

**TRANSIT SERVICES COMMISSION
WESTERN NEVADA COUNTY
AGENDA
Wednesday September 20, 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
Tom Ivey, 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

Time: Sep 20, 2023 08:30 AM Pacific Time (US and Canada)

Join Zoom Meeting

<https://us06web.zoom.us/j/89077682747?pwd=bpEkOnxU8ow1IgrWUHfsfUtDiAtk0a.1>

Meeting ID: 890 7768 2747

Passcode: 377654

- +1 669 900 6833 US (San Jose)
- +1 669 444 9171 US

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 May 17, 2023 Commission Meeting** (not available)
Recommendation: None

ACTION ITEMS:

5. **Approve Purchase of Starcraft Class B Cutaway**
Recommendation: Approve the proposed purchase (page 1 - 8)
6. **Approve Proposed Transit Services Short Term Capital Improvement Plan**
Recommendation: Approve the proposed CIP (pages 9 - 11)

INFORMATIONAL ITEMS:

7. **SB 125 TIRCP and ZETCP FY23-27 Funding Programs**
Recommendation: None (pages 12 - 41)
8. **Manager's Report: Oral** (pages 42 - 46)
Recommendation: None
9. **Nevada County Connects Operations Report** (pages 47 - 62)
Recommendation: Accept the report
10. **Nevada County Now Operations Report** (pages 62 - 66)
Recommendation: Accept the report

10. COMMISSIONER COMMENTS AND ANNOUNCEMENTS

The next scheduled Transportation Services Commission meeting is on Wednesday November 15, 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.

<p>COMMONLY USED ACRONYMS TRANSIT SERVICES COMMISSION (TSC)</p>
--

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

<p>COMMONLY USED ACRONYMS TRANSIT SERVICES COMMISSION (TSC)</p>
--

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



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: September 20, 2023

TO: Transit Services Commission

FROM: Robin Van Valkenburgh, Transit Services Manager

SUBJECT: **Approve the Purchase of Two Starcraft Class B Ford E-450 158” Wheelbase 12 amb/2 WC Americans with Disabilities Act (ADA) Accessible Cutaway Vehicles from Model 1/Creative Bus off the CalAct MBTA Cooperative Agreement No. 20-01**

RECOMMENDATION: Approve the proposed purchase.

FUNDING: Funding for this purchase is provided by an FY21 Federal Transit Administration (FTA) 5311 Coronavirus Relief and Response Supplemental Appropriations Act (CRRSAA) Grant and is included in the Transit Services Fiscal Year 2023-24 budget.

BACKGROUND: On April 26, 2022, the Board approved Resolution No 22-171 accepting a FY2020-21 Federal Transit Administration (FTA) 5311 Coronavirus Relief and Response Supplemental Appropriations Act (CRRSAA) capital grant in the amount of \$452,890 and executing Caltrans Standard Agreement No. 64RC21- 01596 for the purchase of up to four paratransit fleet vehicles.

This grant funding supports the previously approved Paratransit Fleet Replacement Plan as approved by the Transit Services Commission on March 20, 2013 and by the Board of Supervisors via Resolution No. 13-149 on April 23, 2013. The Paratransit Fleet Replacement plan is designed to provide for the full assumption of ownership of the paratransit revenue service fleet, currently 12 vehicles. To date the County has purchased and supplied eight ADA accessible Ford V350 Transit vans for paratransit services. This effort is meant to align the service with a typical contracted services wherein the County provides funding and equipment (vehicles) and the contractor provides all other staffing, equipment, software and essential items for effective service.

The proposed purchase of two Ford E-450 Cutaways would replace two 2013 cutaways which have been in service since the inception of the service contract with Paratransit

Services, Inc. This purchase is necessary for the County to meet the Paratransit Fleet Replacement Plan, and will ensure the paratransit fleet meets our service needs.

The cost of the proposed purchase is \$267,305 and is fully funded through the FTA 5311 CRRSAA grant.

Please contact me if you have any questions prior to the September 20, 2023 TSC Meeting.

