



RESOLUTION No. 18-132

OF THE BOARD OF SUPERVISORS OF THE COUNTY OF NEVADA

RESOLUTION APPROVING SUBMITTAL OF AN APPLICATION FOR \$101,734 IN FISCAL YEAR 2017/18 LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) FUNDING AND AUTHORIZATION FOR THE EXECUTION OF THE CERTIFICATIONS AND ASSURANCES FOR THE LCTOP PROGRAM ADMINISTERED BY THE CALIFORNIA DEPARTMENT OF TRANSPORTATION

WHEREAS, the County of Nevada, Department of Public Works, Transit Services Division, is an eligible project sponsor and may receive State funding now and sometime in the future from the Low Carbon Transit Operations Program (LCTOP) that provides operating and capital assistance for transit agency projects to reduce greenhouse gas emissions and improve mobility; and

WHEREAS, the Fiscal Year 2017/18 LCTOP allocation amount available to Nevada County is \$101,734; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible sponsors; and

WHEREAS, the County of Nevada, Department of Public Works, Transit Services Division will submit an application for a LCTOP eligible fare incentive project that contributes to less greenhouse gas emissions consistent with our most recent publicly adopted plan(s) that programs funds for transit projects; and

WHEREAS, it is necessary for the Board of Supervisors to approve the Application for Fiscal Year 2017/18 LCTOP funds in the amount of \$101,734 for the continuation of a fare incentive project to offer improved mobility options and for the purchase of an Americans with Disabilities Act (ADA) accessible transit van for rural Nevada County transit services; and

WHEREAS, funds shall be deposited into Transit Services Fund 4281-91003-707-1000/442940; and

WHEREAS, the County of Nevada, Department of Public Works, Transit Services Division wishes to delegate authorization to execute these documents and any amendments thereto the Director of Public Works, Trisha Tillotson.

NOW, THEREFORE, BE IT HEREBY RESOLVED that the Nevada County Board of Supervisors:

1. Approves the Fiscal Year 2017/18 LCTOP application for a fare incentive project to offer enhanced and alternate transportation mobility options on Gold Country Stage in the amount of \$27,000 and for the purchase of an ADA accessible Transit Van for rural services in the amount of \$74,734 and returning to the Board of Supervisors upon approval of the grant for acceptance with the Department of Public Works-Transit Services Division the Lead Sponsor and the Nevada County Transportation Commission a Contributing Sponsor.
2. Directs the County of Nevada, Department of Public Works, Transit Services Division, to comply with all conditions and requirements set forth in the Certifications and Assurances document and all applicable statutes, regulations and guidelines for all LCTOP funded transit projects.
3. Authorizes the Chair of the Board of Supervisors to appoint Trisha Tillotson, Director of Public Works, to be authorized to execute the application(s) and all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation on behalf of the County of Nevada; and
4. The Department of Public Works will bring to the Board of Supervisors a Resolution to accept any award made to the County of Nevada under this application process.

PASSED AND ADOPTED by the Board of Supervisors of the County of Nevada at a regular meeting of said Board, held on the 10th day of April, 2018, by the following vote of said Board:

Ayes: Supervisors Heidi Hall, Edward Scofield, Dan Miller, Hank Weston and Richard Anderson

Noes: None.


Absent: None.

Abstain: None.

ATTEST:

JULIE PATTERSON HUNTER
Clerk of the Board of Supervisors

By: 


Edward Scofield, Chair



**FY 2017-2018 LCTOP
Allocation Request**

Lead Agency Information

Name:	Nevada County Department of Public Works-Transit Services Division		
Address:	950 Maidu Ave		
City, State Zip Code:	Nevada City, CA 95959		
County:	Nevada	Regional Entity:	Nevada
Agency Website:	www.mynevadacounty.com		
Approved Title VI (Date)*:	10/14/2014		
Link to Agency's Approved Title VI Plan:	https://mynevadacounty.com/2264/Title-VI		

*Please provide a copy of your FTA/Caltrans Approval Letter as an attachment to your FY17-18 LCTOP Allocatic

Allocation Request Prepared by	
Name:	Robin Van Valkenburgh
Title:	Transit Services Manager
Phone #:	530-477-0103 x 1003
E-mail:	

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

Authorized Agent	
Name:	Robin Van Valkenburgh or Trisha Tillotson
Title:	Tsm/Director of Public Works
Phone #:	530-477-0103
E-mail:	robin.vanvalkenburgh@co.nevada.ca.us

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

*if you have more Districts please provide an attachment

Project Summary

Name:	Gold Country Stage Fare Incentive Project IV					
Description (Short): <i>No more than 4 lines.</i>	Continuation of successful fare incentive program offering increased opportunities to utilize the public transit system; to promote an alternative transportation mode to using cars, reduce local vehicle emissions, increase transit ridership and improve community mobility options.					
Type:	Operations					
Sub-Type	Free or reduced fares					
Is the Lead Agency rolling over LCTOP funds:	No	How many years will the funds be rolled over:				
<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>						
Start date (anticipated):	9/1/2018	End date (anticipated):	6/30/2020			
General Area (City/County):	Western Nevada County; Grass Valley, Nevada City, Penn Valley CA					
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 ";")						
Project Life - For capital projects, state the "Useful Life" of the project. For operation projects state the number of months service will be funded.						
Capital:		Operations:	24			
Funding:	99313:	\$27,000	99314:		Total:	\$27,000
Approved LONP:	No		LONP Approval date:			



**FY 2017-2018 LCTOP
Allocation Request**

Funding Information

<i>LCTOP Allocation Year</i>	Prior	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	Total
PUC 99313 Amount:		\$27,000					\$27,000
PUC 99314 Amount:		\$0					\$0
Total LCTOP Funds:	\$0	\$27,000	\$0	\$0	\$0	\$0	\$27,000
Other GGR Funds:							\$0
Other Funds:							\$0
Total Project Cost:	\$0	\$27,000	\$0	\$0	\$0	\$0	\$27,000

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

Contributing Sponsor:	Nevada County Transportation Commission	Amount:	PUC Funds Type:
Contact Person:	Dan Landon	\$27,000	99313
Contact Phone #:	530-265-3202		99314
Contact E-mails:	danlandon@nccn.net		

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

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

Total FY 17-18 LCTOP Funding	\$27,000
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Supplanting Funds - Describe how the LCTOP funds will not supplant other funding sources.
 Our public transit fares are generated by individual passengers when they ride the bus; the project is offering free fare days and covering the cost of each single ride/boarding. There is no other funding source involved

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

**FY 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	\$0	\$0	\$0	\$0	\$0	\$0
Operations/Other	\$0	\$0	\$0	\$12,000	\$15,000	\$0	\$0	\$27,000
TOTAL	\$0	\$0	\$0	\$12,000	\$15,000	\$0	\$0	\$27,000

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								\$0
Operations/Other				\$12,000	\$15,000			\$27,000
TOTAL	\$0	\$0	\$0	\$12,000	\$15,000	\$0	\$0	\$27,000

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
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



**FY 2017-2018 LCTOP
Allocation Request**

Funding Plan

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
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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
TOTAL	\$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.*

This is a fare incentive project to improve access to our small urban/rural fixed route public transit and will offer free fare days connected to community events as an alternative to using cars to reduce emissions and increase ridership. The free fare days cover a project timeline projected to be July 2019 through August 2021. We will increase the current fare incentive program by offering up to 40 free fare days (versus current 30 days) per fiscal year over the project timeline schedule. The project will be an effective component to our overall operational effort to increase ridership (current year program statistics show a 23% ridership increase on the fare incentive days versus prior year). The project is consistent with our recently updated "Nevada County Coordinated Public Transit-Human Services Transportation Plan" and "Western Nevada County Transit Development Plan Update" and relevant sections are included application. Public outreach will be ongoing and appropriate to the various community events and activities targeted.

