	\$0	\$132,811
Operations/Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$0	\$132,811	\$0	\$0	\$0	\$0	\$0	\$132,811

Low Carbon Transit Operations Program (LCTOP)								
Component	Prior	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase		\$132,811						\$132,811
Operations/Other								\$0
TOTAL	\$0	\$132,811	\$0	\$0	\$0	\$0	\$0	\$132,811

Funding Source:								
Component	Prior	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:								
Component	Prior	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:								
Component	Prior	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Plan

Funding Source:								
Component	Prior	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0

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CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:								
Component	Prior	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:								
Component	Prior	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:								
Component	Prior	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:								
Component	Prior	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Project Information

1) Project Description - Provide a comprehensive project description. For operations projects, include: **number of trips**, **span**, **frequency improvements**, and **number of days of operation**. For capital projects, include: **product specifications** and identify **all LCTOP funded components**. *No more than 12 lines.*

The proposed project seeks to increase transit ridership, improve system efficiency and improve the overall public health. This will be achieved by purchasing and installing contactless payment methods in cooperation with the California Integrated Travel Project (Cal-ITP) on all Nevada County Connects fixed route vehicles (total of 12 vehicles). The project would purchase fourteen (14) Payment Acceptance Devices (PAD) (hardware), which will accept a payment via credit or debit card on entry of the bus, Payment Processing Services and project management. The products and services would be purchased through State leveraged procurement agreements (LPAs). These LPAs will be made available through Cal-ITP and the State Department of General Services (DGS). LCTOP funds will be used to purchase the goods and services required to implement a fully functional contactless fare payment system, including installation, configuration, setup, etc.. Based on the current Nevada County Connects fare system the project would be accepting flat rates (general and reduced). Details on the procurement can be found on the California State Government Marketplace webpage: <https://caleprocure.ca.gov/event/77601/0000019394>. Please also view <https://www.camobilitymarketplace.org/go-contactless> for more information on the Cal-ITP project.

2) Project Planning - Provide a detailed explanation of the project planning process and how it was designed to avoid substantial burden on any low- income, disadvantaged, and vulnerable populations. [Include any public outreach efforts, engagement events, community input, and workshops.](#) *No more than 10 lines.*

The planning for the project began in October 2021, after staff of Nevada County Transit participated in several CalAct conference seminars discussing the development and rollout of a contactless fare payment system by Monterey-Salinas Transit. Staff held one-on-one discussions with CAL-ITP project management to brainstorm the feasibility of the system for a small agency. Cal-ITP was established to help California transit agencies increase transit accessibility, ridership, improve the customer experience, reduce environmental impacts, and promote equity. The goal is to standardize and organize public transportation across all phases of the public transportation journey by enabling a statewide fare payment system which can be used without specialized cards. The proposed project was presented to the Transit Services Commission at the March 16, 2022 meeting. This project is expected to provide enhanced accessibility to transit by removing the need for cash or paper fare media, but would not remove the currently used products so as not to alienate or disenfranchise current users. Outreach will be conducted throughout the development and implementation of the project via public meetings and focus groups.

3) Project Costs - Provide an [itemized breakdown](#) of project components and describe [how the cost estimations were developed](#). Total costs must correspond to the [Funding Information](#) section above. *No more than 12 lines.*

Total project cost is estimated at \$132,811 with all project costs to be funded via LCTOP grant. Specific project component costs are unknown at this time as staff is working with Cal-ITP staff to develop a specific scope of work which will then identify which of the current Master Service Agreements available through California Department of General Services (DGS) is most appropriate for our project. This project entails the purchase, installation and coordination of three specific components: payment processor (First Data Merchant Services or Elavon), fare calculation software (INIT, Bytemark, Enghouse or Littlepay) and fare validators (payment acceptance devices-PAD's)(INIT, KUBA or SC Soft). The scope of work developed with Cal-ITP will identify the best product available for each required component. A kickoff meeting with Cal-ITP staff is scheduled for March 28, 2022.

Agency Information

4) Agency Fare - Describe the [fare structure](#) for your system and how the project will [affect](#) that structure if at all.

Nevada County Connects has a 2 zone fare structure for local and regional fixed route bus service. The adult one-way cash fare is \$1.50 for local zone 1 and \$3.00 for regional zone 2 passenger trips. Please see the included Nevada County Connects fare structure for all fixed route fares. Implementation of the proposed project will not negatively effect the current fare structure in any way. One benefit which may be implemented is utilizing fare capping, which will reduce the impact of fares on multi-trip users by removing the need to purchase daily and monthly pass media. This would reduce upfront costs for those most in need.

5) Agency Service - Describe the transit service provided and how the project plays into the overall operations. Include how the COVID-19 pandemic has impacted transit service related to the project. *No more than 10 lines.*

The project entails the Nevada County Connects fixed route bus service, which operates; Monday-Friday 6:00am-8:00pm & Saturday 7:30am-5:00pm. Nevada County Connects operates a total of 7 fixed routes; four Local (zone 1) routes serving Grass Valley and Nevada City (1, 3/2, & 4) and three Regional (zone 2) routes serving North San Juan (rt 7), Penn Valley/Lake Wildwood (rt 6) and Alta Sierra/Lake of the Pines/Auburn (rt 5). Public outreach and marketing will educate the community about the proposed project, how to access the bus and integrate outreach with local community partners, the Nevada County Connects website and print/radio advertisements. The proposed project is expected to help mitigate the up to 50 percent ridership loss experienced due to COVID-19 by attracting new riders through simplified access to the bus system, reducing the reliance on cash for services and an intensive marketing campaign by our marketing consultant. Implementation of the contactless fare system is expected to improve system efficiency by reducing dwell times at stops by up to 2 seconds per boarding.

Project GHG Benefits

Greenhouse Gas Reductions - Describe qualitatively how this project will reduce greenhouse gas emissions.

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The proposed project is expected to reduce stop dwell times by up to two seconds per passenger boarding, which is up to 10.4 minutes per day (313 ave daily trips x 2 sec/boarding/ 60 seconds). Additionally it is expected to generate approximately 1,909 new passenger trips annually (~2 percent growth).

Greenhouse Gas Reductions - Please provide quantitative information requested below and explanations supporting the data provided.

	Value	Explanation
Year 1 (Yr1) - First year of service, or year that capital improvements will be completed.	2022	First year of service
Year F (YrF) - Final year that the service is funded or the final year of useful life for capital improvements.	2025	Final year of expected product useful life
Project Yr. 1 Ridership Increase - Estimated annual ridership contributed by the new service or capital improvement in Yr1. Refer to page 4 of the Supplemental Guidance.	1,909	Ridership increase is based on a 2 percent increase on FY22-23 average daily ridership (313 ave daily trips x 0.02 = 6.26 new trips/day x 305 service days)
Project Yr. F Ridership Increase - Estimated annual ridership contributed by the new service or capital improvement in YrF. Refer to page 5 of the Supplemental Guidance.	1,946	Projected ridership increase is based on incorporation of Yr 1 ridership increase on daily average plus 2 percent increase (319 ave daily trips x 0.02 = 6.38 new trips/day x 305 service days). Does not include expected ridership increases due to cessation of COVID-19 response
Adjustment (A) - Adjustment factor to account for Choice Riders. You may use defaults values listed on page 18 of the Supplemental Guidance.	0.561	Per supplemental guidance p.g 18 Bus (local)(Transit bus)
Trip Length (L) - Length (miles) of average auto trip reduced or average passenger trip length. You may use defaults values list ed on pages 19-24 of the Supplemental Guidance.	3.77	Per supplemental guidance p.g 18 Bus (local)(Transit bus)
Project Useful Life	3	This is calculated based on the values above.
Total Project Ridership Increased	5,783	This is calculated based on the values above.
Total Project VMTs Reduced	12,230	This number is calculated based on the values above.
Total Project GHG Emission Reductions (MTCO_{2e})	45.78	This number is calculated based on the values from above and the <u>QM-Tool tab</u> .
LCTOP Project GHG Emission Reductions (MTCO_{2e})	45.78	This number is calculated based on the values from above and the <u>QM-Tool tab</u> .