TT:RVV



CalACT MBTA RFP #20-01 - Class B - Quote Sheet <small>(Rev 2022)</small>				
Vehicle Type:	Class B - Starcraft Bus (Allstar)		Date:	7/18/2023
Contact:	Robin Van Valkenburgh		Lift Info:	<input checked="" type="checkbox"/> Braun <input type="checkbox"/> Front <input type="checkbox"/> Rear
Agency:	Nevada County Connects		Seat Material Level:	4 Docket 90
Address:	12350 La Barr Meadows Road, Suite 3		Seat Color:	TBD
City, State, Zip:	Grass Valley, CA 95949		Flooring and Color:	Gerflor - Gray
Phone:	(530)470-2833		Salesperson:	Jay Holzhuter
E-Mail:	robin.valkenburgh@nevadacountyca.gov		Salesperson Cell:	(650)222-2621
Delivery:	180 - 210 days		Salesperson E-Mail:	jholzhuter@model1.com
NOTE:	PER THE PURCHASING COOPERATIVE, PRICING SUBJECT TO CHANGE DUE TO PPI (PRODUCER PRICE INDEX) ESCALATION AND/OR MANUFACTURER PRICE INCREASES. PLEASE CONTACT YOUR SALES REPRESENTATIVE TO CONFIRM QUOTED PRICING IS STILL VALID PRIOR TO ISSUANCE OF PURCHASE ORDER.			
Quantity:	Description	Price	Ext. Price	ADA
1	Starcraft Bus - Class B - (Ford E450)	\$103,175.00	\$103,175.00	\$11,790.00
Published Options				
4	1 - Freedman Foldaway Seat (double)	\$2,070.00	\$8,280.00	\$8,280.00
8	9 - Credit for seat delete	-\$120.00	-\$960.00	
1	12 - USSC G2 E Drivers Seat (If not standard)	\$1,185.00	\$1,185.00	
1	30 - Additional Mobility Aid position 360's (w/tie downs)	\$1,080.00	\$1,080.00	\$1,080.00
1	47 - 2-Way radio prep	\$170.00	\$170.00	
1	66 - Mor-RYD Suspension	\$1,140.00	\$1,140.00	
1	82 - CrossOver Mirror (N/A on Ford Transit)	\$130.00	\$130.00	
1	88 - Removable diamond floor access plate	\$65.00	\$65.00	
1	90 - Armored Marker lights and side turn signal	\$100.00	\$100.00	
1	92 - Dialight Interior LED	\$800.00	\$800.00	
1	126 - Delivery Zone 4	\$800.00	\$800.00	
1	134 - Gerflor "Printed Digital Safety message"	\$250.00	\$250.00	
1	138 - Luminator AHD 4 camera (Apollo)	\$6,522.00	\$6,522.00	
Non-Published Options				
NOTE :				
PER THE PURCHASING COOPERATIVE, PRICING SUBJECT TO CHANGE DUE TO PPI (PRODUCER PRICE INDEX) ESCALATION AND/OR MANUFACTURER PRICE INCREASES.		Class B - Base Price	\$103,175.00	
		Published Options	\$19,562.00	
		Doc Prep Fee	\$85.00	
The Non-Taxable Amount is the ADA Equipment in the Base and Added as Options		Non-Taxable	\$21,150.00	
The Taxable Amount Includes the Mobility Rebate of \$1,000.00 For Ford Chassis		Taxable Amount	\$102,672.00	
Grass Valley*		Tax Total	\$8,727.12	8.500%
		Sub-Total	\$131,549.12	
		CalACT Fee	\$1,841.06	
		DMV E-File Fee:	\$250.00	
		DMV Fee	\$0.00	(Estimated)
		Tire Fee	\$12.25	
		Total	\$133,652.43	
		Number of Units	2	
		Final Total	\$267,304.85	
Purchasing of vehicles requires a CALACT membership, letter of assignment, and payment of procurement fee. If you have any questions, please contact CALACT direct at 916-920-8018				



RESOLUTION No. 22-171

OF THE BOARD OF SUPERVISORS OF THE COUNTY OF NEVADA

RESOLUTION AUTHORIZING EXECUTION OF STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) STANDARD AGREEMENT NO. 64RC21-01596 AND ACCEPTANCE OF FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5311 (49 U.S.C. SECTION 5311) CORONAVIRUS RELIEF AND RESPONSE SUPPLEMENTAL APPROPRIATIONS ACT (CRRSAA) CAPITAL GRANT FUNDS IN THE AMOUNT OF \$452,890 FOR FEDERAL FISCAL YEAR 2021

WHEREAS, the United States Department of Transportation is authorized to make grants to States through the Federal Transit Administration to support operating assistance projects for non-urbanized public transportation systems under Section 5311 of the Federal Transit Act; and

WHEREAS, the California Department of Transportation has been designated by the Governor of the State of California to administer Section 5311 grants for public transportation projects; and