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

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

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

The project will operate within the current our operating days and hours; Monday-Friday 6:00am-8:00pm & Saturday 7:30am-5:00pm and serve our defined service area. Public outreach and marketing will educate the community about the program, how to access the bus and integrate outreach directly with the community events associated with the project. Passengers will be able to travel on local routes system wide with no fare charges during the fare incentive day(s). Each one way boarding will constitute a \$1.50 cash fare and boardings will be tracked. We project up to 600 boardings per free fare incentive day and plan on offering up to 40 free fare days per fiscal year through the projected project timeline schedule which is a 10 day increase over the current fare incentive program. We will add or subtract days to reconcile with actual boardings provided and the available funding as the project progresses.

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

The project offers free fare incentive days throughout the year on routes system wide. The cash fare structure on our fixed route is \$1.50 one way. The projected fares that will be covered by the LCTOP funding include up to 40 free fare incentive days per fiscal year through the project timeline schedule (July 2019-August 2021) and within the allocated funding.

Project/Agency Information (continued)

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

The cost of \$1.50 per one-way cash fare was used for fare incentive days on routes system wide, based on 600 boardings per fare incentive day through the project timeline; this 600 boarding number is based on our FY2016-17 average daily boardings. Fare re-imbursment costs are projected at 25,200 total boarding X \$1.50/boarding= \$37,800. We will adjust days to reconcile with actual boardings provided and will utilize the balance of prior year funding for project completion and enhanced marketing of the project.

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

LCTOP funding will allow Gold Country Stage to continue our current fare incentive program by increasing the number of free fare days per year and increasing ridership. Our short term transit plans recommend both fare subsidy programs and fare discounts to meet transportation needs and increase ridership. The LCTOP funding is not enough of a revenue source to expand service; however, offering the fare incentive program provides more ride opportunities and an alternate mobility option to driving a car. The trend with the current fare incentive program reflects a 20% increase in ridership on free fare days when compared to prior year.

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

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

Project GHG Benefits

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

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

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

	Value	Explanation
Year 1 (Yr1) - <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
Year F (YrF) - <i>Final year that the service is funded or the final year of the capital improvements useful life.</i>	2021	The final year of service to be funded by FY2017-18 LCTOP funds
Project Yr1 Ridership - <i>Estimated annual ridership contributed by the new service or capital improvement in Yr1.</i>	13,000	Total estimated ridership was divided by two to account for the free fare program covering Fy2019/20 and FY2020/21.
Project F Yr. Ridership - <i>Estimated annual ridership contributed by the new service or capital improvement in YrF.</i>	13,000	Total estimated ridership was divided by two to account for the free fare program covering Fy2019/20 and FY2020/21.
Adjustment (A) - <i>Adjustment factor to account for transit dependency. Default: 0.5 for local bus service and 0.83 for long distance commute service.</i>	0.67	The Gold Country Stage fixed route transit service provides both local and long distance communte services, therefore an average of the two suggested defaults was utilized.
Trip Length (L) - <i>Length (miles) of average auto trip reduced or average passenger trip length (miles).</i>	1.67	Calculated by dividing the total FY2016/17 vehicle service miles by boardings.
Project Useful Life	2	This is calculated based on the values above.
Total Project Ridership Increased	26,000	This is calculated based on the values above.
Total Project VMTs Reduced	29,091	This number is calculated based on the values above.
Estimated Total Project GHG (mtco2) Reduction:	14.20	This number is calculated based on the values from above and the QM-Tool tab.
LCTOP Emission Reductions /Total LCTOP Funds Requested	0.00053	This number is calculated based on the values from above and the QM-Tool tab.

Project Benefits

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

Co-Benefits - Check all additional Benefits/Outcomes.

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

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

AB 1550 Populations Benefits

Does your Service Area have a Disadvantaged Community?	No
Does the Project Benefit a Disadvantaged Community?	No
Does the Project Benefit a Low Income Community or a resident of a Low-Income Household?	Yes
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?	No

Identify the DAC Census Tract Project Benefits (please use the 10-digit identification code) :	
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Identify AB 1550 Criteria Table:	
Identify the Specific AB 1550 Criteria (for more information please review AB 1550 Criteria tab):	
Identify the approach your agency used to identify AB 1550 Community Need (for more information please review AB 1550 Needs tab):	
Identify Specific AB 1550 Group Common Needs (if you select letter D. in question above):	

<p>AB 1550 Community Need: Describe, in detail the identified community need(s) and how the project meets the need(s), including the levels of community engagement.</p>

Identify the Specific AB 1550 Benefit Criteria (for more information please review AB 1550 Benefit Criteria tab):	
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<p>DAC Benefit - Explain, in your own words, how the project will benefit Disadvantaged Community(ies) within your service area.</p>

**FY 2017-2018 LCTOP
Allocation Request**

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

The Gold Country Stage fare incentive program provides significant opportunities for low-income persons to utilize free transit services for typical lifeline services such as medical, shopping, employment and social services as well as providing access to recreation and local community events. Within the Gold Country stage service area, approximately 58 percent of our annual route service hours (rts 1, 3.2 &4) serve low-income designated communities within Grass Valley and the surrounding areas (per AB1550 mapping). In addition to providing access to alternative transportation, the fare free days held in conjunction with local environmental awareness events (Wild & Scenic Film Festival, Earth Day, National Dump the Pump Day) also provide a medium for educating the public about the benefits of using transit.

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

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

Lead Agency Information

Name:	Nevada County Department of Public Works-Transit Services Division		
Address:	950 Maidu Ave		
City, State Zip Code:	Nevada City, CA 95959		
County:	Nevada	Regional Entity:	Nevada
Agency Website:	www.mynevadacounty.com		
Approved Title VI (Date)*:	10/14/2014		
Link to Agency's Approved Title VI Plan:	https://mynevadacounty.com/2264/Title-VI		

*Please provide a copy of your FTA/Caltrans Approval Letter as an attachment to your FY17-18 LCTOP Allocatic

Allocation Request Prepared by	
Name:	Robin Van Valkenburgh
Title:	Transit Services Manager
Phone #:	530-477-0103 x 1003
E-mail:	

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

Authorized Agent	
Name:	Robin Van Valkenburgh or Trisha Tillotson
Title:	Tsm/Director of Public Works
Phone #:	530-477-0103
E-mail	robin.vanvalkenburgh@co.nevada.ca.us

