

**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 Fare Incentive Project IV					
<b>Description (Short):</b> <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.					
<b>Type:</b>	Operations					
<b>Sub-Type</b>	Free or reduced fares					
<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>	6/30/2020			
<b>General Area (City/County):</b>	Western Nevada County; Grass Valley, Nevada City, Penn Valley CA					
<b>Specific Area (Lat-Long of the project in decimal degrees separated by a comma "," (e.g., 34.413775, -119.848624). For multiple locations, list each separated by a semicolon ";")</b>						
<b>Project Life</b> - For capital projects, state the "Useful Life" of the project. For operation projects state the number of months service will be funded.						
<b>Capital:</b>		<b>Operations:</b>	24			
<b>Funding:</b>	<b>99313:</b>	\$27,000	<b>99314:</b>		<b>Total:</b>	\$27,000
<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>		\$27,000					\$27,000
<b>PUC 99314 Amount:</b>		\$0					\$0
<b>Total LCTOP Funds:</b>	\$0	\$27,000	\$0	\$0	\$0	\$0	\$27,000
<b>Other GGR Funds:</b>							\$0
<b>Other Funds:</b>							\$0
<b>Total Project Cost:</b>	\$0	\$27,000	\$0	\$0	\$0	\$0	\$27,000

<b>Lead Agency:</b>	Nevada County Department of Public Works-Transit	<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	\$27,000	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>\$27,000</b>
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**Supplanting Funds** - Describe how the LCTOP funds will not supplant other funding sources.  
 Our public transit fares are generated by individual passengers when they ride the bus; the project is offering free fare days and covering the cost of each single ride/boarding. There is no other funding source involved

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



**FY 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
<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,000</b>	<b>\$15,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$27,000</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								\$0
Operations/Other				\$12,000	\$15,000			\$27,000
<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,000</b>	<b>\$15,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$27,000</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* .

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 workshops

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.

**FY 2017-2018 LCTOP  
Allocation Request**

**Project GHG Benefits**

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

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

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

	<b>Value</b>	<b>Explanation</b>
<b>Year 1 (Yr1)</b> - First year of service, or year that capital improvements will be completed.	2019	The first year of service to be funded by FY2017-18 LCTOP funds
<b>Year F (YrF)</b> - Final year that the service is funded or the final year of the capital improvements useful life.	2021	The final year of service to be funded by FY2017-18 LCTOP funds
<b>Project Yr1 Ridership</b> - Estimated annual ridership contributed by the new service or capital improvement in Yr1.	13,000	Total estimated ridership was divided by two to account for the free fare program covering Fy2019/20 and FY2020/21.
<b>Project F Yr. Ridership</b> - Estimated annual ridership contributed by the new service or capital improvement in YrF.	13,000	Total estimated ridership was divided by two to account for the free fare program covering Fy2019/20 and FY2020/21.
<b>Adjustment (A)</b> - Adjustment factor to account for transit dependency. Default: 0.5 for local bus service and 0.83 for long distance commute service.	0.67	The Gold Country Stage fixed route transit service provides both local and long distance communte services, therefore an average of the two suggested defaults was utilized.
<b>Trip Length (L)</b> - Length (miles) of average auto trip reduced or average passenger trip length (miles).	1.67	Calculated by dividing the total FY2016/17 vehicle service miles by boardings.
<b>Project Useful Life</b>	2	<b>This is calculated based on the values above.</b>
<b>Total Project Ridership Increased</b>	26,000	<b>This is calculated based on the values above.</b>
<b>Total Project VMTs Reduced</b>	29,091	<b>This number is calculated based on the values above.</b>
<b>Estimated Total Project GHG (mtco2) Reduction:</b>	14.20	<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>	0.00053	<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).

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

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

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



**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>	
<b>Identify the Specific AB 1550 Criteria (for more information please review AB 1550 Criteria tab):</b>	
<b>Identify the approach your agency used to identify AB 1550 Community Need (for more information please review AB 1550 Needs tab):</b>	
<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.

<b>Identify the Specific AB 1550 Benefit Criteria (for more information please review AB 1550 Benefit Criteria tab):</b>	
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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**

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



**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 Fare Incentive Project IV</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>	Free or reduced fares	
<b>Quantification Method</b>	Increased Ridership	Automated
<b>Region</b>	County	Yes
<b>Subregion</b>	Nevada	Yes
<b>Year 1 (Yr1)</b>	2019	Yes
<b>Year F (YrF)</b>	2021	Yes
<b>Quantification Period</b>	2	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>	13,000	Yes
<b>YrF Ridership</b>	13,000	Yes
<b>Adjustment Factor (A)</b>	0.67	Yes
<b>Length of Average Trip (L)</b>	1.67	Yes
<b>GHG Emission Reductions</b>	14.20	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>	Not Applicable	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	Optional
<b>Vehicle Type</b>		No



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<b>Fuel/Energy Type</b>		No	Not applicable for this project type.
<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	Not applicable for this project type.
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>	\$27,000.00	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>	\$27,000.00	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>	\$27,000.00	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>	14	Calculated	Total GHG emission reductions (MTCO <sub>2</sub> e) from the project during the useful life.
<b>LCTOP Project GHG Reductions</b>	14	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 Fare Incen</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>14</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>0.0005</b>	The metric to be reported in the application.
<b>LCTOP GHG Emission Reductions (MTCO<sub>2</sub>e)</b>	<b>14</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>0.0005</b>	The metric to be reported in the application.



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**Greenhouse Gas Reduction Fund**  
**Fiscal Year 2017-18**

<b>Project Name:</b>	<b>Gold Country Stage Fare Incentive Project</b>	<b>Contact Name:</b>	<b>Robin Van Valkenburgh</b>
<b>Lead Agency:</b>	<b>Nevada County Department of Public Works</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)	29,091	
	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)	2	
	NO <sub>x</sub> Emission Reductions (lbs)	12	
	PM <sub>2.5</sub> Emission Reductions (lbs)	1	
	Diesel PM Emission Reductions (lbs)	1	
	<b>LCTOP</b>	<b>Results</b>	
<b>Key Variables</b>	Passenger VMT Reductions (miles)	29,091	
	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)	2	
	NO <sub>x</sub> Emission Reductions (lbs)	12	
	PM <sub>2.5</sub> Emission Reductions (lbs)	1	
	Diesel PM Emission Reductions (lbs)	1	
	<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)	N/A	
	NO <sub>x</sub> Emission Reductions (lbs)	N/A	
	PM <sub>2.5</sub> Emission Reductions (lbs)	N/A	
	Diesel PM Emission Reductions (lbs)	N/A	