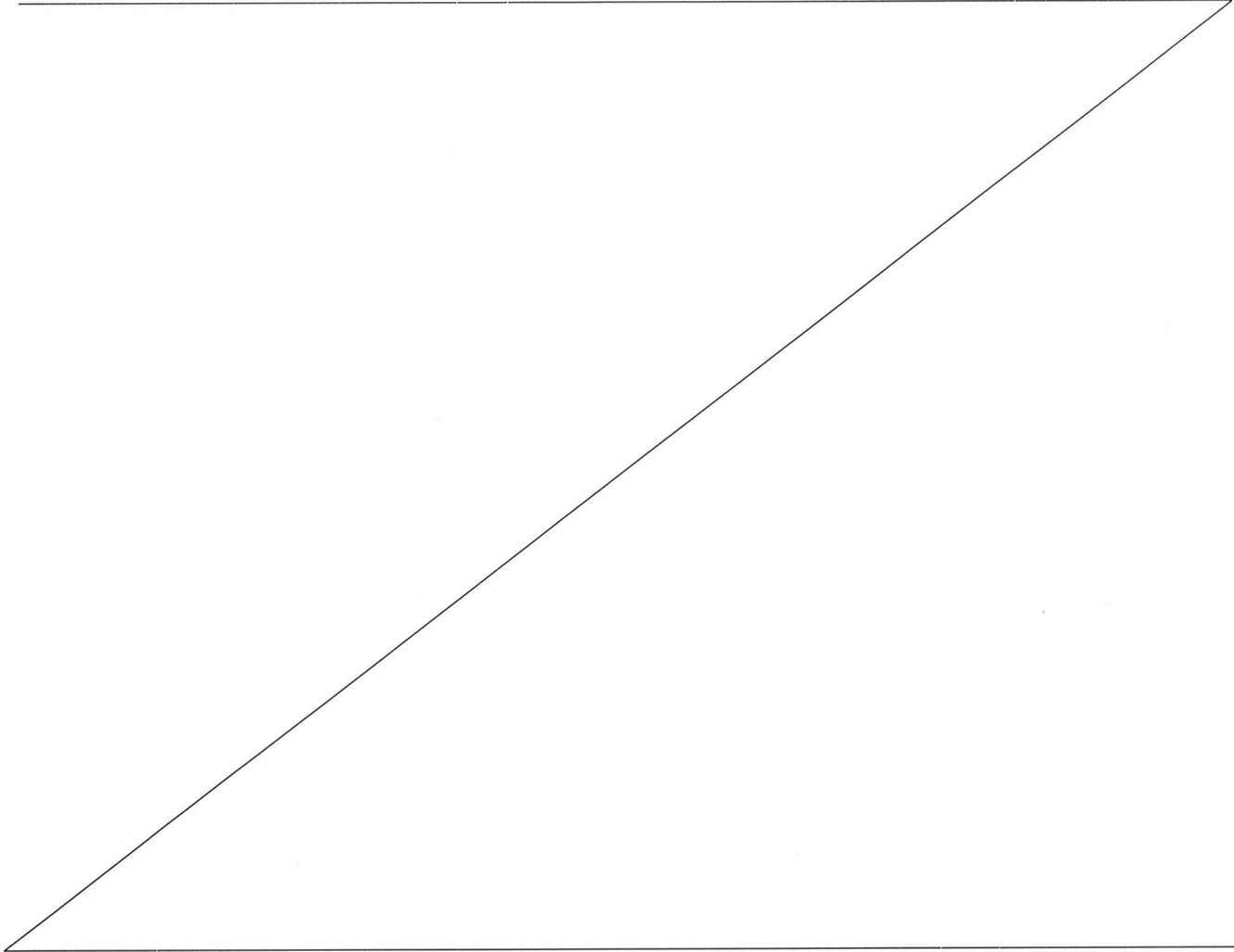
WHEREAS, Nevada County applied for and received approval of said financial assistance for the purchase of capital assets (four paratransit fleet vehicles) to be used in the operation of rural transit service in Western Nevada County; and

WHEREAS, the term of this agreement is January 20, 2020 to June 30, 2026; and

WHEREAS, the Nevada County Auditor-Controller shall deposit said funds into Budget 4281-91003-707-2000/446800.

NOW, THEREFORE, BE IT HEREBY RESOLVED that the Nevada County Board of Supervisors:

1. Authorizes the Chair of the Board of Supervisors to execute the attached Standard Agreement No. 64RC21-01596 on behalf of Nevada County in the amount of \$452,890 with the California Department of Transportation for the purchase of capital assets pursuant to Section 5311 of the Federal Transit Act of 1964, as amended.
2. Accepts receipt of Section 5311 funds in the amount of \$452,890 and directs the County of Nevada Auditor-Controller to deposit said funds into Budget 4281-91003-707-1000/446800.



PASSED AND ADOPTED by the Board of Supervisors of the County of Nevada at a regular meeting of said Board, held on the 26th day of April, 2022, by the following vote of said Board:

Ayes: Supervisors Heidi Hall, Edward Scofield, Dan Miller, Susan K. Hoek and Hardy Bullock.

Noes: None.

Absent: None.

Abstain: None.

ATTEST:

JULIE PATTERSON HUNTER
Clerk of the Board of Supervisors

By: 


Susan K. Hoek, Chair

4/26/2022 cc: Transit*(2)
AC*(hold)



9/1/2023

Robin Van Valkenburgh
950 Maidu Avenue
Nevada City, CA 95959

Dear Robin:

The CALACT-MBTA Purchasing Cooperative is pleased to make an assignment as detailed in the Assignment to Purchase Agreement.

Additional information is available on the CALACT website at www.calact.org/purchasingco-op that documents the procurement process used by the Cooperative to solicit and award Contract No. 20-01. Prior to acceptance of the vehicles you order, a Post-Delivery Audit must be conducted by your agency if you are using Federal Transit Administration funding to purchase the vehicle.

Thank you for purchasing your vehicles through the Cooperative. Please don't hesitate to contact me if you have any questions at 916-920-8018 or email dan@calact.org.

Sincerely,

A handwritten signature in blue ink that reads "Daniel Mundy".

Daniel Mundy
Deputy Executive Director

CALACT



Assignment to Purchase Agreement
Assignment #20-01-0900

The CALACT-MBTA Purchasing Cooperative, “Assignor”, hereby assigns to Nevada County Transit Services, “Assignee”, 1 option to purchase Transit Vehicles (“Vehicles”) from the Joint Procurement Cooperative at a price and under the terms and conditions contained in Assignor’s Contract No 20-01 with the Contractors awarded to on the Procurement. Only the vehicle and optional features may be purchased using the Solicitation and the purchase may only be from a Seller listed on the Schedule. Specifically, the Assignment shall have the right to purchase:

Quantity and Type of Vehicle(s):

(1) Starcraft Class B

Total # of Vehicles: 1

Such ability to purchase commenced, per terms of Contract, on 9/1/2023, and may be exercised at any time on or before 9/8/2023. Assignee must communicate any changes in the order in particular cancellation to the Cooperative as soon as possible.

