



RESOLUTION No. 17-117

OF THE BOARD OF SUPERVISORS OF THE COUNTY OF NEVADA

RESOLUTION APPROVING A RENEWAL APPLICATION SUBMITTAL FOR \$38,243 IN FISCAL YEAR 2016/17 LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) FUNDING AND AUTHORIZATION FOR THE EXECUTION OF THE CERTIFICATIONS AND ASSURANCES FOR THE LCTOP 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 2016/17 LCTOP allocation amount available to Nevada County is \$38,243; 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 2016/17 LCTOP funds in the amount of \$38,243 for an incentive fare project to offer enhanced and alternate transportation mobility options on Gold Country Stage; 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 2016/17 LCTOP renewal application for an incentive fare project to offer enhanced and alternate transportation mobility options on Gold Country Stage in the amount of \$38,243 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 14th day of March, 2017, by the following vote of said Board:

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

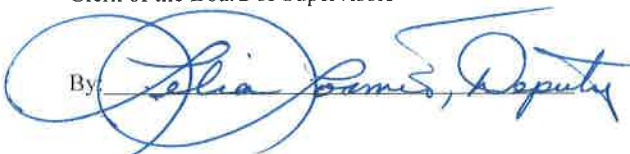
Noes: None.

Absent: None.

Abstain: None.

ATTEST:

JULIE PATTERSON HUNTER
Clerk of the Board of Supervisors

By:  Selia James, Deputy


Hank Weston, Chair

3/14/2017 cc: DPW*
Transit*
AC* (hold)

3/21/2017 cc: DPW
Transit*
AC* (Release)

DEPARTMENT OF TRANSPORTATION
DIVISION OF MASS TRANSPORTATION MS 39
1120 N STREET
P. O. BOX 942874
SACRAMENTO, CA 94274-0001
PHONE (916) 654-8811
FAX (916) 654-9366
TTY 711
www.dot.ca.gov



*Flex your power!
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October 1, 2014

Ms. Susan Healy-Harman
Transit Services Manager
County of Nevada
Dept. of Public Works/Transit
Services
950 Maidu Ave.
Nevada City, CA 95959

Re: Title VI Plan Approval

Dear Ms. Healy-Harman:

Thank you for submitting the County of Nevada, Department of Public Works Transit Services' Title VI Plan. Upon review, we have determined that it meets the requirements set forth in the Federal Transit Administration's (FTA) Title VI Circular, 4702.1B, "Title VI Program Guidelines for Federal Transit Administration Recipients," effective October 1, 2012. This Plan becomes part of your Certificate and Assurances that will be uploaded in TEAM for final FTA approval. Additionally, the Plan must be updated and submitted every three years, which will be June 2017 for your agency.

We thank you for partnering with us to meet the new FTA compliance requirements. Please feel free to contact Ms. Lea M. Simpson, of my staff, at (916) 654-7184, should you have any questions or need immediate technical assistance. She may also be reached by e-mail at Lea.Simpson@dot.ca.gov

Sincerely,

A handwritten signature in blue ink, appearing to read "Mark Codey", with a long horizontal flourish extending to the right.

MARK CODEY
Chief
Federal Transit Grants

RECEIVED

OCT 03 2014

RECEIVED
DPW-Transit Services

OCT 03 2014

DPW-Transit Services

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

State Transit Assistance (STA) Funds

In addition to LTF funding, the TDA includes a State Transit Assistance (STA) funding mechanism. The sales tax on gasoline is used to reimburse the state coffers for the impacts of the 1/4 cent sales tax used for LTF. Any remaining funds (or "spillover") are available to the counties for local transportation purposes. In years past, this has been a somewhat unpredictable funding source, though in recent years it has been steadier. As a result, many transit agencies typically allocate these funds for capital purchases, rather than relying on them for ongoing operating funding. Western Nevada County has received this funding in the past recent years and is cautious with allocating for operations in any substantial amount.