Project Benefits

Job Support Benefits (Refer to LCTOP Guidelines and CARB Co-Benefits website for more information)

Primary Project Activity (select from drop-down)	Procurement of fare collection or integration equipment
% of Project Budget Associated with Primary Activity	100%

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Other Project Activity <i>(select from drop-down)</i>	
% of Project Budget Associated with Other Activity	
Other Project Activity <i>(select from drop-down)</i>	
% of Project Budget Associated with Other Activity	

Travel Cost Savings Benefits

[Refer to pages 5-6 on the Supplemental Guidance.](#)

	Value	Explanation
Baseline Average One-Way Fare Cost (\$/One-Way Trip/Rider) <i>(Average fare per way prior to project implementation)</i>	\$2.24	This is the FY21-22 ave fare per passenger zones 1 and 2 combined. Zone 1 fare is \$1.50 and Zone 2 fare is \$3.00.
New Average One-Way Fare Cost (\$/One-Way Trip/Rider) <i>(Average fare per way resulting from project implementation)</i>	\$0.00	There are no fare reductions included as part of this project.
Transit Facility Parking Cost (\$/Roundtrip/Rider) <i>(Average cost to park to use transit associated with project)</i>	\$0.00	N/A
Avoided Parking Cost (\$/Roundtrip/Rider) <i>(Average avoided parking cost associated with project)</i>	\$0.00	N/A
Avoided Toll Cost (\$/Roundtrip/Rider) <i>(Average avoided toll cost associated with project)</i>	\$0.00	N/A

Co-Benefits - Check all additional Benefits/Outcomes.

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

Co-Benefits - Describe benefits selected above and other benefits not listed.

Through the implementation of contactless payment methods, the project will reduce boarding times of passengers thus improving on-time performance and overall system reliability. Furthermore, the option of contactless payment can promote the use of public transit through intergrated fare media with regional transit agencies, and improved connectivity between travel modes including; bicycling, hiking and regional light rail. By providing contactless payment methods, the project will help reduce opportunities for disease transmission and thus improve the public health and safety. The reduction in cash collection will also increase the safety of the transit system because less cash on the buses or at the facility will increase the safety of the drivers and administration staff at the Nevada County Operations Center.

Priority Populations Benefits

Does your Agency's Service Area have a Disadvantaged Community? <i>(as defined by SB 535)</i>	No
Is the project located within the boundaries of a disadvantaged community census tract?	No
Is the project located within the boundaries of a low-income community census tract?	Yes

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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?	No
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Amount of FY 21-22 funds benefitting Disadvantaged Communities : \$

0

Priority Population Community Engagement: Identify the specific assessment for the Community Engagement Co-benefit (High, Medium, Low): <i>*See pages 26-28 Supplemental Guidance for more information</i>	Low
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Method: Select the method your agency used for identifying an important community or household need.

D. Where direct engagement is infeasible, make a selection below that best addresses the needs of the priority population for the project.

Specific Common Need: Make a selection only if [letter D](#) is selected above.

ECON 7 Improve transit service levels and reliability on systems/routes that have high use by low-income riders.

Priority Populations Community Needs Description: Expound on the selections above in [Method](#) and [Specific Common Need](#) to describe the process that your agency used to identify important community needs. Provide details of any public outreach efforts, engagement events, community input, and workshops.

This project was developed based on strategy recommendations from the 2021 Nevada County Coordinated Public Transit - Human Services Transportation Plan. Public outreach was held throughout the plan development and was most recently offered when the project was proposed to the Transit Services Commission on March 16, 2022. Ongoing public outreach occurs through the ATCI-MAPCO/SSTAC quarterly meetings and the every other month Transit Services Commission meetings. Implementation of the proposed project will benefit all communities served by Nevada County Connects, a significant proportion of which are AB1550 designated low-income populations. The project will improve service reliability by reducing passenger boarding times thereby improving on-time performance and overall system reliability.

Priority Populations Benefits

Identify the Priority Population(s) that will benefit from this project.	Project provides benefits to a LIC/HH
Priority Population Benefit: Select the benefit your project provides to the community or household.	C. Project improves connectivity between travel modes.

Priority Population Benefit: Based on the selections above, explain in greater detail how the project will provide benefits to the priority populations in your service area.

This project is expected to improve overall accessibility to the fixed route bus system for low-income community members by removing the need for cash fares. This will also assist in the attraction of new ridership by implementing more familiar non-cash related payment methodologies (i.e. mobile fare payment and/or ticketing). The proposed project is designed to improve overall system reliability by reducing boarding times thereby improving overall on-time performance and system efficiency. In addition, the project will improve connectivity between travel modes, including regional bus and light rail (in Auburn), as well as non-transit related modalities such as cycling and hiking.

SB 1119 Project Criteria: See page 7 of the LCTOP Supplemental Guidance for more information. ☐

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

Is the project a purchase of zero-emission transit buses and/or purchase and installation of supporting infrastructure?

Is the project a new or expanded transit service that connects with transit service serving a disadvantaged communities?

SB 1119 Project Criteria: If this is a new or expanded service project, explain how it connects to a transit service that serves a Disadvantaged Community.



California Air Resources Board
Benefits Calculator Tool for the
Low Carbon Transit Operations Program
California Climate Investments

Note to applicants:

A step-by-step user guide, including project examples, for this Benefits Calculator Tool is available here:
https://ww2.arb.ca.gov/sites/default/files/classic/cc/capandtrade/auctionproceeds/caltrans_lctop_finaluserguide_21-22.pdf

Step 2a: Identify the Project Type.

Step 2b: Input Project-specific Information.

Project Name:	Contactless Fare Payment System Implementation
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This section is used to determine the quantification method and emission factors to use to estimate emissions.

Project Info Inputs	Input	Required	Description
Project Type	Purchase and installation of equipment on transit vehicles to encourage increased transit ridership	Required Input	For the purposes of this quantification, eligible LCTOP projects fall into four project types. Select the project type that best describes this component.
Quantification Method	Increased Ridership	Automated	Emission Estimates = Emission Reductions from Displaced Autos
Service Type	Local/ Intercity Bus (Short Distances)	Required Input	The transit service (e.g., Intercity/Express Bus (Long Distance), Light Rail, Vanpool, etc.) directly associated with the proposed project. For projects that serve multiple services, select Multi-modal.
Type of Region	County	Required Input	The type of region that best encompasses the geographic location for the proposed project type.
Region	Nevada	Required Input	The County or Air Basin where the majority of the service occurs.
Year 1 (Yr1)	2022	Required Input	The first year of service that the rolling stock acquisition will support.
Year F (YrF)	2025	Required Input	The final year of service that the rolling stock acquisition will support.
Useful Life (yrs)	3	Calculated	The useful life of the rolling stock. Limited to up to 50 years.

