

**TRANSIT SERVICES COMMISSION
WESTERN NEVADA COUNTY
AGENDA
Wednesday May 17, 2023, 8:30 A.M.
GRASS VALLEY CITY COUNCIL CHAMBERS
125 E. MAIN ST.
GRASS VALLEY, CA 95945**

Daniela Fernandez, Vice Mayor, City of Nevada City,
Ed Scofield, Supervisor, District 2, County of Nevada, Vice-chair
Jan Arbuckle, Councilmember, Grass Valley City Council
Sue Hoek, Supervisor, District 4, County of Nevada
Carly Pacheco, FREED, Member-at-Large
Duane Strawser, NSAQMD, Member-at-large, Chair

AGENDAS ARE AVAILABLE HERE: <https://www.nevadacountyca.gov/3559/Governance>

Virtual Link

Topic: Transit Services Commission
Time: May 17, 2023 08:30 AM Pacific Time (US and Canada)

Join Zoom Meeting

<https://us06web.zoom.us/j/84507136038?pwd=TnJaQnVkbnR6ZEkvWmhWMS9GN2xudz09>

Meeting ID: 845 0713 6038

Passcode: 112052

REGULAR MEETING: 8:30 a.m.

STANDING ORDERS: Call the Meeting to Order.

PLEDGE OF ALLEGIANCE

.....
ANY MEMBER OF THE AUDIENCE DESIRING TO ADDRESS THE COMMISSION ON A MATTER ON THE AGENDA, please come to the podium when the item number and subject matter are announced. When recognized, please provide your name and address for the record. In order that all interested parties have an opportunity to speak, please limit your comments to the specific item under discussion. For items not on the agenda, please refer to the Public Comment section.
.....

1. Call to Order

2. Roll Call

3. PUBLIC COMMENT: Members of the public may make comments at this time on any items not appearing on the agenda that are of interest to the public and are within the jurisdiction of the Commission, provided that no action shall be taken unless otherwise authorized by Section 54954.2 of the Ralph M. Brown Act.

1. The total amount of time allotted for receiving such public comment may be limited to not less than 15 minutes during any regular Commission meeting.
2. The Chairman may limit any individual to not less than 3 minutes. Time to address the Commission will be allocated based on the number of requests received. Not all members may be allowed to speak if the total time allocated expires.

CONSENT ITEMS: These items listed are considered routine and non-controversial, and will be acted on by the Commission at one time without discussion. Any Commission member, staff member or interested party may request that an item be removed from the consent agenda for discussion.

4. **Approve Minutes of the March 20, 2023 Commission Meeting** (pages 1 – 3)
Recommendation: Approve Meeting Minutes

ACTION ITEMS:

5. **Approve LCTOP Low-Income Pass Subsidy Grant Application Submission**
Recommendation: Elect a Chair and Vice-Chair for FY2023 (page 4 - 15)
6. **Approve Purchase of One Heliox 50kW Mobile DC Fast Charger** (pages 16 - 20)
Recommendation: Approve the purchase
7. **Approve the Purchase of Three Tolar/Waysine 2-line Solar LED Shelter Signs**
Recommendation: Approve the purchase (pages 21 - 25)

INFORMATIONAL ITEMS:

8. **Manager's Report:** (pages 26)
Recommendation: None
9. **Nevada County Connects Operations Report** (pages 27 - 42)
Recommendation: Accept the report
10. **Nevada County Now Operations Report** (pages 43 - 46)
Recommendation: Accept the report

10. COMMISSIONER COMMENTS AND ANNOUNCEMENTS

The next scheduled Transportation Services Commission meeting is on Wednesday July 19, 2023 at 8:30 AM at Grass Valley City Hall, 125 E. Main St., Grass Valley CA95945 unless otherwise noticed.

11. ADJOURNMENT

This agenda was posted 72 hours in advance of the meeting at the Eric Rood Administrative Center, the Town of Truckee Administrative Center, the City Hall of Grass Valley and the www.goldcountrystage.com website.

COMMONLY USED ACRONYMS TRANSIT SERVICES COMMISSION (TSC)

ADA	Americans with Disabilities Act
ADT	Average Daily Trip
APTA	American Public Transportation Association
ARRA	American Recovery and Reinvestment Act
ARB	Air Resources Board (same agency as CARB)
ATCI-MAPCO	Accessible Transportation Coalition Initiatives/Mobility Action Plan Coalition
BOS	Board of Supervisors
CAL-ACT	California Association for Coordinated Transportation
CAL-TIP	California Transit Indemnity Pool
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CCAA	California Clean Air Act
CDBG	Community Development Block Grant
CEQA	California Environmental Quality Act
CIP	Capital Improvement Program
CMAQ	Congestion Mitigation and Air Quality
CNG	Compressed Natural Gas
GCL	Gold County Lift
GCS	Gold County Stage
CSAC	California State Association of Counties
CT	Caltrans
CTA	California Transit Association
CTAA	Community Transportation Association of America
CTC	California Transportation Commission
CTP	California Transportation Plan
CTS	Community Transit Service
CTSA	Consolidated Transportation Service Agency
CTSGP-CTAP	California Transit Security Grant Program-California Transit Assistance Fund
DBE	Disadvantaged Business Enterprise
DPW	Department of Public Works (formerly DOTS)
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
ERC	Economic Resource Council
FFY	Federal Fiscal Year
FTA	Federal Transit Administration
FY	Fiscal Year
GCS	Gold Country Stage
GV	Grass Valley
ITS	Intelligent Transportation Systems
JARC	Job Access & Reverse Commute
JPA	Joint Powers Agreement
LAFCO	Local Agency Formation Commission
LCTOP	Low Carbon Transit Operations Program
LOP	Lake of the Pines
LOS	Level of Service
LTF	Local Transportation Fund
LWW	Lake Wildwood
MAP	Mobility Action Partners
MAP 21	Moving Ahead for Progress in the 21 st Century Act (Federal)
MM	Mobility Management
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission

COMMONLY USED ACRONYMS TRANSIT SERVICES COMMISSION (TSC)

MUB	Multi-use building
NC	Nevada City
NCCA	Nevada County Contractors' Association
NCTC	Nevada County Transportation Commission
NEPA	National Environmental Policy Act
NSAQMD	Northern Sierra Air Quality Management District
NSJ	North San Juan
OWP	Overall Work Program
PAC	Project Advisory Committee
PCT	Placer County Transit
PCTPA	Placer County Transportation Planning Agency
PV	Penn Valley
PTMISEA	Public Transportation Modernization Improvement & Service Enhancement Act.
PUC	Public Utilities Commission
R/W	Right-of-Way
RAB	Roundabout
RCTF	Rural Counties Task Force
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
RPA	Rural Planning Assistance
RR	Rough & Ready
RT	Route
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SACOG	Sacramento Area Counsel of Governments
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SDA	Special Development Areas
SEDD	Sierra Economic Development District
SOV	Single Occupant Vehicle
SBD	Supervising Bus Driver
SSTAC	Social Services Technical Advisory Council
STA	State Transit Assistance
STIP	State Transportation Improvement Program
TAC	Transit Citizen's Advisory Committee
TART	Tahoe Area Regional Transit
TDA	Transportation Development Act
TDP	Transit Development Plan
TE	Transportation Enhancement
TNT/TMA	Truckee-North Tahoe Transportation Management Association
TPA	Triennial Performance Audit
TRPA	Tahoe Regional Planning Agency
TSC	Transit Services Commission
TSD	Transit Services Division
TSM	Transit Services Manager
TTC	Tinloy Street Transit Center
VMT	Vehicle Miles of Travel
VSH	Vehicle Service Hour
VSM	Vehicle Service Miles

Updated 5-1-17

TRANSIT SERVICES COMMISSION

Minutes of Meeting

Wednesday, March 20, 2023

The rescheduled meeting of the Transit Services Commission, Western Nevada County, was held at the Grass Valley City Hall, 125 E. Main St., Grass Valley CA 95945 and pursuant to Governor Gavin Newsom's Executive Order pertaining to the convening of public meetings in response to the COVID-19 pandemic, the County of Nevada also held the rescheduled meeting of the Transit Services Commission virtually via Zoom from the Grass Valley City Hall. The March 20, 2023 meeting of the Transit Services Commission (TSC) was opened by Commissioner Duane Strawser.

1. Call to Order: Commissioner Duane Strawser called the meeting to order at 8:37 AM. Commissioner Duane Strawser asked Transit Manager, Robin VanValkenburgh to lead the Pledge of Allegiance.

2. Roll Call:

Commissioners Present:

Ed Scofield, County Representative, District 2, Nevada County Board of Supervisors, Vice-Chair

Tom Ivy, Councilmember, City of Grass Valley

Sue Hoek, County Representative, District 4, Nevada County Board of Supervisors

Carly Pacheco, FREED, Member-at-Large

Duane Strawser, NSAQMD, Member-at-Large

Commissioners Absent:

Daniela Fernandez, Vice Mayor, City of Nevada City

Staff Present:

Robin Van Valkenburgh, Transit Services Manager

Elizabeth Nielsen, Accounting Technician

3. Public Comment:

No public comments were received by telephone message, email or in person.

CONSENT ITEMS: These items listed are considered routine and non-controversial and will be acted on by the Commission at one time without discussion. Any Commission member, staff member or interested party may request that an item be removed from the consent agenda for discussion.

4. Approve Minutes of the November 9, 2022 Commission Meeting (pages 1 – 3)

Commissioner Sue Hoek motioned to approve the minutes of the November 9, 2022 minutes, Commissioner Carly Pacheco seconded the motion, on a roll call vote the motion was unanimously passed.

ACTION ITEMS:

5. Election of 2023 TSC Chair and Vice-Chair (page 4)

Commissioner Sue Hoek motioned to nominate commissioner Duane Strawser for the Transit Services Commission Chair, Commissioner Carly Pacheco seconded the motion, on a roll call vote the motion was unanimously passed. Commissioner Duane Strawser motioned Commissioner Sue Hoek for the Transit Services Commission Vice-Chair, Commissioner Carly Pacheco seconded the motion, on a roll call vote the motion was unanimously passed.

6. Approve Nevada County Transit Services Passenger Policy Update No. 03-012023 (pages 5 – 8)

Commissioner Sue Hoek motioned to approve the Nevada County Transit Services Passenger Policy Update No. 03-012023, Commissioner Carly Pacheco seconded the motion, on a roll call vote the motion was unanimously passed.

7. Approve Nevada County Transit Services Draft FY2-23-24 Budget (pages 9 – 18)

Commissioner Tom Ivy motioned to approve the Nevada County Transit Services Draft FY23-24 Budget, Commissioner Carly Pacheco seconded the motion, on a roll call vote the motion was unanimously passed.

INFORMATIONAL ITEMS:

8. Manager's Report: (Page 19 - 22)

The Manager's report was unanimously accepted.

9. Nevada County Connects Operations Report (Pages 23 - 34)

The Nevada County Connects report was unanimously accepted.

10. Nevada County Now Operations Report

(Pages 35 - 38)

The Nevada County Now report was unanimously accepted.

11. COMMISSIONER COMMENTS AND ANNOUNCEMENTS

The next scheduled Transportation Services Commission meeting is on Wednesday May 17, 2023 at 8:30 AM at Grass Valley City Hall, 125 E. Main St., Grass Valley CA 95945 unless otherwise noticed.

12. ADJOURNMENT

Commissioner Duane Strawser called for a motion to end the March 20, 2023 Transit Services Commission meeting, Commissioner Sue Hoek seconded the motion, the motion was unanimously accepted. The Transit Services Commission meeting ended at 9:47 AM.

Respectfully submitted by Elizabeth Nielsen, Accounting Technician, Nevada County Public Works Department



COUNTY OF NEVADA
COMMUNITY DEVELOPMENT AGENCY
DEPARTMENT OF PUBLIC WORKS
TRANSIT SERVICES DIVISION
950 MAIDU AVENUE, NEVADA CITY, CA 95959-8617
(530) 477-0103 Toll Free (888) 660-7433 FAX (530) 477-7847
<http://new.nevadacounty.com>

Heba El-Guindy,
 Director of Public Works

Robin Van Valkenburgh, Transit Services Manager

TRANSIT SERVICES COMMISSION
Action Item

MEETING DATE: May 17, 2023

TO: Transit Services Commission

FROM: Robin Van Valkenburgh, Transit Services Manager

SUBJECT: **Approve the Submittal of an Application for \$138,749 in Fiscal Year 2022-23 Low Carbon Transit Operations Program (LCTOP) PUC 99313 and 99314 Funding for a Low-Income Pass Subsidy Program**

RECOMMENDATION: Approve the application submittal.

FUNDING: Funding for this Agreement is provided through Low Carbon Transit Operations Program (LCTOP) Funding and is included in the Transit Services Fiscal Year 2023-24 budget.

BACKGROUND: The Low Carbon Transit Operations Program (LCTOP) is one of several programs established by Senate Bill 862 (2014) that provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. The California Department of Transportation (Caltrans) is the administrative agency for LCTOP. Caltrans is responsible for ensuring that the statutory requirements of the program are met, and local agency recipients are responsible in ensuring projects selected provide maximum public benefits for transit ridership, greenhouse gas reductions and other co-benefits. Eligible projects are operational or capital projects that must be consistent with the project leads most recent short range transit development plan, regional plan or publicly adopted plan that programs funds for transit projects including a transportation improvement plan.

The current 2022-23 LCTOP total allocation amount for Nevada County is \$138,749 (99313 - \$132,517 via NCTC; 99314 - \$6,232 via the County). The call for projects is currently underway and agency applications were due May 1, 2023. Nevada County Transit has submitted an operating grant application for the full allocation amount. The planned project is as follows:

- Continuation of the Low-Income Pass Subsidy program providing subsidized bus passes to qualifying individuals with annual income of 138 – 200 percent of the federal poverty level.

