



FY 2016-2017 LCTOP Allocation Request

Lead Agency Information

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

*Please provide a copy of your FTA/Caltrans Approval Letter as an attachment to your FY16-17 LCTOP Allocation Request.

Allocation Request Prepared by

Name:	Susan Healy-Harman
Title:	Transit Services Manager
Phone #:	530-477-0103 x1003
E-mail:	susan.healy-harman@co.nevada.ca.us

Contact (if different then "Prepared by")

Name:	Trisha Tillotson
Title:	Director of Public Works
Phone #:	530-265-1718
E-mail:	trisha.tillotson@co.nevada.ca.us

Authorized Agent

Name:	Trisha Tillotson
Title:	Director of Public Works
Phone #:	530-265-1718
E-mail:	trisha.tillotson@co.nevada.ca.us

Legislative District Numbers

Assembly*:	4			
Senate*:	3			
Congressional*:	4			

*if you have more Districts please provide an attachment

Project Information

Name:	Gold Country Stage Fare Incentive Project III		
General Area (City/County):	Nevada County		
Specific Area (Lat-Long, Census Tract, or Address) use separate sheet if needed:	Western Nevada County; Grass Valley, Nevada City, Penn Valley CA		
Category (see EPC tab):	A5: Free or reduced-fare transit vouchers		
Description (Short): <i>Should not be more than 3 lines.</i>	Expansion of fare incentive project to offer increased opportunities to use our public transit system to promote an alternate transportation mode to using cars, reduce emissions, increase bus ridership and improve community mobility options.		
Type:	Service Improvements	Start date (anticipated):	7/1/2018
Sub-Type:	Transit vouchers	End date (anticipated):	8/31/2020
Completed LONP:	No	LONP Approval date:	N/A
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:	26 months
Description - Describe the project using comprehensive overall project description regarding improvements to be made, increased level of service and project goals (include for operations projects number of trips, span, frequency improvements and number of days of operation; for capital projects include product specifications).			



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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 2018 through August 2020. 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/boardings up to 10% on the fare incentive days. 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.



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Project Information (continued)

<p>Area - Describe the project area including the city, town, community (rural, suburban, urban & demographics)</p> <p>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.</p>
<p>Service - Describe the service you provide and how the project plays into your overall operations plan.</p> <p>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.</p>
<p>Service - Describe the fare structure for your system and how the project will affect that structure if at all.</p> <p>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 2018-August 2020) and within the allocated funding.</p>
<p>Costs - Describe the assumptions and process for how the projects costs were developed.</p> <p>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 reimbursement 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 utilize balance of the funding for enhanced marketing of the project.</p>
<p>Environmental Justice - Explain how your agency designed the project to avoid substantial burden on any low income disadvantaged community.</p> <p>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.</p>
<p>Planning - Explain the planning process this project went through, including any public outreach/input, or workshops.</p> <p>LCTOP funding will enhance 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 10% increase in ridership on free fare days.</p>



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Funding Information

Project Name:	Gold Country Stage Fare Incentive Project III
Project Location:	Nevada County

<i>LCTOP Allocation Year</i>	Prior	FY 16-17	FY 17-18	FY 18-19	FY 19-20	Total
PUC 99313 Amount:						\$0
PUC 99314 Amount:						\$0
Total LCTOP Funds:	\$0	\$38,243	\$0	\$0	\$0	\$0
Other GGR Funds:						\$0
Other Funds:						\$0
Total Project Cost:	\$0	\$38,243	\$0	\$0	\$0	\$0

Is the Lead Agency rolling over LCTOP funds:	No	How many years will the funds be rolled over:	
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Lead Agency:	Nevada County Department of Public Works- Tr	Amount:	PUC Funds Type:
Contact Person:	Trisha Tillotson	\$1,759	99313
Contact Phone #:	530-265-1718		99314
Contact E-mail:	trisha.tillotson@co.nevada.ca.us		

Contributing Sponsor:	Nevada County Transportation Commission	Amount:	PUC Funds Type:
Contact Person:	Dan Landon		99313
Contact Phone #:	530-265-3202	\$36,484	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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Total FY 16-17 LCTOP Funding

\$38,243

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 and covering the cost of each single ride/boarding. There is no other funding source involved

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Project 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 folks 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

