

Lead Agency Information

Name:	Nevada County Department of Public Works-Transit Services Division		
Address:	950 Maidu Ave		
City, State Zip Code:	Nevada City, CA 95959		
County:	Nevada	Regional Entity:	Nevada
Agency Website:	www.mynevadacounty.com		
Approved Title VI (Date)*:	3/30/2018		
Link to Agency's Approved Title VI Plan:	https://mynevadacounty.com/2264/Title-VI		

*Please provide a copy of your FTA/Caltrans Approval Letter as an attachment to your FY18-19 LCTOP Allocation Request.

Allocation Request Prepared by	
Name:	Robin Van Valkenburgh
Title:	Transit Services Manager
Phone #:	530-477-0103 x 1003
E-mail:	robin.vanvalkenburgh@co.nevada.ca.us

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

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

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

*if you have more Districts please provide an attachment

Project Summary

Name: <i>No more than 180 characters.</i>	Gold Country Stage Low-Income Fare Subsidy Program				
Description (Short): <i>No more than 370 characters.</i>	Fare subsidy program designed to support and enhance mobility options for low-income persons, as defined by the California Department of Housing and Community Development, within the Gold Country Stage service area. The subsidy would be offered to persons who are not currently eligible for discounted fares.				
Type:	Operations				
Sub-Type	Free or reduced fares				
Total Years of Rollover:	0	Remaining years of Rollover:	0		
Start date (anticipated):	7/1/2019	End date (anticipated):	6/30/2021		
General Area (City/County):	Western Nevada County; Grass Valley, Nevada City, Penn Valley CA				
Specific Area (Lat-Long of the project in decimal degrees separated by a comma "," (e.g., 34.413775, -119.848624). For multiple locations, list each separated by a semicolon ";")	Census tracts: 06057000105; 06057000104; 06057000702; 06057000103; 06057000102; 06057000502; 06057000701; 06057000802; 06057000501; 06057000402; 06057000401				
Project Life - For capital projects, state the "Useful Life" of the project. For operation projects state the number of months service will be funded.					
Capital:		Operations:	24		
Funding:	99313:	\$112,313	99314:	\$6,071	Total: \$118,384
Approved LONP:	No		LONP Approval date:		

FY 2018-2019 LCTOP

Allocation Request

Funding Information

LCTOP Allocation Year	Prior	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	Total
PUC 99313 Amount:		\$112,313					\$112,313
PUC 99314 Amount:		\$6,071					\$6,071
Total LCTOP Funds:	\$0	\$118,384	\$0	\$0	\$0	\$0	\$118,384
Other GGR Funds:							\$0
Other Funds:							\$0
Total Project Cost:	\$0	\$118,384	\$0	\$0	\$0	\$0	\$118,384

Lead Agency:	Nevada County Department of Public Works-Tra	Amount:	PUC Funds Type:
Contact Person:	Robin Van Valkenburgh	\$112,313	99313
Contact Phone #:	530-477-0103 x 1003		99314
Contact E-mail:	robin.vanvalkenburgh@co.nevada.ca.us		

Contributing Sponsor:	Nevada County Transportation Commission	Amount:	PUC Funds Type:
Contact Person:	Dan Landon		99313
Contact Phone #:	530-265-3202	\$6,071	99314
Contact E-mails:	dlandon@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:			

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Contact Person:			99313
Contact Phone #:			99314
Contact E-mails:			

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Contact Person:			99313
Contact Phone #:			99314
Contact E-mails:			

Total FY 18-19 LCTOP Funding	\$118,384
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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 fare subsidies for low-income persons. 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 2018-2019 LCTOP

Allocation Request

Funding Plan

Proposed Total Project Cost								
Component	Prior	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	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	\$59,192	\$59,192	\$0	\$0	\$0	\$118,384
TOTAL	\$0	\$0	\$59,192	\$59,192	\$0	\$0	\$0	\$118,384

Low Carbon Transit Operations Program (LCTOP)								
Component	Prior	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other			\$59,192	\$59,192				\$118,384
TOTAL	\$0	\$0	\$59,192	\$59,192	\$0	\$0	\$0	\$118,384

Funding Source:								
Component	Prior	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	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 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	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 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	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 2018-2019 LCTOP

Allocation Request

Funding Plan

Funding Source:								
Component	Prior	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	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 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	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 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	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 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	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 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Project/Agency Information

Project Description - Describe the project using comprehensive overall project description regarding improvements to be made and/or increased level of service (include for operations projects number of trips, span, frequency improvements and number of days of operation; for capital projects include product specifications). *No more than 10 lines.*

This is a fare subsidy project to improve access to our small urban/rural fixed route public transit and will offer subsidized fares (monthly passes) to persons who qualify based on low-income standards as set forth in Draft Funding Guidelines Vol. 2: Investments to Benefit AB1550 Populations (Low-income thresholds by County and House size). 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. The project will improve access to lifeline services, educational opportunities, employment and arts and recreation.

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, who is eligible and how to access the bus. The fare subsidy program will provide discounted monthly bus passes to eligible persons, thereby increasing ridership and public awareness of the transit system. This project addresses identified unmet needs within the community due to the fact that low-income is currently not a qualifying factor in receiving discounted fares.

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

The project offers subsidized monthly bus passes for qualifying low-income persons. The projected fares that will be covered by the LCTOP funding include a 50 percent subsidy for the following monthly fare media: \$45.00 regular 1 zone and \$90.00 2 zone passes. The project will not affect the fare structure.