This section is used to estimate the emission and cost reductions from displaced auto vehicle miles traveled (VMT).

Displaced Auto VMT Inputs	Input	Required	Description
Yr1 Ridership	1,909	Required Input	The increase in unlinked passenger trips directly associated with the proposed project in the first year (Yr1).
YrF Ridership	1,946	Required Input	The increase in unlinked passenger trips directly associated with the proposed project in the final year. If the ridership is not expected to change, Yr1 and YrF should be the same value.
Adjustment Factor	0.561	Required Input	Discount factor applied to annual ridership to account for transit-dependent riders. Use: Document project-specific data or system average developed from a recent, statistically valid survey or default.
Length of Average Trip (mi)	3.77	Required Input	Annual passenger miles over unlinked trips directly associated with the proposed project.
Passenger VMT Reductions (mi)	12,230	Calculated	The estimated displaced auto VMT from the proposed project.
GHG Emission Reductions (MTCO ₂ e)	5	Calculated	The estimated GHG emission reductions in metric tons (MT) of carbon dioxide equivalent (CO ₂ e) from displaced auto VMT from the proposed project.

This section is used to estimate the net emission reductions from new service or from the purchase of new zero-emission/hybrid vehicle(s).

New Service Vehicle Inputs	Input	Required	Description
Vehicle Type		Not Required	Not applicable for this project type.
Engine Tier		Not Required	Not applicable for this project type.
Engine Horsepower		Not Required	Not applicable for this project type.
Fuel Type		Not Required	Not applicable for this project type.
Hybrid Vehicle		Required Input	Not applicable for this project type.

Model Year		Not Required	Not applicable for this project type.
Project-Specific GHG Emission Factor (gCO ₂ e/MJ)		Not Required	Not applicable for this project type.
Annual VMT (mi/yr)		Not Required	Not applicable for this project type.
Annual Fuel Use		Not Required	Not applicable for this project type.
Annual Renewable Energy Generated (kWh/yr)		Not Required	Not applicable for the selected fuel type.
GHG Emissions (MTCO ₂ e)		Not Applicable	Not applicable for this project type.
This section is used to estimate the net emission reductions from vehicle replacement as a result of the proposed project.			
Baseline Vehicle Inputs	Input	Required	Description
Vehicle Type		Not Required	Not applicable for this project type.
Engine Tier		Not Required	Not applicable for this project type.
Engine Horsepower		Not Required	Not applicable for this project type.
Fuel Type		Not Required	Not applicable for this project type.
Hybrid Vehicle		Required Input	Not applicable for this project type.
Model Year		Not Required	Not applicable for this project type.
Project-Specific GHG Emission Factor (gCO ₂ e/MJ)		Not Required	Not applicable for this project type.
Annual VMT (mi/yr)		Not Required	Not applicable for this project type.
Annual Fuel Use		Not Required	Not applicable for this project type.
GHG Emission Reductions (MTCO ₂ e)		Not Applicable	Not applicable for this project type.
This section is used to estimate the net emission reductions from fuel/energy reductions as a result of the proposed project.			
Fuel/Energy Reductions Inputs	Input	Required	Description
Vehicle Type	Cut-A-Way	Optional Input	The vehicle type (e.g., Transit Bus, Streetcar, Ferry, etc.) of the vehicle(s) that will realize fuel/energy reductions as a result of The project.
Engine Tier		Not Required	Not applicable for this project type.
Engine Horsepower		Not Required	Not applicable for this project type.
Fuel Type	Diesel	Required Input	The fuel/energy type (e.g., diesel, grid electricity, etc.) being reduced as a result of the project.
Model Year	2016	Required Input	The average engine model year(s) of the vehicle(s) that will realize fuel/energy reductions as a result of the project.

Annual Fuel/Energy Reduced	1,000	Required Input	<p>The estimated annual fuel/energy reductions expected to be realized as a result of the project.</p> <p>Units of gallons for biodiesel, diesel, gasoline, LNG, renewable diesel; scf for CNG and renewable natural gas; kWh for electric; kg for hydrogen.</p> <p>For projects that generate renewable electricity using solar photovoltaic panels, applicants should use the PVWatts Calculator to determine this input, available at http://pvwatts.nrel.gov/.</p>
GHG Emission Reductions (MTCO ₂ e)	41	Calculated	The estimated GHG emission reductions (MTCO ₂ e) from fuel/energy reductions.
This section is used to estimate the GHG emission reductions as a result of the proposed project.			
Total Project GHG Emission Reductions (MTCO ₂ e)	46	Calculated	Total GHG emission reductions (MTCO ₂ e) from the project during the useful life.
Total LCTOP Project GHG Emission Reductions (MTCO ₂ e)	46	Calculated	The portion of GHG emission reductions attributable to funding from LCTOP; GHG emission reductions are prorated according to the level of program funding contributed from LCTOP and other CCI programs, as applicable.
FY 21-22 LCTOP Project GHG Emission Reductions (MTCO ₂ e)	46	Calculated	The portion of GHG emission reductions attributable to funding from FY 21-22 LCTOP; GHG emission reductions are prorated according to the level of program funding contributed from FY 21-22 LCTOP and other CCI programs, as applicable.

Project Location Information

Please provide specific area information for the project. *Lat-Long for the project should be in decimal degrees.*

If you are claiming a Priority Population benefit, please provide **at least one location point to each claimed community** within the **first three rows**. Then **select** from the drop down which community the location points are representing. Use <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40> to identify your DAC and <https://webmaps.arb.ca.gov/PriorityPopulations/> to Identify your AB 1550 Community

[illegible]

Project Location Information

[illegible]

Please insert a screenshot of the project area on the CARB Greenhouse Gas Reduction Fund Project Map Use
<https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40> to identify your **DAC** and
<https://webmaps.arb.ca.gov/PriorityPopulations/> to Identify your **AB 1550 Community**

See attached map.



California Air Resources Board
Benefits Calculator Tool for the
Low Carbon Transit Operations Program
California Climate Investments

Step 3: Review the Estimated GHG Emission Reductions for the Proposed Project

Project Name:	Contactless Fare Payment System Implementation
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Co-benefits and Key Variables Summary	
LCTOP GGRF Funds	
Local Diesel PM Emission Reductions (lbs)	2
Local NO _x Emission Reductions (lbs)	23
Local PM _{2.5} Emission Reductions (lbs)	7
Local ROG Emission Reductions (lbs)	11
Remote Diesel PM Emission Reductions (lbs)	0
Remote NO _x Emission Reductions (lbs)	0
Remote PM _{2.5} Emission Reductions (lbs)	0
Remote ROG Emission Reductions (lbs)	0
Passenger VMT Reductions (miles)	12,230
Fossil Fuel Use Reductions (gallons)	3,423
Fossil Fuel Energy Use Reductions (kWh)	0
Renewable Energy Generated (kWh)	0
Travel Cost Savings (\$)	\$12,780
Energy and Fuel Cost Savings (\$)	\$10,740
Additional California Climate Investments Program(s)	
Local Diesel PM Emission Reductions (lbs)	0
Local NO _x Emission Reductions (lbs)	0
Local PM _{2.5} Emission Reductions (lbs)	0
Local ROG Emission Reductions (lbs)	0
Remote Diesel PM Emission Reductions (lbs)	0
Remote NO _x Emission Reductions (lbs)	0
Remote PM _{2.5} Emission Reductions (lbs)	0
Remote ROG Emission Reductions (lbs)	0
Passenger VMT Reductions (miles)	0
Fossil Fuel Use Reductions (gallons)	0
Fossil Fuel Energy Use Reductions (kWh)	0
Renewable Energy Generated (kWh)	0

