

**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>	10/14/2014		
<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 FY17-18 LCTOP Allocation

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>	

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>	Gold Country Stage ADA Accessible Transit Van Purchase					
<b>Description (Short):</b> <i>No more than 4 lines.</i>	Purchase an ADA Accessible Transit Van to support the expansion of rural fixed route transit services.					
<b>Type:</b>	Capital					
<b>Sub-Type</b>	Purchase expansion zero-emission or low-emission vehicles and equipment in support of new expanded/enhanced transit service					
<b>Is the Lead Agency rolling over LCTOP funds:</b>	No	<b>How many years will the funds be rolled over:</b>				
<i>If the Lead Agency is rolling over LCTOP funds in order to accumulate the need funds to complete the project leave the next question (Start Date) blank until the last year of rollover.</i>						
<b>Start date (anticipated):</b>	9/1/2018	<b>End date (anticipated):</b>	6/30/2019			
<b>General Area (City/County):</b>	Western Nevada County; Nevada City, North San Juan, San Juan Ridge, North Columbia					
<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>	The proposed service area encompasses Grass Valley (39.2188199,-121.0712136), Nevada City (39.2607934,-121.041153), North San Juan (39.3715938,-121.124662), the San Juan Ridge (39.3586813,-121.0881731) area, Cherokee (39.3702957,-121.0506948) and North Columbia (39.3715787,-120.9976688).					
<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>	5	<b>Operations:</b>				
<b>Funding:</b>	<b>99313:</b>	\$74,734	<b>99314:</b>		<b>Total:</b>	\$74,734
<b>Approved LONP:</b>	No		<b>LONP Approval date:</b>			



**FY 2017-2018 LCTOP  
Allocation Request**

**Funding Information**

<i>LCTOP Allocation Year</i>	<b>Prior</b>	<b>FY 17-18</b>	<b>FY 18-19</b>	<b>FY 19-20</b>	<b>FY 20-21</b>	<b>FY 21-22</b>	<b>Total</b>
<b>PUC 99313 Amount:</b>		\$74,734					\$74,734
<b>PUC 99314 Amount:</b>		\$0					\$0
<b>Total LCTOP Funds:</b>	\$0	\$74,734	\$0	\$0	\$0	\$0	\$74,734
<b>Other GGR Funds:</b>							\$0
<b>Other Funds:</b>							\$0
<b>Total Project Cost:</b>	\$0	\$74,734	\$0	\$0	\$0	\$0	\$74,734

<b>Lead Agency:</b>	Nevada County Department of Public Works-Tran	<b>Amount:</b>	<b>PUC Funds Type:</b>
<b>Contact Person:</b>	Robin Van Valkenburgh	\$0	99313
<b>Contact Phone #:</b>	530-477-0103 x 1003	\$0	99314
<b>Contact E-mail:</b>	0		

<b>Contributing Sponsor:</b>	Nevada County Transportation Commission	<b>Amount:</b>	<b>PUC Funds Type:</b>
<b>Contact Person:</b>	Dan Landon	\$74,734	99313
<b>Contact Phone #:</b>	530-265-3202		99314
<b>Contact E-mails:</b>	<a href="mailto:danlandon@nccn.net">danlandon@nccn.net</a>		

<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
<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
<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
<b>Contact Phone #:</b>			99314
<b>Contact E-mails:</b>			

<b>Total FY 17-18 LCTOP Funding</b>	<b>\$74,734</b>
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**Supplanting Funds** - Describe how the LCTOP funds will not supplant other funding sources.  
Without LCTOP funds this project would not be possible.

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



**FY 2017-2018 LCTOP  
Allocation Request**

**Funding Plan**

Proposed Total Project Cost								
Component	Prior	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	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	\$74,734	\$0	\$0	\$0	\$0	\$74,734
Operations/Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$74,734</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$74,734</b>

Low Carbon Transit Operations Program (LCTOP)								
Component	Prior	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase			\$74,734					\$74,734
Operations/Other			\$0	\$0	\$0			\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$74,734</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$74,734</b>

Funding Source:								
Component	Prior	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	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 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	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 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	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 2017-2018 LCTOP  
Allocation Request**

**Funding Plan**

<b>Funding Source:</b>								
<b>Component</b>	<b>Prior</b>	<b>FY 17-18</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>
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 17-18</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>
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 17-18</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>
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 17-18</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>
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 17-18</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>
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