**FY 2018-2019 LCTOP
Allocation Request**

Project/Agency Information (continued)

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

The project addresses two fare amounts; \$45.00 1 zone pass and \$90.00 2 zone pass. Based on FY2017-18 monthly pass sales it is estimated that an additional 125 passes will be sold equating to an increase of 4,200 trips annually. Fare reimbursement costs are projected at 125 passes X \$22.50/regular cash fare monthly pass = \$2,812.50/month.

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

LCTOP funding will allow Gold Country Stage to implement a low-income fare subsidy program which is not currently available. Our short term transit plans recommend both fare subsidy programs and fare discounts to meet transportation needs and increase ridership. Input was derived from outreach with community members, discussions with NCTC planning staff, local human service non-profit partners and County Social Services. The LCTOP funding is not enough of a revenue source to expand service; however, offering the fare subsidy program provides more ride opportunities and an alternate mobility option to driving a car. The trend with the current fare incentive program reflects a 9.3% increase in ridership on free fare days when compared to prior year (2017 vs. 2018). It is estimated that the fare subsidy program will provide a ridership increase of 2 percent annually.

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, approximately 65 percent of Gold Country Stage transit route service hours serve low income residents who rely on our service to access the community and its services and activities. Offering the fare subsidy program will increase travel opportunities and mobility for this population throughout the year.

Project GHG Benefits

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

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

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

	Value	Explanation
Year 1 (Yr1) - First year of service, or year that capital improvements will be completed.	2019	The first year of service to be funded by FY2018-19 LCTOP funds
Year F (YrF) - 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 FY2018-19 LCTOP funds
Project Yr1 Ridership - Estimated annual ridership contributed by the new service or capital improvement in Yr1.	4,200	Total estimated ridership (8,400) was divided by two to account for the free fare program covering FY2019/20 and FY2020/21.
Project F Yr. Ridership - Estimated annual ridership contributed by the new service or capital improvement in YrF.	4,200	Total estimated ridership (8,400) was divided by two to account for the free fare program covering FY2019/20 and FY2020/21.
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 communte 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).	1.64	Calculated by dividing the total FY2017/18 vehicle service miles by boardings.
Project Useful Life	2	This is calculated based on the values above.
Total Project Ridership Increased	8,400	This is calculated based on the values above.
Total Project VMTs Reduced	9,230	This number is calculated based on the values above.
Estimated Total Project GHG (mtco2) Reduction:	4.50	This number is calculated based on the values from above and the QM-Tool tab.
LCTOP Emission Reductions /Total LCTOP Funds Requested	38.04331	This number is calculated based on the values from above and the QM-Tool tab.

Project Benefits**Job Support Benefits (Refer to Read Me for more information)**

Primary Project Activity (<i>select from drop down</i>)	Transit subsidies
% of Project Budget Associate with Primary Activity	100%
Secondary Project Activity (<i>select from drop down</i>)	
% of Project Budget Associate with Tertiary Activity	
Secondary Project Activity (<i>select from drop down</i>)	
% of Project Budget Associate with Tertiary Activity	

Travel Cost Savings Benefits

	Value	Explanation
Standard Fare Cost for Project (\$/Trip)	45.00/90.00	1 zone and 2 zone monthly pass fare
Reduced Fare Cost (\$/Trip)		
Transit Facility Parking Cost (\$/Trip)		
Avoided Parking Cost (\$/Trip)		
Avoided Toll Cost (\$/Trip)		

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 jobs, school and popular local events and community activities while mitigating traffic congestion, reducing car emissions and eliminating parking challenges. By offering a fare subsidy program for people that are low income, we provide opportunities to travel more frequently and provide mobility opportunities they might not otherwise have due to the higher cost of regular transit 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.

Co-Benefits - Check all additional Benefits/Outcomes.

- | | |
|---|--|
| <input checked="" type="checkbox"/> Improved Safety | <input checked="" type="checkbox"/> Coordination with Educational Institution |
| <input checked="" type="checkbox"/> Improved Public Health | <input type="checkbox"/> College <input checked="" 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 checked="" type="checkbox"/> Promotes Integration w/ other modes |
| <input checked="" type="checkbox"/> Other Benefits | |

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

This project will improve public safety by providing a low cost transit solution to low-income persons, removing the need to attempt unsafe acts such as: hiking along SR49 and SR20 and hitchhiking, as well as improving access to medical services. The project promotes Active Transportation by offering bike racks on all vehicles and connecting rural areas with walking paths, bike paths and other recreational opportunities. As a rural provider this project will help to remove barriers to education and employment opportunities by providing access to long distance transportation (16+ mile one-way trip) and connections to regional rail and bus services.

Priority Populations Benefits

Does your Service Area have a Disadvantaged Community? (as defined by SB 535)	No
Is the project located within the boundaries of a disadvantaged community census tract?	No
Is the project located within the boundaries of a low-income community census tract?	Yes
Is the project located outside of a disadvantaged community, but within 1/2 mile of a disadvantage community and within a low-income census tract?	No
Is the project a new or expanded transit service that connects with transit service serving a disadvantaged communities?	No
Is the project a transit fare subsidies or network and fare integration technology improvements, including, but not limited to, discounted or free student transit passes	Yes
Is the project a purchase of zero-emission transit buses and/or supporting infrastructure?	No

Identify the Project Census Tract(s) (please use the 10-digit identification code) :	Census tracts: 06057000105; 06057000104; 06057000702; 06057000103; 06057000102; 06057000502; 06057000701; 06057000802; 06057000501; 06057000402; 06057000401
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Identify an important community or household need and evaluate whether the project provides a benefit that meaningfully addresses that need. (For more information please review Read Me):	D. Where direct engagement is infeasible, refer to the list of common needs for disadvantaged communities in CARB's Funding Guidelines Table 2-2 and select a project that addresses a listed need.
Identify Specific Common Needs of Priority Populations (if you select letter D. in question above):	ECON 5 Reduce transportation costs (e.g., free or reduced cost transit passes) and improve access to public transportation (e.g., new services in under-served urban and rural communities).