With respect to the Vehicles 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 thereunder. 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 principal in assigning its interest in the above-referenced assignment to purchase the Vehicles under the Contract to Assignee.

Please be advised that assignment of said vehicle does not constitute a recommendation or endorsement of this product by the Cooperative. The Assignee is responsible for its choice of vehicle product and options selected. Assignee is responsible for vehicle inspection, acceptance and enforcement of any contract provisions. While PreAward verifications of Buy America, FMVSS and Purchaser’s Requirements have been accomplished, Assignee is responsible for Post Award due diligence in this regard.

Purchasing agencies are responsible for and are to exercise due diligence in evaluating the suitability of the vehicle for their operating environment and are responsible for determining their eligibility for funding. In particular, the Cooperative urges you to review the Altoona test report for the vehicle you are purchasing.

Supporting documents for your records may be downloaded from our website at www.calact.org for any reviews or audits your agency will be subject to. Please contact CALACT staff for any assistance you may need at 916-920-8018.

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 or which they or either of them may have or claim to have in the future against Assignor, with respect to the Vehicles or any rights whatsoever assigned hereunder.



Daniel Mundy
Deputy Executive Director
CALACT
"Assignor"



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: September 20, 2023

TO: Transit Services Commission

FROM: Robin Van Valkenburgh, Transit Services Manager

SUBJECT: **Approve the Proposed Transit Services Division Short Range Capital Improvement Plan (CIP)**

RECOMMENDATION: Approve the proposed capital improvement plan.

FUNDING: N/A.

BACKGROUND: The Transit Services Division has developed the proposed Short Range Capital Improvement Plan (CIP) covering fiscal years 2023 through 2028 in order to help identify needed capital improvement projects, and to prioritize those projects based on service needs and funding constraints.

The projects included within the CIP are larger in scale and, as such, generally are estimated to be outside of the typical annual allocations of funding received from State and Federal grants. The included projects consist of capital purchases or improvements which are consistent with previously approved projects, and support the Transit Services Division in meeting State and Federal mandates, including the California Air Resources Board (CARB) Innovative Clean Transit Regulation.

One project which is proposed, Paratransit Facility Design/Build, is a new and has been identified as necessary due to the requirements associated with the CARB Innovative Clean Transit Regulation and space constraints of the current paratransit facility. The current facility is located at 900 Whispering Pines Ln. in Grass Valley, and is leased by Paratransit Services. This facility is very small with limited space for parking, which will not allow for the future buildout of Zero-Emission Vehicle charging infrastructure. In order to address this issue, and to create a truly turnkey paratransit operation, staff is proposing to locate a potential new facility at a location adjacent to the Nevada County Operations Center.

This document will provide the foundation for future funding requests and will be updated as funding and planning is developed.

Please contact me if you have any questions prior to the September 20, 2023 TSC Meeting.

TT:RVV

Budget Year	Funding Source	Funding Amounts	Project Description	Proj. Duration	Proj. Priority	Partners	Estimated Project Cost	Current Status: PO or Contract Issued	Project Total Cost	Total Funding Available	Unfunded Balance	Comments
20-21 - 23-24	EPA	\$ 2,460,653	Purchase of ZEB + Depot&On-route Chargers	4 yrs		PW Eng, Eng Ent, 1 CARB, EPA, NCTC	\$ 3,460,653	2 ZEB's received, mobile charger purchased, const contract executed for depot.	\$ 3,460,653	\$ 2,936,653	\$ (524,000)	Estimated completion date is March 2025
FY23-24	N/A		Fixed Route and Paratransit CAD/AVL system with Accompanying App for On-demand Service			2	\$ 350,000		\$ 350,000		\$ (350,000)	This is a growing need as the current system is very unstable.
FY24-27	N/A		ZEV Charging Equipment Purchase - Depot 5 Units			2.5	\$ 1,100,000		\$ 1,100,000		\$ (1,100,000)	This is a priority in order to efficiently support the future ZEB rollout.
FY24-27	N/A		ZEV Charging Equipment Purchase/Installation - Tinloy 2 units			2.5	\$ 700,000		\$ 700,000		\$ (700,000)	This is a priority in order to efficiently support the future ZEB rollout.
FY24-25	N/A		Bus Wash - Construction & Purchase			3	\$ 3,100,000		\$ 3,100,000	\$ -	\$ (3,100,000)	This project will improve morale, reduce wear on vehicles, reduce labor hours, improve defect detection.
FY26-28			EV Resiliency Development: Solar canopies, battery back-up and emergency generator			3.5	\$ 15,000,000		\$ 15,000,000		\$ (15,000,000)	This will be a needed facility improvement to offset the energy requirements of fully transitioning to ZEV's.
FY24-28	N/A		Paratransit Facility Design/Build for ZEB Fleet Buildout - includes all Charging Infrastructure approx 5 acres			4	\$ 30,000,000		\$ 30,000,000		\$ (30,000,000)	This will be a requirement as we get closer to CARB 2030 deadline for ZEV implementation. Current facility is leased by contractor and will not have capacity for charging infrastructure.
FY23-28	N/A		ADA Bus Stop Improvements			5	\$ 2,000,000		\$ 2,000,000		\$ (2,000,000)	Ongoing system improvements necessary to support community.
FY24-28	N/A		Fixed Route ZEB Fleet Purchase - 10 vehicles			5.5	\$ 12,000,000		\$ 12,000,000		\$ (12,000,000)	Requirement to meet CARB Innovative Clean Transit regulation
FY28-30	N/A		Paratransit ZEB fleet Purchase - 14 vehicles			6	\$ 4,300,000		\$ 4,300,000		\$ (4,300,000)	Requirement to meet CARB Innovative Clean Transit regulation
\$ -												