Transportation Development Credits in Lieu of Non-Federal Match Funds

Federal-aid highway and transit projects typically require the project sponsors to provide a certain amount of non-federal funds as match to the federal funds, as described above. Through the use of "Transportation Development Credits" (sometimes referred to as toll revenue credits), the non-federal share match requirement in California can be met by applying an equal amount of Transportation Development Credit and therefore allow a project to be funded with up to 100% federal funds for federally participating costs. Caltrans has been granted permission by the FTA to utilize toll credits, and has begun to make credits available for FTA Section 5310, 5311, and 5316 programs. There is no definitive timeline from Caltrans on how long these credits will be available to transit operators.

Low Carbon Transit Operations Program / Greenhouse Gas Reduction Fund

The Low Carbon Transit Operations Program (LCTOP) is one of several programs that are part of the Transit Affordable Housing and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. The LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities. Approved projects in LCTOP will support new or expanded bus or rail services, expand intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions. For agencies whose service area includes disadvantaged communities, at least 50 percent of the total moneys received shall be expended on projects that will benefit disadvantaged communities. Senate Bill 852 (Statutes of 2014) appropriates \$25 million for LSCTOP for 2014-15 and Senate Bill 862 continuously appropriates 5 percent of the annual auction proceeds in the Greenhouse Gas Reduction Fund (GGRF) for LCTOP beginning in 2015-16.

Senate Bill 862 establishes the LCTOP as a formulaic program instead of a state-level competitive program. While the California Department of Transportation (Caltrans) is responsible for ensuring that the statutory requirements of the program are met, locally, the recipient (most likely the TSC) would be responsible to ensure projects selected provide maximum public benefits. As such, recipients are strongly encouraged to select those projects that maximize public benefits for transit ridership, greenhouse gas reduction, disadvantaged community benefit, and other co-benefits. Benefits would likely include, but not be limited to, encouragement of infill development, low income housing, protection of disadvantaged communities from displacement, active transportation benefit and other health benefits. This program will be administered by Caltrans in coordination with the Air Resources Board and the State Controller's Office (SCO).

Eligible grant recipients could be either a transportation planning agency (such as the Nevada County Transportation Commission) or a transit operator (GCS). The allocation share is

determined by formula based on the ratio of the revenue of the transit operator's jurisdiction to the total revenue of all operators in the state. Eligible projects can include:

- ◆ Transit Capital Projects, such as:
 - New or expanded bus or rail services, facilities and equipment (new construction, modernization of buildings, bus shelters, or transit centers)
 - Purchase of equipment for rehabilitation, safety or modernization (e.g. bus engines, computer systems and signage)
 - Expanded intermodal transit facilities (e.g. modernization of bus shelters, transit centers, and operations and maintenance facilities, etc.)
 - Bus rapid transit (BRT)
 - Rolling stock (e.g. purchase, replace or rehabilitate transit vehicles)
 - Purchase of equipment and or materials that will enhance or modernize transit operations
- ◆ Transit Operations Projects:
 - Fueling for transit fleet
 - Costs of operational revisions that will increase mode share, increase ability to reduce GHG emission and benefit residents of a DAC
 - Outreach to communities to increase transit ridership
 - Transit passes or discounts that increase transit ridership
 - Other costs to operate transit service or facilities
- ◆ Transit Maintenance Projects
 - Costs of revisions to maintenance procedures
 - Costs of converting equipment to enhance efficiency of the fleet or equipment
 - Other costs to maintain transit services or facilities

Transit operations and maintenance investments made in one year may be included in subsequent year's project plans. For example, if a transit operator uses LCTOP funds to expand transit service in one year, future years' projects may include the continuation of that same service, through the funding of related operations or maintenance costs.

Projects must be consistent with the project sponsor's most recent TDP or RTP. Although this is not a large revenue source, many of Gold Country Stage's capital and operational needs would easily fall within the guidelines of eligibility for such funding. Gold Country Stage is using and will be using LCTOP funding currently in FY2015-16 and in FY2015-16 for a free fare project and will be applying for the FY LCTOP cycle.