**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* .

Purchase one (1) new ADA lift equipped transit van. The transit van includes seating for up to 12 amulatory and two wheelchair passengers, farebox, Automatic Vehicle Location (AVL), and a three position exterior bike rack. The vehicle will support proposed service expansion in rural northwest Nevada County. The proposed service consists of up to three (3) days per week of lifeline fixed route bus service to North San Juan, San Juan Ridge and the North Columbia areas. The proposed service would operate an estimated 680 service hours per year with an estimated annual route milage of 16,900 miles. Ridership is estimated at 2,700 unlinked passenger trips per year. The route serves AB1550 designated low-income populations.

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

North Western Nevada County is the project area and includes the small urban areas of Grass Valley and Nevada City and the rural areas of North San Juan, San Juan Ridge, Cherokee and North Columbia. A one-way trip to the service area is approximately 27 miles. Gold Country Stage is the transit service for all of Western Nevada County, providing safe, reliable and environmentally friendly alternative transportation services to the cities of Grass Valley and Nevada City, and to the communities of Penn Valley, Rough & Ready, Alta Sierra, Lake Wildwood and Lake of the Pines in addition to providing regional connections in Auburn to Amtrak, Placer County Transit and Auburn Transit. The new ADA accessible transit van would support the efficient implementation of service to rural outlying areas.

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

Gold Country Stage currently operates fixed route bus service on six (6) local and inter-city/regional routes with eleven (11) 29 foot cutaway buses and three (3) ADA lift equipped minivans. The service provides approximately 185,000 trips per year travelling 307,000 miles annually. The proposed bus purchase would be in addition to this fleet and would support proposed transit service expansion.

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

Zone 1: Cash Fare - Adult (18+) \$1.50; Discount (senior, disabled, youth) \$0.75; Day Pass \$4.50 regular/\$2.25 discount; Monthly Pass \$45.00 regular/\$22.50 discount. Zone 2: Cash Fare - Adult (18+) \$3.00; Discount (senior, disabled, youth) \$1.50; Day Pass \$7.50 regular/\$3.75 discount; Monthly Pass \$90.00 regular/\$45.00 discount. The proposed project would be in Zone 2 and would not affect the overall system fare structure.

**Project/Agency Information (continued)**

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

The purchase pricing for the proposed vehicle is based on the CalAct/MBTA Cooperative Agreement pricing (see attached), with a base price of \$60,000. The requested funding will fully cover the purchase price of the vehicle.

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

Gold Country Stage staff are engaged in discussions with members of the San Juan Ridge Community Action Team regarding service planning and community engagement. The proposed service enhancement is consistent with recommendations in the Western Nevada County Transportation Development Plan Update 2016 and the area is designated as low income for AB1550 purposes.

**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, but a significant portion of the current Gold Country Stage service area (approximately 58% of annual service hours) is designated as low income per AB1550. Routes serving these areas are Rt 1, 2, 3 & 4. The proposed vehicle purchased would be dedicated for use in low-income designated areas as part of service expansion to outlying rural areas.

**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 new ADA accessible transit van will reduce greenhouse gas emissions in two ways; first the new vehicle will be utilized to expand fixed route services providing an incentive for the public to ride transit where there currently is none, thus increasing overall ridership; second the new vehicle produces fewer emissions than the current diesel buses.

**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>	2019	The first year of service to be funded by FY2017-18 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>	2024	The final year of service to be funded by FY2017-18 LCTOP funds
<b>Project Yr1 Ridership</b> - <i>Estimated annual ridership contributed by the new service or capital improvement in Yr1.</i>	3,700	Total estimated ridership is based on previous historical route ridership data for service to the area (1249 pax/day of service, minimum of 3 days/week).
<b>Project F Yr. Ridership</b> - <i>Estimated annual ridership contributed by the new service or capital improvement in YrF.</i>	3,700	Total estimated ridership is based on previous historical route ridership data for service to the area (1249 pax/day of service, minimum of 3 days/week).
<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>	0.83	The proposed service has a 27 mile one-way trip, 54 miles round trip thus the adjustment factor is set at 0.83.
<b>Trip Length (L)</b> - <i>Length (miles) of average auto trip reduced or average passenger trip length (miles).</i>	7.10	Calculated by dividing the historical total FY2007/08 vehicle service miles by boardings.
<b>Project Useful Life</b>	<b>5</b>	<b>This is calculated based on the values above.</b>
<b>Total Project Ridership Increased</b>	<b>18,500</b>	<b>This is calculated based on the values above.</b>
<b>Total Project VMTs Reduced</b>	<b>109,021</b>	<b>This number is calculated based on the values above.</b>
<b>Estimated Total Project GHG (mtco2) Reduction:</b>	<b>50.87</b>	<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>	<b>0.00068</b>	<b>This number is calculated based on the values from above and the QM-Tool tab.</b>