Total Estimated Project Costs \$ 72,010,653 Total funding available \$ -

New projects



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: September 20, 2023

TO: Transit Services Commission

FROM: Robin Van Valkenburgh, Transit Services Manager

SUBJECT: **SB 125 Transit Program**

RECOMMENDATION: None

FUNDING: N/A.

BACKGROUND: On September 1, 2023, the California State Transportation Agency (CalSTA) released the SB 125 Draft Guidelines for the allocation and disbursement of formula based Transit and Intercity Rail Capital Program (TIRCP) and Zero-Emission Transit Capital Program grant funds.

The Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill (SB) 862 (Chapter 36, Statutes of 2014) and modified by SB 9 (Chapter 710, Statutes of 2015), to provide grants from the Greenhouse Gas Reduction Fund (GGRF) to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. The legislation of these bills is codified in Sections 75220 through 75225 of the Public Resources Code (PRC). Assembly Bill (AB) 398 (Chapter 135, Statutes of 2017) extended the Cap-and-Trade Program that supports the TIRCP from 2020 through 2030. SB 1 (Chapter 5, Statutes of 2017) continues to provide a historic funding increase for transportation with funds directed to the TIRCP from the Public Transportation Account (PTA).

AB 102 (Chapter 38, Statutes of 2023) and SB 125 (Chapter 54, Statutes of 2023) amended the Budget Act of 2023 to appropriate \$4,000,000,000 of General Fund to the TIRCP over the next two fiscal years as well as \$910,000,000 of GGRF funding and \$190,000,000 of PTA funding over the next four fiscal years to establish the Zero-

Emission Transit Capital Program (ZETCP). These guidelines are specifically developed to facilitate the award of these funds to projects in an expeditious manner.

The funding available to Nevada County via the Nevada County Transportation Commission, as the Regional Transportation Planning Agency are as follows.

A	B	C	D	E	F
RTPA	Year 1 TIRCP 23-24	Year 2 TIRCP	Year 1 ZETCP (53.66% GGRF, 46.34% PTA)	Years 2-4 ZETCP (per yr, 100% GGRF)	Grand Total (B+C+D+(E*3))
Nevada County Local Transportation Commission	\$5,416,406	\$5,429,324	\$554,558	\$311,093	\$12,333,568

The TIRCP and ZETCP funding is eligible to be expended for capital or operating purposes, though if used for operating expenses the projects must address funding deficits and must demonstrate how the proposed projects will mitigate any potential service cuts, as well as describing how the project will be sustained once the TIRCP or ZETCP funding has been fully expended.

Staff from Nevada County Transit, Town of Truckee and NCTC have met to discuss potential projects to be funded through SB125 and have agreed to allocating the funding evenly between the two transit services.

Projects which have been included in the Transit Services Short Term Capital Improvement Plan will inform the proposed projects for any SB125 funds allocated. No funds are expected to be requested for operations.

The following is the draft schedule for finalizing program guidelines and releasing allocations to the RTPA's.

Schedule

Release SB 125 Formal Draft Guidelines	September 1, 2023
Formal Workshop (9-10am)	September 7, 2023
Closing Date for Comments on Draft Guidelines *	September 14, 2023
CalSTA Publishes 2023 SB 125 Guidelines	September 30, 2023
Optional, time-limited, focused virtual meetings for agencies to discuss and clarify program requirements (will be scheduled by request)* Initial Allocation Package Submittal Due	October 16-December 8, 2023 December 31, 2023
Regionally Compiled Transit Operator Data Due Requested Funding Will be Allocated No Later Than	December 31, 2023 April 30, 2024

Please contact me if you have any questions prior to September 20, 2023, TSC Meeting.

TT:RVV

**BUDGET ACT OF 2023
SB 125 FORMULA-BASED
TRANSIT AND INTERCITY RAIL
CAPITAL PROGRAM &
ZERO EMISSION TRANSIT
CAPITAL PROGRAM**

**COMPARISON
DOCUMENT BETWEEN
INFORMAL & FORMAL
DRAFT GUIDELINES**

SEPTEMBER 1, 2023

This document provides a comparison of the changes between the Informal Draft and Formal Draft of the SB 125 Formula-Based TIRCP & ZETCP Guidelines. The changes are highlighted in red. Formatting changes are not highlighted.