The purpose of the proposed project is to enhance transit accessibility by removing cost barriers associated with the purchase of monthly bus passes. The program currently provides passes to approximately 90 individuals per month. The program supports the consumers of our partner agencies such as FREED, Behavioral Health and Social Services.

Please contact me if you have any questions prior to the May 17, 2023 TSC Meeting.

TT:RVV

Lead Agency Information

Lead Agency Name:	County of Nevada Transit Services Division		
Address:	950 Maidu Ave, Suite 170		
City, State, Zip Code:	Nevada City, CA 95949		
County:	Nevada County		
Regional Entity:	Nevada County Local Transportation Commission		
Title VI Attached:	Yes	Title VI Approval Date:	06/09/22

Allocation Request Prepared by	
Name:	Robin Van Valkenburgh
Title:	Transit Services Manager
Phone #:	530-470-2833
E-mail:	robin.vanvalkenburgh@nevadacour

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

Authorized Agent	
Name:	Robin Van Valkenburgh/Heba El-Guindy
Title:	Transit Services Manager/Dir. Public Work
Phone #:	530-470-2833/530-265-1721
E-mail	heba.el-guindy@nevadacountyca.g

Legislative District Numbers						
Assembly*:	1					
Senate*:	4					
Congressional*:	1					

*if you have additional Districts, please provide a separate attachment

Project Summary

Name: <i>No more than 180 characters.</i>	Nevada County Connects Low-Income Pass Fare Subsidy Program		
Description (Short): <i>No more than 375 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 Nevada County Connects service area. The subsidy would be offered to persons who are referred through a partner agency and who have an annual income of 138-200 % of FPL.		
SB-942	No	Agencies that elect to use SB 942 are required to use their apportionment concurrent to the initial submittal of their SB-942 project. Agencies are limited to three years maximum to expend project funds using SB-942. Missed submission of LCTOP Project Activity Reports (PAR) will result in a request to return funds to the LCTOP program. Agencies are required to submit annual expenditure reports along with their project activity reports. Agencies are not permitted to request a CAP for a transfer of funds to or from SB-942 projects. Cost savings and interest must be applied to the awarded project or returned to the LCTOP program.	
Type:	Operations		
Sub-Type	Implementation of free or reduced fares		

Total Years of Rollover:	0	Remaining Years of Rollover:	0
Start date (anticipated):	7/1/2023	End date (anticipated):	06/01/2025

Please provide specific area information for the project in the Lat-Long tab.

Project Life: For capital projects, state the project useful life in years. For operation projects state the number of months a service will be funded.

Capital:		Operations:	24
Funding:	99313: \$132,517	99314: \$6,232	Total: \$138,749
Approved LONP:		LONP Approval date:	

Funding Information

<i>LCTOP Allocation Year</i>	Prior	FY 22-23	FY 23-24	FY 24-25	FY 25-26	Total
PUC 99313 Amount:		\$132,517				\$132,517
PUC 99314 Amount:		\$6,232				\$6,232
Total LCTOP Funds:	\$0	\$138,749	\$0	\$0	\$0	\$138,749
Other GGRF:						\$0
Other Funds:						\$0
Total Project Cost:	\$0	\$138,749	\$0	\$0	\$0	\$138,749

Lead Agency:	County of Nevada Transit Services Division	Amount:	PUC Funds Type:
Contact Person:	Robin Van Valkenburgh		99313
Contact Phone #:	530-470-2833	\$6,232	99314
Contact E-mail:	robin.vanvalkenburgh@nevadacountyca.gov		

Contributing Sponsor:	Nevada County Transportation Commission	Amount:	PUC Funds Type:
Contact Person:	Mike Woodman	\$132,517	99313
Contact Phone #:	530-265-3202		99314
Contact E-mails:	mwoodman@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:			

Total FY 22-23 LCTOP Funding **\$138,749**

Fully Funded Project: Provide a description of all the funds that will be used to complete this project and how LCTOP funds will not supplant other funding sources. Include the project ID and awarded funding amount from prior rollover years.

This project is fully funded via the requested funding. No other funding is attributable to this program.

Project Changes: This section should be completed to detail any funds included in the "Prior" column of the Funding Information section above. For projects with an approved CAP that transferred funds and/or interest into the project from previous years, include the Project ID, amount of funds transferred, and CAP approval date.

N/A

LCTOP FY 2022-2023
Allocation Request

Funding Plan								
Proposed Total Project Cost								
Component	Prior	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	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	\$49,553	\$49,553	\$39,643	\$0	\$0	\$138,749
TOTAL	\$0	\$0	\$49,553	\$49,553	\$39,643	\$0	\$0	\$138,749

Low Carbon Transit Operations Program (LCTOP)								
Component	Prior	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other			\$49,553	\$49,553	\$39,643			\$138,749
TOTAL	\$0	\$0	\$49,553	\$49,553	\$39,643	\$0	\$0	\$138,749

Funding Source:								
Component	Prior	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	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 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	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 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	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 Plan

Funding Source:								
Component	Prior	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	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 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	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 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	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 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	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 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	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 Information

1) Project Description - Provide a comprehensive project description. For operations projects, include: [number of trips, span, frequency improvements, number of days of operation and marketing component \(if applicable\)](#). For capital projects, include: [product specifications](#) and identify [all LCTOP funded components](#). **No more than 12 lines.**

This project will continue a previously funded low-income pass subsidy program. The program is designed to increase accessibility of transit to low-income community members by providing subsidized Nevada County Connects fixed route bus passes to eligible persons. Eligibility is based on an annual income of 138 - 200 percent of the Federal Poverty Level, and the consumer may not currently receive transit benefits via another state or federal program. All consumers are referred by partner agencies who provide income verification. The low-income pass subsidy program currently provides monthly bus passes to approximately 90 consumers per month, which in the FY21-22 year resulted in approximately 20,000 passenger boardings or 20 percent of total system ridership. Bus service is provided Mon - Fri 6:00 AM- 8:00 PM and Sat 7:30 AM - 5:00 PM. The project service area includes all bus routes serving Western Nevada County; Grass Valley, Nevada City, Penn Valley, Alta Sierra, North San Juan, Lake of the Pines with regional connections at the Auburn Amtrak station.

2) Project Planning - Provide a detailed explanation of the project planning process and how it was designed to avoid substantial burden on any low- income, disadvantaged, and vulnerable populations. [Include any public outreach efforts, engagement events, community input, and workshops](#). **No more than 10 lines.**

This is the continuation of our current Low-Income Pass Subsidy program, which has proven to be very successful in meeting an unmet need within the community. This program was developed through discussions and outreach with local partner agencies, including: FREED Center for Independent Living, the Aging and Disability Resource Council, County Behavioral Health, Adult Protective Services and Department of Social Services, the Homeless Outreach Team and the Social Services Transportation Advisory Committee. The project is supported by recommendations within the most recent Transportation Development Plan and Coordinated Public Transit - Human Services Transportation Plan updates completed in June 2021.

3) Project Costs - Provide an [itemized breakdown](#) of project components and describe [how the cost estimations were developed](#). Please include marketing and bus wraps cost in this section. **Total costs must correspond to the Funding Information section above. No more than 12 lines.**

The project addresses two fare sets: the zone 1 (Grass Valley & Nevada City local service) at \$45.00 per pass, and zone 2 regional (Alta Sierra, Penn Valley, North San Juan, Lake of the Pines and Auburn) at \$90.00 per pass. The current program provides approximately 1,080 passes per year which equate to approximately 18,000 - 20,000 passenger trips per year. This is approximately 20 percent of total annual ridership. It is difficult to identify the true impact of the passes as we cannot track specific users, but this program is supporting an increase in overall ridership of approximately 10 percent from FY21-22 to FY 22-23.

Agency Information

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

The Nevada County Connects fare structure is a two zone system: zone 1 local (Grass Valley and Nevada City) at \$1.50 single ride, \$0.75 Discount (senior, youth, disabled), monthly passes are \$45.00 adult and \$22.50 Discount; zone 2 regional (Alta Sierra, Penn Valley, Lake of the Pines, North San Juan and Auburn) \$3.00 adult single ride, \$1.50 Discount, monthly passes are \$90.00 adult and \$45.00 Discount. This project will not effect fares.

5) Agency Service - Describe the transit service provided and how the project plays into the overall operations. Include how the COVID-19 pandemic has impacted transit service related to the project. *No more than 10 lines.*

The project will operate within the current Nevada County Connects operating days and hours; Monday-Friday 6:00am-8:00pm & Saturday 7:30am-5:00pm and serve our defined service area. The fixed route bus system operates throughout Western Nevada County including; Nevada City, Grass Valley, Penn Valley, Lake Wildwood, Alta Sierra, Lake of the Pines and a regional connector to Auburn Amtrak. The proposed project meets recommendations from local planning documents and does not alter services provided. 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 subsidized 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.

Project GHG Benefits

Greenhouse Gas Reductions - Describe qualitatively how this project will reduce greenhouse gas emissions.

The project will improve access to our rural fixed route public transit by offering a mobility option for low-income persons that connects to employment, education and community events. The current program provides approximately 18,000 trips annually, 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.

Greenhouse Gas Reductions - Please provide quantitative information requested below and explanations supporting the data provided.

	Value	Explanation
Year 1 (Yr1) - First year of service, or year that capital improvements will be completed.	2023	The first year of service to be funded through this LCTOP allocation request
Year F (YrF) - Final year that the service is funded or the final year of useful life for capital improvements.	2026	The last year of service expected to be funded through this LCTOP allocation request.
Project Yr. 1 Ridership Increase - Estimated annual ridership contributed by the new service or capital improvement in Yr1. Refer to page 5 of the Supplemental Guidance.	17,928	Total estimated ridership based upon current program use providing 1,080 monthly passes annually (90 passes/month) x 16.6 passenger trips/pass/month.
Project Yr. F Ridership Increase - Estimated annual ridership contributed by the new service or capital improvement in YrF. Refer to page 5 of the Supplemental Guidance.	18,900	Total estimated ridership based upon providing 1,080 monthly passes (90 passes per month) x 17.5 passenger trips/pass/month.
Adjustment (A) - Adjustment factor to account for Choice Riders. Use default values listed on page 5 of the Supplemental Guidance.	0.670	The Nevada County Connects 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. You may use default values listed on page 17 of the Supplemental Guidance.	3.24	Average trip length was obtained by dividing FY21-22 annual service miles (322,267) by total boardings (99,321).
Project Useful Life	3	This is calculated based on the values above.
Total Project Ridership Increased	55,242	This is calculated based on the values above.
Total Project VMTs Reduced	119,919	This number is calculated based on the values above.
Total Project GHG Emission Reductions (MTCO_{2e})	49.11	This number is calculated based on the values from above and the <u>QM-Tool tab</u> .
LCTOP Project GHG Emission Reductions (MTCO_{2e})	49.11	This number is calculated based on the values from above and the <u>QM-Tool tab</u> .

Project Benefits

Job Support Benefits (Refer to LCTOP Guidelines and CARB Co-Benefits website for more information)

Primary Project Activity (select from drop-down)	Transit subsidies
% of Project Budget Associated with Primary Activity	100%
Other Project Activity (select from drop-down)	
% of Project Budget Associated with Other Activity	
Other Project Activity (select from drop-down)	
% of Project Budget Associated with Other Activity	

Travel Cost Savings Benefits

Refer to page 6 on the Supplemental Guidance.

	Value	Explanation
Baseline Average One-Way Fare Cost (\$/One-Way Trip/Rider) (Average fare per way <i>prior</i> to project implementation)	\$2.01	This is the average fare for FY21-22 service year based on an adult single ride cash fare of \$1.50 zone 1 and \$3.00 zone 2.
New Average One-Way Fare Cost (\$/One-Way Trip/Rider) (Average fare per way <i>resulting from</i> project implementation)	\$2.25	This program provides full fare monthly passes at \$45.00 zone 1 and \$90.00 zone 2. The average cash fare would be \$2.25.
Transit Facility Parking Cost (\$/Roundtrip/Rider) (Average cost to park to use transit associated with project)	\$0.00	(ex. The average transit facility parking cost is \$5 per day)
Avoided Parking Cost (\$/Roundtrip/Rider) (Average avoided parking cost associated with project)	\$0.00	(ex. The average parking cost in the project area is \$15 per day)
Avoided Toll Cost (\$/Roundtrip/Rider) (Average avoided toll cost associated with project)	\$0.00	(ex. The average tolling cost in the project area is \$10 per day)

Co-Benefits - Check all additional Benefits/Outcomes.

- | | |
|---|--|
| <input checked="" 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"/> Coordination with Educational Institution
<input checked="" type="checkbox"/> College <input checked="" type="checkbox"/> Grades K-12
<input checked="" type="checkbox"/> Promotes Active Transportation
<input checked="" type="checkbox"/> Promotes Integration w/ other modes |
|---|--|

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

The proposed project supports improved safety by providing bus passes to low-income individuals who may otherwise walk along highways or hitch hike to get to their destinations. The project supports improved public health by providing access to mental and physical healthcare locations, employment and education opportunities, including local community college and K-12 schools, and recreational areas within the community such as the Yuba River. Since every bus is fitted with bike racks and Nevada County Transit policy allows for the use and transport of foldable electric scooters, this program may improve participation in active transportation, and offers significant opportunity to connect with regional services including light rail and Amtrak.

Priority Populations Benefits

Does your Agency's 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
Amount of FY 22-23 funds benefitting Disadvantaged Communities : \$	0
Priority Population Community Engagement: Identify the specific assessment for the Community Engagement Co-benefit (High, Medium, Low): *See Page 30 of the Supplemental Guidance	Low
Method: Select the method your agency used for identifying an important community or household need.	D. Where direct engagement is infeasible, make a selection below that best addresses the needs of the priority population for the project.
Specific Common Need: Make a selection only if letter D is selected 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 Needs Description: Expound on the selections above in **Method** and **Specific Common Need** to describe the process that your agency used to identify important community needs. Provide details of any public outreach efforts, engagement events, community input, and workshops.