Travel Cost Savings (\$)	\$0
Energy and Fuel Cost Savings (\$)	\$0
Total California Climate Investments	
Local Diesel PM Emission Reductions (lbs)	2
Local NO _x Emission Reductions (lbs)	23
Local PM _{2.5} Emission Reductions (lbs)	7
Local ROG Emission Reductions (lbs)	11
Remote Diesel PM Emission Reductions (lbs)	0
Remote NO _x Emission Reductions (lbs)	0
Remote PM _{2.5} Emission Reductions (lbs)	0
Remote ROG Emission Reductions (lbs)	0
Passenger VMT Reductions (miles)	12,230
Fossil Fuel Use Reductions (gallons)	3,423
Fossil Fuel Energy Use Reductions (kWh)	0
Renewable Energy Generated (kWh)	0
Travel Cost Savings (\$)	\$12,780
Energy and Fuel Cost Savings (\$)	\$10,740



California Air Resources Board
 Job Co-benefit Modeling Tool
 California Climate Investments

Project Name	Contactless Fare Payment System Implementation
Total Full-time Equivalent Jobs Supported by Project Budget	0.8
Total Full-time Equivalent Jobs Supported by Project GGRF Funds	0.8
Full-time Equivalent Jobs Directly Supported by Project GGRF Funds	0.3
Full-time Equivalent Jobs Indirectly Supported by Project GGRF Funds	0.2
Full-time Equivalent Induced Jobs Supported by Project GGRF Funds	0.3

Note:

It is not appropriate to directly compare the job estimates from this Job Co-benefit Modeling Tool to the GGRF project dollars. California Climate Investments facilitate greenhouse gas emission reductions and deliver a suite of economic, environmental, and public health co-benefits, including job co-benefits. A different mix of spending on materials, equipment, and labor is expected across various California Climate Investments project types and match funding arrangements. As such, some project types will support more jobs than others.



California Air Resources Board
Benefits Calculator Tool for the
Low Carbon Transit Operations Program
California Climate Investments

Step 3: Review the Estimated GHG Emission Reductions for the Proposed Project

Project Name:	Contactless Fare Payment System Implementation
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Project Information	
FY 2021-2022 LCTOP GGRF Funds Requested (\$)	\$ 132,811
Total LCTOP GGRF Funds (\$)	\$ 132,811
Total GGRF Funds (\$)	\$ 132,811
Non-GGRF Leveraged Funds (\$)	\$ -
Total Funds (\$)	\$ 132,811

GHG Summary	
Total FY 2021-2022 LCTOP GHG Emission Reductions (MTCO ₂ e)	46
Total LCTOP GHG Emission Reductions (MTCO ₂ e)	46
Total GHG Emission Reductions (MTCO ₂ e)	46
Total GHG Emission Reductions per FY 2021-2022 LCTOP GGRF Funds (MTCO ₂ e/\$million)	345
Total GHG Emission Reductions per Total GGRF Funds (MTCO ₂ e/\$million)	345



BETTY T. YEE
California State Controller

February 18, 2022

County Auditors
Transportation Planning Agencies
County Transportation Commissions
San Diego Metropolitan Transit System

SUBJECT: Low Carbon Transit Operations Program

Pursuant to Health and Safety Code section 39719(b)(1)(B), the State Controller's Office shall allocate five percent of the annual proceeds from the Greenhouse Gas Reduction Fund to the Low Carbon Transit Operations Program. The allocation is made according to the requirements of the Low Carbon Transit Operations Program and pursuant to the distribution formula in sections 99312(b) or (c), 99313, and 99314 of the Public Utilities Code. Enclosed is a schedule that provides the amounts available for the Fiscal Year 2021-22 Low Carbon Transit Operations Program.

Please contact Antwan Madison by telephone at (916) 324-7335 or by email at amadison@sco.ca.gov with any questions or for additional information.

Sincerely,

MELMA DIZON
Manager
Local Apportionments Section

Enclosures

STATE CONTROLLER'S OFFICE
LOW CARBON TRANSIT OPERATIONS PROGRAM
ELIGIBLE ALLOCATION FISCAL YEAR 2021-2022 SUMMARY

<u>Regional Entity</u>	<u>PUC 99313 Fiscal Year 2021-22 Eligible Allocation</u>	<u>PUC 99314 Fiscal Year 2021-22 Eligible Allocation</u>	<u>Total Fiscal Year 2021-22 Eligible Allocation</u>
	A	B	C= (A + B)
Metropolitan Transportation Commission	\$ 18,760,234	\$ 51,505,049	\$ 70,265,283
Sacramento Area Council of Governments	4,771,538	1,665,811	6,437,349
San Diego Association of Governments	2,328,741	572,553	2,901,294
San Diego Metropolitan Transit System	5,745,727	2,357,310	8,103,037
Tahoe Regional Planning Agency	263,183	15,189	278,372
Alpine County Transportation Commission	2,764	216	2,980
Amador County Transportation Commission	91,029	3,443	94,472
Butte County Association of Governments	493,588	27,402	520,990
Calaveras County Local Transportation Commission	109,682	1,340	111,022
Colusa County Local Transportation Commission	54,184	2,377	56,561
Del Norte County Local Transportation Commission	65,633	3,451	69,084
El Dorado County Local Transportation Commission	424,017	29,198	453,215
Fresno County Council of Governments	2,500,420	449,454	2,949,874
Glenn County Local Transportation Commission	72,281	2,009	74,290
Humboldt County Association of Governments	318,680	55,287	373,967
Imperial County Transportation Commission	453,075	41,899	494,974
Inyo County Local Transportation Commission	45,209	0	45,209
Kern Council of Governments	2,226,462	136,571	2,363,033
Kings County Association of Governments	371,509	14,941	386,450
Lake County/City Council of Governments	155,722	8,417	164,139
Lassen County Local Transportation Commission	67,150	3,153	70,303
Los Angeles County Metropolitan Transportation Authority	24,462,675	31,839,285	56,301,960
Madera County Local Transportation Commission	385,954	12,850	398,804
Mariposa County Local Transportation Commission	43,928	1,232	45,160
Mendocino Council of Governments	211,077	16,160	227,237
Merced County Association of Governments	693,701	33,478	727,179
Modoc County Local Transportation Commission	23,115	1,816	24,931
Mono County Local Transportation Commission	32,379	47,655	80,034
Transportation Agency for Monterey County	1,065,062	331,354	1,396,416
Nevada County Local Transportation Commission	237,373	11,679	249,052
Orange County Transportation Authority	7,680,803	2,780,640	10,461,443
Placer County Transportation Planning Agency	774,930	111,497	886,427
Plumas County Local Transportation Commission	44,120	7,205	51,325
Riverside County Transportation Commission	5,977,673	978,451	6,956,124
Council of San Benito County Governments	154,714	2,554	157,268
San Bernardino County Transportation Authority	5,299,296	1,134,739	6,434,035
San Joaquin Council of Governments	1,908,250	435,465	2,343,715
San Luis Obispo Area Council of Governments	660,423	47,333	707,756
Santa Barbara County Association of Governments	1,074,448	275,472	1,349,920
Santa Cruz County Transportation Commission	635,930	588,641	1,224,571
Shasta Regional Transportation Agency	433,014	22,912	455,926
Sierra County Local Transportation Commission	7,767	300	8,067
Siskiyou County Local Transportation Commission	107,963	4,578	112,541
Stanislaus Council of Governments	1,354,027	76,572	1,430,599
Tehama County Transportation Commission	159,166	3,283	162,449
Trinity County Transportation Commission	32,964	1,286	34,250
Tulare County Association of Governments	1,173,232	123,320	1,296,552
Tuolumne County Transportation Council	130,211	3,429	133,640
Ventura County Transportation Commission	2,034,136	330,902	2,365,038
State Totals	\$ 96,119,159	\$ 96,119,158	\$ 192,238,317