SB125 DRAFT GUIDELINES – FORMULAIC FUNDING

Contents

1	Authority and Purpose.....	2
2	Objectives.....	3
3	Eligible Recipients and Funding.....	3
4	Schedule	8
5	Eligible Projects.....	8
6	Requirements for Funding Allocations.....	11
7	Approval and Programming	20
8	Project Delivery and Reporting.....	20
9	Project Administration.....	21
	Attachment 1: CCI Funding Guidelines for Administering Agencies.....	23
	Investments to Benefit Disadvantaged Communities and Low-Income Communities and Households	23
	Attachment 2: Quantification Methodology and Co-Benefit Assessment Methodology.....	24
	CCI Quantification and Reporting Materials	24
	Attachment 3: Benefit Criteria Tables	26
	CCI Benefit Criteria Tables	26

1 Authority and Purpose

The Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill (SB) 862 (Chapter 36, Statutes of 2014) and modified by SB 9 (Chapter 710, Statutes of 2015), to provide grants from the Greenhouse Gas Reduction Fund (GGRF) to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. The legislation of these bills is codified in Sections 75220 through 75225 of the Public Resources Code (PRC). Assembly Bill (AB) 398 (Chapter 135, Statutes of 2017) extended the Cap-and-Trade Program that supports the TIRCP from 2020 through 2030. SB 1 (Chapter 5, Statutes of 2017) continues to provide a historic funding increase for transportation with funds directed to the TIRCP from the Public Transportation Account (PTA).

AB 102 (Chapter 38, Statutes of 2023) and SB 125 (Chapter 54, Statutes of 2023) amended the Budget Act of 2023 to appropriate \$4,000,000,000 of General Fund to the TIRCP over the next two fiscal years as well as \$910,000,000 of GGRF funding and \$190,000,000 of PTA funding over the next four fiscal years to establish the Zero-Emission Transit Capital Program (ZETCP). These guidelines are specifically developed to facilitate the award of these funds to projects in an expeditious manner.

These guidelines include elements of the policy, standards, criteria, and procedures for the development, adoption, evaluation and administration of the TIRCP last updated for Cycle 6 (which delivered its last tranche of funding for project awards in July 2023) but are unique to this particular cycle of TIRCP funding. In allowing the funds covered by these guidelines to be available for operating costs, the guidelines are also required to be aligned with the legislative intent described in subdivision (d) of Section 75226 of, and subdivision (f) of Section 75260, of the Public Resources Code. They will be further informed by input received through workshops, public comments and written responses to be received by September 14, 2023.

SB 125 provided additional direction with regards to the funding appropriated in the Budget Act of 2023. It created specific categories for funding as follows:

- A) \$3,995,000,000 over the next two fiscal years shall be distributed pursuant to a population-based formula to regional transportation planning agencies (RTPA) as defined in Section 7 of these guidelines. The bill authorizes RTPAs to use the moneys for high-priority transit capital projects consistent with the uses allowed in Cycle 6 of the TIRCP, which includes existing projects seeking to maintain or obtain federal or local funding commitments, project development for major projects that are seeking to enter or have already entered project development with federal partners, or for new TIRCP projects. As in Cycle 6, all capital projects must both increase ridership and reduce greenhouse gas emissions, in common with traditional TIRCP project requirements. The funding may also be used to fund transit operating expenses **that prevent service cuts and increase ridership** for operators within the RTPAs jurisdiction, subject to compliance with requirements **and further detail** described in Section 6 of these guidelines.
- B) \$1,100,000,000 over the next four fiscal years shall be for the establishment of the Zero-Emission Transit Capital Program (ZETCP) and requires funds under the program to be allocated to RTPAs pursuant to a population-based formula and another formula based on transit operator revenues within the jurisdiction of these RTPAs, as specified (the formula described is consistent with the current State Transit Assistance formula). The bill authorizes RTPAs to use the moneys for zero-emission transit equipment, including, but not limited to, zero-emission vehicles and refueling infrastructure and, subject to compliance with requirements described in Section 6 of these guidelines, to use those moneys to fund transit **operating** expenditures that prevent service reduction or elimination in order to maintain or increase ridership.

NOTE: Cycle 7 of TIRCP, funded with the regular GGRF and SB1 sources, is expected to be delayed approximately two months from its regular calendar, with a call for projects around December 1, 2023 and

applications due around March 1, 2024. The proposed timeline reflects eligible applicant feedback and will allow applicants to incorporate the regional choices made under SB 125 when determining what to submit to the competitive TIRCP cycle. Based on this timeline, the Program of Projects would be announced around June 1, 2024.