This project was developed based on strategy recommendations from the 2021 Nevada County Coordinated Public Transit - Human Services Transportation Plan and direct communications with agency partners. Public outreach was held throughout the plan development and was most recently offered when the project was proposed to the Transit Services Commission on March 16, 2022. Ongoing public outreach occurs through the ATCI-MAPCO/SSTAC quarterly meetings and the every other month Transit Services Commission meetings. Implementation of the proposed project will benefit all communities served by Nevada County Connects, a significant proportion of which are AB1550 designated low-income populations.

Priority Populations Benefits

Identify the Priority Population(s) that will benefit from this project.	Project provides benefits to a LIC/HH
---	---------------------------------------

Priority Population Benefit: Select the benefit your project provides to the community or household.	F. Project improves combined housing and transportation affordability.
---	--

Priority Population Benefit: Based on the selections above, explain in greater detail how the project will provide benefits to the priority populations in your service area.

By providing subsidized monthly bus passes to low-income individuals we are removing a cost barrier to access myriad of services such as: employment, education, health and mental health services and local and regional recreation activities, as well as local cultural and entertainment events.

SB 1119 Project Criteria: See page 7 of the LCTOP Supplemental Guidance for more information.

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 purchase and installation of supporting infrastructure?	No
--	----

Is the project a new or expanded transit service that connects with transit service serving a disadvantaged communities?	No
---	----

SB 1119 Project Criteria: If this is a new or expanded service project, explain how it connects to a transit service that serves a Disadvantaged Community.

N/A



California Air Resources Board
 Benefits Calculator Tool for the
 Low Carbon Transit Operations Program
 California Climate Investments

Step 3: Review the Estimated GHG Emission Reductions for the Proposed Project

Project Name:	Nevada County Connects Low-Income Pass Fare Subsidy Program
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Project Information	
FY 2022-23 LCTOP GGRF Funds Requested (\$)	\$ 138,749
Total LCTOP GGRF Funds (\$)	\$ 138,749
Total GGRF Funds (\$)	\$ 138,749
Non-GGRF Leveraged Funds (\$)	\$ -
Total Funds (\$)	\$ 138,749

GHG Summary	
Total FY 2022-23 LCTOP GHG Emission Reductions (MTCO ₂ e)	49
Total LCTOP GHG Emission Reductions (MTCO ₂ e)	49
Total GHG Emission Reductions (MTCO ₂ e)	49
Total GHG Emission Reductions per FY 2022-23 LCTOP GGRF Funds (MTCO ₂ e/\$million)	354
Total GHG Emission Reductions per Total GGRF Funds (MTCO ₂ e/\$million)	354



COUNTY OF NEVADA
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DEPARTMENT OF PUBLIC WORKS
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<http://new.nevadacounty.com>

Heba El-Guindy,
 Director of Public Works

Robin Van Valkenburgh, Transit Services Manager

TRANSIT SERVICES COMMISSION
Action Item

MEETING DATE: May 17, 2023

TO: Transit Services Commission

FROM: Robin Van Valkenburgh, Transit Services Manager

SUBJECT: **Approve the Purchase of One Heliox 50kW Mobile DC Fast Charger**

RECOMMENDATION: Approve the proposed purchase.

FUNDING: Funding for this purchase is through an Environmental Protection Agency (EPA) Targeted Airshed Grant and is included in the Transit Services Fiscal Year 2022-23 budget.

BACKGROUND: On February 23, 2021, the Board approved Resolutions No 21 – 046 and No 21-047 accepting a FY2019-20 EPA Targeted Airshed grant for the purchase of two 35-ft Low-Floor Battery Electric Zero-Emission transit buses, Depot slow-charger, on-route fast charger and associated construction costs for the purchase and installation.

As of May 09, 2023, the two 35-ft low-floor battery electric buses have completed production are undergoing final inspections and are expected to be delivered by May 17th. The proposed purchase of one Heliox 50kW Mobile DC Fast Charger is necessary to maintain battery integrity of the vehicles and to allow Transit and Fleet Maintenance staff to properly train on the vehicles.

The approved Depot slow charger is in the final design phase with construction bid documents expected this June and is scheduled to be constructed in mid- to late August, thus creating the need for purchasing a portable charger until the construction and testing are completed.

It should be noted that delay in constructing the interim phase slow charger is due to longer than expected design and contract document review time by the California Air Resources Board (CARB). Additional delays, which support the purchase of the portable charger, are due to extreme production queue delays of up to 18 months for required electrical switch gear for the phase 1 charger connection with planned PG&E utility upgrades at the Nevada County Operations Center. This is also the case for the construction and installation of on-route charging infrastructure at the Tinloy Transit Center.

This item is being presented to the Board of Supervisors for approval at the May 23, 2023 meeting in accordance with County procurement guidelines.

The portable charger will also assist with future emergency fleet charging as Transit Services builds out the Zero Emission Vehicle fleet.

Please contact me if you have any questions prior to the May 17, 2023 TSC Meeting.

TT:RVV



Quotation BQ20230425-01MW

Date 25th April 2023

Product	Part Number	Configuration
50 kW Mobile charger	HE9819025-01	non BAA
Cable Lengths	DC CCS-3.5m	AC 3.5m

Details

Number of units	1
Unit Price	\$37,550
Delivery per unit	\$400
Total delivered price	\$37,950

Quotation valid for 30 days

Michael Wegecsanyi

Business Development Manager
Charging Infrastructure North America



M: +1 360 609 9340

| E: michael.wegecsanyi@heliox-energy.com | O: <http://www.heliox.nl/>

Mobile 50 kW

Simple. Durable. Portable.

With durable and portable design, the Heliox Mobile DC charger is built with the daily activities of service and maintenance personnel in mind. And with no fixed installation required, you'll save thousands on infrastructure costs as well.



Manufactured and tested in the United States ensuring Buy America Act compliance.

Perfect for getting started with EV or scaling up. Simply connect to a 480V AC wall socket and start charging.

With a compact design and no fixed installation, Mobile 50 can be moved to charge anywhere it can be plugged in.

All product designs and specifications are subject to change without notice



Mobile 50 kW



Durable: A strong metal casing and wheel system means Mobile 50 kW stands up to daily wear and tear in ways other portable chargers simply cannot. And with a NEMA 3R rated enclosure, Mobile can be safely operated both indoors and outside.



Future-proof: The Mobile 50 kW is the perfect EV charging companion, now and in the future. No matter what direction your business is headed, this charger will always be by your side, providing reliable charging when and where you need it.

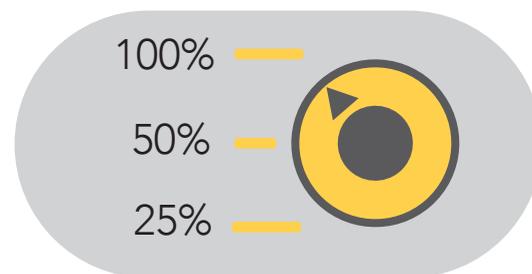
**96.2%
Efficiency**

General

Charging standard:	SAE J1772 (CCS type-1)
Communication standard:	DIN70121 / ISO15118-1/2/3
Compliance and safety:	UL 2202 / UL 2231
Power factor above 50% rated:	>0.98
Peak efficiency:	96.2%
Dielectric withstand:	3000 V
Network cellular:	4G modem
Back office:	OCPP 1.6J
Temperature range:	-4 to 104 °F
Operational noise level:	<55 dB(A) @ 40"
System weight:	270 lbs.
Dimensions:	H: 36", W: 20", D 20"
Protection	NEMA 3R
Environment operating:	ISO 12944: C4 H

One charger, three settings

Raise or lower your charger input with the turn of a dial, enabling you to activate sessions in situations where power supply may be limited.



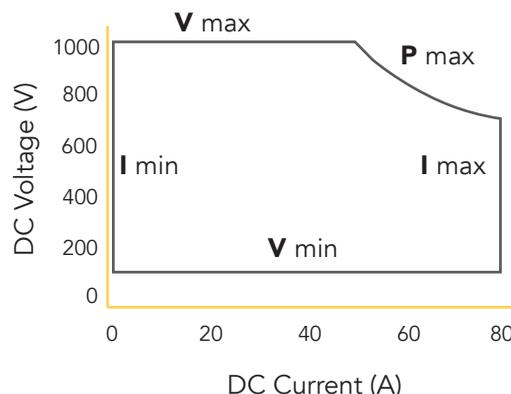
Actual power maybe impacted due to vehicle parameters

Input

Input connections, Frequency:	3P + G, 47-63 Hz
Input current limit values:	15 A / 25 A / Max. (user selected)
Full load / idle input power:	54 kVA / 15 VA
Input line-line voltage range:	480 V AC +/- 10%, 60 Hz
Input max. AC phase current:	65 A, inrush current limited

Output

Output DC voltage range:	100 - 1000 V
Rated DC output power:	50 kW
Output power limits:	11 kW (@ 15 A AC input current) 19 kW (@ 25 A AC input current) 50 kW (@ Max. input current)
Maximum DC output current:	80 A



heliox

www.heliox-energy.com
info@heliox-energy.com



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Heba El-Guindy,
 Director of Public Works

Robin Van Valkenburgh, Transit Services Manager

TRANSIT SERVICES COMMISSION
Action Item

MEETING DATE: May 17, 2023

TO: Transit Services Commission

FROM: Robin Van Valkenburgh, Transit Services Manager

SUBJECT: **Approve the Purchase of Three Tolar/Waysine 2-line Solar LED Shelter Signs in the Amount of \$24,750.00**

RECOMMENDATION: Approve the proposed purchase.

FUNDING: Funding for this purchase is through a California State Prop 1B Public Transit Modernization Improvement, and Service Enhancement Account (PTMISEA) grant funds and is included in the Transit Services Fiscal Year 2022-23 budget.

BACKGROUND: The Transit Services Division received multiple Prop 1B PTMISEA awards through the years of FY2008/09 – FY2014/15 for capital improvement projects such as the purchase of transit vehicles, the construction of a new transit administration and maintenance facility (Nevada County Operations Center) and bus stop improvements. The remaining balance of the Prop 1B PTMISEA funding, approximately \$32,448 (including interest earned) must be expended by June 30, 2023.

The proposed project supports the bus stop improvements project by providing three 2-line LED Solar powered bus shelter information signs to be installed at the Tinloy Transit Center. These signs will increase customer information by providing real-time route arrival information in easily readable signage.

The signs will be purchased via the CalAct Cooperative Purchasing Agreement No. 22-01, of which Nevada County Transit Services is a member, per Quote No. 22110PM in the amount of \$24,750.00.

Please contact me if you have any questions prior to the May 17, 2023 TSC Meeting.

TT:RVV



Quote No:	22110PM
Date:	05/08/23
Quote Expires:	30 Days
Sales Contact:	Patrick Merrick
Phone:	951-547-8209
Email:	pmerrick@tolarmfg.com

Customer: Robin Van Valkenburgh Transit Services Division Manager Nevada County, CA 12350 La Barr Meadows Rd, Suite 3 Grass Valley, CA	Project: RTIS MBTA CALACT RFP 21-01
--	---

Lead Time:	6 Weeks From receipt of signed written order, and all required approvals.
Terms:	Net 30 Days From Invoice Terms subject to change. Final terms to be determined based on credit history & bonding.

Item:	Qty:	Description:	Unit Price:	Ext. Price:
1	3	Tolar Part 3910150- WAYSINE, LED SOLAR SIGN 2 LINE, 24 CHARACTER 5 YEARS CELLULAR COMMUNICATIONS. INCLUDES POWER SUPPLY TIE TO USC POWER SOURCE.(CLIENT WISHES 110v OR SOLAR OPTION)	\$ 7,500.00	\$ 22,500.00

QUOTE APPROVED FOR PURCHASE:	
Signature:	
Print Name:	
Date:	
PO No:	

Sub-Total:		\$ 22,500.00
CalACT/MBTA Freight Zone		1
CalACT/MBTA FIRM Freight:		\$ -
CalACT/MBTA Procurement Fee (2.5%)		\$ 562.50
CA State Sales Tax	7.50%	\$ 1,687.50
Total:		\$ 24,750.00

Pricing Notes:

- If requested, structural engineering calculations from CA licensed engineer are provided at no additional cost.
- Products are shipped knock down & unassembled in bulk packaging for unloading and installation by others. Hardware boxed by unit. Installation instructions are provided.
- Freight cost is an ESTIMATE ONLY. Freight is invoiced at actual cost, without mark up, at time of shipment, unless specified above.
- Client provides unloading at destination, including forklift and labor as necessary.
- Processing fee of 3% of total charge amount is additional and charged on all credit card payments.

Standard Terms and Conditions

These Terms and Conditions are attached to and incorporated by reference into the Proposal for products or services ("Proposal") provided by Tolar Manufacturing Company, Inc. ("we", "our" or "us").