STATE CONTROLLER'S OFFICE
LOW CARBON TRANSIT OPERATIONS PROGRAM
FISCAL YEAR 2021-2022 PUC 99314 ALLOCATION DETAIL

Regional Entity and Operator(s)	Revenue Basis	Fiscal Year 2021-22 Eligible Allocation
Nevada County Local Transportation Commission		
County of Nevada	369,077	6,228
City of Truckee	323,083	5,451
Regional Entity Totals	692,160	11,679
Orange County Transportation Authority		
City of Laguna Beach	1,910,271	32,233
Orange County Transportation Authority	110,748,483	1,868,719
Regional Entity Subtotals	112,658,754	1,900,952
Orange County Transportation Authority - Corresponding to SCRRA***	NA	879,688
Regional Entity Totals	112,658,754	2,780,640
Placer County Transportation Planning Agency		
City of Auburn	21,830	368
County of Placer	5,410,141	91,289
City of Roseville	1,175,827	19,840
Regional Entity Totals	6,607,798	111,497
Plumas County Local Transportation Commission		
County of Plumas	346,829	5,852
County Service Area 12 - Specialized Service	80,198	1,353
Regional Entity Totals	427,027	7,205
Riverside County Transportation Commission		
City of Banning	208,349	3,516
City of Beaumont	318,557	5,375
City of Corona	426,555	7,197
Palo Verde Valley Transit Agency	175,762	2,966
City of Riverside - Specialized Service	493,635	8,329
Riverside Transit Agency	18,329,390	309,282
Sunline Transit Agency	11,506,078	194,148
Regional Entity Subtotals	31,458,326	530,813
Riverside County Transportation Commission - Corresponding to SCRRA***	NA	447,638
Regional Entity Totals	31,458,326	978,451
Council of San Benito County Governments		
San Benito County Local Transportation Authority	151,384	2,554
San Bernardino County Transportation Authority		
Morongo Basin Transit Authority	1,027,787	17,342
Mountain Area Regional Transit Authority	564,732	9,529
City of Needles	58,190	982
Omnitrans	34,279,207	578,411
Victor Valley Transit Authority	4,530,204	76,441
Regional Entity Subtotals	40,460,120	682,705
San Bernardino County Transportation Authority - Corresponding to SCRRA***	NA	452,034
Regional Entity Totals	40,460,120	1,134,739

*** The estimated available amounts to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency

Low Carbon Transit Operations Program FY 2021/22				
99313 Apportioned Same as 99314				
Jurisdiction	PUC 99313	99314%	PUC 99314	Total
Nevada County	\$126,583	53%	\$6,228	\$132,811
Grass Valley				
Nevada City				
Truckee	\$110,790	47%	\$5,451	\$116,241
Total	\$237,373		\$11,679	\$249,052
LCTOP amounts were taken from the Low Carbon Transit Operations Program Fiscal Year 2021-22 Allocation prepared by the Office of the State Controller 02/18/2022.				
Regional Transportation Planning Agencies (RTPAs) have discretion over the use of funds allocated under PUC Secion 99313.				

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



MICHAEL WOODMAN, Executive Director

Grass Valley • Nevada City

Nevada County • Truckee

File: 260.1

March 23, 2022

Jackie Tse
Low Carbon Transit Operations Program
Division of Rail and Mass Transportation
1120 N Street MS 39
Sacramento, CA 95814
Districts 1, 2, 3

SUBJECT: Sponsorship of the Nevada County Transportation Commission's Low Carbon Transit Operations Program (LCTOP) Section 99313 Funding

Dear Mr. Tse:

The Nevada County Transportation Commission is officially sponsoring our FY 2021/22 LCTOP funding apportionment of \$237,373 (PUC 99313). Funds will be provided to the Town of Truckee Transit in the amount of \$110,790 and Nevada County Transit in the amount of \$126,583.

Please let me know if you have any questions or require any additional information.

Sincerely,

Michael Woodman
Executive Director



FY 2021-2022 LCTOP Certifications and Assurances

Lead Agency: County of Nevada Department of Public Works, Transit Services Division

Project Title: Contactless Fare Payment System

Prepared by: Robin Van Valkenburgh

The California Department of Transportation (Caltrans) has adopted the following Certifications and Assurances for the Low Carbon Transit Operations Program (LCTOP). As a condition of the receipt of LCTOP funds, Lead Agency must comply with these terms and conditions.

A. General

1. The Lead Agency agrees to abide by the current LCTOP Guidelines and applicable legal requirements.
2. The Lead Agency must submit to Caltrans a signed Authorized Agent form designating the representative who can submit documents on behalf of the project sponsor and a copy of the board resolution appointing the Authorized Agent.

B. Project Administration

1. The Lead Agency certifies that required environmental documentation is complete before requesting an allocation of LCTOP funds. The Lead Agency assures that projects approved for LCTOP funding comply with Public Resources Code § 21100 and § 21150.
2. The Lead Agency certifies that a dedicated bank account for LCTOP funds only will be established within 30 days of receipt of LCTOP funds.
3. The Lead Agency certifies that when LCTOP funds are used for a transit capital project, that the project will be completed and remain in operation for its useful life.
4. The Lead Agency certifies that it has the legal, financial, and technical capacity to carry out the project, including the safety and security aspects of that project.
5. The Lead Agency certifies that they will notify Caltrans of pending litigation, dispute, or negative audit findings related to the project, before receiving an allocation of funds.
6. The Lead Agency must maintain satisfactory continuing control over the use of project equipment and facilities and will adequately maintain project equipment and facilities for the useful life of the project.
7. Any interest the Lead Agency earns on LCTOP funds must be used only on approved LCTOP projects.
8. The Lead Agency must notify Caltrans of any changes to the approved project with a Corrective Action Plan (CAP).



FY 2021-2022 LCTOP

9. Under extraordinary circumstances, a Lead Agency may terminate a project prior to completion. In the event the Lead Agency terminates a project prior to completion, the Lead Agency must (1) contact Caltrans in writing and follow-up with a phone call verifying receipt of such notice; (2) pursuant to verification, submit a final report indicating the reason for the termination and demonstrating the expended funds were used on the intended purpose; (3) submit a request to reassign the funds to a new project within 180 days of termination.