2 Objectives

The TIRCP was created to fund transformative capital improvements that modernize California’s intercity rail, bus (including feeder buses to intercity rail services, as well as vanpool and micro transit services that are eligible to report as public transit to the Federal Transit Administration), ferry, and rail transit systems (collectively referred to as transit services or systems inclusive of all aforementioned modes unless otherwise specified) to achieve all of the following policy objectives, as codified in Section 75220(a) of the PRC:

1. Reduce emissions of greenhouse gases
2. Expand and improve transit service to increase ridership
3. Integrate the rail service of the state’s various rail operations, including integration with the high-speed rail system
4. Improve transit safety

Additionally, Section 75221(c) of the PRC codifies a programmatic goal to provide at least 25 percent of available funding to projects that provide a direct, meaningful, and assured benefit to disadvantaged communities, consistent with the objectives of SB 535. AB 1550 provides further requirements related to ensuring investments meet the needs of priority populations, a term used to cover disadvantaged communities, low-income communities and low-income households. Investments made by TIRCP are expected to collectively meet or exceed the requirements in AB 1550. **Each RTPA will need to provide information related to its projects sufficient to determine the nature of priority population benefits; however, there is no minimum requirement that each project or RTPA needs to meet for the projects submitted.**

Taken as a whole, the increases in transit system ridership, as well as the reduction in vehicle miles traveled, congestion and greenhouse gas emissions, will help deliver a healthier and safer transportation system. Investments are expected to position the state to lead in the deployment of cutting edge and zero emission technologies, test innovative strategies and new approaches to reducing transportation-related fatalities, provide important new capacity in corridors that support growth in jobs and housing, and to expand multimodal transportation access and options for all Californians across all regions of the state.

Further, as outlined in SB 125, which amended the Budget Act of 2023, it is the intent of the Legislature to:

- (1) provide one-time multiyear bridge funding for transit operators to address operational costs until long-term transit sustainability solutions are identified
- (2) assist transit operators in preventing service cuts and increasing ridership
- (3) prioritize the availability of transit for riders who are transit dependent
- (4) prioritize transit agencies representing a significant percentage of the region’s ridership

To that end, SB 125 specifies that the moneys appropriated in the Budget Act of 2023 may be used for high-priority transit capital projects **and for** transit operating expenses **for operators** within **the RTPAs** jurisdiction. **Further detail on the definition of transit operator is included in Section 3.**

3 Eligible Recipients and Funding

The first year of funding for TIRCP and the ZETCP is already available for distribution once required

materials are submitted and **must** be fully encumbered or expended and liquidated **by CalSTA** by June 30, 2028. **FY23-24 funds for TIRCP and the ZETCP must be disbursed to RTPAs by this deadline. Once received by the RTPA there is no deadline for the expenditure of funds.**

TIRCP funding will be allocated in both FY23-24 and FY24-25 to **RTPAs** according to a population-based formula after each recipient first receives \$300,000 of base funding.

The **\$410** million of first year ZETCP funding (**from both PTA and GGRF sources**), as well as the \$230 million for each of the succeeding three years (**from GGRF only**), will be allocated **to RTPAs** pursuant to a population-based formula and another formula based on transit operator revenues within the jurisdiction of these RTPAs. This formula matches the approach used to calculate State Transit Assistance distribution.

Eligible recipients of funding are the RTPAs, as defined in Section 13987(j) of the Government Code. The current eligible recipients based on that definition and initial fund estimates by expected recipient are as follows:

A	B	C	D	E	F
RTPA	Year 1 TIRCP	Year 2 TIRCP	Year 1 ZETCP (53.66% GGRF, 46.34% PTA)	Years 2-4 ZETCP (per yr, 100% GGRF)	Grand Total (B+C+D+(E*3))
Metropolitan Transportation Commission	\$385,068,697	\$386,040,188	\$149,679,519	\$83,966,559	\$1,172,688,081
Alpine County Transportation Commission	\$360,641	\$360,794	\$6,740	\$3,781	\$739,518
Amador County Transportation Commission	\$2,336,465	\$2,341,606	\$218,158	\$122,381	\$5,263,373
Butte County Association of Governments	\$10,488,545	\$10,514,269	\$1,113,156	\$624,454	\$23,989,331
Calaveras County Local Transportation Commission	\$2,576,611	\$2,582,360	\$238,532	\$133,811	\$5,798,936
Colusa County Local Transportation Commission	\$1,402,047	\$1,404,830	\$119,153	\$66,842	\$3,126,556
Del Norte County Local Transportation Commission	\$1,675,501	\$1,678,974	\$149,752	\$84,007	\$3,756,247
El Dorado County Local Transportation Commission	\$9,085,857	\$9,108,041	\$971,781	\$545,145	\$20,801,115
Tahoe Regional Planning Agency	\$5,753,283	\$5,767,052	\$596,916	\$334,855	\$13,121,818
Fresno County	\$51,406,113	\$51,535,149	\$6,249,069	\$3,505,575	\$119,707,058

Council of Governments					
Glenn County Local Transportation Commission	\$1,752,922	\$1,756,591	\$154,691	\$86,778	\$3,924,537
Humboldt County Association of Governments	\$7,130,906	\$7,148,153	\$825,047	\$462,831	\$16,492,599
Imperial County Transportation Commission	\$9,362,644	\$9,385,526	\$1,027,524	\$576,416	\$21,504,942
Inyo County Local Transportation Commission	\$1,259,080	\$1,261,501	\$99,284	\$55,696	\$2,786,952
Kern Council of Governments	\$46,278,687	\$46,394,777	\$5,050,974	\$2,833,473	\$106,224,857
Kings County Association of Governments	\$7,982,701	\$8,002,098	\$827,175	\$464,025	\$18,204,049
Lake County/City Council of Governments	\$3,706,510	\$3,715,111	\$370,593	\$207,894	\$8,415,895
Lassen County Local Transportation Commission	\$1,829,937	\$1,833,800	\$165,103	\$92,619	\$4,106,698
Los Angeles County Metropolitan Transportation Authority	\$498,650,905	\$499,909,177	\$119,494,973	\$67,033,765	\$1,319,156,350
Madera County Local Transportation Commission	\$8,254,231	\$8,274,315	\$850,825	\$477,292	\$18,811,248
Mariposa County Local Transportation Commission	\$1,161,396	\$1,163,571	\$91,799	\$51,497	\$2,571,256
Mendocino Council of Governments	\$4,848,229	\$4,859,713	\$505,296	\$283,459	\$11,063,615
Merced County Association of Governments	\$14,669,424	\$14,705,704	\$1,558,919	\$874,515	\$33,557,593
Modoc County Local Transportation Commission	\$739,160	\$740,269	\$49,336	\$27,676	\$1,611,794
Mono County	\$976,126	\$977,834	\$171,629	\$96,279	\$2,414,427