- Drawings and Specifications:** All drawings and specifications submitted to our clients or potential clients are proprietary in nature and remain our property. They may be viewed, printed and distributed, without alteration, as reference for sales or for the process of specifying products for use. Detailed shop and erection drawings are provided to allow for field installation or repair. Sealed and stamped engineering calculations and drawings from an engineer licensed in the state of installation, if required, can be made available for an additional charge. Customers that provide their own drawing packages will retain ownership and be covered under a separate agreement.
- Vendor Status:** Tolar Manufacturing Company, Inc. is a vendor supplier of manufactured products; is not a subcontractor or contractor; and is not subject to retainage or liquidated damages for any reason.
- Payment Terms:** Payment terms for services rendered or products manufactured by us shall be determined by us based on our determination of the credit worthiness of buyer and may require a deposit at time of order. Products are invoiced as shipped.
- Late Payment Penalty:** Buyer agrees to pay a charge equal to the lesser of (i) the highest rate allowable by law or (ii) 1.5% per month (18% per annum) on the unpaid balance with respect to any late payments. In addition, buyer will pay all our costs and expenses, including actual attorney's fees, incurred in connection with enforcing the Proposal and/or collecting any past due payments. In the event buyer fails to make any payment when due, we have the right of setoff, the right to terminate the Proposal and/or to suspend further deliveries to buyer and the right to recover damages in addition to any other remedies available to us as a matter of law. Buyer has no right to setoff.
- Cancellation:** If an order is cancelled by buyer after receipt of order authorization, and cancellation fee of 10% of order value may be assessed to the buyer, in addition to an the cost of materials purchased for the order, which may be invoiced to the buyer at time of cancellation.
- Delivery, Title and Receipt:** Unless otherwise provided in the proposal, all shelters are prefabricated and shipped knock-down and in bulk format (not packaged individually) for ease of handling and fast on-site installation. Neither buyer nor consignee shall have the right to direct or re-consign the goods to any other destination without our consent. All sales of products are F.O.B. our plant. Risk of loss of the products shall transfer to buyer upon delivery of the products to the common carrier.



Quote No:	22110PM
Date:	05/08/23
Quote Expires:	30 Days
Sales Contact:	Patrick Merrick
Phone:	951-547-8209
Email:	pmerrick@tolarmfg.com

Customer:	Project:
Robin Van Valkenburgh Transit Services Division Manager Nevada County, CA 12350 La Barr Meadows Rd, Suite 3 Grass Valley, CA	RTIS MBTA CALACT RFP 21-01

Lead Time:	6 Weeks From receipt of signed written order, and all required approvals.
Terms:	Net 30 Days From Invoice Terms subject to change. Final terms to be determined based on credit history & bonding.

Item:	Qty:	Description:	Unit Price:	Ext. Price:
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7. Delivery Charges: Unless otherwise provided in the Proposal, buyer shall bear all the costs of transportation, including without limitation loading, unloading, storage, and freight charge. All delivery quotes allow for an approximate 2-hour unload window for a full truck. If this window is exceeded, additional charges may apply. All price quotes given for delivery are based on estimates obtained at the time the quote was requested. Actual freight charges may vary.
8. Delivery Dates: Any delivery date(s) or period of delivery provided in the Proposal is approximate and does not guarantee a particular date(s) or period of delivery. Estimated lead times are provided in the quote. Under no circumstances will we be liable for delay in delivery occasioned in whole or in part, by fire, flood, explosion, casualty, riot, strike, embargo, transportation delay, breakdown, accident, act of God or the public enemy, government authority, by our inability to secure materials, fuel, supply power or shipping space or any other circumstances beyond our reasonable control.
9. Delayed Shipment: If buyer delays shipment, we may invoice for products when ready for shipment and, at our option, we may charge reasonable daily storage fees.
10. International Freight: We require the services of freight forwarder for all international shipments. Buyer may select the freight forwarder, subject to our approval. All fees, taxes and additional charges, in addition to the actual freight costs, are the responsibility of buyer.
11. Returns: Due to the custom nature of our products, we cannot accept returns and we cannot permit cancellations once work has commenced.
12. Manufacturer's Warranty: Our manufacturer's warranty is set forth in a separate document.
13. Limitation of Liability: WE ARE NOT LIABLE TO BUYER OR ANY THIRD PARTY FOR ANY SPECIAL, INCIDENTAL, INDIRECT, CONSEQUENTIAL, PUNITIVE OR EXEMPLARY DAMAGES OF ANY KIND ARISING FROM OR RELATING TO OUR OBLIGATIONS UNDER THE PROPOSAL, INCLUDING LOST PROFITS, LOSS OR USE, LOSS OF REVENUE OR COST OF CAPITAL. EXCEPT FOR PERSONAL INJURY OR DEATH DUE TO OUR MISCONDUCT, BUYER AGREES THAT THE TOTAL DAMAGES THAT CAN BE AWARDED IN ANY CLAIM BY BUYER RELATING TO OUR OBLIGATIONS UNDER THE PROPOSAL (WHETHER BASED IN CONTRACT, TORT OR OTHERWISE, SHALL NOT EXCEED THE TOTAL PAID BY BUYER TO US UNDER THE PROPOSAL. BUYER AGREES THAT THE ABOVE LIMITATIONS ON LIABILITY PROVISIONS SHALL REMAIN IN FULL FORCE AND EFFECT EVEN IF IT IS FOUND THAT BUYER'S EXCLUSIVE REMEDY FAILS OF ITS ESSENTIAL PURPOSE.
14. Governing Law, Jurisdiction and Venue: The Proposal shall be governed by and construed in accordance with the laws of the State of California without reference to the choice of law principles thereof. Each party irrevocably submits to the jurisdiction of the Courts of the State of California and the United States District Court for the Central District of California.
15. Amendment: No amendments to these Terms and Conditions can be made unless submitted in writing to us and signed and accepted by our President or his designee.



Assignment to Purchase Agreement

The California Association for Coordinated Transportation, "Assignor", hereby assigns Nevada County "Assignee", three (3) options to purchase Waysine LED Solar Signs ("Signs") from Assignor's Contract No. 21-01 with the TOLAR Manufacturing Company. Only those Signs and optional features may be purchased using the contract. Specifically, the Assignment shall have the right to purchase Signs as per Tolar Manufacturing quote # 22110PM

Such ability to purchase commenced, per terms of Contract, on May 10, 2023, and may be exercised at any time on or before April 30, 2024.

With respect to the Signs assigned hereunder and this Assignment, Assignee agrees to perform all covenants, conditions and obligations required of Assignor under said Contract and agrees to defend, indemnify, and hold Assignor harmless from any liability or obligation under said Contract. Assignee further agrees to hold Assignor harmless from any deficiency or defect in the legality or enforcement of the terms of said Contract or option to purchase there under. Assignee agrees and understands that Assignor is not acting as a broker or agent in this transaction and is not representing Seller or Assignee, but rather is acting as a principle in assigning its interest in the above-referenced assignment to purchase the Signs under the Contract to Assignee.

Please be advised that assignment of said Signs does not constitute a recommendation or endorsement of this product by the Cooperative. Nevada County, as the purchaser, is responsible for its choice of Signs and is responsible for Sign inspection, acceptance, and enforcement of any contract provisions.

Assignee hereby unconditionally releases and covenants not to sue Assignor upon any claims, liabilities, damages, obligations, or judgments whatsoever, in law or in equity, whether known or unknown, or claimed, which they or either of them have or claim to have in the future against Assignor, with respect to the Signs or any rights whatsoever assigned hereunder.

A handwritten signature in blue ink that reads "Daniel Mundy". The signature is written in a cursive style and is positioned above the printed name "CALACT".

CALACT

FEATURES & BENEFITS

- Solar powered with long-life battery backup
- Completely wireless – does not require power or data infrastructure
- ADA compliant annunciator announces next bus arrival for the visually impaired.
- Communicates via ISM or cellular radio
- Easy to install in just minutes using simple hand-held tools.
- Available for emergency or PSA messages.
- Easily managed from the WayManager dashboard.
- Low maintenance – designed to last in severe weather
- Built-in diagnostics monitor power, display segments, temperature and other features to provide early failure detection.
- Integrates with existing CAD AVL, GTFS-RT, API

Shelter Mounted LED Solar Signs



WaySine designs and manufactures light weight solar powered passenger information display signs. The LED solar powered shelter signs are robust, easy to install and aesthetically pleasing.

Our signs feature external solar panels, batteries and antenna - all built into a compact aluminum case to provide protection from the harshest environments.

WaySine easily integrates with your existing AVL system to display real-time arrival information. The system accepts files complying with Google's GTFS-Real Time specifications and others.

System Specifications

Operating Temperature: -40 to 70 C (-40 to 158 F)

Humidity: 10-100% - Non-condensing protective plate

Housing: IP65, UV-proof, NEMA 4X compliant,
Extruded aluminum with black anodized finish

Display: LED, 15 x 96 pixels per display line with 4.5mm pitch,
ADA compliant 2" character height

Wind Rating: Up to 150 mph

Solar Power: 25W peak solar power

Battery: Lithium Iron Phosphate (LiFePO4).
Estimated battery life of 10+ years.

Communications: Cellular radio – 4G/LTE





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Heba El-Guindy,
Director of Public Works

Robin Van Valkenburgh, Transit Services Manager

**TRANSIT SERVICES COMMISSION
Information Item**

MEETING DATE: May 17, 2023

TO: Transit Services Commission

FROM: Robin Van Valkenburgh, Transit Services Manager

SUBJECT: **Manager's Report - Oral**

RECOMMENDATION: Accept the report.

Please contact me if you have any questions prior to the May 17, 2023, TSC Meeting.
TT:RVV



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Heba El-Guindy,
 Director of Public Works

Robin Van Valkenburgh, Transit Services Manager

TRANSIT SERVICES COMMISSION
Information Item

MEETING DATE: May 17, 2023

TO: Transit Services Commission

FROM: Robin Van Valkenburgh, Transit Services Manager

SUBJECT: Nevada County Connects Operations Report for FY22/23: February, March and April 2023

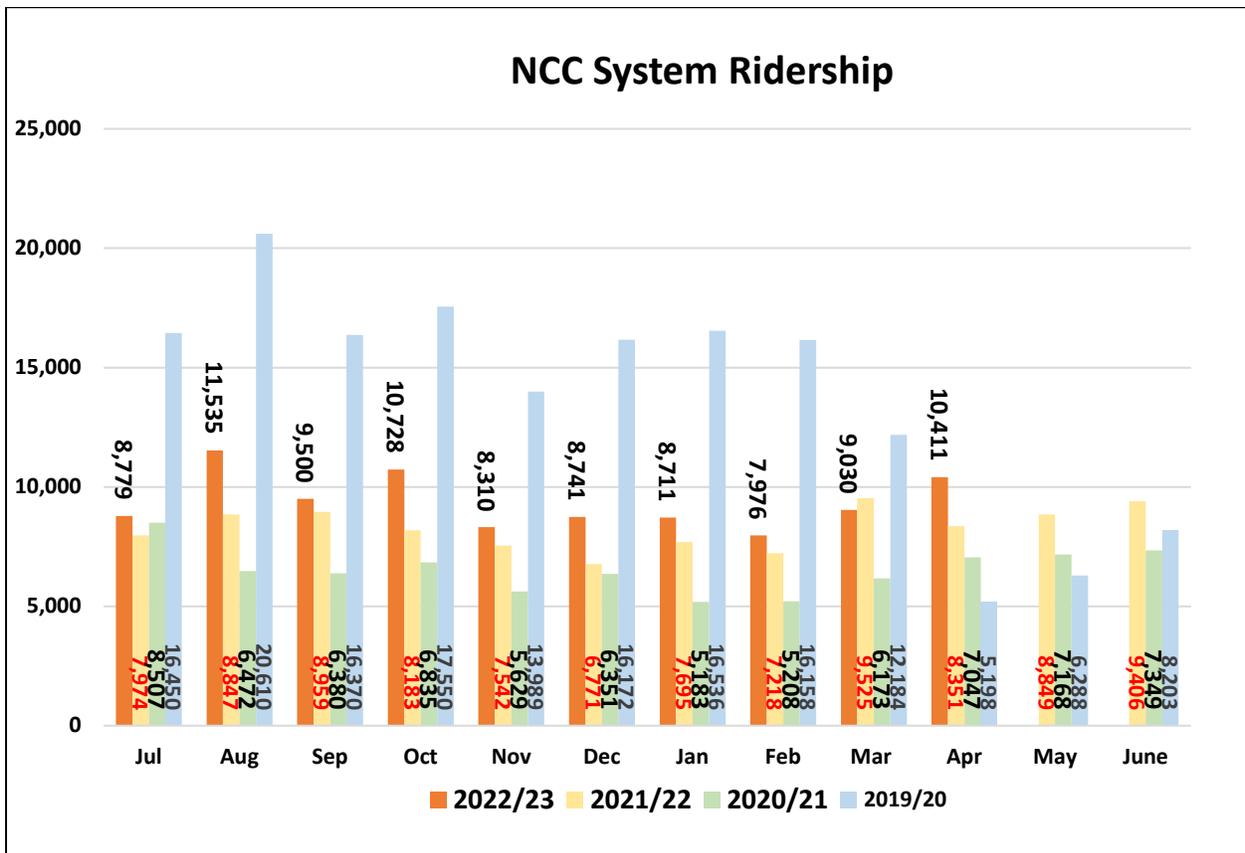
RECOMMENDATION: Accept the report.

BACKGROUND: Nevada County Connects (NCC) operates fixed route bus service Monday through Saturday, serving the communities of Grass Valley, Nevada City, Penn Valley, Rough and Ready, Lake Wildwood, Alta Sierra and Lake of the Pines. NCC also provides regional bus service to Auburn Monday through Friday, providing connections to Placer County Transit, Auburn Transit and Amtrak. The following performance metrics are captured and reported on a monthly basis.