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

*if you have more Districts please provide an attachment

Project Summary

Name:	Gold Country Stage ADA Accessible Transit Van Purchase		
Description (Short): <i>No more than 4 lines.</i>	Purchase an ADA Accessible Transit Van to support the expansion of rural fixed route transit services.		
Type:	Capital		
Sub-Type	Purchase expansion zero-emission or low-emission vehicles and equipment in support of new expanded/enhanced transit service		
Is the Lead Agency rolling over LCTOP funds:	No	How many years will the funds be rolled over:	
<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>			
Start date (anticipated):	9/1/2018	End date (anticipated):	6/30/2019
General Area (City/County):	Western Nevada County; Nevada City, North San Juan, San Juan Ridge, North Columbia		
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 ";")	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).		
Project Life - For capital projects, state the "Useful Life" of the project. For operation projects state the number of months service will be funded.			
Capital:	5	Operations:	
Funding:	99313:	\$74,734	99314: Total: \$74,734
Approved LONP:	No	LONP Approval date:	

**FY 2017-2018 LCTOP
Allocation Request**

Funding Information

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

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

Contributing Sponsor:	Nevada County Transportation Commission	Amount:	PUC Funds Type:
Contact Person:	Dan Landon	\$74,734	99313
Contact Phone #:	530-265-3202		99314
Contact E-mails:	danlandon@nccn.net		

Contributing Sponsor:		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:			

Contributing Sponsor:		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 17-18 LCTOP Funding	\$74,734
-------------------------------------	-----------------

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
TOTAL	\$0	\$0	\$74,734	\$0	\$0	\$0	\$0	\$74,734

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
TOTAL	\$0	\$0	\$74,734	\$0	\$0	\$0	\$0	\$74,734

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
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



**FY 2017-2018 LCTOP
Allocation Request**

Funding Plan

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
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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
TOTAL	\$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 worksho

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.

	Value	Explanation
Year 1 (Yr1) - <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
Year F (YrF) - <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
Project Yr1 Ridership - <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).
Project F Yr. Ridership - <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).
Adjustment (A) - <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.
Trip Length (L) - <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.
Project Useful Life	5	This is calculated based on the values above.
Total Project Ridership Increased	18,500	This is calculated based on the values above.
Total Project VMTs Reduced	109,021	This number is calculated based on the values above.
Estimated Total Project GHG (mtco2) Reduction:	50.87	This number is calculated based on the values from above and the QM-Tool tab.
LCTOP Emission Reductions /Total LCTOP Funds Requested	0.00068	This number is calculated based on the values from above and the QM-Tool tab.

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

Does your Service Area have a Disadvantaged Community?	No
Does the Project Benefit a Disadvantaged Community?	No
Does the Project Benefit a Low Income Community or a resident of a Low-Income Household?	Yes
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?	No

Identify the DAC Census Tract Project Benefits (please use the 10-digit identification code) :	
---	--

Identify AB 1550 Criteria Table:	Transit
Identify the Specific AB 1550 Criteria (for more information please review AB 1550 Criteria tab):	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?
Identify the approach your agency used to identify AB 1550 Community Need (for more information please review AB 1550 Needs tab):	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
Identify Specific AB 1550 Group Common Needs (if you select letter D. in question above):	

AB 1550 Community Need: 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.

Identify the Specific AB 1550 Benefit Criteria (for more information please review AB 1550 Benefit Criteria tab):	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);
--	---

DAC Benefit - Explain, in your own words, how the project will benefit Disadvantaged Community(ies) within your service area.
--

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

The 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.

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

JAN ARBUCKLE – Grass Valley City Council
ANDREW BURTON – Member-At-Large
CAROLYN WALLACE DEE – Truckee Town Council
ANN GUERRA – Member-At-Large, Chair
DAN MILLER – Nevada County Board of Supervisors
VALERIE MOBERG – Nevada City City Council
ED SCOFIELD – Nevada County Board of Supervisors, Vice-Chair



DANIEL LANDON, Executive Director
MICHAEL WOODMAN, Deputy Executive Director

Grass Valley • Nevada City

Nevada County • Truckee

File 260.1

March 21, 2018

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

Dear Robin,

This letter is to confirm that Nevada County Transportation Commission (NCTC) has approved the request by Nevada County Transit Services to use \$101,734 from the Low Carbon Transit Operations Program (LCTOP) funds allocated under Public Utilities Code Section 99313 to NCTC for FY 2017/18.

The funds will be used for the Gold Country Stage Fare Incentive Program and for the purchase of an ADA accessible transit van to provide transit services to rural areas not currently being served. These projects are consistent with the LCTOP goals of reducing greenhouse gas emissions, improving mobility, and serving transit dependent populations.

Sincerely,

Daniel B. Landon, Executive Director

cc: Caltrans Low Carbon Transit Operations Program



RESOLUTION No. 18-033

OF THE BOARD OF SUPERVISORS OF THE COUNTY OF NEVADA

RESOLUTION APPROVING AN UPDATED AUTHORIZED AGENT FORM FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) TO EXECUTE APPLICATION(S) AND ALL REQUIRED DOCUMENTS OF THE LCTOP PROGRAM AND ANY AMENDMENTS THERETO WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION ON BEHALF OF THE COUNTY OF NEVADA

WHEREAS, the County of Nevada, Department of Public Works, Transit Services Division, is an eligible project sponsor and has and may receive State funding now and sometime in the future from the Low Carbon Transit Operations Program (LCTOP) that provides operating and capital assistance for transit agency projects to reduce greenhouse gas emissions and improve mobility; and

WHEREAS, Transit Services is currently implementing an incentive fare project that offers “free fare days” on Gold Country Stage throughout the year through LCTOP funding; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the California Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible sponsors; and