Transit and Intercity Rail Capital Program

The Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill 862 in 2014 to provide grants from the Greenhouse Gas Reduction Fund to fund capital improvements and operational investments that will modernize California's transit systems and intercity, commuter, and urban rail systems to reduce emissions of greenhouse gases by reducing vehicle miles traveled throughout California. The program has the following objectives:

1. Reduction in greenhouse gas emissions;
2. Expand and improve rail service to increase ridership;
3. Integrate the rail service of the state's various rail operations, including integration with the high-speed rail system; and improve safety.

NEVADA COUNTY COORDINATED PUBLIC TRANSIT-HUMAN SERVICES PLAN UPDATE



Final Report

Prepared for the

Nevada County Transportation Commission

Prepared by



LSC Transportation Consultants, Inc.

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

December 17, 2014

Acknowledgement:

The preparation of this report has been financed, in part, through a grant from the U.S. Department of Transportation, Federal Transit Administration, under the authority of the 49 USC Chapter 53 Section 5304 State Planning and Research Grant, Transit Planning for Rural Communities.

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, Beason, Dee, Fouyer, Guerra, Jostas, Scofield


Noes: None

Absent: None

Abstain: None










Lawrence A. Jostas, Chairman
Nevada County Transportation Commission


Attest: 


Nancy D. Holman
Administrative Services Officer

*NEVADA COUNTY TRANSIT SERVICES- GOLD COUNTRY STAGE SERVICE AREA

Legend

-  Route 1
-  Route 2
-  Route 3 GV Loop
-  Route 3 Loma Rica
-  Route 4
-  Route 5
-  Route 6

 Transfer Point

 On Demand Stop
(Symbol matches routes color)

Rough & Ready

Binney Springs Rd
Rough & Ready Hwy

Zone 2
Zone 1

Route 6

Wildwood Center
Penn Valley

Binney Springs Rd

Zone 2
Zone 1

Rough & Ready Hwy

Route 6

Squirrel Creek
Walker Dr
Lynan Gilmore School
Condos Park
Buller St. ON-DEMAND Stop