Priority Populations Community Need: Describe, in detail the identified community need(s) and how the project meets the need(s), including the levels of community engagement.
Project provides fare subsidy for low-income populations providing greater access to lifeline services (shopping, medical, education, employment and government benefit opportunities) throughout the service area. Additionally offers improved access to local cultural events (County Fair, environmental activism activities, musical performances) as well as community building events such as Cornish Christmas, Victorian Christmas and local farmers markets. This project will support new services which will serve underserved areas of the County.

Identify the Specific Priority Population Benefit:	B. Project provides transit incentives to residents of a disadvantaged or low-income community or a low-income household (e.g., transit vouchers, reduced transit fares, transit passes);
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**FY 2018-2019 LCTOP
Allocation Request**

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

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

The Gold Country Stage fare subsidy program provides significant opportunities for low-income persons to utilize 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 65 percent of our annual route service hours (rts 1, 2, 3, 4, 5 & 6) 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 subsidy program will provide access to local environmental awareness events (Wild & Scenic Film Festival, Earth Day, National Dump the Pump Day). This project will also support new services which serve the lowest median income area of the County (North San Juan, CA).

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

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

JAN ARBUCKLE – Grass Valley City Council
ANDREW BURTON – Member-At-Large, Vice Chair
CAROLYN WALLACE DEE – Town of Truckee
ANN GUERRA – Member-At-Large, Chair
SUSAN HOEK – Nevada County Board of Supervisors
ED SCOFIELD – Nevada County Board of Supervisors
DUANE STRAWSER – Nevada City City Council



DANIEL LANDON, Executive Director
MICHAEL WOODMAN, Deputy Executive Director

Grass Valley • Nevada City

Nevada County • Truckee

File 260.1

March 20, 2019

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

Dear Robin,

This letter is to confirm that Nevada County Transportation Commission (NCTC) has approved the request by Nevada County Transit Services to use \$152,313 from the Low Carbon Transit Operations Program (LCTOP) funds allocated under Public Utilities Code Section 99313 to NCTC for FY 2018/19.

The funds will be used for the Gold Country Stage Fare Incentive Program and the Low-Income Subsidy Program. These projects are consistent with the LCTOP goals of reducing greenhouse gas emissions, improving mobility, and serving transit dependent populations.

Sincerely,

Daniel B. Landon, Executive Director

cc: Caltrans Low Carbon Transit Operations Program

Low Carbon Transit Operations Program (LCTOP)

			18/19		
Jurisdiction	Est. Pop.	Pop. %	STA PUC 99313	STA PUC 99314	Total
Grass Valley	13,041	13.15%	0*		
Nevada City	3,226	3.25%	0*		
Truckee	16,681	16.82%	\$30,807	\$2,400	\$33,207
Nevada County	66,207	66.77%	\$152,313	\$6,071	\$158,384
Total	99,155	100.00%	\$183,120	\$8,471	\$191,591

Low Carbon Transit Operations Program (LCTOP)
AUTHORIZED AGENT

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

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

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

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

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

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


(Signature)