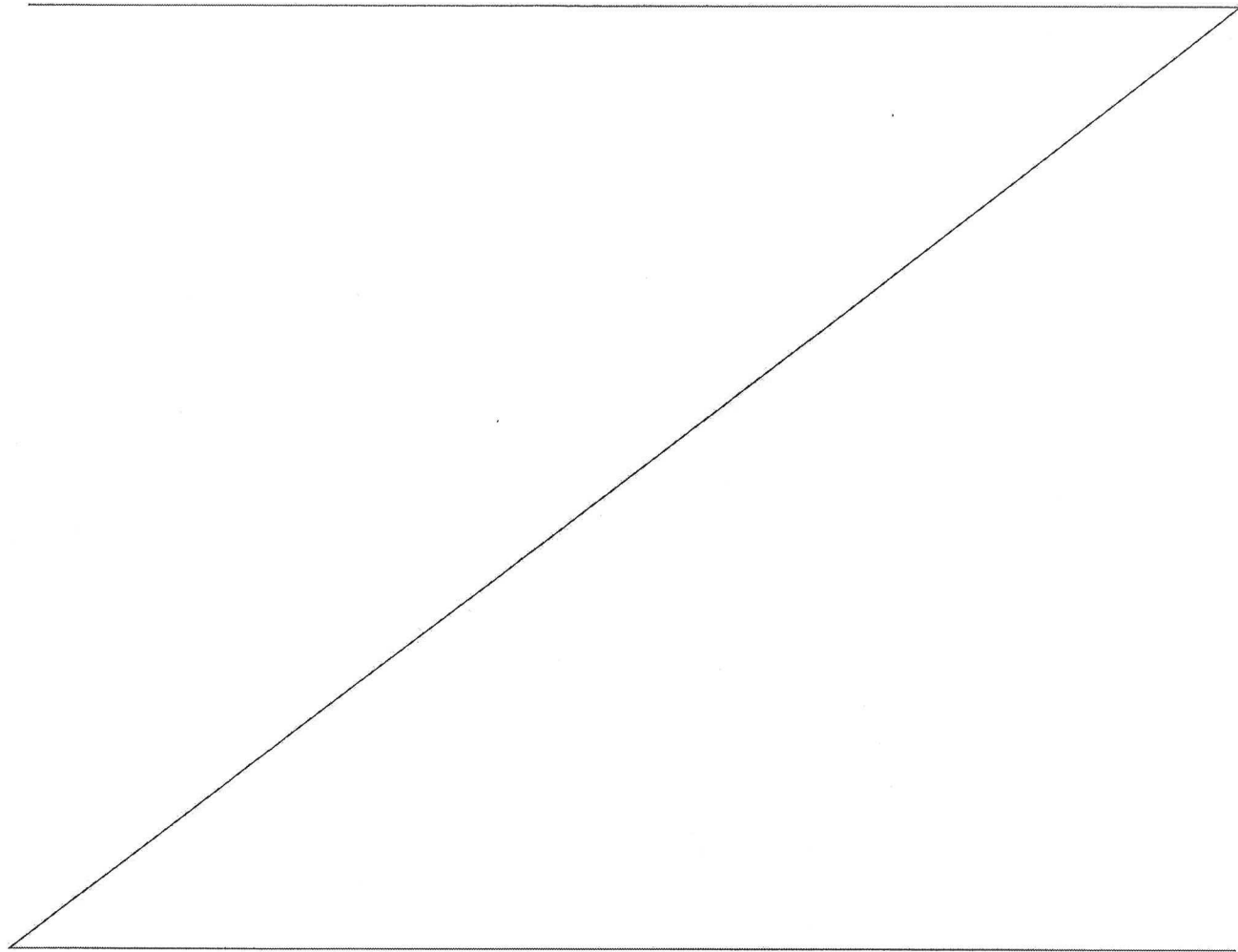
WHEREAS, the LCTOP requires approval, by Board Resolution, of authorized agent(s) to execute the application(s) and all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation on behalf of the County of Nevada and if there is a change in the authorized agent, a new Authorized Agent form must be submitted; and

WHEREAS, a change in the Transit Services Manager has taken place and Board approval is required for an updated Authorized Agent Form; and

WHEREAS, the County of Nevada, Department of Public Works, Transit Services Division wishes to delegate authorization to execute these documents and any amendments thereto to the Director of Public Works, Trisha Tillotson and the Transit Services Manager, Robin Van Valkenburgh.

NOW, THEREFORE, BE IT HEREBY RESOLVED that the Nevada County Board of Supervisors authorizes:

1. The County Executive Officer to execute the LCTOP Authorized Agent form; and
2. Trisha Tillotson, Director of Public Works, and Robin Van Valkenburgh, Transit Services Manager to execute the application(s) and all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation on behalf of the County of Nevada.



PASSED AND ADOPTED by the Board of Supervisors of the County of Nevada at a regular meeting of said Board, held on the 23rd day of January, 2018, by the following vote of said Board:

Ayes: Supervisors Heidi Hall, Edward Scofield, Dan Miller, Hank Weston and Richard Anderson

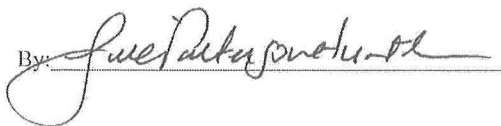
Noes: None.

Absent: None.

Abstain: None.

ATTEST:

JULIE PATTERSON HUNTER
Clerk of the Board of Supervisors

By: 


Edward Scofield, Chair

1/23/2018 cc: DPW*
AC* (Hold)

1/26/2018 cc: DPW*
AC* (Release)
CEO*



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

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

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

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

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

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

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

[Handwritten Signature]
(Signature)

Approved this 26 day of January, 20 18

Attachment: Board Resolution approving Authorized Agent



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

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

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

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

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

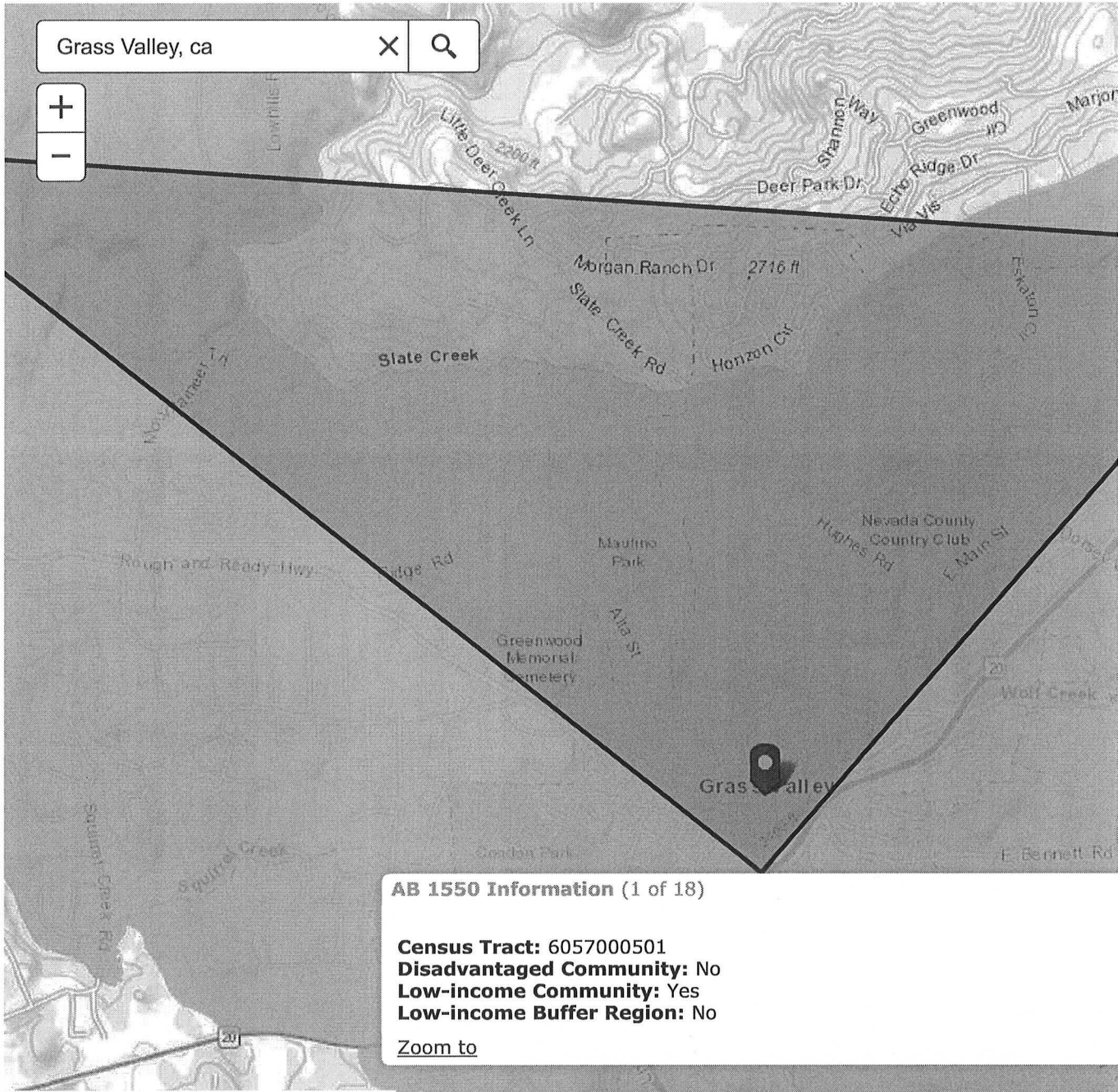
Robin Van Valkenburgh, Transit Services Manager OR
(Name and Title of Authorized Agent)