C. Reporting

1. The Lead Agency must submit the following LCTOP reports:

- a. **Annual Project Activity Reports October 28th each year.**
 - b. **A Close Out Report within six months of project completion.**
 - c. **The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of LCTOP funds. A copy of the audit report must be submitted to Caltrans within six months of the close of the year (December 31) each year in which LCTOP funds have been received or expended.**
 - d. **Project Outcome Reporting as defined by CARB Funding Guidelines.**
 - e. **Jobs Reporting as defined by CARB Funding Guidelines.**
2. Other Reporting Requirements: CARB develops and revises Funding Guidelines that will include reporting requirements for all State agencies that receive appropriations from the Greenhouse Gas Reduction Fund. Caltrans and project sponsors will need to submit reporting information in accordance with CARB's Funding Guidelines, including reporting on greenhouse gas reductions and benefits to disadvantaged communities.

D. Cost Principles

1. The Lead Agency agrees to comply with Title 2 of the Code of Federal Regulations 225 (2 CFR 225), Cost Principles for State and Local Government, and 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
2. The Lead Agency agrees, and will assure that its contractors and subcontractors will be obligated to agree, that:
 - a. Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allow ability of individual project cost items and
 - b. Those parties shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments. Every sub-recipient receiving LCTOP funds as a contractor or sub-contractor shall comply with



FY 2021-2022 LCTOP

Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

3. Any project cost for which the Lead Agency has received funds that are determined by subsequent audit to be unallowable under 2 CFR 225, 48 CFR, Chapter 1, Part 31 or 2 CFR, Part 200, are subject to repayment by the Lead Agency to the State of California (State). All projects must reduce greenhouse gas emissions, as required under Public Resources Code section 75230, and any project that fails to reduce greenhouse gases shall also have its project costs submit to repayment by the Lead Agency to the State. Should the Lead Agency fail to reimburse moneys due to the State within thirty (30) days of demand, or within such other period as may be agreed in writing between the Parties hereto, the State is authorized to intercept and withhold future payments due the Lead Agency from the State or any third-party source, including but not limited to, the State Treasurer and the State Controller.

A. Record Retention

1. The Lead Agency agrees and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item for the project. The accounting system of the Lead Agency, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP) and enable the determination of incurred costs at interim points of completion. All accounting records and other supporting papers of the Lead Agency, its contractors and subcontractors connected with LCTOP funding shall be maintained for a minimum of three (3) years after the "Project Closeout" report or final Phase 2 report is submitted (per ARB Funding Guidelines, Vol. 3, page 3.A-16), and shall be held open to inspection, copying, and audit by representatives of the State and the California State Auditor. Copies thereof will be furnished by the Lead Agency, its contractors, and subcontractors upon receipt of any request made by the State or its agents. In conducting an audit of the costs claimed, the State will rely to the maximum extent possible on any prior audit of the Lead Agency pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by the Lead Agency's external and internal auditors may be relied upon and used by the State when planning and conducting additional audits.
2. For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with the performance of the Lead Agency's contracts with third parties pursuant to Government Code § 8546.7, the project sponsor, its contractors and subcontractors and the State shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times



FY 2021-2022 LCTOP

during the entire project period and for three (3) years from the date of final payment. The State, the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a project for audits, examinations, excerpts, and transactions, and the Lead Agency shall furnish copies thereof if requested.

3. The Lead Agency, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

F. Special Situations

Caltrans may perform an audit and/or request detailed project information of the project sponsor's LCTOP funded projects at Caltrans' discretion at any time prior to the completion of the LCTOP.

I certify all of these conditions will be met.

Panos Kokkas

(Print Authorized Agent)

Director of Public Works

(Title)

(Signature)

(Date)