Approved this 26 day of January, 20 18

Attachment: Board Resolution approving Authorized Agent

Draft Funding Guidelines
Volume 2: Investments to Benefit AB 1550 Populations

Appendix 2.B

Table 2.B-1 List of “Low-income” Thresholds by County and Household Size³¹

County	Household Size							
	1	2	3	4	5	6	7	8
Alameda	\$52,650	\$60,150	\$67,650	\$75,150	\$81,200	\$87,200	\$93,200	\$99,200
Alpine	\$46,100	\$52,650	\$59,250	\$65,800	\$71,100	\$76,350	\$81,600	\$86,900
Amador	\$40,500	\$46,300	\$52,100	\$57,850	\$62,500	\$67,150	\$71,750	\$76,400
Butte	\$33,000	\$37,700	\$42,400	\$47,100	\$50,900	\$54,650	\$58,450	\$62,200
Calaveras	\$39,350	\$44,950	\$50,550	\$56,150	\$60,650	\$65,150	\$69,650	\$74,150
Colusa	\$33,000	\$37,700	\$42,400	\$47,100	\$50,900	\$54,650	\$58,450	\$62,200
Contra Costa	\$52,650	\$60,150	\$67,650	\$75,150	\$81,200	\$87,200	\$93,200	\$99,200
Del Norte	\$33,000	\$37,700	\$42,400	\$47,100	\$50,900	\$54,650	\$58,450	\$62,200
El Dorado	\$42,650	\$48,750	\$54,850	\$60,900	\$65,800	\$70,650	\$75,550	\$80,400
Fresno	\$33,000	\$37,700	\$42,400	\$47,100	\$50,900	\$54,650	\$58,450	\$62,200
Glenn	\$33,000	\$37,700	\$42,400	\$47,100	\$50,900	\$54,650	\$58,450	\$62,200
Humboldt	\$33,000	\$37,700	\$42,400	\$47,100	\$50,900	\$54,650	\$58,450	\$62,200
Imperial	\$33,000	\$37,700	\$42,400	\$47,100	\$50,900	\$54,650	\$58,450	\$62,200
Inyo	\$40,350	\$46,100	\$51,850	\$57,600	\$62,250	\$66,850	\$71,450	\$76,050
Kern	\$33,000	\$37,700	\$42,400	\$47,100	\$50,900	\$54,650	\$58,450	\$62,200
Kings	\$33,000	\$37,700	\$42,400	\$47,100	\$50,900	\$54,650	\$58,450	\$62,200
Lake	\$33,000	\$37,700	\$42,400	\$47,100	\$50,900	\$54,650	\$58,450	\$62,200
Lassen	\$38,850	\$44,400	\$49,950	\$55,500	\$59,950	\$64,400	\$68,850	\$73,300
Los Angeles	\$48,650	\$55,600	\$62,550	\$69,450	\$75,050	\$80,600	\$86,150	\$91,700
Madera	\$33,000	\$37,700	\$42,400	\$47,100	\$50,900	\$54,650	\$58,450	\$62,200
Marin	\$68,950	\$78,800	\$88,650	\$98,500	\$106,400	\$114,300	\$122,150	\$130,050
Mariposa	\$35,800	\$40,900	\$46,000	\$51,100	\$55,200	\$59,300	\$63,400	\$67,500
Mendocino	\$34,100	\$39,000	\$43,850	\$48,700	\$52,600	\$56,500	\$60,400	\$64,300
Merced	\$33,000	\$37,700	\$42,400	\$47,100	\$50,900	\$54,650	\$58,450	\$62,200
Modoc	\$33,000	\$37,700	\$42,400	\$47,100	\$50,900	\$54,650	\$58,450	\$62,200
Mono	\$44,750	\$51,150	\$57,550	\$63,900	\$69,050	\$74,150	\$79,250	\$84,350
Monterey	\$42,650	\$48,750	\$54,850	\$60,900	\$65,800	\$70,650	\$75,550	\$80,400
Napa	\$48,950	\$55,950	\$62,950	\$69,900	\$75,500	\$81,100	\$86,700	\$92,300
Nevada	\$42,950	\$49,050	\$55,200	\$61,300	\$66,250	\$71,150	\$76,050	\$80,950
Orange	\$54,600	\$62,400	\$70,200	\$78,000	\$84,250	\$90,500	\$96,750	\$103,000
Placer	\$42,650	\$48,750	\$54,850	\$60,900	\$65,800	\$70,650	\$75,550	\$80,400