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

[Handwritten Signature]
(Signature)

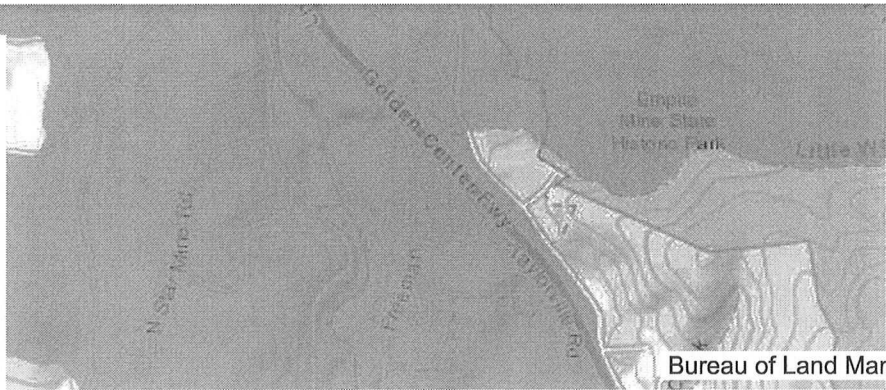
Approved this 26 day of January, 2018

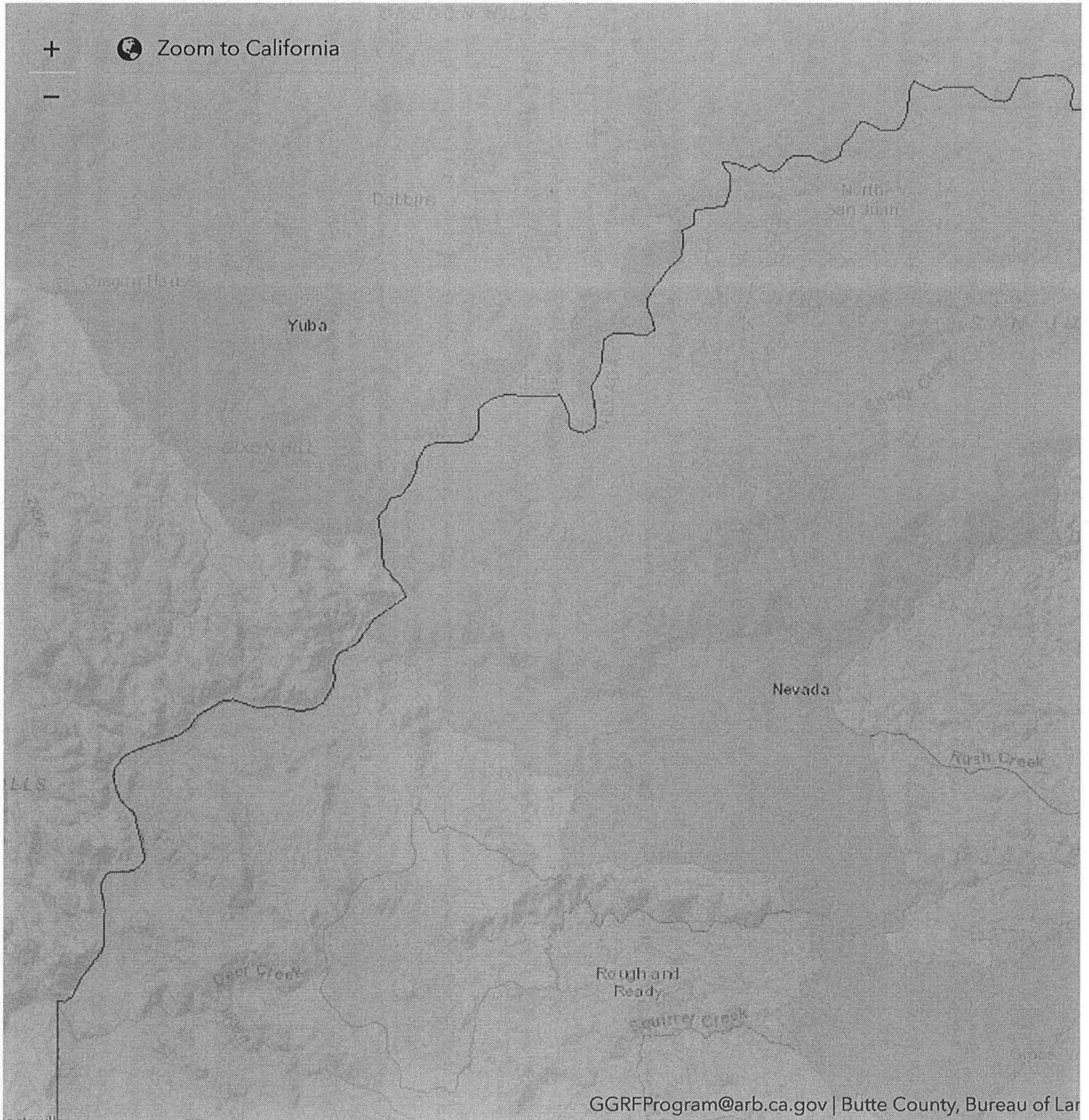
Attachment: Board Resolution approving Authorized Agent



Legend

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





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Programs

Geographic
Boundaries

Senate

Assembly

County

Priority Populations

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

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

Civic Boundaries

- Senate Districts
- Assembly Districts
- County Boundaries

GOLD COUNTY STAGE

Rider's Guide

- System Map
- Bus Schedules
- General Information

Call 1-800-451-4514
 1-800-451-4514
 1-800-451-4514

Building Address: 690 Nevada Avenue
 Nevada City, CA 95959

(530) 477-0103 x 0
 (530) 477-0103 x 1
 (530) 477-0103 x 2

www.goldcountystage.com
 Recently published: JULY 2014

Work or Play... We're Getting Near Way!

General Information

Gold County Stage provides regularly scheduled fixed route bus service in Grass Valley, Nevada City and surrounding communities. The bus is wheelchair accessible and is available to all riders. The rider book is located in Italy and Brink Streets, Suite 200, Nevada City, CA 95959.