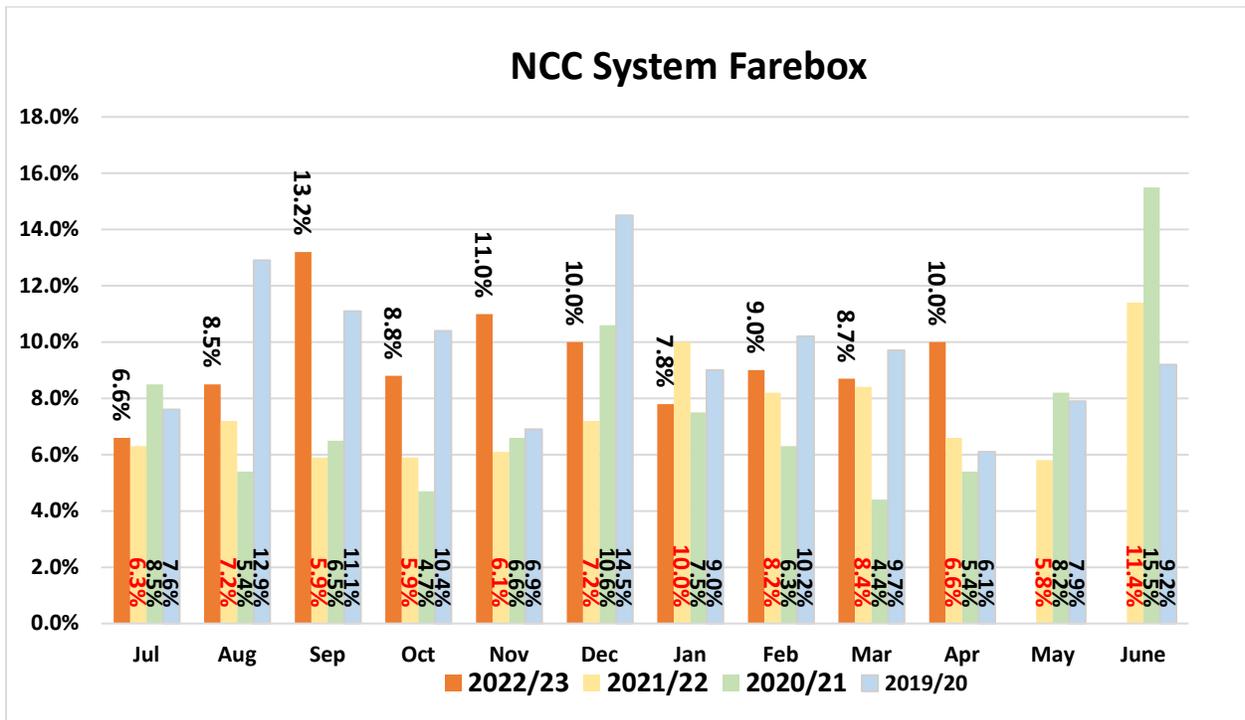
System Performance Snapshot

February		% Change from PY		March	% Change from PY	April	% Change from PY
Ridership	7,976	10.5%		9,030	(5.2) %	10,411	24.7%
Farebox	9%	10%		8.7%	4%	10%	52%
On-time Performance	76.5%			72.5%		75.2%	
Fare Revenue	\$18,829	8%		\$19,818	(7%)	\$22,320	34%

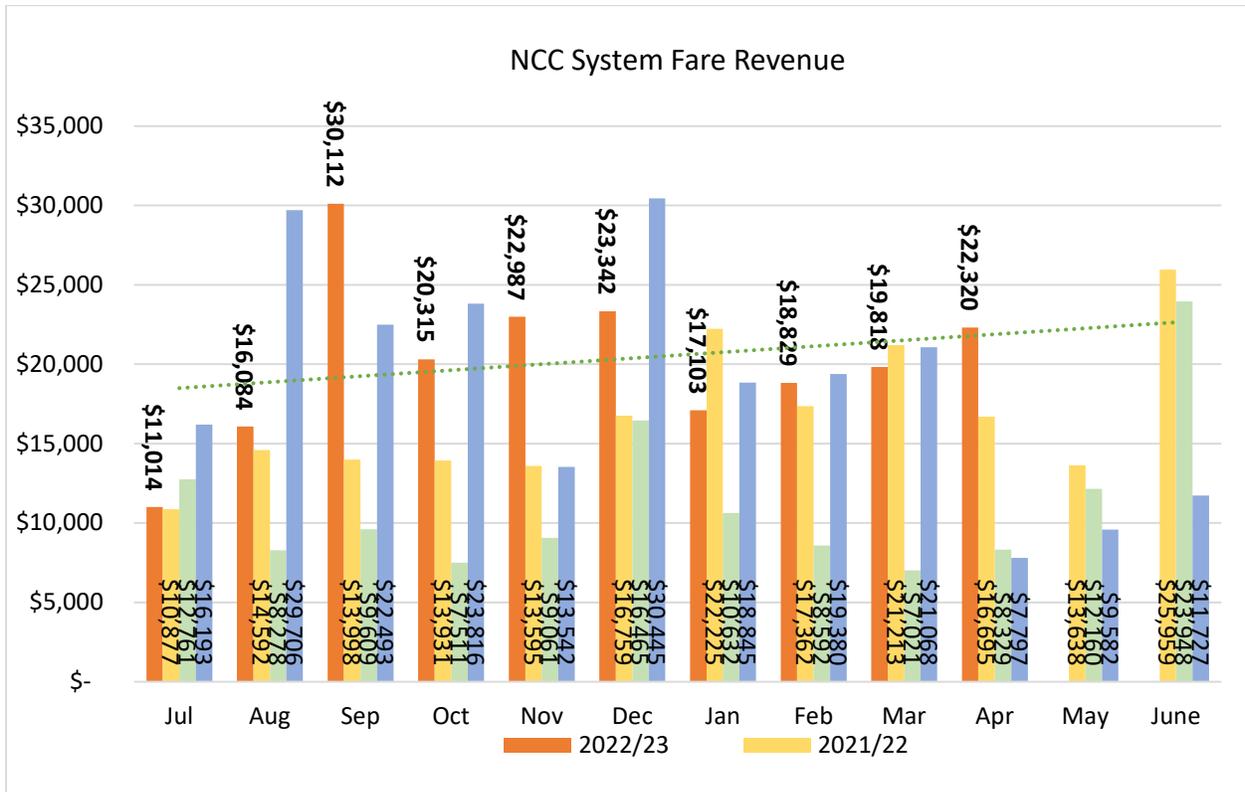
Ridership



Farebox



NCC Fare Revenue



As we can see by the graphics, ridership is continuing to trend upwards towards pre-pandemic levels.

Year-to-Date

Overall Nevada County Connects ridership shows an increase of 16 percent (93,721 in FY22/23 v 81,065 in FY21/22) for the first ten months when compared to the same time in prior year.

Overall year-to-date the Farebox Recovery Rate (FRR) is 9.4 percent, which is approximately 31 percent higher than the prior year for the same period.

Please contact me if you have any questions prior to the May 17, 2023 TSC Meeting.
TT:RVV

**NCC & NCN COMBINED SERVICES
MONTHLY OPERATIONS REPORT - 2022-23**

FEBRUARY 2023

Monday - Saturday
23 Service Days

	Route 1	Route 3.2/AS*	Route 4	Route 5**	Route 6	Route 7	Trippler	Paratransit			Total
PASSENGER BOARDINGS											
Regular Cash	735	348	485	246	161	52	11	1,393			3,431
Discount Cash	286	118	179	91	47	46	219				986
Free (Under 6)	93	136	184	50	45	17	0				525
Daily Pass	142	102	110	3	14	32	0				403
Monthly Pass	1,365	449	1,124	112	306	46	0				3,402
Transfer	83	78	115	31	23	3	0				333
One Ride Tickets	107	33	121	14	6	8	0				289
Total Boardings	2,811	1,264	2,318	547	602	204	230	1,393	0		9,369
OPERATING DATA											
Revenue Vehicle Hours (RVH)	304	291	299	228	142	114	48	623			2,049
Total Vehicle Hours	317	303	311	247	154	133	57	765			
Revenue Vehicle Miles (RVM)	3,802	4,697	4,028	6,608	2,980	2,964	649	7,891			33,619
Total Vehicle Miles	4,078	4,871	4,211	6,912	3,164	3,116	991	8,890			
Marginal Operating Cost - RVH	\$25,074	\$24,002	\$24,682	\$18,805	\$11,733	\$9,403	\$3,918				\$117,616
Marginal Operating Cost - RVM	\$7,527	\$9,300	\$7,976	\$13,084	\$5,900	\$5,869	\$1,285				\$50,942
Marginal Operating Cost	\$32,601	\$33,302	\$32,658	\$31,890	\$17,633	\$15,271	\$5,203				\$168,558
Total Operating Cost (includes fixed costs)	\$41,800	\$41,878	\$41,451	\$33,095	\$22,648	\$20,342	\$8,036	\$104,061			\$313,313
Fare Revenue - ACTUALS	\$6,454.63	\$2,911.19	\$5,074.24	\$1,640.62	\$1,553.20	\$602.89	\$592.19	\$4,323			\$23,152
Total Institutional, MUB Pass Sales & LCTOP										\$14,243	
Net Operating Subsidy	\$26,146	\$30,391	\$27,584	\$30,249	\$16,080	\$14,669	\$4,611	\$99,738	\$0		\$249,468
PERFORMANCE INDICATORS											
Marginal Operating Cost/VSH	\$82.48	\$82.48	\$82.48	\$82.48	\$82.48	\$82.48	\$82.48	\$0.00	\$0.00		\$57.40
Marginal Operating Cost/VSM	\$1.98	\$1.98	\$1.98	\$1.98	\$1.98	\$1.98	\$1.98	\$0.00	\$0.00		\$1.52
Marginal Subsidy/Passenger	\$9.30	\$24.04	\$11.90	\$55.30	\$26.71	\$71.90	\$20.05	\$71.60	\$0.00		\$26.63
Revenue/Passenger	\$2.30	\$2.30	\$2.19	\$3.00	\$2.58	\$2.96	\$2.57	\$3.10	\$0.00		\$2.47
Passengers/VSH	9.25	4.34	7.75	2.40	4.23	1.79	4.84	2.24	0.00		4.57
Passengers/VSM	8.88	4.18	7.46	2.21	3.92	1.53	4.04	1.82	0.00		0.28
Total Allocated Farebox Ratio	15.4%	7.0%	12.2%	5.0%	6.9%	3.0%	7.4%	4.2%	0.0%		7.4%

*Route A/S (Alta Sierra) runs only on Saturdays & COVID-19 Schedule

**Routes 5, 7 & Trippler do not run on Saturday

***Route 5 allocated costs less revenue from Placer County contract

NEVADA COUNTY CONNECTS

**MONTHLY OPERATIONS REPORT
SYSTEMWIDE DATA**

February 2023 Service days 23

February 2023

Monday - Saturday

	FEB 2023	FEB 2022	% CHANGE	YTD FY2022-23	YTD FY 2021-22	% CHANGE
PASSENGER BOARDINGS	23 service days	23 service days		202 service days	199 service days	
Regular Cash	2,038	1,656	23.07%	26,182	18,532	41.28%
Discount Cash	986	932	5.79%	8,176	8,151	0.31%
Free (Under 6)	525	391	34.27%	4,477	2,904	54.17%
Daily Pass	403	503	-19.88%	3,461	5,025	-31.12%
Monthly Pass	3,402	3,017	12.76%	26,379	21,957	20.14%
Transfer	333	465	-28.39%	3,731	4,137	-9.81%
One Ride Tickets	289	254	13.78%	1,874	2,483	-24.53%
Total Boardings	7,976	7,218	11%	74,280	63,189	18%
OPERATING DATA						
Revenue Vehicle Hours (RVH)	1,426	1,409	1.24%	11,523	11,596	-0.63%
Total Vehicle Hours	1,521	1,500	1.40%	12,208	12,318	-0.90%
Revenue Vehicle Miles (RVM)	25,728	25,425	1.19%	206,909	207,652	-0.36%
Total Vehicle Miles	27,343	26,913	1.60%	219,762	220,287	-0.24%
Marginal Operating Cost - RVH	\$117,616	\$123,962	-5.12%	\$950,458	\$1,020,175	-6.83%
Marginal Operating Cost - RVM	\$50,942	\$42,968	18.56%	\$409,620	\$351,172	16.64%
Marginal Operating Cost	\$168,558	\$166,930	0.98%	\$1,325,522	\$1,345,347	-1.47%
Total Operating Cost (includes fixed)	\$209,252	\$211,486	-1.06%	\$1,687,929	\$1,737,417	-2.85%
Fare Revenue --ACTUALS	\$18,829	\$17,557	7.25%	\$159,696	\$123,534	29.27%
Net Marginal Operating Subsidy	\$190,423	\$193,929	-1.81%	\$1,529,455	\$1,613,883	-5.23%
PERFORMANCE INDICATORS						
Marginal Operating Cost/RVH	\$82.48	\$88.01	-6.28%	\$82.48	\$87.98	-6.25%
Marginal Operating Cost/RVM	\$1.98	\$1.69	17.16%	\$1.98	\$1.69	17.06%
Marginal Subsidy/Passenger	\$23.87	\$26.87	-11.14%	\$20.59	\$25.54	-19.38%
Revenue/Passenger	\$2.36	\$2.43	-2.95%	\$2.15	\$1.95	9.97%
Passengers/VSH	5.59	5.12	9.15%	6.45	5.45	18.29%
Passengers/VSM	0.31	0.28	9.20%	0.36	0.30	17.97%
Farebox Recovery Ratio	9.0%	8.3%	8.39%	9.5%	7.1%	33.06%