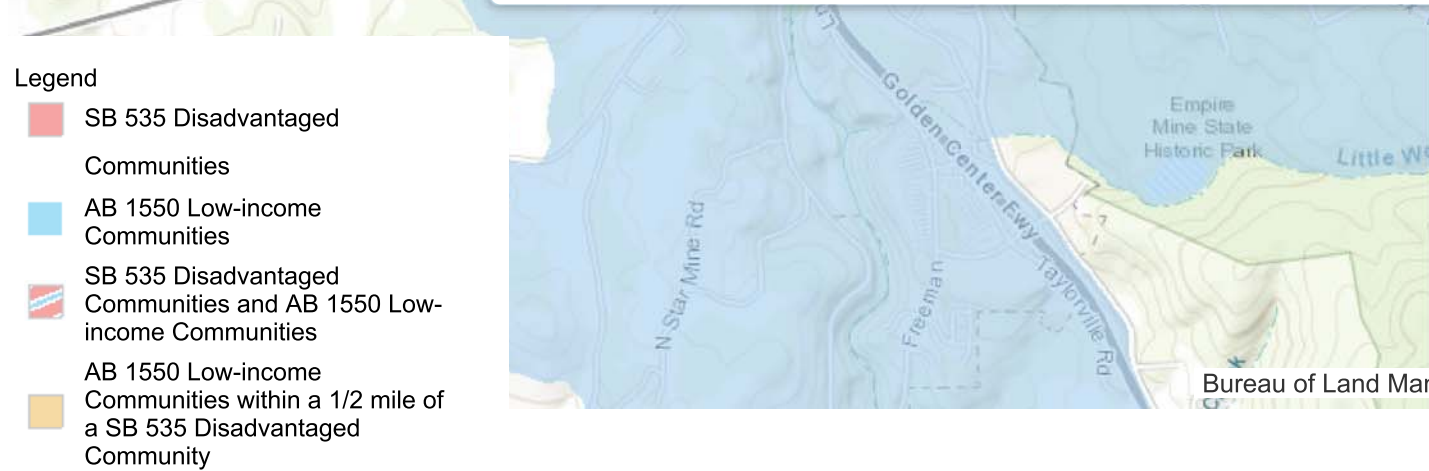
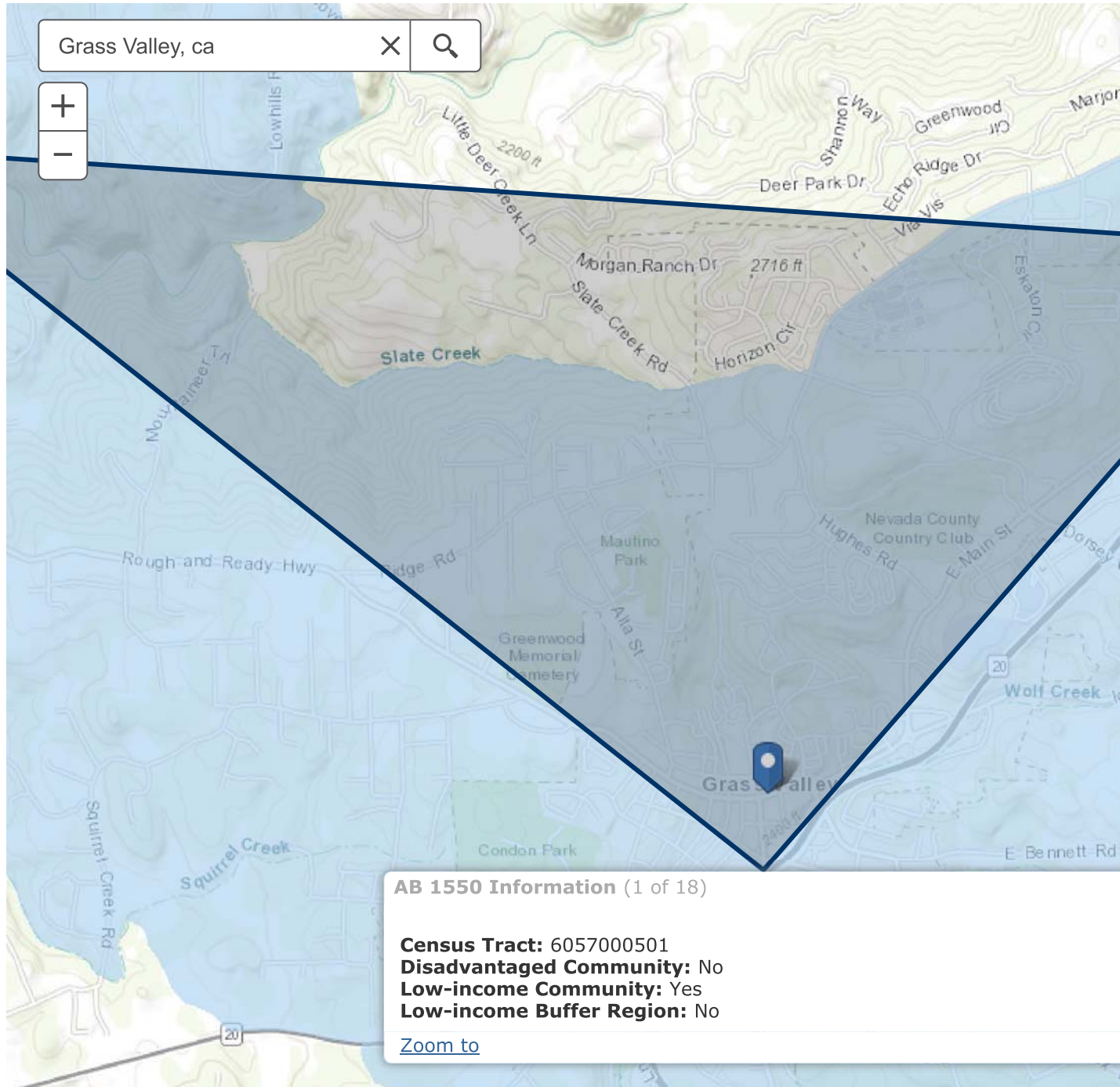
³¹ California Department of Housing and Community Development. “State and Federal Income, Rent, and Loan/Value Limits: Official State Income Limits for 2016.” www.hcd.ca.gov/grants-funding/income-limits/state-and-federal-income-limits.shtml