ON DEMAND Stops

Alta Sierra

Mountain Air MHP ON-DEMAND

Forest Springs MHP ON-DEMAND

Zone 1
Zone 2

Route 5

Lake of the Pines

Brewer Rd
Saw River High School
Magnolia Rd
Combie Rd
Lake Center

Route 5

Alta Sierra

Zone 2

Zone 1

Tinley Street Transit Center @ Bank Street

Mountain Air MHP ON-DEMAND

Forest Springs MHP ON-DEMAND

Saturdays Only

Route AS

Auburn

Professional Dr. ON-DEMAND Stop

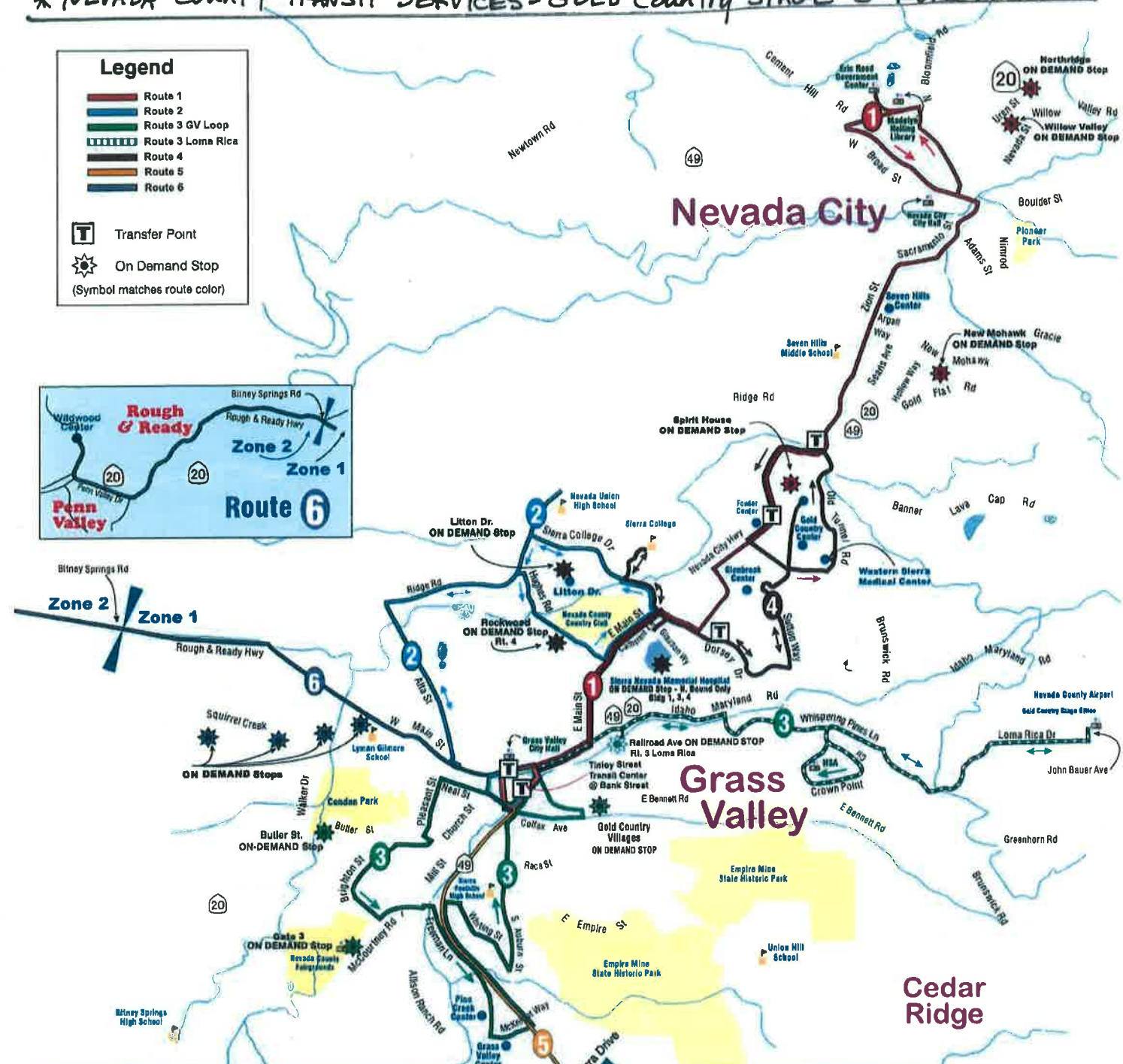
Education St
Bell Rd
Beep Creek Center
Now
Auburn Village

Atwood Rd
Kemper Rd

Drive-in Way

Route 5

Elm Ave





**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).			



**FY 2016-2017 LCTOP
Allocation Request**

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.

Project Information (continued)

Area - Describe the project area including the city, town, community (rural, suburban, urban & demographics)
 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.

Service - Describe the service you provide and how the project plays into your overall operations plan.
 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.

Service - 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 2018-August 2020) and within the allocated funding.

Costs - Describe the assumptions and process for how the projects costs were developed.
 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.

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.

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



**FY 2016-2017 LCTOP
Allocation Request**

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:			

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



**FY 2016-2017 LCTOP
Allocation Request**

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) - <i>First year of service, or year that capital improvements will be completed.</i>	2018	The LCTOP funding will be split between FY2018-19 and Fy2019-20 starting in FY201/19.
Year F (YrF) - <i>Final year that the service is funded or the final year of the capital improvements useful life.</i>	2020	The project will be funded through August 2020.
Project Yr1 Ridership - <i>Estimated annual ridership contributed by the new service or capital improvement in Yr1.</i>	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 - <i>Estimated annual ridership contributed by the new service or capital improvement in YrF.</i>	12,600	Total estimated ridership was divided by two to account for the free fare program covering Fy2018/19 and FY2019/20.
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 commute 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>	1.66	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.



**FY 2016-2017 LCTOP
Allocation Request**

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 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 of Transportation |
|--|---|

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.