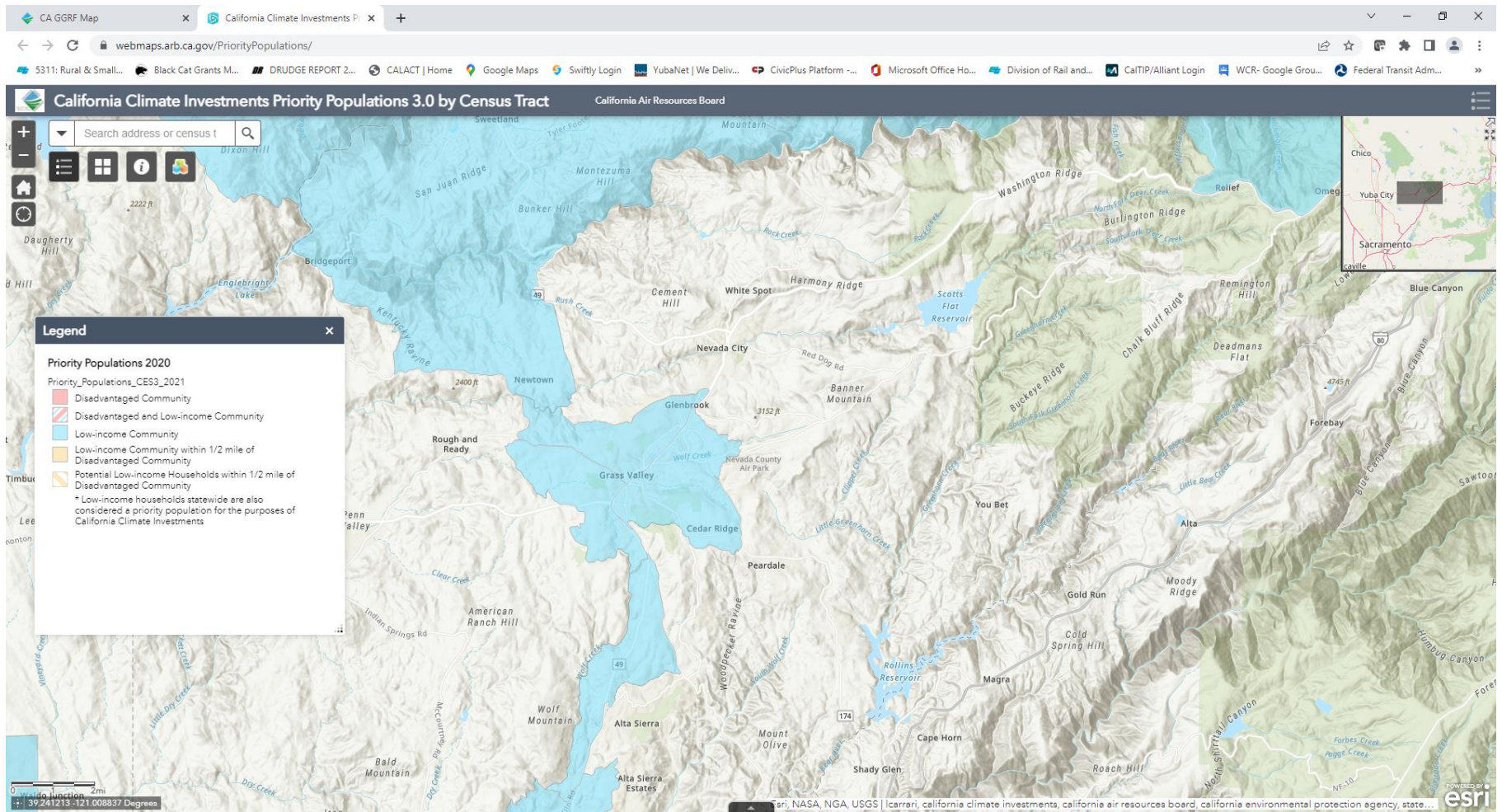


Table 2-2 Low-Income Minorities by Place

	Total Population (Low-Income Population)	White alone, not Hispanic or Latino (% low Income)	Hispanic or Latino origin (of any race) (% low Income)	Black or African American alone(% low Income)	American Indian and Alaska Native alone (% low Income)	Asian alone (% low Income)	Native Hawaiian and Other Pacific Islander alone (% low Income)	Some other race alone (% low Income)	Two or more races (% low Income)
Grass Valley	12,472 (36.4%)	10,056 (22.4%)	1,542 (18.3%)	51 (0.0%)	498 (8.4%)	192 (4.2%)	0 (0.0%)	249 (0.0%)	543 (21.9%)
Nevada City	2,903 (21.6%)	2,464 (22.2%)	131 (55%)	2 (100%)	2 (100%)	18 (0.0%)	0 (0.0%)	3 (0.0%)	286 (1.0%)
Alta Sierra	7,195 (4.2%)	6,433 (4.7%)	348 (0.0%)	0 (0.0%)	0 (0.0%)	62 (0.0%)	0 (0.0%)	40 (0.0%)	414 (0.0%)
Lake Wildwood	5,208 (2.2%)	4,541 (2.3%)	398 (2.8%)	2 (100.0%)	11 (0.0%)	86 (0.0%)	0 (0.0%)	0 (0.0%)	171 (0.0%)
Lake of the Pines	4,137 (1.5%)	3,481 (1.8%)	542 (0.0%)	0 (0.0%)	0(0.0%)	29 (0.0%)	0 (0.0%)	0 (0.0%)	85(0.0%)
North San Juan	328 (49.10%)	263 (36.5%)	7 (100.0%)	0 (0.0%)	18 (100.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	40 (100.0%)
Penn Valley	1,424 (27.7%)	1,277 (28.9%)	84 (9.5%)	0 (0.0%)	15 (100.0%)	31 (12.9%)	0 (0.0%)	0 (0.0%)	17 (0.0%)
Rough & Ready	828 (51.1%)	526 (33.7%)	291 (84.5%)	11 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)



COORDINATED PUBLIC TRANSIT – HUMAN SERVICES TRANSPORTATION PLAN FINAL REPORT

NEVADA COUNTY TRANSPORTATION COMMISSION

FINAL

PROJECT NO.: 189400A
DATE: JUNE 2021

WSP
2150 RIVER PLAZA DRIVE, SUITE 400
SACRAMENTO, CA 95833
WSP.COM

The increased priority for Criteria 1 and 2 is based on the requirement that strategies for those are either mandated by a government agency (transition to zero-emission vehicles or paratransit service) or will directly improve the mobility options for seniors and disabled customers, a targeted group in the Coordinated Plan development. The changes to the prioritization of strategies was done to ensure that transit providers needing to comply with certain regulations are able to pursue funding for projects under these strategies and maintain or expand on the existing level of service. The changes were also made to ensure that strategies that benefit sustainable benefit targeted populations have high priority.

7.2 RECOMMENDED STRATEGIES PRIORITY PLAN

Table 7-1 to Table 7-5 details the prioritization scoring results for the transit, active transportation, technology, infrastructure, and stop improvement strategies.

Table 7-1 Transit Services Strategies, Criteria, and Priority

Part of County	Tool Type	Strategy	Criteria					Priority
			1	2	3	4	5	
Eastern	<i>Fixed-Route Local Bus Service</i>	Maintain existing service on the Truckee Local Route, eventually extending the span and increase frequency to 30-minutes.	✗	✗	✓	✓	✓	
Eastern	<i>Fixed-Route Local Bus Service</i>	Introduce Community Shuttles that connect different areas of Truckee to the Downtown/Transit Center.	✗	✗	✓	✓	✓	
Eastern	<i>Fixed-Route Commuter Bus Service</i>	Introduce a service similar to the NTTT Senior Shuttle that provides customers the option to travel to destinations in Reno, Nevada, Placer, and Sacramento Counties.	✗	✗	✓	✗	✓	
Eastern	<i>Demand-Response Bus Service and Microtransit</i>	Maintain existing service on the Truckee DAR service, eventually expanding to more vehicles operating to provide enhanced service.	✗	✓	✓	✓	✓	
Eastern	<i>Demand-Response Bus Service and Microtransit</i>	Explore microtransit programs in different areas in Truckee that work in coordination with the Truckee DAR service. Which could include NEVs	✗	✗	✓	✓	✓	
Eastern	<i>Reduced or Free Fare Programs</i>	Maintain free fares on the service.	✗	✗	✓	✓	✓	
Eastern	<i>Volunteer Driver Programs</i>	Introduce a volunteer driver program that connects volunteers with different modal options in areas that are traditionally hard to serve with public transit.	✗	✗	✓	✗	✓	
Eastern	<i>Vanpool Subsidy</i>	Provide Vanpool subsidies to provide alternative mode choice to commutes and in rural areas that are hard to serve with traditional fixed-route service.	✗	✗	✓	✗	✓	
Eastern	<i>Travel Training</i>	Enhance travel training to improve access to public transit and improve independence for seniors and disabled residents.	✗	✓	✓	✓	✓	
Western	<i>Fixed-Route and Deviated Fixed-Route Local Bus Service</i>	Implement recommendations in the Western Nevada County Transit Development Plan, including increased frequency on Route 1.	✗	✗	✓	✓	✓	
Western	<i>Demand-Response Bus Service and Microtransit</i>	Implement recommendations in the Western Nevada County Transit Development Plan as they relate to Demand-Response Service and expanded service areas.	✗	✗	✓	✓	✓	
Western	<i>Reduced or Free Fare Programs</i>	Introduce Free Fare Programs if it becomes financially sustainable.	✗	✗	✓	✗	✓	
Western	<i>NEV</i>	Introduce NEV service areas to enhance first/last mile connections for seniors and disabled customers.	✗	✗	✓	✓	✓	

Part of County	Tool Type	Strategy	Criteria					Priority
			1	2	3	4	5	
Western	<i>Volunteer Driver Programs</i>	Introduce a volunteer driver program that connects volunteers with different modal options in areas that are traditional hard to serve with public transit. Specifically for areas like North San Juan and North Columbia.	✗	✗	✓	✗	✓	↑↑
Western	<i>Vanpool Subsidy</i>	Provide Vanpool subsidies to provide alternative mode choice to commutes and in rural areas that are hard to serve with traditional fixed-route service.	✗	✗	✓	✗	✓	↑↑
Western	<i>Travel Training</i>	Enhance travel training to improve access to public transit and improve independence for seniors and disabled residents.	✗	✗	✗	✓	✓	↑↑
Eastern and Western	<i>Intercity Bus Service</i>	Increase the availability of inter-city bus service between Sacramento and Reno with service to Auburn and Truckee either through Greyhound, Amtrak Thruway, FlixBus, or MegaBus.	✗	✗	✓	✗	✗	↑
Eastern and Western	<i>Rail Service</i>	Increase rail service between Reno and Sacramento to reduce congestion along the I-80 and increase travel options for residents of both Eastern and Western Nevada County.	✗	✗	✓	✓	✓	↑↑↑