**Project Benefits**

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

New transit vehicles provide an enhanced user experience by offering improved reliability, more comfortable seating, improved security (internal and external cameras) and convenient mode share via on-board bicycle racks. This enhanced experience is critical to enticing new riders to try transit, thereby increasing ridership.

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

- |   |   |
|---|---|
| <input 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 checked="" type="checkbox"/> Reduced Operating/Maintenance Costs | <input checked="" type="checkbox"/> Promotes Active Transportation    |
| <input checked="" type="checkbox"/> Increase System Reliability         | <input type="checkbox"/> Promotes Integration w/ other modes          |
| <input checked="" type="checkbox"/> Other Benefits                      |   |

**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'; the proposed transit vans will be 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. Additional benefits include reduced maintenance cost for new vehicles and increased fuel efficiency for gasoline versus diesel engines.



**AB 1550 Populations Benefits**

<b>Does your Service Area have a Disadvantaged Community?</b>	No
<b>Does the Project Benefit a Disadvantaged Community?</b>	No
<b>Does the Project Benefit a Low Income Community or a resident of a Low-Income Household?</b>	Yes
<b>Does the Project Benefit a Low Income Community or a resident of a Low-Income Household with in a 1/2 of a Disadvantaged Community?</b>	No

<b>Identify the DAC Census Tract Project Benefits (please use the 10-digit identification code) :</b>	
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<b>Identify AB 1550 Criteria Table:</b>	Transit
<b>Identify the Specific AB 1550 Criteria (for more information please review AB 1550 Criteria tab):</b>	B. Is the project at least partially located within the boundaries of a low-income community census tract? For projects that improve transit service or increase transit access along transit lines or corridors, is the project serving at least one stop located within the boundaries of a low-income community census tract?
<b>Identify the approach your agency used to identify AB 1550 Community Need (for more information please review AB 1550 Needs tab):</b>	C. Receive documentation of support from local community-based organizations and/or residents (e.g., letters, emails) and select a project with documented broad community support; or
<b>Identify Specific AB 1550 Group Common Needs (if you select letter D. in question above):</b>	

<b>AB 1550 Community Need:</b> Describe, in detail the identified community need(s) and how the project meets the need(s), including the levels of community engagement.
The San Juan Ridge Community Action Team has provided approximately 475 signatures of community residents requesting fixed route bus service be implemented for the San Juan Ridge area. The SJR Community Action Team has agreed to undertake the development of a business plan to inform community financial support for the project as well as administer detailed surveys to community residents. The proposed project meets the community need by providing a vehicle to support the implementation of requested services.

<b>Identify the Specific AB 1550 Benefit Criteria (for more information please review AB 1550 Benefit Criteria tab):</b>	A. Project provides improved transit or passenger rail service for stations or stops within an AB 1550 community (e.g., new transit lines, more frequent service, greater capacity on existing lines that are nearing capacity, improved reliability, improved accessibility, bus rapid transit service);
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<b>DAC Benefit -</b> Explain, in your own words, how the project will benefit Disadvantaged Community(ies) within your service area.
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**FY 2017-2018 LCTOP  
Allocation Request**

**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 purchase of an ADA accessible transit van will enable Gold Country Stage to implement needed fixed route bus service to the San Juan Ridge area. The proposed route travels 21 of 27 one-way miles within designated low-income community areas (~77 percent). The expansion of service would provide transit mobility where there is none currently and will provide access to multi-modal services such as bike and pedestrian trails, regional bus service (in Auburn) and Amtrak train service.