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

	Value	Explanation
Year 1 (Yr1) - First year of service, or year that capital improvements will be completed.	2018	The LCTOP funding will be split between FY2018-19 and Fy2019-20 starting in FY201/19.
Year F (YrF) - Final year that the service is funded or the final year of the capital improvements useful life.	2020	The project will be funded through August 2020.
Project Yr1 Ridership - Estimated annual ridership contributed by the new service or capital improvement in Yr1.	12,600	Total estimated ridership was divided by two to account for the free fare program covering Fy2018/19 and FY2019/20.
Project F Yr. Ridership - Estimated annual ridership contributed by the new service or capital improvement in YrF.	12,600	Total estimated ridership was divided by two to account for the free fare program covering Fy2018/19 and FY2019/20.
Adjustment (A) - 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 commute services, therefore an average of the two suggested defaults was utilized.
Trip Length (L) - Length (miles) of average auto trip reduced or average passenger trip length (miles).	1.66	Calculated by dividing the total FY2016/17 vehicle service miles by boardings
Total Project VMTs Reduced	28,027	This number is calculated based on the values above.
Estimated Total Project GHG (mtco2) Reduction:	14.08	This number is calculated based on the values from above and the QM-Tool tab.
LCTOP Emission Reductions /Total LCTOP Funds Requested	14.08	This number is calculated based on the values from above and the QM-Tool tab.

Project Benefits (continued)

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 local events and overall community activities while avoiding traffic congestion, reducing car emissions and eliminating parking challenges. By offering a fare incentive program, folks 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 type="checkbox"/> Coordination with Educational Institution |
| <input checked="" type="checkbox"/> Improved Public Health | <input type="checkbox"/> College <input type="checkbox"/> Grades K-12 |
| <input type="checkbox"/> Reduced Operating/Maintenance Costs | <input checked="" type="checkbox"/> Promotes Active Transportation |
| <input type="checkbox"/> Increase System Reliability | <input type="checkbox"/> Promotes Integration w/ other modes of Transportation |
| <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 event 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 folks who may be financially limited; being able to access community activities is an enhancement of folks overall well-being.



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Disadvantaged Communities (DAC) Benefits

Does your Service Area have a Disadvantaged Community?	No	If you answer "No" to either of these questions, please move onto the Allocation Section on page 7.
Does the Project Benefit a DAC?	No	
Identify the DAC Census Tract Project Benefits:		
Identify the Specific DAC Benefit Criteria (for more information please review DAC Criteria tab):		
DAC Benefit - Explain, in your own words, how the project will benefit Disadvantaged Community(ies) within your service area.		
Identify the Specific DAC Need Project Addresses (for more information please review DAC Need tab):		
DAC Need - To determine community needs, agencies can use a variety of approaches such as; looking at the factors in CalEnviroScreen that caused an area to be defined as disadvantaged community; hosting community meetings to get local input; referring to the list of common needs in Table 2.2 (question above); or receiving documentation of community support (e.g., letters or emails). Explain the approach your organization used.		
Low-Income Communities - Explain, in your own words, how the project will benefit low-income residents.		
Total Greenhouse Gas Reduction Funds Allocated to DAC:	\$	



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Allocation

Regional Entity: Nevada	
Lead Agency: Nevada County Department of Public Works- Trans	County: Nevada
Project Title: Gold Country Stage Fare Incentive Project III	

Lead Agency: I certify the scope, cost, schedule, and benefits as identified in the attached Allocation Request (Request) and attachments are true and accurate and demonstrate a fully funded operable project. I understand the Request is subject to any additional restrictions, limitations or conditions that may be enacted by the State Legislature, including the State's budgetary process and/or auction receipts. In the event the project cannot be completed as originally scoped, scheduled and estimated, or the project is terminated prior to completion, Lead Agency shall, at its own expense, ensure that the project is in a safe and operable condition for the public. I understand this project will be monitored by the California Department of Transportation - Division of Rail and Mass Transportation.

Authorized Agent:	Trisha Tillotson
Title:	Director of Public Works
Lead Agency:	Nevada County Department of Public Works- Transit Services Division

Signature:		Date:	
PUC Funds Type:	99313	Amount:	
PUC Funds Type:	99314	Amount:	\$1,759

Contributing Sponsor(s): *If this project includes funding from more than one project sponsor, the project lead above becomes the "recipient agency" and the additional contributing project sponsor(s) must also sign and state the amount and type of LCTOP funds (PUC Sections 99313 and 99314) contribution. Sign below or **attach a separate officially signed letter providing that information. If there is more than one contributing sponsor, please submit additional page, or a letter from the additional contributors.**

Authorized Agent:	Dan Landon
Title:	Executive Director
Agency:	Nevada County Transportation Commission

Signature:		Date:	
PUC Funds Type:	99313	Amount:	\$36,484
PUC Funds Type:	99314	Amount:	