Table 7-2 Active Transportation Strategies, Criteria, and Priority

Part of County	Tool Type	Strategy	Criteria					Priority
			1	2	3	4	5	
Eastern	<i>Bike/Scooter Share</i>	Expand or add to the existing Zagster Bike Share program in Truckee for use along the bike paths.	✗	✗	✓	✓	✓	↑↑↑
Eastern	<i>Sidewalk Improvements</i>	Construct sidewalks consistent with the prioritization identified in the Nevada County Active Transportation Plan (2017).	✗	✓	✓	✓	✓	↑↑↑
Eastern	<i>Crosswalk Improvements</i>	Construct crosswalks consistent with the prioritization identified in the Nevada County Active Transportation Plan (2017).	✗	✓	✓	✓	✓	↑↑↑
Eastern	<i>Bike/Multi-Use Paths</i>	Construct bike/multi-use paths consistent with the prioritization identified in the Nevada County Active Transportation Plan (2017).	✗	✓	✓	✓	✓	↑↑↑
Western	<i>Bike/Scooter Share</i>	Introduce bike or scooter share with a contract similar to the one used in Eastern Nevada County with Zagster or work with bike/scooter share companies and the two cities to allow for permitted use in the city.	✗	✗	✓	✓	✓	↑↑↑

Part of County	Tool Type	Strategy	Criteria					Priority
			1	2	3	4	5	
Western	<i>Sidewalk Improvements</i>	Construct sidewalks consistent with the prioritization identified in the Nevada County Active Transportation Plan (2017).	✗	✓	✓	✓	✓	
Western	<i>Crosswalk Improvements</i>	Construct crosswalks consistent with the prioritization identified in the Nevada County Active Transportation Plan (2017).	✗	✓	✓	✓	✓	
Western	Bike/Multi-Use Paths	Construct bike/multi-use paths consistent with the prioritization identified in the Nevada County Active Transportation Plan (2017).	✗	✓	✓	✓	✓	

Table 7-3 Technology Strategies, Criteria, and Priority





Part of County	Tool Type	Strategy	Criteria					Priority
			1	2	3	4	5	
Eastern	<i>Scheduling/Dispatch Software</i>	Procure scheduling and dispatch software that allows for improved scheduling making for fixed-route and demand-response services.	✗	✗	✓	✗	✓	
Eastern	<i>App-Based Ride Hailing/Mobile Ticketing</i>	Procure ride hailing equipment to eventually use if day of ride hailing is implemented to increase the usability of Truckee DAR service.	✗	✗	✓	✗	✓	
Eastern	<i>On-Board Vehicle Monitoring</i>	Procure on-vehicle monitoring equipment or partner with Placer County Transit's existing system.	✗	✗	✓	✓	✗	
Eastern	<i>Automatic Passenger Counters and Software</i>	Procure passenger counters and software to improve service monitoring and reporting.	✗	✗	✗	✓	✓	
Eastern	<i>On-Board and at Facility Cameras</i>	Procure cameras for vehicles and at facilities to increase safety and security.	✗	✗	✗	✓	✓	
Eastern	<i>Automatic Passenger Counters and Software</i>	Procure mobile payment options that enhance the ability for customers to board and pay for the service.	✗	✗	✓	✗	✓	
Western	<i>Scheduling/Dispatch Software</i>	Procure scheduling and dispatch software that allows for improved scheduling making for fixed-route and demand-response services.	✗	✗	✓	✓	✓	
Western	<i>App-Based Ride Hailing/Mobile Ticketing</i>	Procure ride hailing equipment for day of ride hailing to increase the usability of Nevada County Now.	✗	✗	✗	✓	✓	
Western	<i>On-Board Vehicle Monitoring</i>	Procure on-vehicle monitoring equipment.	✗	✗	✗	✓	✓	
Western	<i>Automatic Passenger Counters and Software</i>	Procure passenger counters and software to improve service monitoring and reporting.	✗	✗	✗	✓	✗	

Part of County	Tool Type	Strategy	Criteria					Priority
			1	2	3	4	5	
Western	Automatic Passenger Counters and Software	Procure mobile payment options that enhance the ability for customers to board and pay for the service.	✗	✗	✗	✓	✓	

Table 7-4 Vehicles and Infrastructure Strategies, Criteria, and Priority

Part of County	Tool Type	Strategy	Criteria					Priority
			1	2	3	4	5	
Eastern	Zero-Emission Vehicles	Start procuring zero-emission vehicles to comply with the California Air Resources Board's Innovative Clean Transit Regulation by 2026.	✓	✗	✗	✓	✗	
Eastern	Zero-Emission Infrastructure	Construct Zero-Emission Infrastructure to charge/refuel zero-emission vehicles.	✓	✗	✗	✓	✗	
Eastern	Transit Center Improvements and/or Relocations	Relocate and build the Truckee Transit Center. If that is deemed too cost prohibitive, improve the amenities at the existing transit center.	✗	✗	✓	✓	✓	
Eastern	Non-Zero-Emission Vehicles	Procure non-zero-emission vehicles (small transit agencies are not required to procure zero-emission vehicles prior to 2026 and then only a percentage of their fleet needs to be zero-emission) to ensure that vehicles are not surpassing their useful life.	✗	✗	✓	✓	✓	
Western	Zero-Emission Vehicles	Start procuring zero-emission vehicles to comply with the California Air Resources Board's Innovative Clean Transit Regulation by 2026.	✓	✗	✗	✓	✗	
Western	Zero-Emission Infrastructure	Construct Zero-Emission Infrastructure to charge/refuel zero-emission vehicles.	✓	✗	✗	✓	✗	
Western	Transit Center Improvements and/or Relocations	Improve the amenities at the existing transit center.	✗	✗	✓	✓	✓	
Eastern	Non-Zero-Emission Vehicles	Procure non-zero-emission vehicles (small transit agencies are not required to procure zero-emission vehicles prior to 2026 and then only a percentage of their fleet needs to be zero-emission) to ensure that vehicles are not surpassing their useful life.	✗	✗	✓	✓	✓	

Table 7-5 Stop Improvement Strategies, Criteria, and Priority

Part of County	Tool Type	Strategy	Criteria					Priority
			1	2	3	4	5	
Eastern	<i>Benches and Shelters</i>	Construct benches and shelters where financially sustainable and warranted by ridership.	✗	✗	✓	✓	✓	
Eastern	<i>Benches and Shelters</i>	Construct shelter modifications to allow for the closing and opening of shelters where warranted by increased vandalism.	✗	✗	✓	✓	✓	
Eastern	<i>Real-Time Travel Information and Schedule Information</i>	Implement real-time and static schedule information at stops to improve knowledge of service.	✗	✗	✓	✓	✓	
Western	<i>Benches and Shelters</i>	Construct benches and shelters where financially sustainable and warranted by ridership.	✗	✗	✓	✓	✓	
Western	<i>Real-Time Travel Information and Schedule Information</i>	Implement real-time and static schedule information at stops to improve knowledge of service.	✗	✗	✓	✓	✓	