NEVADA COUNTY CONNECTS
MONTHLY OPERATIONS REPORT - 2022-23

FEBRUARY 2023

Monday - Saturday:
23 Service Days

PASSENGER BOARDINGS	Route 1	Route 3.2/AS*	Route 4	Route 5**	Route 6	Route 7	Trippler		Total
Regular Cash	735	348	485	246	161	52	11		2,038
Discount Cash	286	118	179	91	47	46	219		986
Free (Under 6) and Sierra College	93	136	184	50	45	17	0		525
Daily Pass	142	102	110	3	14	32	0		403
Monthly Pass	1,365	449	1,124	112	306	46	0		3,402
Transfer	83	78	115	31	23	3	0		333
One Ride Tickets	107	33	121	14	6	8	0		289
Total Boardings	2,811	1,264	2,318	547	602	204	230		7,976
	35%	16%	29%	7%	8%	3%	3%		100%
OPERATING DATA									
Revenue Vehicle Hours (RVH)	304	291	299	228	142	114	48		1,426
Total Vehicle Hours	317	303	311	247	154	133	57		1,521
Revenue Vehicle Miles (RVM)	3,802	4,697	4,028	6,608	2,980	2,964	649		25,728
Total Vehicle Miles	4,078	4,871	4,211	6,912	3,164	3,116	991		27,343
Marginal Operating Cost - RVH	\$25,074	\$24,002	\$24,682	\$18,805	\$11,733	\$9,403	\$3,918		\$117,616
Marginal Operating Cost - RVM	\$7,527	\$9,300	\$7,976	\$13,084	\$5,900	\$5,869	\$1,285		\$50,942
Marginal Operating Cost	\$32,601	\$33,302	\$32,658	\$31,890	\$17,633	\$15,271	\$5,203		\$168,558
Total Operating Cost (includes fixed costs)	\$41,800	\$41,878	\$41,451	\$33,095	\$22,648	\$20,342	\$8,036		\$209,252
Fare Revenue --ACTUALS	\$6,454.63	\$2,911.19	\$5,074.24	\$1,640.62	\$1,553.20	\$602.89	\$592.19		\$18,829
Net Operating Subsidy	\$35,345	\$38,967	\$36,377	\$31,455	\$21,095	\$19,739	\$7,444		\$190,423
Total Institutional Pass Sales								\$7,403	
Total M. U. B. Sales								\$1,080	
LCTOP Passes								\$5,760	
PERFORMANCE INDICATORS									
Marginal Operating Cost/VSH	\$82.48	\$82.48	\$82.48	\$82.48	\$82.48	\$82.48	\$82.48		\$82.48
Marginal Operating Cost/VSM	\$1.98	\$1.98	\$1.98	\$1.98	\$1.98	\$1.98	\$1.98		\$1.98
Marginal Subsidy/Passenger	\$12.57	\$30.83	\$15.69	\$57.50	\$35.04	\$96.76	\$32.37		\$23.87
Revenue/Passenger	\$2.30	\$2.30	\$2.19	\$3.00	\$2.58	\$2.96	\$2.57		\$2.36
Passengers/VSH	9.25	4.34	7.75	2.40	4.23	1.79	4.84		5.59
Passengers/VSM	0.74	0.27	0.58	0.08	0.20	0.07	0.35		0.31
Total Allocated Farebox Ratio	15.4%	7.0%	12.2%	5.0%	6.9%	3.0%	7.4%		9.0%

*Route A/S (Alta Sierra) runs only on Saturdays

**Routes 5 & 7 do not run on Saturdays

**NCC & NCN COMBINED SERVICES
MONTHLY OPERATIONS REPORT - 2022-23**

MARCH 2023

Monday - Saturday

Weekdays 21

25 Service Days

Sats 4

\$6,911.16

Full Day

Min Day

12

7

	Route 1	Route 3.2/AS*	Route 4	Route 5**	Route 6	Route 7	Trippler	Paratransit		Total
PASSENGER BOARDINGS										
Regular Cash	940	437	625	265	279	53	0	1,585		4,184
Discount Cash	257	149	180	91	50	35	264			1,026
Free (Under 6) & Sierra College	116	124	177	56	66	26	0			565
Daily Pass	228	93	149	17	17	36	0			540
Monthly Pass	1,357	565	1,149	112	248	62	0			3,493
Transfer	109	88	165	38	50	5	0			455
One Ride Tickets	131	50	136	18	5	12				352
Total Boardings	3,138	1,506	2,581	597	715	229	264	1,585		10,615
OPERATING DATA										
Revenue Vehicle Hours (RVH)	332	317	327	252	156	126	48	827		2,384
Total Vehicle Hours	346	330	339	273	168	147	57	1,043		
Revenue Vehicle Miles (RVM)	4,147	5,131	4,398	7,304	3,260	3,276	629	9,801		37,946
Total Vehicle Miles	4,447	5,317	4,597	7,640	3,460	3,444	971	11,243		
Marginal Operating Cost - RVH	\$27,383	\$26,146	\$26,950	\$20,785	\$12,846	\$10,392	\$3,918			\$128,421
Marginal Operating Cost - RVM	\$8,211	\$10,159	\$8,709	\$14,462	\$6,455	\$6,486	\$1,245			\$55,727
Marginal Operating Cost	\$35,595	\$36,305	\$35,659	\$35,246	\$19,301	\$16,879	\$5,163			\$184,148
Total Operating Cost (includes fixed costs)	\$45,622	\$45,638	\$45,253	\$37,307	\$24,780	\$22,483	\$7,996	\$114,102		\$343,181
Fare Revenue - ACTUALS	\$6,653.06	\$3,161.99	\$5,200.66	\$1,701.86	\$1,912.88	\$567.66	\$620.21	\$4,797.00		\$24,615
Total Institutional, LCTOP & MUB Pass Sales										
Net Operating Subsidy	\$28,942	\$33,143	\$30,458	\$33,545	\$17,388	\$16,311	\$4,543	\$0		\$164,330
PERFORMANCE INDICATORS										
Marginal Operating Cost/VSH	\$82.48	\$82.48	\$82.48	\$82.48	\$82.48	\$82.48	\$82.48	\$0.00		\$53.86
Marginal Operating Cost/VSM	\$1.98	\$1.98	\$1.98	\$1.98	\$1.98	\$1.98	\$1.98	\$0.00		\$1.47
Marginal Subsidy/Passenger	\$9.22	\$22.01	\$11.80	\$56.19	\$24.32	\$71.23	\$17.21	\$0.00		\$15.48
Revenue/Passenger	\$2.12	\$2.10	\$2.01	\$2.85	\$2.68	\$2.48	\$2.35	\$3.03		\$2.32
Passengers/VSH	9.45	4.75	7.90	2.37	4.59	1.82	5.56	1.92		4.45
Passengers/VSM	9.08	4.57	7.61	2.19	4.25	1.56	4.63	1.52		0.28
Total Allocated Farebox Ratio	14.6%	6.9%	11.5%	4.6%	7.7%	2.5%	7.8%	4.2%		7.2%

*Route A/S (Alta Sierra) runs only on Saturdays & COVID-19 Schedule

**Routes 5, 7 & Trippler do not run on Saturday

***Route 5 allocated costs less revenue from Placer County contract

NEVADA COUNTY CONNECTS

**MONTHLY OPERATIONS REPORT
SYSTEMWIDE DATA**

March 2023 Service Days 25

March 2023

Monday - Saturday

	MAR 2023	MAR 2022	% CHANGE	YTD FY2022-23	YTD FY 2021-22	% CHANGE
PASSENGER BOARDINGS	25 service days	26 service days		225 service days	225 service days	
Regular Cash	2,599	2,225	16.81%	28,781	20,757	38.66%
Discount Cash	1,026	1,285	-20.16%	9,202	9,436	-2.48%
Free (Under 6)	565	455	24.18%	5,042	3,359	50.10%
Daily Pass	540	769	-29.78%	4,001	5,794	-30.95%
Monthly Pass	3,493	3,770	-7.35%	29,872	25,727	16.11%
Transfer	455	640	-28.91%	4,186	4,777	-12.37%
One Ride Tickets	352	381	-7.61%	2,226	2,864	-22.28%
Total Boardings	9,030	9,525	-5%	83,310	72,714	15%
OPERATING DATA						
Revenue Vehicle Hours (RVH)	1,557	1,676	-7.07%	13,080	13,271	-1.44%
Total Vehicle Hours	1,660	1,784	-6.95%	13,867	14,102	-1.66%
Revenue Vehicle Miles (RVM)	28,145	30,357	-7.29%	235,054	238,009	-1.24%
Total Vehicle Miles	29,875	32,113	-6.97%	249,637	252,400	-1.09%
Marginal Operating Cost - RVH	\$128,421	\$147,461	-12.91%	\$1,078,879	\$1,167,635	-7.60%
Marginal Operating Cost - RVM	\$55,727	\$51,303	8.62%	\$465,347	\$402,475	15.62%
Marginal Operating Cost	\$184,148	\$198,763	-7.35%	\$1,509,670	\$1,544,111	-2.23%
Total Operating Cost (includes fixed	\$229,078	\$252,945	-9.44%	\$1,917,007	\$1,990,362	-3.69%
Fare Revenue --ACTUALS	\$19,818	\$21,213	-6.58%	\$179,515	\$144,747	24.02%
Net Marginal Operating Subsidy	\$209,260	\$231,732	-9.70%	\$1,738,715	\$1,845,615	-5.79%
PERFORMANCE INDICATORS						
Marginal Operating Cost/RVH	\$82.48	\$88.01	-6.28%	\$82.48	\$87.98	-6.25%
Marginal Operating Cost/RVM	\$1.98	\$1.69	17.16%	\$1.98	\$1.69	17.07%
Marginal Subsidy/Passenger	\$23.17	\$24.33	-4.75%	\$20.87	\$25.38	-17.77%
Revenue/Passenger	\$2.19	\$2.23	-1.45%	\$2.15	\$1.99	8.25%
Passengers/VSH	5.80	5.68	2.02%	6.37	5.48	16.25%
Passengers/VSM	0.32	0.31	2.25%	0.35	0.31	16.01%
Farebox Recovery Ratio	8.7%	8.4%	3.16%	9.4%	7.3%	28.77%

**NEVADA COUNTY CONNECTS
MONTHLY OPERATIONS REPORT - 2022-23**

March 2023

Monday - Saturday

25 Service Days

(there was one snow day)

PASSENGER BOARDINGS	Route 1	Route 3.2/AS*	Route 4	Route 5**	Route 6	Route 7	Tripper		Total
Regular Cash (includes Free Fares)	940	437	625	265	279	53	0		2,599
Discount Cash	257	149	180	91	50	35	264		1,026
Free (Under 6) and Sierra College	116	124	177	56	66	26	0		565
Daily Pass	228	93	149	17	17	36	0		540
Monthly Pass	1,357	565	1,149	112	248	62	0		3,493
Transfer	109	88	165	38	50	5	0		455
One Ride Tickets	131	50	136	18	5	12	0		352
Total Boardings	3,138	1,506	2,581	597	715	229	264		9,030
	35%	17%	29%	7%	8%	3%	3%		100%
OPERATING DATA									
Revenue Vehicle Hours (RVH)	332	317	327	252	156	126	48		1,557
Total Vehicle Hours	346	330	339	273	168	147	57		1,660
Revenue Vehicle Miles (RVM)	4,147	5,131	4,398	7,304	3,260	3,276	629		28,145
Total Vehicle Miles	4,447	5,317	4,597	7,640	3,460	3,444	971		29,875
Marginal Operating Cost - RVH	\$27,383	\$26,146	\$26,950	\$20,785	\$12,846	\$10,392	\$3,918	\$0	\$128,421
Marginal Operating Cost - RVM	\$8,211	\$10,159	\$8,709	\$14,462	\$6,455	\$6,486	\$1,245	\$0	\$55,727
Marginal Operating Cost	\$35,595	\$36,305	\$35,659	\$35,246	\$19,301	\$16,879	\$5,163		\$184,148
Total Operating Cost (includes fixed costs)	\$45,622	\$45,638	\$45,253	\$37,307	\$24,780	\$22,483	\$7,996	\$0	\$229,078
Fare Revenue --ACTUALS	\$6,653.06	\$3,161.99	\$5,200.66	\$1,701.86	\$1,912.88	\$567.66	\$620.21		\$19,818
Net Operating Subsidy	\$38,969	\$42,476	\$40,052	\$35,605	\$22,867	\$21,916	\$7,376	\$0	\$209,260
Total Institutional Pass Sales								\$6,368	
Total M. U. B. Sales								\$765	
LCTOP Subsidized Passes								\$6,885	
PERFORMANCE INDICATORS									
Marginal Operating Cost/VSH	\$82.48	\$82.48	\$82.48	\$82.48	\$82.48	\$82.48	\$82.48		\$82.48
Marginal Operating Cost/VSM	\$1.98	\$1.98	\$1.98	\$1.98	\$1.98	\$1.98	\$1.98		\$1.98
Marginal Subsidy/Passenger	\$12.42	\$28.20	\$15.52	\$59.64	\$31.98	\$95.70	\$27.94		\$23.17
Revenue/Passenger	\$2.12	\$2.10	\$2.01	\$2.85	\$2.68	\$2.48	\$2.35		\$2.19
Passengers/VSH	9.45	4.75	7.90	2.37	4.59	1.82	5.56		5.80
Passengers/VSM	0.76	0.29	0.59	0.08	0.22	0.07	0.42		0.32
Total Allocated Farebox Ratio	14.6%	6.9%	11.5%	4.6%	7.7%	2.5%	7.8%		8.7%