**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>	74,734
<b>Amount funds to benefit Low-Income Households or Resident within 1/2 mile of a DAC: \$</b>	



**California Air Resources Board  
 Calculator Tool for the  
 California Department of Transportation  
 Low Carbon Transit Operations Program  
 Greenhouse Gas Reduction Fund  
 Fiscal Year 2017-18**

<b>Project Name:</b>	<b>Gold Country Stage ADA Accessible Transit Van</b>	<b>Contact Name:</b>	<b>Robin Van Valkenburgh</b>
<b>Lead Agency:</b>	<b>Nevada County Department of Public Works-Transit Service</b>	<b>Contact Phone #:</b>	<b>530-477-0103 x 1003</b>
<b>Date Completed:</b>		<b>Contact Email:</b>	<b>0</b>
<b>Project ID</b>			

	Auto-fill field; no input required		Calculated field; no input required
	Applicant must input, if required		Additional documentation required
	Applicant must select from drop-down, if required;		

Applicant must input required fields from top to bottom (i.e., first Project Type, then Region, etc.).  
 Required fields and descriptions are dependent on the inputs selected or entered.  
 User tips to provide clarification or suggested inputs may appear when input cells are selected.

Inputs	Required	Description
This section is used to determine the quantification method and emission factors to use to estimate emissions.		
<b>Project Type</b>		Purchase expansion zero-emission or low-emission vehicles and equipment in support of new expanded/enhanced transit service
<b>Quantification Method</b>	New Service and Technology Conversion	Automated
<b>Region</b>	County	Yes
<b>Subregion</b>	Nevada	Yes
<b>Year 1 (Yr1)</b>	2019	Yes
<b>Year F (YrF)</b>	2024	Yes
<b>Quantification Period</b>	5	Calculated
This section is used to estimate the emission reductions from displaced auto vehicle miles traveled (VMT).		
<b>Service Type</b>	Multi-modal	Yes
<b>Yr1 Ridership</b>	3,700	Yes
<b>YrF Ridership</b>	3,700	Yes
<b>Adjustment Factor (A)</b>	0.83	Yes
<b>Length of Average Trip (L)</b>	7.10	Yes
<b>GHG Emission Reductions</b>	50.87	Calculated
This section is used to estimate the net emission reductions from new service or from the purchase of new zero-emission/hybrid vehicle(s).		
<b>Vehicle Type</b>		No
<b>Hybrid Vehicle</b>		No
<b>Fuel/Energy Type</b>		No
<b>Project Specific Emission Factor</b>		No
<b>Model Year</b>		No
<b>Annual VMT</b>		No
<b>Annual Fuel/Energy</b>		No
<b>GHG Emissions</b>	0	Calculated
This section is used to estimate the net emission reductions from vehicle replacement or fuel/energy reductions as a result of the proposed project.		
<b>Additional GHG Reductions</b>	Not Applicable	Yes
<b>Vehicle Type</b>		Yes



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<b>Fuel/Energy Type</b>		Yes	The fuel type of the vehicle expected to be replaced as a result of the project (e.g., Transit Bus).
<b>Model Year</b>		No	Not applicable for this project type.
<b>Annual VMT</b>		No	Not applicable for this project type.
<b>Annual Fuel/Energy</b>		No	Not applicable for this project type.
<b>GHG Reductions</b>	Not Applicable	Calculated	The estimated GHG emission reductions (MTCO <sub>2e</sub> ) from vehicle replacement or fuel/energy reductions.
This section is used to gather the total Greenhouse Gas Reduction Fund (GGRF) funding requested or awarded.			
<b>FY 2017-18 LCTOP GGRF Funds Requested</b>	\$74,734.00	Yes	The amount of FY 2017-18 LCTOP dollars the applicant is requesting from Caltrans per State Controller's Office Eligible list for FY 2016-17.
<b>Total LCTOP GGRF Funds Requested</b>	\$74,734.00	Yes	The amount equal to FY 2017-18 LCTOP Funds Requested plus all LCTOP dollars from Caltrans that have previously been awarded to the same project and any future LCTOP dollars that the project plans to apply for. If no other LCTOP funds have been requested, the Total LCTOP GGRF Funds Requested will be the same amount as the FY 2017-18 LCTOP Funds Requested.
<b>Total GGRF Funds Requested</b>	\$74,734.00	Yes	The amount equal to the Total LCTOP Funds Requested plus all GGRF dollars that have previously been awarded to the same project and any other GGRF dollars that the project has or plans to apply for. If no other GGRF funds have been requested, the Total GGRF Funds Requested will be the same amount as the Total LCTOP GGRF Funds Requested.
This section calculates the greenhouse gas (GHG) emission reductions achieved by the proposed project.			
<b>Total Project GHG Reductions</b>	51	Calculated	Total GHG emission reductions (MTCO <sub>2e</sub> ) from the project during the useful life.
<b>LCTOP Project GHG Reductions</b>	51	Calculated	This is 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.