**FY 2016-2017 LCTOP
Allocation Request**

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:	\$	



FY 2016-2017 LCTOP

Allocation Request

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:	3/16/17
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:	3/22/2017
PUC Funds Type:	99313	Amount:	\$36,484
PUC Funds Type:	99314	Amount:	



FY 2016-2017 LCTOP
Authorized Agent

AS THE Chair of the Board of Supervisors
(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)

(Name and Title of Authorized Agent) OR

(Name and Title of Authorized Agent)

Honorable Hank Weston
(Print Name)

Chair of the Board of Supervisors
(Title)

Hank Weston
(Signature)

Approved this 20th day of March, 2017

Only needed if there is a change in the Authorized Agent(s).



FY 2016-2017 LCTOP
Certifications Assurances

Lead Agency: Nevada County Department of Public Works- Transit Services Division
Project Name: Gold Country Stage Fare Incentive Project III
Prepared by: Susan Healy-Harman

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

A. General

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

B. Project Administration

1. The project lead certifies that required environmental documentation is complete before requesting an allocation of LCTOP funds. The project lead assures that projects approved for LCTOP funding comply with Public Resources Code § 21100 and § 21150.
2. The project lead certifies that a dedicated bank account for LCTOP funds only will be established within 30 days of receipt of LCTOP funds.
3. The project lead certifies that when LCTOP funds are used for a transit capital project, that the project will be completed and remain in operation for its useful life.
4. The project lead certifies that it has the legal, financial, and technical capacity to carry out the project, including the safety and security aspects of that project.
5. The project lead certifies that they will notify Caltrans of pending litigation, dispute, or negative audit findings related to the project, before receiving an allocation of funds.
6. The project lead must maintain satisfactory continuing control over the use of project equipment and facilities and will adequately maintain project equipment and facilities for the useful life of the
7. Any interest the project lead earns on LCTOP funds must be used only on approved LCTOP
8. The project lead must notify Caltrans of any changes to the approved project with a Corrective Action Plan (CAP).
9. Under extraordinary circumstances, a project lead may terminate a project prior to completion. In the event the project lead terminates a project prior to completion, the project lead must (1) contact Caltrans in writing and follow-up with a phone call verifying receipt of such notice; (2) pursuant to verification, submit a final report indicating the reason for the termination and demonstrating the expended funds were used on the intended purpose; (3) submit a request to reassign the funds to a new project within 180 days of termination.
10. Funds must be encumbered and liquidated within the time allowed

C. Reporting

1. The project lead must submit the following LCTOP reports:
 - a. Semi-Annual Progress Reports by May 15th and November 15th each year.
 - b. A Final Report within six months of project completion.
 - c. The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of LCTOP funds. A copy of the audit report must be submitted to Caltrans within six months of the close of the year (December 31) each year in which LCTOP funds have been received or expended.
2. Other Reporting Requirements: ARB is developing funding guidelines that will include reporting requirements for all State agencies that receive appropriations from the Greenhouse Gas Reduction Fund. Caltrans and project sponsors will need to submit reporting information in accordance with ARB's funding guidelines, including reporting on greenhouse gas reductions and benefits to disadvantaged communities.

D. Cost Principles

1. The project lead agrees to comply with Title 2 of the Code of Federal Regulations 225 (2 CFR 225), Cost Principles for State and Local Government, and 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
2. The project lead agrees, and will assure that its contractors and subcontractors will be obligated to agree, that:
 - a. Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allow ability of individual project cost items and
 - b. Those parties shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments. Every sub-recipient receiving LCTOP funds as a contractor or sub-contractor shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
3. Any project cost for which the project lead has received funds that are determined by subsequent audit to be unallowable under 2 CFR 225, 48 CFR, Chapter 1, Part 31 or 2 CFR, Part 200, are subject to repayment by the project lead to the State of California (State). All projects must reduce greenhouse gas emissions, as required under Public Resources Code section 75230, and any project that fails to reduce greenhouse gases shall also have its project costs submit to repayment by the project lead to the State. Should the project lead fail to reimburse moneys due to the State within thirty (30) days of demand, or within such other period as may be agreed in writing between the Parties hereto, the State is authorized to intercept and withhold future payments due the project lead from the State or any third-party source, including but not limited to, the State Treasurer and the State Controller.

A. Record Retention

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

F. Special Situations

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

I certify all of these conditions will be met.