*Route A/S (Alta Sierra) runs only on Saturdays

**Routes 5 & 7 do not run on Saturdays

***Route 5 allocated costs less revenue from Placer County contract

**NCC & NCN COMBINED SERVICES
MONTHLY OPERATIONS REPORT - 2022-23**

APRIL 2023

Monday - Saturday
26 Service Days

	Route 1	Route 3.2/AS*	Route 4	Route 5**	Route 6	Route 7	Trippler	Paratransit	Fair	
PASSENGER BOARDINGS										
Regular Cash	904	455	596	321	281	50	0	1,717		
Discount Cash	320	184	242	149	70	35	197			
Free (Under 6) & Sierra College	156	223	197	39	75	21	1			
Daily Pass	205	114	177	15	13	42	0			
Monthly Pass	1,630	713	1,499	138	269	118	1			
Transfer	136	121	198	49	61	4	0			
One Ride Tickets	151	82	137	10	5	7	0			
Total Boardings	3,502	1,892	3,046	721	774	277	199	1,717	0	
OPERATING DATA										
Revenue Vehicle Hours (RVH)	328	315	323	240	153	120	38	808		
Total Vehicle Hours	341	328	335	260	165	140	45	989		
Revenue Vehicle Miles (RVM)	4,104	5,058	4,341	6,956	3,200	3,120	507	9,827		
Total Vehicle Miles	4,404	5,252	4,540	7,276	3,400	3,280	777	11,213		
Marginal Operating Cost - RVH	\$27,012	\$25,981	\$26,600	\$19,795	\$12,578	\$9,898	\$3,093			
Marginal Operating Cost - RVM	\$8,126	\$10,015	\$8,595	\$13,773	\$6,336	\$6,178	\$1,003			
Marginal Operating Cost	\$35,138	\$35,996	\$35,195	\$33,568	\$18,914	\$16,075	\$4,096			
Total Operating Cost (includes fixed costs)	\$45,084	\$45,297	\$44,687	\$35,201	\$24,314	\$21,413	\$6,333	\$113,129		
Fare Revenue - ACTUALS	\$7,258.00	\$3,844.00	\$6,007.00	\$2,097.00	\$1,994.00	\$654.00	\$465.00	\$5,503.00		
Total Institutional & MUB Pass Sales										
Net Operating Subsidy	\$37,826	\$41,453	\$38,680	\$33,104	\$22,320	\$20,759	\$5,868	\$107,626	\$0	
PERFORMANCE INDICATORS										
Marginal Operating Cost/VSH	\$82.48	\$82.48	\$82.48	\$82.48	\$82.48	\$82.48	\$82.48	\$0.00	\$0.00	
Marginal Operating Cost/VSM	\$1.98	\$1.98	\$1.98	\$1.98	\$1.98	\$1.98	\$1.98	\$0.00	\$0.00	
Marginal Subsidy/Passenger	\$10.80	\$21.91	\$12.70	\$45.91	\$28.84	\$74.94	\$29.49	\$62.68	\$0.00	
Revenue/Passenger	\$2.07	\$2.03	\$1.97	\$2.91	\$2.58	\$2.36	\$2.34	\$3.21	\$0.00	
Passengers/VSH	10.69	6.01	9.44	3.00	5.08	2.31	5.31	2.13	0.00	
Passengers/VSM	10.26	5.78	9.09	2.77	4.69	1.98	4.42	1.74	0.00	
Total Allocated Farebox Ratio	16.1%	8.5%	13.4%	6.0%	8.2%	3.1%	7.3%	4.9%	0.0%	

*Route A/S (Alta Sierra) runs only on Saturdays & COVID-19 Schedule

Routes 5, 7 & Trippler do not run on Saturday *Route 5 allocated costs less revenue from Placer County contract

NEVADA COUNTY CONNECTS

**MONTHLY OPERATIONS REPORT
SYSTEMWIDE DATA**

April 2023 Service Days 26

April 2023

Monday - Saturday

	APR 2023	APR 2022	% CHANGE	YTD FY2022-23	YTD FY 2021-22	% CHANGE
PASSENGER BOARDINGS	26 service days	25 service days		254 service days	251 service days	
Regular Cash	2,607	2,337	11.55%	31,388	23,094	35.91%
Discount Cash	1,197	996	20.18%	10,399	10,432	-0.32%
Free (Under 6)	712	372	91.40%	5,754	3,731	54.22%
Daily Pass	566	498	13.65%	4,567	6,292	-27.42%
Monthly Pass	4,368	3,400	28.47%	34,240	29,127	17.55%
Transfer	569	481	18.30%	4,755	5,258	-9.57%
One Ride Tickets	392	267	46.82%	2,618	3,131	-16.38%
Total Boardings	10,411	8,351	25%	93,721	81,065	16%
OPERATING DATA						
Revenue Vehicle Hours (RVH)	1,515	1,581	-4.14%	14,595	14,852	-1.73%
Total Vehicle Hours	1,614	1,683	-4.13%	15,481	15,785	-1.92%
Revenue Vehicle Miles (RVM)	27,286	28,498	-4.25%	262,340	266,506	-1.56%
Total Vehicle Miles	28,929	30,199	-4.20%	278,566	282,599	-1.43%
Marginal Operating Cost - RVH	\$124,957	\$139,100	-10.17%	\$1,203,836	\$1,306,735	-7.87%
Marginal Operating Cost - RVM	\$54,026	\$48,161	12.18%	\$519,373	\$450,636	15.25%
Marginal Operating Cost	\$178,983	\$187,261	-4.42%	\$1,688,653	\$1,731,372	-2.47%
Total Operating Cost (includes fixed	\$222,329	\$238,227	-6.67%	\$2,139,336	\$2,228,589	-4.00%
Fare Revenue --ACTUALS	\$22,320	\$15,695	42.21%	\$201,834	\$160,441	25.80%
Net Marginal Operating Subsidy	\$200,009	\$222,532	-10.12%	\$1,938,725	\$2,068,147	-6.26%
PERFORMANCE INDICATORS						
Marginal Operating Cost/RVH	\$33.48	\$88.01	-61.96%	\$82.48	\$87.99	-6.26%
Marginal Operating Cost/RVM	\$6.56	\$1.69	288.14%	\$1.98	\$1.69	17.08%
Marginal Subsidy/Passenger	\$19.21	\$26.65	-27.91%	\$20.69	\$25.51	-18.92%
Revenue/Passenger	\$2.14	\$1.88	14.07%	\$2.15	\$1.98	8.81%
Passengers/VSH	6.87	5.28	30.06%	6.42	5.46	17.64%
Passengers/VSM	0.38	0.29	30.20%	0.36	0.30	17.45%
Farebox Recovery Ratio	10.0%	6.6%	52.38%	9.4%	7.2%	31.05%

NEVADA COUNTY CONNECTS
MONTHLY OPERATIONS REPORT - 2022-23

APRIL 2023

Monday - Saturday
 25 Service Days

PASSENGER BOARDINGS	Route 1	Route 3.2/AS*	Route 4	Route 5**	Route 6	Route 7	Tripper		Total
Regular Cash	904	455	596	321	281	50	0		2,607
Discount Cash	320	184	242	149	70	35	197		1,197
Free (Under 6) and Sierra College	156	223	197	39	75	21	1		712
Daily Pass	205	114	177	15	13	42	0		566
Monthly Pass	1,630	713	1,499	138	269	118	1		4,368
Transfer	136	121	198	49	61	4	0		569
One Ride Tickets	151	82	137	10	5	7	0		392
Total Boardings	3,502	1,892	3,046	721	774	277	199		10,411
	34%	18%	29%	7%	7%	3%	2%		100%
OPERATING DATA									
Revenue Vehicle Hours (RVH)	328	315	323	240	153	120	38		1,515
Total Vehicle Hours	341	328	335	260	165	140	45		1,614
Revenue Vehicle Miles (RVM)	4,104	5,058	4,341	6,956	3,200	3,120	507		27,286
Total Vehicle Miles	4,404	5,252	4,540	7,276	3,400	3,280	777		28,929
Marginal Operating Cost - RVH	\$27,012	\$25,981	\$26,600	\$19,795	\$12,578	\$9,898	\$3,093	\$0	\$124,957
Marginal Operating Cost - RVM	\$8,126	\$10,015	\$8,595	\$13,773	\$6,336	\$6,178	\$1,003	\$0	\$54,026
Marginal Operating Cost	\$35,138	\$35,996	\$35,195	\$33,568	\$18,914	\$16,075	\$4,096	\$0	\$178,983
Total Operating Cost (includes fixed costs)	\$45,084	\$45,297	\$44,687	\$35,201	\$24,314	\$21,413	\$6,333	\$0	\$222,329
Fare Revenue --ACTUALS	\$7,258	\$3,844	\$6,007	\$2,097	\$1,994	\$654	\$465		\$22,320
Net Operating Subsidy	\$37,826	\$41,454	\$38,680	\$33,104	\$22,320	\$20,758	\$5,868		\$200,009
Total Institutional Pass Sales								\$8,378	
Total M. U. B. Sales								\$765	
LCTOP Subsidized Passes								\$7,200	
PERFORMANCE INDICATORS									
Marginal Operating Cost/VSH	\$82.48	\$82.48	\$82.48	\$82.48	\$82.48	\$82.48	\$82.48	\$82.48	\$33.48
Marginal Operating Cost/VSM	\$1.98	\$1.98	\$1.98	\$1.98	\$1.98	\$1.98	\$1.98	\$1.98	\$6.56
Marginal Subsidy/Passenger	\$10.80	\$21.91	\$12.70	\$45.91	\$28.84	\$74.94	\$29.49		\$19.21
Revenue/Passenger	\$2.07	\$2.03	\$1.97	\$2.91	\$2.58	\$2.36	\$2.34		\$2.14
Passengers/VSH	10.69	6.01	9.44	3.00	5.08	2.31	5.31		6.87
Passengers/VSM	0.85	0.37	0.70	0.10	0.24	0.09	0.39		0.38
Total Allocated Farebox Ratio	16.1%	8.5%	13.4%	6.0%	8.2%	3.1%	7.3%		10.0%

*Route A/S (Alta Sierra) runs only on Saturdays

**Routes 5 & 7 do not run on Saturdays

***Route 5 allocated costs less revenue from Placer County contract
 Transit Services Commission

**Passenger Appreciation Free Fare Days
February 14th**

	02/14-Thurs	02/14-Tues		
Route #	2020	2023	Difference	
1/6 (S.T.)	0	10	10	\$15.00
1	227	142	(85)	\$213.00
3/2	224	70	(154)	\$105.00
4	282	124	(158)	\$186.00
5	77	28	(49)	\$63.00
6	38	27	(11)	\$75.00
7	11	14	3	\$42.00
Totals	859	415	(444)	-52%

Rts.	<u><u>\$699.00</u></u>
ck	<u><u>\$699.00</u></u>

St. Patrick's Day Free Fare Days				
		03-17 Tues	03-17 Fri	
Route #	2020	2023	Difference	
1	167	184	17	\$276.00
3/2	148	74	(74)	\$111.00
4	183	122	(61)	\$183.00
5	34	34	0	\$78.00
6	44	27	(17)	\$76.50
7	8	10	2	\$21.00
1/6 (ST)	0	17	17	\$25.50
Totals	584	468	(116)	\$702.00

Earth Day / Home Show

Friday			
Route #	2022*	2023	Difference
1/6	3	0	(3)
1	118	0	(118)
3/2	75	0	(75)
4	97	0	(97)
5	27	0	(27)
6	22	0	(22)
7	13	0	(13)
Totals	352	0	(352)

Saturday			
Route #	2022*	2023	Difference
1/6	0	0	0
1	98	97	(1)
3/2	53	69	16
4	62	95	33
5	0	0	0
6	13	23	10
7	0	0	0
Totals	226	284	58

RTS. 1/6, 5 & 7 do not run on Saturdays

Friday and Saturday			
Route #	2022*	2023	Difference
1/6	3	0	(3)
1	216	97	(119)
3/2	128	69	(59)
4	159	95	(64)
5	27	0	(27)
6	35	23	(12)
7	13	0	(13)
Totals	578	284	(294)

*2022, Fri was Apr 29 and Sat was Apr 30
2023, Sat was Apr 22

2023			
Route #	Fri	Sat	Rt Totals
1/6	0.00	0.00	\$0.00
1	0.00	145.50	\$145.50
3/2	0.00	103.50	\$103.50
4	0.00	144.00	\$144.00
5	0.00	0.00	\$0.00
6	0.00	67.50	\$67.50
7	0.00	0.00	\$0.00
Amount	\$0.00	\$460.50	
Grand Total		\$460.50	

RTS. 1/6, 5 & 7 do not run on Saturdays

Sierra College

Route #	Aug'22	Sep'22	Oct'22	Nov'22	Dec'22	Jan'23	Feb'23	Mar'23	Apr'23	May'23	Jun'23	Route Totals
1/6 - School Tripper												
1 - Grass Valley/Nevada City	4	10	13	17	3	10	13	9	26	0	0	105
3/2 - Grass Valley/Ridge Rd	1	15	19	14	12	32	28	10	14	0	0	145
4 - Grass Valley/Sierra College/Brunswick	32	94	124	79	57	100	85	62	66	0	0	699
5 - Auburn	14	24	19	8	5	15	45	49	31	0	0	210
6 - Penn Valley/Lake Wildwood	0	2	2	11	4	40	24	34	37	0	0	154
7 - North San Juan	6	36	36	15	11	11	13	16	13	0	0	157
Totals	57	181	213	144	92	208	208	180	187	0	0	1,470

1/6 (School Tripper), Rt5/5X and 7 do not run on Saturdays



**COUNTY OF NEVADA
COMMUNITY DEVELOPMENT AGENCY
DEPARTMENT OF PUBLIC WORKS
TRANSIT SERVICES DIVISION
950 MAIDU AVENUE, NEVADA CITY, CA 95959-8617
(530) 477-0103 Toll Free (888) 660-7433 FAX (530) 477-7847
<http://new.nevadacounty.com>**