Days & Hours of Bus Service

This guide has been prepared to help you use Gold County Stage for your transportation needs. We are committed to providing safe, convenient and comfortable service to our riders. Gold County Stage is available on the following days and times:

- Monday through Friday
- Saturday (Nevada City to Grass Valley)
- Sunday (Grass Valley to Nevada City)

Days & Hours of Bus Service

Gold County Stage makes two trips Monday through Friday. One trip leaves Nevada City at 8:00 AM and arrives in Grass Valley at 9:00 AM. The second trip leaves Grass Valley at 1:30 PM and arrives in Nevada City at 2:30 PM.

Transit Connections

Gold County Stage provides connections to the Auburn Station for convenient travel to and from the Auburn area. Connections are available to the Auburn Station for the following routes:

Fares

One Zone fare applies to passengers traveling within a single zone only. Two Zone fare applies to passengers traveling within both the One and Two Zone areas. The fare is \$2.00 for a one-way trip and \$3.50 for a round-trip. The fare is \$4.00 for a one-way trip and \$7.00 for a round-trip. The fare is \$5.00 for a one-way trip and \$9.00 for a round-trip.

Category	One Zone	Two Zone
Adult (18+)	\$2.00	\$3.50
Child (6-17)	\$1.00	\$1.75
Senior (65+)	FREE	FREE
Disabled (65+)	FREE	FREE
Children (5 and under)	FREE	FREE
Transfer	\$1.50	\$2.75
Unscheduled (6-17)	\$2.25	\$4.25
Unscheduled (65+)	\$4.00	\$7.50
Adult (18+)	\$45.00	\$90.00
Disabled (65+)	\$23.30	\$45.00

How to Ride the Bus

• Please arrive at the bus stop at least five minutes before your bus is scheduled to arrive. Buses do not wait for late riders.

• Please use proper etiquette when boarding and disembarking the bus. Please stand when the bus is moving. Please hold onto the handrails.

• Please use proper etiquette when boarding and disembarking the bus. Please stand when the bus is moving. Please hold onto the handrails.

• Please use proper etiquette when boarding and disembarking the bus. Please stand when the bus is moving. Please hold onto the handrails.

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Paratransit Services

The County of Nevada Transit Authority provides paratransit services for passengers with disabilities who are unable to use the fixed route bus service. Paratransit services are available to all riders who are unable to use the fixed route bus service. The paratransit service is available to all riders who are unable to use the fixed route bus service.

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Paratransit services are available to all riders who are unable to use the fixed route bus service. The paratransit service is available to all riders who are unable to use the fixed route bus service.

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Instructions for On-Demand

• On-Demand services are available to all riders who are unable to use the fixed route bus service. The on-demand service is available to all riders who are unable to use the fixed route bus service.

• On-Demand services are available to all riders who are unable to use the fixed route bus service. The on-demand service is available to all riders who are unable to use the fixed route bus service.

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Old Country Stage

Old Country Stage provides fixed route bus service in Nevada City and Grass Valley. The bus is wheelchair accessible and is available to all riders. The bus is wheelchair accessible and is available to all riders.