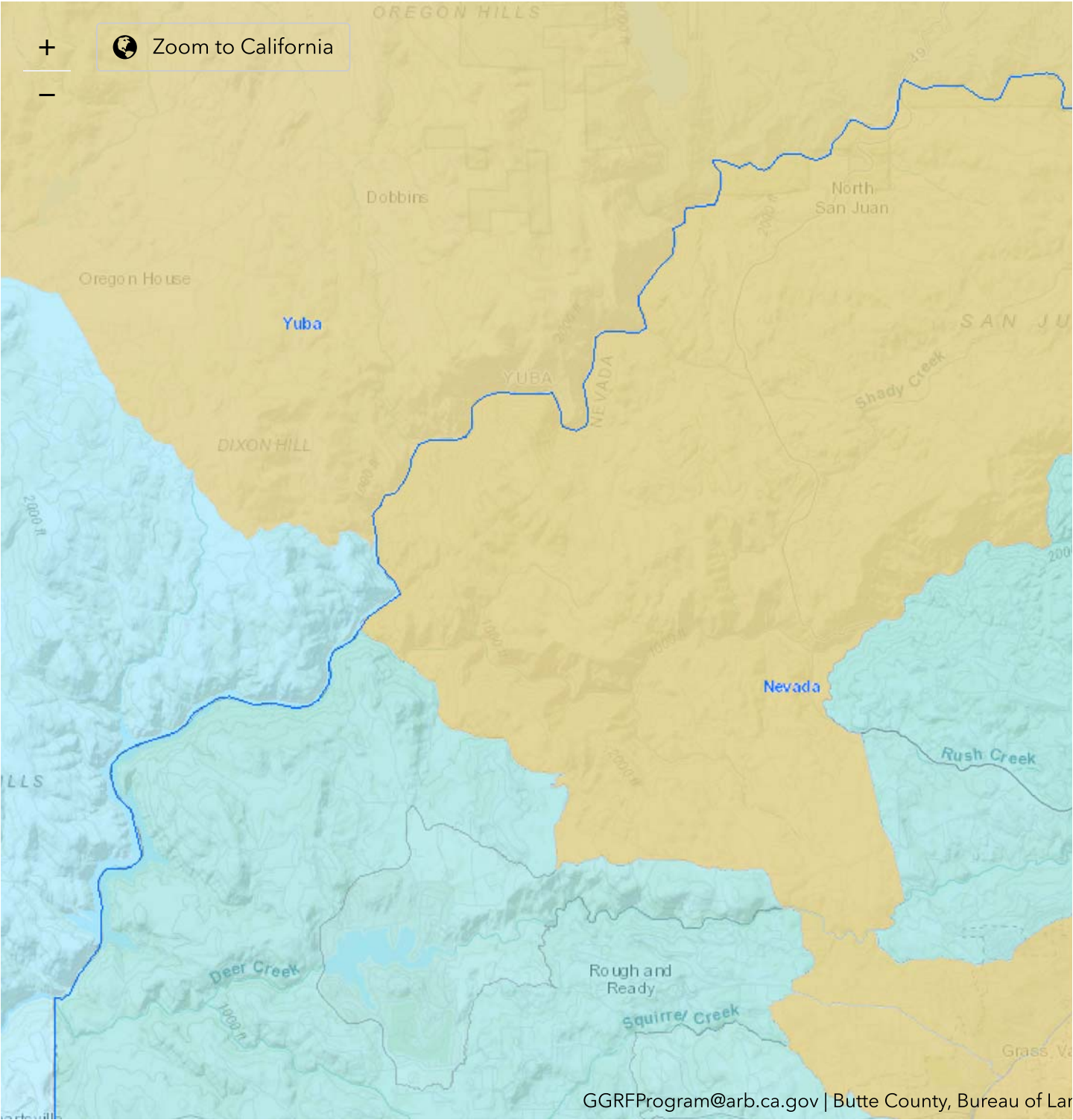
Draft Funding Guidelines
Volume 2: Investments to Benefit AB 1550 Populations

Appendix 2.B

Table 2.B-1 List of “Low-income” Thresholds by County and Household Size
(continued)

County	Household Size							
	1	2	3	4	5	6	7	8
Plumas	\$34,750	\$39,700	\$44,650	\$49,600	\$53,600	\$57,550	\$61,550	\$65,500
Riverside	\$37,550	\$42,900	\$48,250	\$53,600	\$57,900	\$62,200	\$66,500	\$70,800
Sacramento	\$42,650	\$48,750	\$54,850	\$60,900	\$65,800	\$70,650	\$75,550	\$80,400
San Benito	\$45,100	\$51,550	\$58,000	\$64,400	\$69,600	\$74,750	\$79,900	\$85,050
San Bernardino	\$37,550	\$42,900	\$48,250	\$53,600	\$57,900	\$62,200	\$66,500	\$70,800
San Diego	\$47,600	\$54,400	\$61,200	\$68,000	\$73,450	\$78,900	\$84,350	\$89,800
San Francisco	\$68,950	\$78,800	\$88,650	\$98,500	\$106,400	\$114,300	\$122,150	\$130,050
San Joaquin	\$37,150	\$42,450	\$47,750	\$53,050	\$57,300	\$61,550	\$65,800	\$70,050
San Luis Obispo	\$43,200	\$49,400	\$55,550	\$61,700	\$66,650	\$71,600	\$76,550	\$81,450
San Mateo	\$68,950	\$78,800	\$88,650	\$98,500	\$106,400	\$114,300	\$122,150	\$130,050
Santa Barbara	\$47,150	\$53,900	\$60,650	\$67,350	\$72,750	\$78,150	\$83,550	\$88,950
Santa Clara	\$59,400	\$67,900	\$76,400	\$84,900	\$91,650	\$98,450	\$105,250	\$112,050
Santa Cruz	\$56,500	\$64,550	\$72,600	\$80,650	\$87,150	\$93,600	\$100,050	\$106,500
Shasta	\$33,050	\$37,800	\$42,500	\$47,200	\$51,000	\$54,800	\$58,550	\$62,350
Sierra	\$39,400	\$45,000	\$50,650	\$56,250	\$60,750	\$65,250	\$69,750	\$74,250
Siskiyou	\$33,000	\$37,700	\$42,400	\$47,100	\$50,900	\$54,650	\$58,450	\$62,200
Solano	\$45,500	\$52,000	\$58,500	\$65,000	\$70,200	\$75,400	\$80,600	\$85,800
Sonoma	\$46,150	\$52,750	\$59,350	\$65,900	\$71,200	\$76,450	\$81,750	\$87,000
Stanislaus	\$34,750	\$39,700	\$44,650	\$49,600	\$53,600	\$57,550	\$61,550	\$65,500
Sutter	\$33,250	\$38,000	\$42,750	\$47,500	\$51,300	\$55,100	\$58,900	\$62,700
Tehama	\$33,000	\$37,700	\$42,400	\$47,100	\$50,900	\$54,650	\$58,450	\$62,200
Trinity	\$33,000	\$37,700	\$42,400	\$47,100	\$50,900	\$54,650	\$58,450	\$62,200
Tulare	\$33,000	\$37,700	\$42,400	\$47,100	\$50,900	\$54,650	\$58,450	\$62,200
Tuolumne	\$37,200	\$42,500	\$47,800	\$53,100	\$57,350	\$61,600	\$65,850	\$70,100
Ventura	\$52,300	\$59,800	\$67,250	\$74,700	\$80,700	\$86,700	\$92,650	\$98,650
Yolo	\$43,050	\$49,200	\$55,350	\$61,500	\$66,450	\$71,350	\$76,300	\$81,200
Yuba	\$33,250	\$38,000	\$42,750	\$47,500	\$51,300	\$55,100	\$58,900	\$62,700