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<b>Project Name:</b>	<b>Gold Country Stage ADA Access</b>	<b>Contact Name:</b>	<b>Robin Van Valkenburgh</b>
<b>Lead Agency:</b>	<b>Nevada County Department of</b>	<b>Contact Phone #:</b>	<b>530-477-0103 x 1003</b>
<b>Date Completed:</b>		<b>Contact Email:</b>	<b>0</b>
<b>Project ID</b>			

Display fields only; no inputs required

	<b>Results</b>	<b>Description</b>
<b>GHG Emission Reduction Start Date (Year)</b>	<b>2019</b>	The first year the proposed LCTOP project will achieve GHG emission reductions.
<b>Total GHG Emission Reductions (MTCO<sub>2</sub>e)</b>	<b>51</b>	Total GHG emission reductions (MTCO <sub>2</sub> e) from the proposed project during the quantification period.
<b>Total GHG Emission Reductions /Total GGRF Funds Requested (MTCO<sub>2</sub>e/\$)</b>	<b>0.0007</b>	The metric to be reported in the application.
<b>LCTOP GHG Emission Reductions (MTCO<sub>2</sub>e)</b>	<b>51</b>	This is 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.
<b>LCTOP GHG Emission Reductions /Total LCTOP GGRF Funds Requested (MTCO<sub>2</sub>e/\$)</b>	<b>0.0007</b>	The metric to be reported in the application.



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**Fiscal Year 2017-18**

<b>Project Name:</b>	<b>Gold Country Stage ADA Accessible Trans</b>	<b>Contact Name:</b>	<b>Robin Van Valkenburgh</b>
<b>Lead Agency:</b>	<b>Nevada County Department of Public Work</b>	<b>Contact Phone #:</b>	<b>530-477-0103 x 1003</b>
<b>Date Completed:</b>		<b>Contact Email:</b>	-
<b>Project ID</b>			

**Display fields only; no inputs required**

		<b>Total CCI</b>	<b>Results</b>	
<b>Key Variables</b>	Passenger VMT Reductions (miles)		109,021	
	Fossil Fuel Use Reductions		N/A	
	Renwable Eneergy Generated (kWh)		N/A	
	Fossil Fuel Energy Use Reductions (kWh)		N/A	
<b>Co-Benefits</b>	ROG Emission Reductions (lbs)			
	NO <sub>x</sub> Emission Reductions (lbs)			
	PM <sub>2.5</sub> Emission Reductions (lbs)			
	Diesel PM Emission Reductions (lbs)			
		<b>LCTOP</b>	<b>Results</b>	
<b>Key Variables</b>	Passenger VMT Reductions (miles)		109,021	
	Fossil Fuel Use Reductions		N/A	
	Renwable Energy Generation (kWh);		N/A	
	Fossil Fuel Energy Use Reductions (kWh)		N/A	
<b>Co-Benefits</b>	ROG Emission Reductions (lbs)			
	NO <sub>x</sub> Emission Reductions (lbs)			
	PM <sub>2.5</sub> Emission Reductions (lbs)			
	Diesel PM Emission Reductions (lbs)			
		<b>Additional CCI Program</b>	<b>Results</b>	
<b>Key Variables</b>	Passenger VMT Reductions (miles)		N/A	
	Fossil Fuel Use Reductions		N/A	
	Renwable Eneergy Generated (kWh)		N/A	
	Fossil Fuel Energy Use Reductions (kWh)		N/A	
<b>Co-Benefits</b>	ROG Emission Reductions (lbs)			
	NO <sub>x</sub> Emission Reductions (lbs)			
	PM <sub>2.5</sub> Emission Reductions (lbs)			
	Diesel PM Emission Reductions (lbs)			