Heba El-Guindy,
Director of Public Works

Robin Van Valkenburgh, Transit Services Manager

**TRANSIT SERVICES COMMISSION
Information Item**

MEETING DATE: May 17, 2023

TO: Transit Services Commission

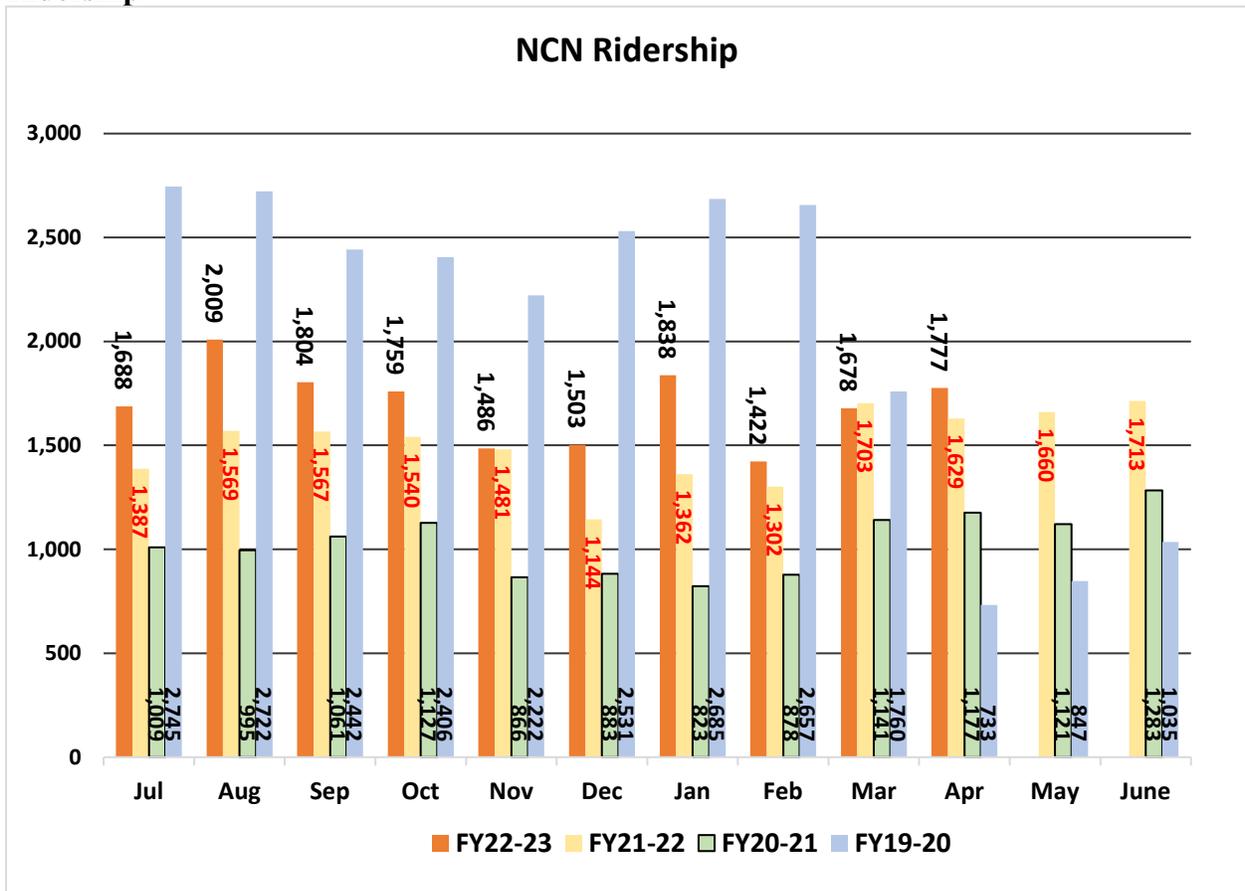
FROM: Robin Van Valkenburgh, Transit Services Manager

SUBJECT: Nevada County Now Operations Report for FY22/23: February, March and April 2023

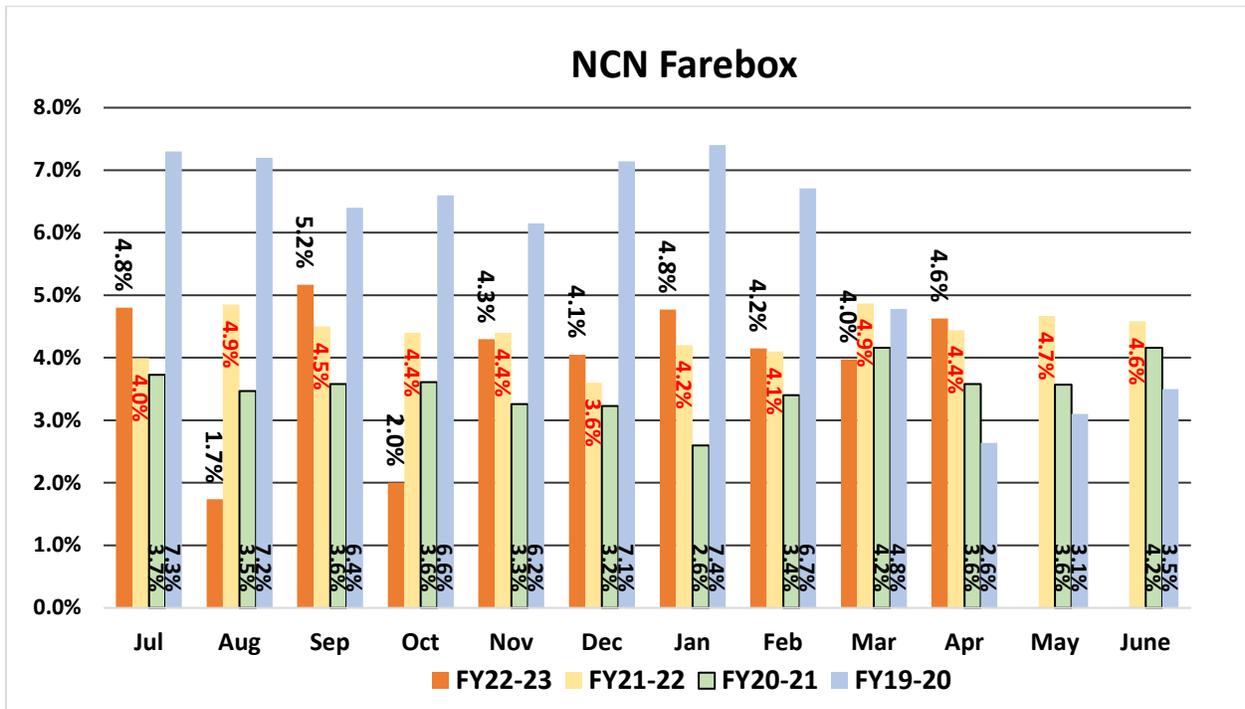
RECOMMENDATION: Accept the report.

BACKGROUND: Nevada County Now (NCN) operates Americans with Disabilities Act (ADA) paratransit service Monday through Saturday, serving the communities of Grass Valley, Nevada City, Penn Valley, Rough and Ready, Lake Wildwood and Alta Sierra. The following performance metrics are captured and reported on a monthly basis.

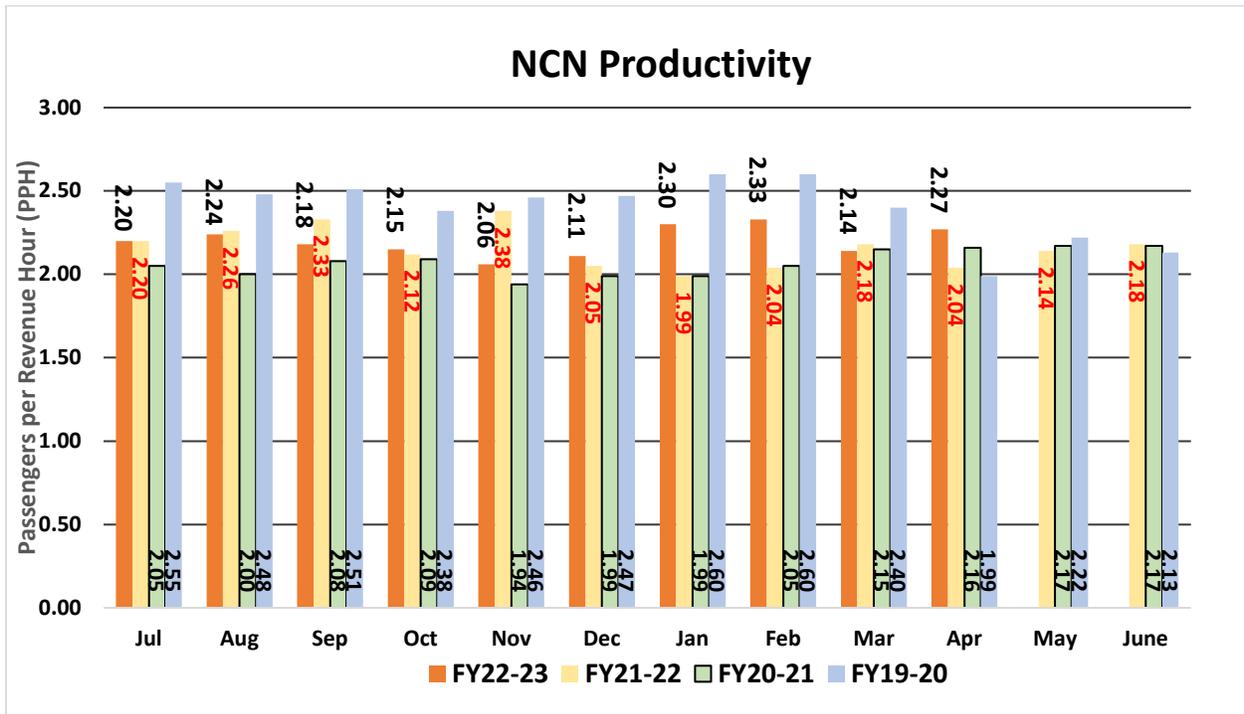
Ridership



Farebox



Passenger per Service Hour-PPH (productivity)



Year-to-Date

Total boardings year-to-date (YTD) have increased 15.5 percent compared to the prior year (FY22/23 16,964 vs. FY21/22 14,684).

The NCN farebox recovery rate (FBR) for FY22/23 YTD is 4 percent, which is 8 percent below prior year (FY21/22 4.3 percent).

Productivity for FY22/23 YTD is at 2.2 PPH which is 2 percent above prior year for the same period (FY22/23 2.2 vs. FY21/22 2.16)

Senior Dial-A-Ride

Senior Dial-A-Ride services were implemented in April 2020, providing on-demand service to seniors 65 and over within the regular ADA service. Year-to-date we have provided a total of 632 trips.

Please contact me if you have any questions prior to the May 17, 2023 TSC Meeting.

TT:RVV

Monday-Saturday Days of Service	July	August	September	October	November	December	January	February	March	April	May	June	Yr to Date
													0
Total Mileage:	11,507	12,354	11,884	12,017	10,382	10,130	11,616	8,890	11,243	11,213			111,236
Service Miles	10,126	10,983	10,625	10,637	9,134	8,968	10,250	7,891	9,801	9,827			98,242
Deadhead Miles	1381	1371	1259	1380	1248	1162	1366	999	1442	1386			12994
18,400													
Total Hours:	984.90	1,108.43	1,042.88	1,039.83	935.43	922.42	997.97	764.92	1,042.50	989.20			9,828.48
Service Hours	803.17	926.52	860.37	841.97	754.32	745.00	817.00	623.17	827.30	807.52			8,006.32
Deadhead Hours	181.73	181.9167	182.5167	197.8667	181.1167	177.42	180.97	141.75	215.20	181.68			1822.17
Percent of Max Hours	5%	6%	6%	6%	5%	5%	5%	4%	6%	5%	0%	0%	53%
Boardings/Delivered	1,688	2,009	1,804	1,759	1,486	1,503	1,838	1,422	1,678	1,777			16,964
Subscriptions	822	998	1022	988	805	849	1181	942	1011	1135			9753
Demand Response	788	940	708	719	614	587	616	451	574	582			6579
DAR Delivered	78	71	74	52	67	67	41	29	93	60			632
Non Boardings	91	93	89	80	95	92	93	67	109	85			894
No Shows	28	33	25	21	27	33	28	17	37	30			279
Late Cancels	43	47	51	40	50	49	39	28	33	41			421
Group No Shows	13	6	8	8	7	7	11	11	17	5			
Group Late Cancels	7	7	5	11	11	3	7	11	10	9			
Refused	0	0	0	0	0	0	0	0	0	0			0
Denials	0	0	0	0	0	0	8	0	12	0			20
In Service Veh Failures	3	0	0	4	0	0	1	0	0	0			8
Accidents	1	0	0	0	0	0	0	0	0	0			1
Fare Revenue	\$4,884.10	\$5,051.00	\$5,385.00	\$2,096.00	\$4,761.00	\$ 4,460.00	\$ 5,415.05	\$ 4,323.00	\$ 4,530.00	\$ 5,236.00			\$46,141.15
Farebox Percentage	4.81%	4.71%	5.17%	2.03%	4.31%	4.05%	4.77%	4.15%	3.97%	4.63%			4.26%
Passengers Per Hour	2.20	2.24	2.18	2.15	2.06	2.11	2.30	2.33	2.14	2.27			2.20
Price/Ride	\$ 2.89	\$ 2.51	\$ 2.99	\$ 1.19	\$ 3.20	\$ 2.97	\$ 2.95	\$ 3.04	\$ 2.70	\$ 2.95			\$ 2.74
Subscription %	48.70%	49.68%	56.65%	56.17%	54.17%	56.49%	64.25%	66.24%	60.25%	63.87%			57.65%
No Show %	1.66%	1.64%	1.39%	1.19%	1.82%	2.20%	1.52%	1.20%	2.21%	1.69%			1.65%
Late Cancel %	2.55%	2.34%	2.83%	2.27%	3.36%	3.26%	2.12%	1.97%	1.97%	2.31%			2.50%
Group No Shows %	0.77%	0.30%	0.44%	0.45%	0.47%	0.47%	0.60%	0.77%	1.01%	0.28%			
Group Late Cancels %	0.41%	0.35%	0.28%	0.63%	0.74%	0.20%	0.38%	0.77%	0.60%	0.51%			
Refused %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%			0.00%
Denials %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.44%	0.00%	0.72%	0.00%			0.12%
ADA Board/Delivered	1551	1879	1660	1610	1315	1337	1679	1323	1513	1634			15501
ADA % of Total	92%	94%	92%	92%	88%	89%	91%	93%	90%	92%			91%
ADA No Shows	24	32	23	21	27	28	25	13	30	20			243
ADA Subscription	798	975	988	930	735	772	1102	887	959	1077			9223