Programs

Geographic Boundaries


Senate

Assembly




County

Priority Populations

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

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

Civic Boundaries

- ☐  Senate Districts
- ☐  Assembly Districts
- ☒  County Boundaries



NEVADA COUNTY COORDINATED PUBLIC TRANSIT-HUMAN SERVICES PLAN UPDATE



Final Report

Prepared for the

Nevada County Transportation Commission

Prepared by



LSC Transportation Consultants, Inc.

REVISED DEC 17 2014

NEVADA COUNTY COORDINATED PUBLIC TRANSIT-HUMAN SERVICES UPDATE

Final Report

Prepared for the

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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.

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

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

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

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

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

Planned Coordinated Projects to Meet Transportation Needs

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

Western Nevada County / Gold Country Stage / Gold Country LIFT

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

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

CAPITAL REPLACEMENT PROGRAM STRATEGIES

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

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

Gold Country Telecare: Telecare has secured funding from the most recent FTA 5310 cycle to replace two vehicles in FY 2015-16. Another two vehicles are planned for replacement in FY 2017-18.

- ♦ **Truckee Dial-A-Ride:** The Town of Truckee has planned to replace two vehicles in FY 2015-16, and the remaining one paratransit vehicle in FY 2016-17.

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

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

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

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

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

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

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

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

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

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

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

Ayes: Commissioners Andersen, Beason, Dee, Fouyar, Guerra, Jostes, Scofield

Noes: None

Absent: None

Abstain: None



Lawrence A. Jostes, Chairman
Nevada County Transportation Commission

Attest:



Nancy D. Holman
Administrative Services Officer

Western Nevada County Transit Development Plan Update

Final Report



Prepared for the
Nevada County Transportation Commission

Prepared by



LSC Transportation Consultants, Inc.

WESTERN NEVADA COUNTY TRANSIT DEVELOPMENT PLAN UPDATE

Final Report

Prepared for the

Nevada County Transportation Commission
101 Providence Mine Road, Suite 102
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Prepared by

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Post Office Box 5875
Tahoe City, California 96145
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April 11, 2016