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ROUTE 1 NEVADA CITY

Grass Valley to Nevada City

From	To	Time
Nevada City	Grass Valley	8:00
Grass Valley	Nevada City	1:30

From	To	Time
Nevada City	Grass Valley	8:00
Grass Valley	Nevada City	1:30

From	To	Time
Nevada City	Grass Valley	8:00
Grass Valley	Nevada City	1:30

From	To	Time
Nevada City	Grass Valley	8:00
Grass Valley	Nevada City	1:30

From	To	Time
Nevada City	Grass Valley	8:00
Grass Valley	Nevada City	1:30

From	To	Time
Nevada City	Grass Valley	8:00
Grass Valley	Nevada City	1:30

From	To	Time
Nevada City	Grass Valley	8:00
Grass Valley	Nevada City	1:30

From	To	Time
Nevada City	Grass Valley	8:00
Grass Valley	Nevada City	1:30

From	To	Time
Nevada City	Grass Valley	8:00
Grass Valley	Nevada City	1:30

From	To	Time
Nevada City	Grass Valley	8:00
Grass Valley	Nevada City	1:30

From	To	Time
Nevada City	Grass Valley	8:00
Grass Valley	Nevada City	1:30

From	To	Time
Nevada City	Grass Valley	8:00
Grass Valley	Nevada City	1:30

ROUTE 2 GRASS VALLEY LOOP

Grass Valley to Nevada City

From	To	Time
Grass Valley	Nevada City	8:00
Nevada City	Grass Valley	1:30

From	To	Time
Grass Valley	Nevada City	8:00
Nevada City	Grass Valley	1:30

From	To	Time
Grass Valley	Nevada City	8:00
Nevada City	Grass Valley	1:30

From	To	Time
Grass Valley	Nevada City	8:00
Nevada City	Grass Valley	1:30

From	To	Time
Grass Valley	Nevada City	8:00
Nevada City	Grass Valley	1:30

From	To	Time
Grass Valley	Nevada City	8:00
Nevada City	Grass Valley	1:30

From	To	Time
Grass Valley	Nevada City	8:00
Nevada City	Grass Valley	1:30

From	To	Time
Grass Valley	Nevada City	8:00
Nevada City	Grass Valley	1:30

From	To	Time
Grass Valley	Nevada City	8:00
Nevada City	Grass Valley	1:30

From	To	Time
Grass Valley	Nevada City	8:00
Nevada City	Grass Valley	1:30

From	To	Time
Grass Valley	Nevada City	8:00
Nevada City	Grass Valley	1:30

From	To	Time
Grass Valley	Nevada City	8:00
Nevada City	Grass Valley	1:30

ROUTE 3 GRASS VALLEY LOOP

Grass Valley to Nevada City

From	To	Time
Grass Valley	Nevada City	8:00
Nevada City	Grass Valley	1:30

From	To	Time
Grass Valley	Nevada City	8:00
Nevada City	Grass Valley	1:30

From	To	Time
Grass Valley	Nevada City	8:00
Nevada City	Grass Valley	1:30

From	To	Time
Grass Valley	Nevada City	8:00
Nevada City	Grass Valley	1:30

From	To	Time
Grass Valley	Nevada City	8:00
Nevada City	Grass Valley	1:30

From	To	Time
Grass Valley	Nevada City	8:00
Nevada City	Grass Valley	1:30

From	To	Time
Grass Valley	Nevada City	8:00
Nevada City	Grass Valley	1:30

From	To	Time
Grass Valley	Nevada City	8:00
Nevada City	Grass Valley	1:30

From	To	Time
Grass Valley	Nevada City	8:00
Nevada City	Grass Valley	1:30

From	To	Time
Grass Valley	Nevada City	8:00
Nevada City	Grass Valley	1:30

From	To	Time
Grass Valley	Nevada City	8:00
Nevada City	Grass Valley	1:30

From	To	Time
Grass Valley	Nevada City	8:00
Nevada City	Grass Valley	1:30

ROUTE 4 BRUNSWICK BASIN

Grass Valley to Brunswick Basin

From	To	Time
Grass Valley	Brunswick Basin	8:00
Brunswick Basin	Grass Valley	1:30

From	To	Time
Grass Valley	Brunswick Basin	8:00
Brunswick Basin	Grass Valley	1:30

From	To	Time
Grass Valley	Brunswick Basin	8:00
Brunswick Basin	Grass Valley	1:30

From	To	Time
Grass Valley	Brunswick Basin	8:00
Brunswick Basin	Grass Valley	1:30

From	To	Time
Grass Valley	Brunswick Basin	8:00
Brunswick Basin	Grass Valley	1:30

From	To	Time
Grass Valley	Brunswick Basin	8:00
Brunswick Basin	Grass Valley	1:30

From	To	Time
Grass Valley	Brunswick Basin	8:00
Brunswick Basin	Grass Valley	1:30

From	To	Time
Grass Valley	Brunswick Basin	8:00
Brunswick Basin	Grass Valley	1:30

From	To	Time
Grass Valley	Brunswick Basin	8:00
Brunswick Basin	Grass Valley	1:30

From	To	Time
Grass Valley	Brunswick Basin	8:00
Brunswick Basin	Grass Valley	1:30

From	To	Time
Grass Valley	Brunswick Basin	8:00
Brunswick Basin	Grass Valley	1:30

From	To	Time
Grass Valley	Brunswick Basin	8:00
Brunswick Basin	Grass Valley	1:30

ROUTE 5 AUBURN - Regional Route

Grass Valley to Auburn

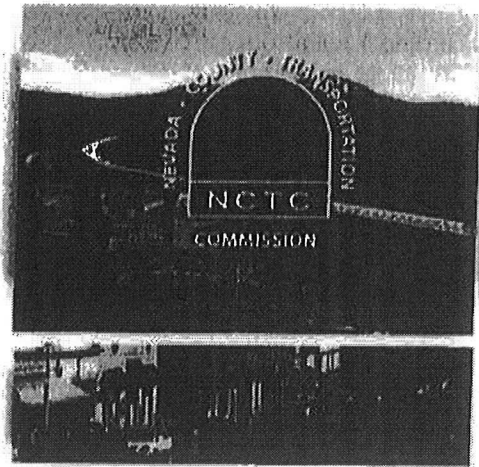
From	To	Time
Grass Valley	Auburn	8:00
Auburn	Grass Valley	1:30

From	To	Time
Grass Valley	Auburn	8:00
Auburn	Grass Valley	1:30

From	To	Time
Grass Valley	Auburn	8:00
Auburn	Grass Valley	1:30

From	To	Time
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NEVADA COUNTY COORDINATED PUBLIC TRANSIT-HUMAN SERVICES PLAN UPDATE



Final Report

Prepared for the

Nevada County Transportation Commission

Prepared by



LSC Transportation Consultants, Inc.

RECEIVED OCT 14 2014

NEVADA COUNTY COORDINATED PUBLIC TRANSIT-HUMAN SERVICES UPDATE

Final Report

Prepared for the

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

Prepared by

**LSC Transportation Consultants, Inc.
2890 Lake Forest Road
Post Office Box 5875
Tahoe City, California 96145
530 • 583-4053**

December 17, 2014

Acknowledgement:

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

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

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

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

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

Planned Coordinated Projects to Meet Transportation Needs

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

Western Nevada County / Gold Country Stage / Gold Country LIFT

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

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

CAPITAL REPLACEMENT PROGRAM STRATEGIES

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

- ◆ **Gold Country LIFT:** The vast majority of LIFT's fleet is new (vehicles with 2013 model years) and low mileage; as such, few are in need of replacement during the 5-year Plan period. Based on the age and mileage of the fleet, and consistent with the recommended limits for paratransit vehicles, Gold Country LIFT should replace three vehicles by the end of FY 2017-18. Recently, the Transit Services Division was approved to develop and implement a paratransit procurement plan whereby currently leased vehicles will be purchased in a phased manner over the five-year contract, ultimately replacing them through FTA 5310 funding when their useful life has been reached. Additionally, Nevada County will be applying for FTA 5310 funding for an expansion paratransit vehicle in the upcoming cycle. This vehicle will be used for shuttle service to outlying areas (as discussed earlier in the strategies section).
- ◆ **Gold Country Telecare:** Telecare has secured funding from the most recent FTA 5310 cycle to replace two vehicles in FY 2015-16. Another two vehicles are planned for replacement in FY 2017-18.
- ◆ **Truckee Dial-A-Ride:** The Town of Truckee has planned to replace two vehicles in FY 2015-16, and the remaining one paratransit vehicle in FY 2016-17.

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

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

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

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

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

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

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

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

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

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

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

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

Noes: None

Absent: None

Abstain: None



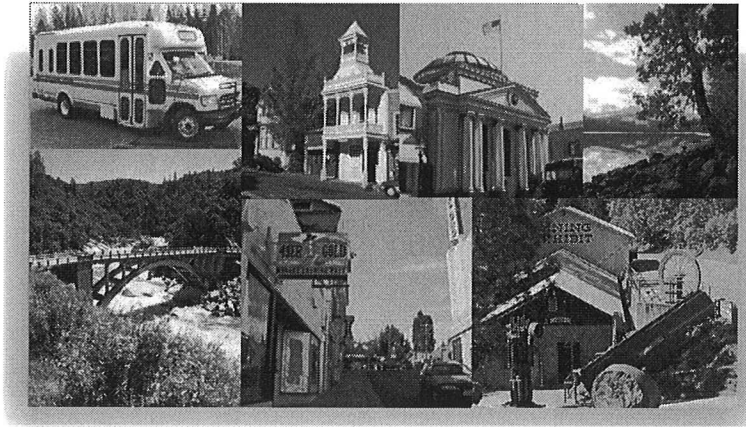
Lawrence A. Jostes, Chairman
Nevada County Transportation Commission

Attest: 

Nancy D. Holman
Administrative Services Officer

Western Nevada County Transit Development Plan Update

Final Report



Prepared for the

Nevada County Transportation Commission

Prepared by



LSC Transportation Consultants, Inc.