Trisha Tillotson

(Print Authorized Agent)

Director of Public Works

(Title)



(Signature)

3/16/17

(Date)



FY 2016-2017 LCTOP Quantification Methodology GHG Calculator Tool

California Environmental Protection Agency
Air Resources Board

Project Name:	Gold Country Stage Fare Incentive Proj	Contact Name:	Trisha Tillotson
Lead Agency:	Nevada County Department of Public W	Contact Phone #:	530-265-1718
Date Completed:		Contact Email:	trisha.tillotson@co.nevada.ca.us
Project ID	<i>Caltrans will provide upon approval</i>		

Requires applicant input	Calculated field; no input required
Auto filled from Allocation Request	Additional documentation required

Applicant must input required fields from top down (i.e., first Project Category, then Project Type, 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 GHG emission reduction method and emission factors to apply.		
Project Type	Yes	Enter the project category that best represents the proposed project type; see Required Fields by Category . If applying for more than one project type, then the agency must submit multiple Allocation Requests and GHG Calculator tools.
Project Sub-Type	Yes	Free or reduced-fare transit vouchers. GHG Emission Reductions = GHG Emissions of Displaced Autos
Region	Yes	The region that best encompass the geographic location for the proposed project type.
Sub region	Yes	The county where the majority of the service occurs.
Year 1 (Yr1)	Yes	The first year of service - funded by FY 2016-17 LCTOP funds.
Year F (YrF)	Yes	The final year of service - funded by FY 2016-17 LCTOP funds.
Useful Life	Calculated	The number of years the service is funded by FY 2016-17 LCTOP funds.
This section is used to estimate the GHG emissions from displaced auto vehicle miles traveled (VMT).		
Service Type	Yes	The transit service (e.g., Bus, Light Rail, Heavy Rail, etc.) directly associated with the the proposed project. For projects that serve multiple services, select Multi-modal.
Yr1 Ridership	Yes	The increase in unlinked passenger trips directly associated with the proposed project in the first year.



FY 2016-2017 LCTOP Quantification Methodology GHG Calculator Tool

California Environmental Protection Agency
Air Resources Board

YrF Ridership	12,600	Yes	The increase in unlinked passenger trips directly associated with the proposed project in the final year. If the ridership is not expected to change, the same value should be input for Yr1 and YrF.
Adjustment Factor (A)	0.67	Yes	Discount factor applied to annual ridership to account for transit-dependent riders. Use: documented project specific data or system average developed from a recent, statistically valid survey or default.
Length of Average Trip (L)	1.66	Yes	Annual passenger miles over unlinked trips directly associated with the proposed project.
GHG Emission Reductions	14.08	Calculated	The estimated GHG emission reductions in metric ton (MT) of carbon dioxide equivalent (CO ₂ e) from displaced auto VMT from the proposed project.
This section is used to estimate the net GHG emission reductions from new/expanded service or from the purchase of new zero-emission/hybrid vehicle(s).			
Vehicle Type		No	Not applicable for this project type.
Hybrid Vehicle		No	Not applicable for this project type.
Fuel Type		No	Not applicable for this project type.
Project Specific Emission Factor		No	Not applicable for this project type.
Model Year		No	Not applicable for this project type.
Annual VMT		No	Not applicable for this project type.
Annual Fuel		No	Not applicable for this project type.
GHG Emissions		Calculated	Not applicable for this project type.
Net GHG Reductions		Calculated	Not applicable for this project type.
This section is used to estimate the net GHG emission reductions from vehicle replacement or the GHG emission reductions from displaced fuel.			
Additional GHG Emission Reductions		Yes	