LSC #157030

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

Low-Income Population

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

Zero Vehicle Households

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

ECONOMIC PROFILE

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

Area Employers

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

Unemployment

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

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

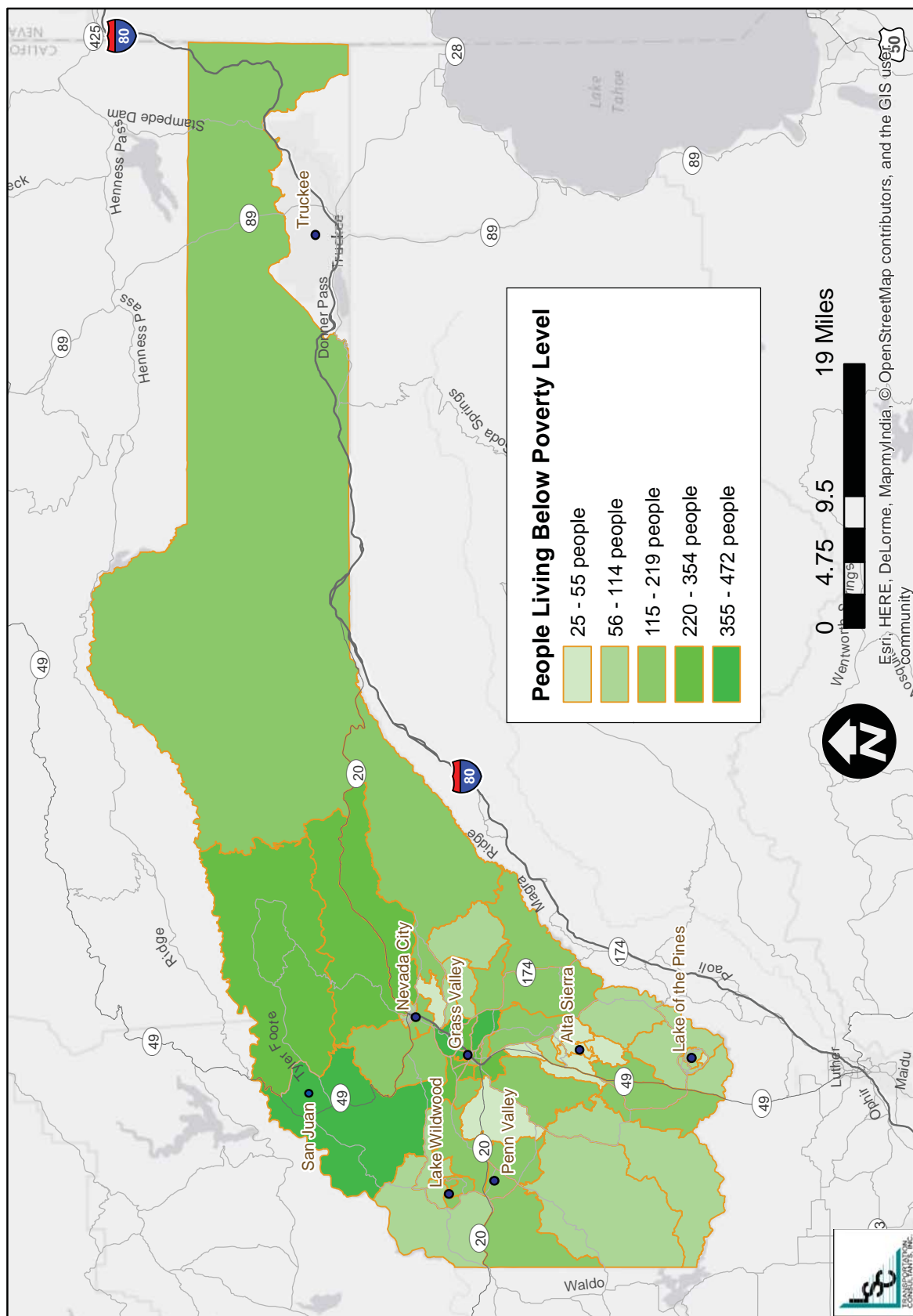
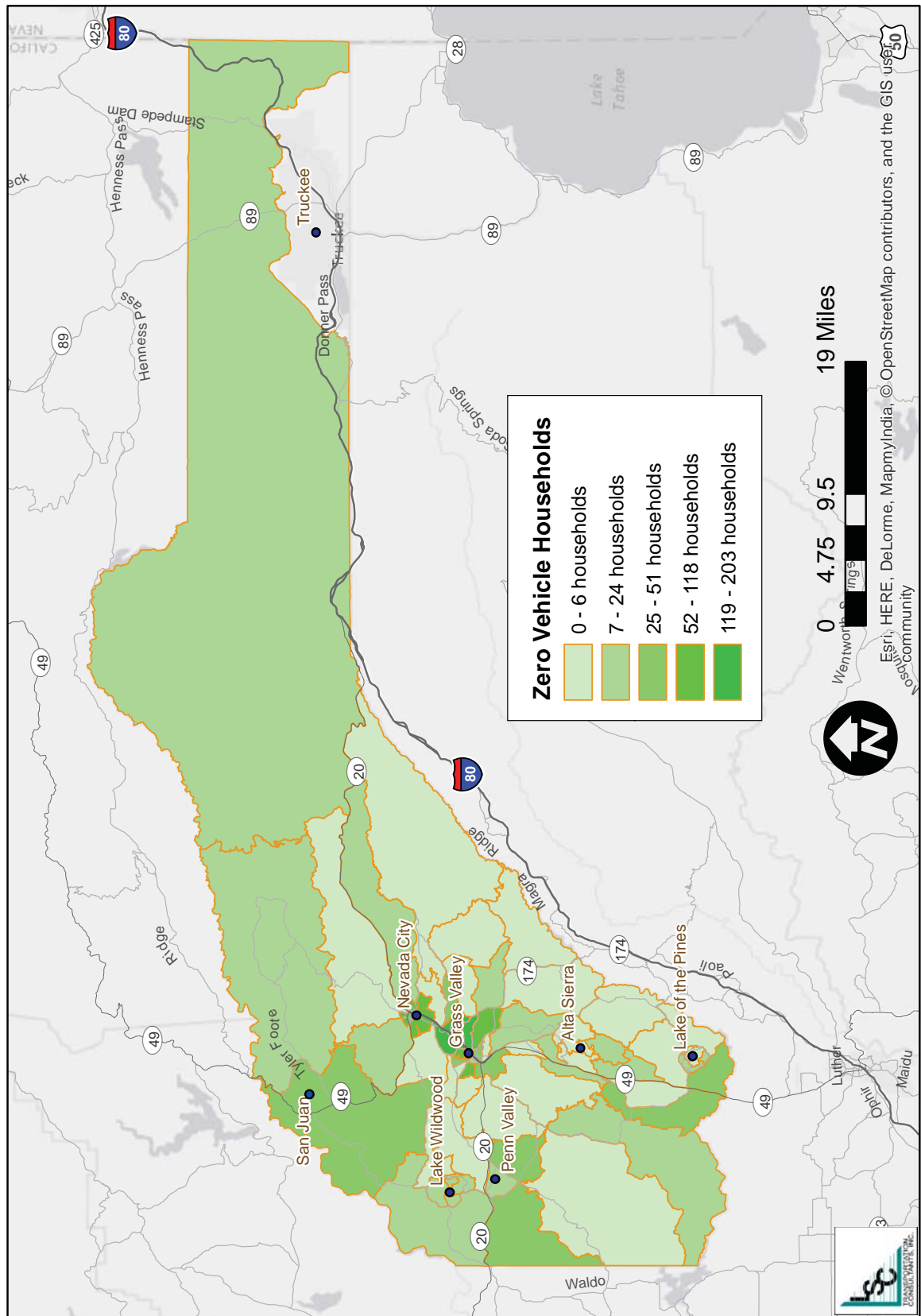


Figure 6
Number of Zero Vehicle Households by Census Block Group



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

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

REVIEW OF EXISTING PLANNING DOCUMENTS

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

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

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

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

High Priority Strategies

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

Figure 16
Transit Needs Index for Western Nevada County