WESTERN NEVADA COUNTY TRANSIT DEVELOPMENT PLAN UPDATE

Final Report

Prepared for the

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

Prepared by

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

April 11, 2016

LSC #157030

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

Low-Income Population

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

Zero Vehicle Households

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

ECONOMIC PROFILE

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

Area Employers

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

Unemployment

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

Figure 5
 Number of People Living Below Poverty Level by Census Block Group

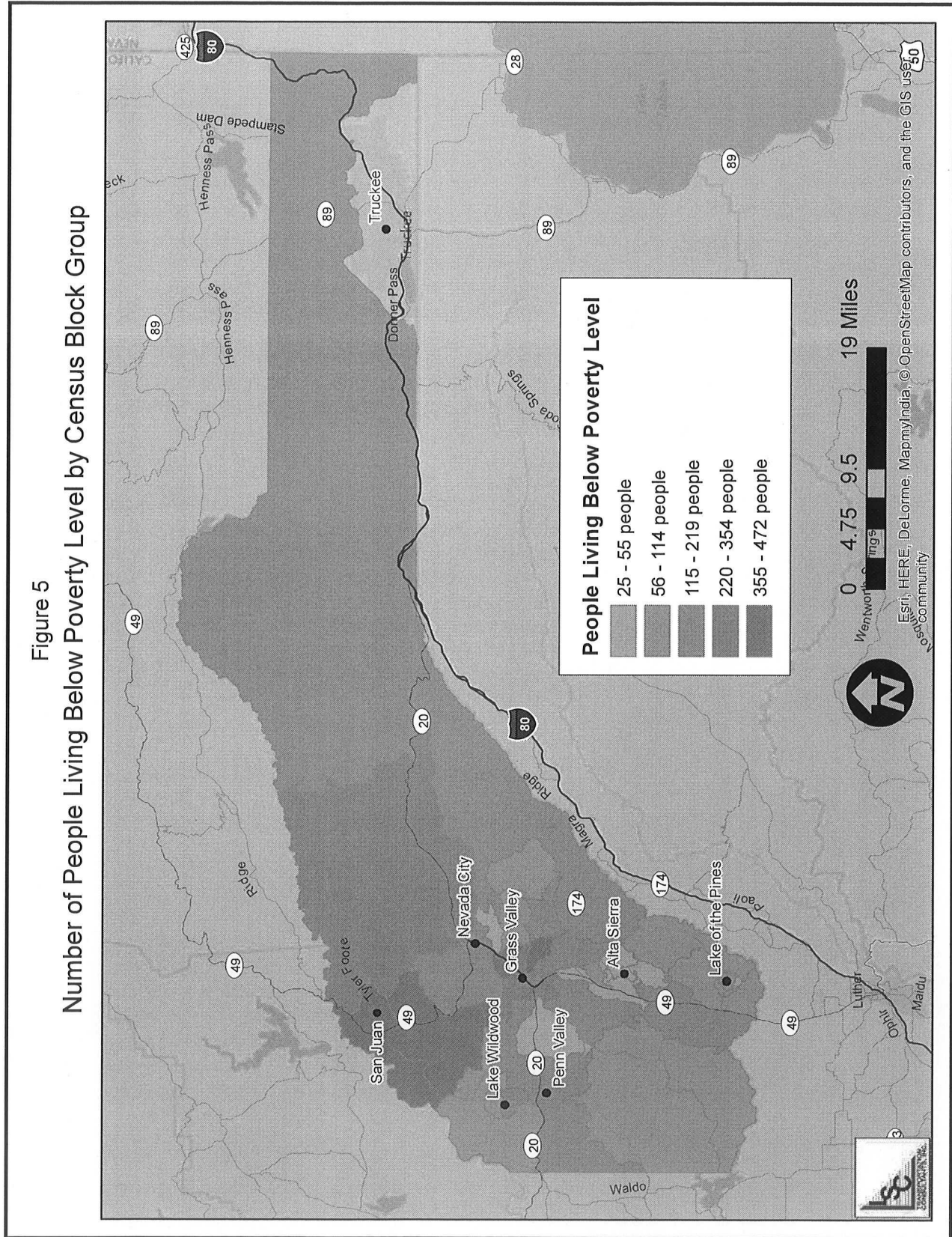
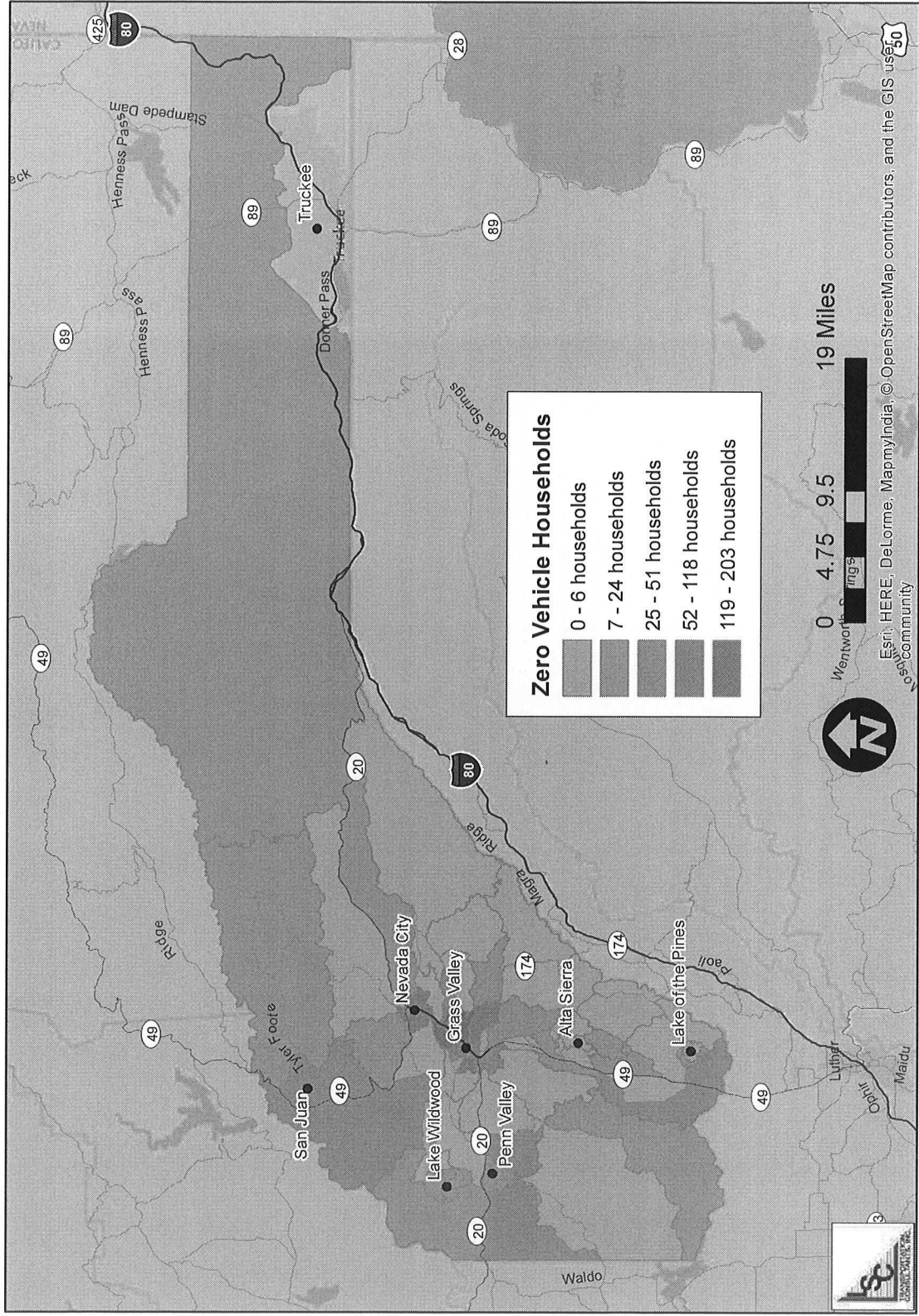


Figure 6
 Number of Zero Vehicle Households by Census Block Group



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

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

REVIEW OF EXISTING PLANNING DOCUMENTS

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

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

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

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

High Priority Strategies

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

Figure 16
 Transit Needs Index for Western Nevada County