FY 2016-2017 LCTOP Quantification Methodology GHG Calculator Tool

California Environmental Protection Agency
Air Resources Board

Fuel Type		No	
Model Year		No	
Annual VMT		No	
Annual Fuel		No	
GHG Emissions		Calculated	
Net GHG Reductions		Calculated	
This section is used to gather the total Greenhouse Gas Reduction Fund (GGRF) funding requested or awarded.			
FY 2016-17 LCTOP GGRF Funds Requested	\$38,243.00	Yes	The amount of FY 2016-17 LCTOP dollars the applicant is requesting from Caltrans per State Controller's Office Eligible list for FY 2016-17.
Total LCTOP GGRF Funds Requested	\$38,243.00	Yes	The amount equal to FY 2016-17 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 2016-17 LCTOP Funds Requested.
Total GGRF Funds Requested	\$38,243.00	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.			
Total Project GHG Reductions	14.08	Calculated	Total GHG emission reductions (MTCO ₂ e) from the project during the useful life.
LCTOP Project GHG Reductions	14.08	Calculated	The prorated Total Project GHG Reductions based on the Total LCTOP GGRF funds over Total GGRF funds requested.



FY 2016-2017 LCTOP Quantification Methodology GHG Calculator Summary

California Environmental Protection Agency
Air Resources Board

Project Name:	Gold Country Stage Fare Incent	Contact Name:	Trisha Tillotson
Lead Agency:	Nevada County Department of I	Contact Phone #:	530-265-1718
Date Completed:	1/0/1900	Contact Email:	trisha.tillotson@co.nevada.ca.us
Project ID	Caltrans will provide upon approval	No inputs required	

	Results	Description
Annual Displaced Auto VMT	14,014	Annual displaced average auto vehicle miles traveled (VMT) from the proposed project.
Annual GHG Emission Reductions from Displace Autos	7.04	Annual GHG emission reductions from auto VMT displaced from the proposed project.
Total Displaced Auto VMT	28,027	Total displaced auto VMT over the useful life.
GHG Emission Reductions from Displace Autos	14.08	Total project greenhouse gas (GHG) emission reductions from the total displaced auto VMT during the useful life.
Total GHG Emission Reductions	14.08	Total GHG emission reductions (MTCO ₂ e) from the project during the useful life.
LCTOP GGRF FY 2016-17 Funds Requested	\$38,243.00	Funds requested per State Controller's Office Eligible list for FY 2016-17.
Total LCTOP GGRF Funds Requested	\$38,243.00	The amount equal to FY 2016-17 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.
Total GGRF Funds Requested (\$)	\$38,243.00	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.
LCTOP GHG Emission Reductions	14.08	GHG emission reductions (MTCO ₂ e) from the project during the useful life attributed to LCTOP.
LCTOP Emission Reductions /Total LCTOP GGRF Funds Requested	0.00036823	The metric to be reported in the application.



FY 2016-2017 LCTOP Quantification Methodology GHG Calculator Summary

California Environmental Protection Agency
Air Resources Board

Total GHG Emission Reductions / Total GGRF Funds Requested (\$)	0.00036823	The metric to be reported in the application.
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FY 2016-2017 LCTOP Funding Plan

The following Funding Plan has been reviewed and approved by the undersigned. It includes a complete list of funds for this project and is the total cost of the project, including LCTOP funds. The Lead Agency certifies that the requested LCTOP funds for the proposed project will not be used to supplant other funding sources.

Lead Agency:	Nevada County Department of Public	Project Name:	Gold Country Stage Fare Incentive Project III
Authorized Agent Name:	Trisha Tillotson	Prepared by:	Susan Healy-Harman
Phone:	530-265-1718	Phone:	530-477-0103 x1003
E-mail:	susan.healy-harman@co.nevada.ca.us	E-mail:	susan.healy-harman@co.nevada.ca.us
Signature:		Date:	

Green shaded fields are automatically calculated. Please do not fill these fields.

Proposed Total Project Cost								Project
Component	Prior	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	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	38,243	0	0	0	0	0	38,243
TOTAL	0	38,243	0	0	0	0	0	38,243

Low Carbon Transit Operations Program (LCTOP)								
Component	Prior	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other		38,243						38,243
TOTAL	0	38,243	0	0	0	0	0	38,243

Funding Source:								
Component	Prior	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	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 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	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 2016-2017 LCTOP Funding Plan

Funding Source:								
Component	Prior	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	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 16-17	FY 17-18	FY 17-18	FY 17-18	FY 17-18	FY 17-18	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 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	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 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	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 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	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