Local Transportation Commission					
Transportation Agency for Monterey County	\$22,218,449	\$22,273,790	\$2,975,692	\$1,669,291	\$52,475,803
Nevada County Local Transportation Commission	\$5,416,406	\$5,429,324	\$554,558	\$311,093	\$12,333,568
Orange County Transportation Authority	\$160,108,526	\$160,512,022	\$22,473,788	\$12,607,247	\$380,916,076
Placer County Transportation Planning Agency	\$16,356,936	\$16,397,478	\$1,900,006	\$1,065,857	\$37,851,991
Plumas County Local Transportation Commission	\$1,257,263	\$1,259,680	\$114,463	\$64,211	\$2,824,038
Riverside County Transportation Commission	\$123,382,700	\$123,693,468	\$14,828,290	\$8,318,309	\$286,859,385
Sacramento Area Council of Governments	\$100,321,824	\$100,574,367	\$13,907,018	\$7,801,498	\$238,207,702
Council of San Benito County Governments	\$3,609,072	\$3,617,427	\$348,002	\$195,221	\$8,160,164
San Bernardino County Transportation Authority	\$110,856,746	\$111,135,888	\$13,864,934	\$7,777,890	\$259,191,238
San Diego Association of Governments	\$48,212,817	\$48,333,791	\$6,181,044	\$3,467,415	\$113,129,896
San Diego Metropolitan Transit System	\$118,515,843	\$118,814,323	\$17,265,263	\$9,685,392	\$283,651,604
San Joaquin Council of Governments	\$39,935,609	\$40,035,684	\$5,031,810	\$2,822,723	\$93,471,271
San Luis Obispo Area Council of Governments	\$14,486,636	\$14,522,455	\$1,569,547	\$880,477	\$33,220,070
Santa Barbara County Association of Governments (SBCAG)	\$22,796,994	\$22,853,796	\$2,916,400	\$1,636,030	\$53,475,278
Santa Cruz	\$13,771,188	\$13,805,201	\$2,649,968	\$1,486,567	\$34,686,060

County Transportation Commission					
Shasta Regional Transportation Agency	\$9,423,391	\$9,446,427	\$993,316	\$557,226	\$21,534,813
Sierra County Local Transportation Commission	\$463,183	\$463,595	\$17,533	\$9,836	\$973,818
Siskiyou County Local Transportation Commission	\$2,515,009	\$2,520,601	\$239,061	\$134,108	\$5,676,994
Stanislaus Council of Governments	\$28,068,044	\$28,138,155	\$3,037,849	\$1,704,159	\$64,356,526
Tehama County Transportation Commission	\$3,587,498	\$3,595,798	\$347,323	\$194,840	\$8,115,139
Trinity County Transportation Commission	\$1,109,747	\$1,111,791	\$86,567	\$48,562	\$2,453,791
Tulare County Association of Governments	\$24,305,505	\$24,366,115	\$2,748,056	\$1,541,592	\$56,044,453
Tuolumne County Transportation Council	\$3,094,210	\$3,101,265	\$296,569	\$166,368	\$6,991,148
Ventura County Transportation Commission	\$42,429,785	\$42,536,157	\$5,066,998	\$2,842,463	\$98,560,328

Funding distributions will be only made to the above recipients, **utilizing fund transfer instructions confirmed with CalSTA by the RTPA prior to transfer**, which **may** in turn make funding available to public agencies in their jurisdiction.

For TIRCP and ZETCP capital projects, the RTPAs may distribute funding to public agencies **eligible to receive TIRCP capital funding**, including joint powers agencies, that operate or have planning responsibility for existing or planned regularly scheduled intercity or commuter passenger rail service (and associated feeder bus service to intercity rail services), urban rail transit service, or bus or ferry transit service (including commuter bus, vanpool, and micro transit services). Public agencies include local municipalities that operate transit service, construction authorities, transportation authorities, and other similar public entities created by statute.

For any spending on transit operations **to prevent service reduction or elimination in order to maintain or increase ridership, or to otherwise increase ridership**, the RTPAs may distribute funding to transit operators in their jurisdiction that are eligible to receive **State Transit Assistance (STA)** funding through Section 99314 at the time of distribution by the RTPA.

RTPAs may also be the sponsor of capital and operating projects and may partner on projects with the agencies eligible to receive funding (such as doing a planning effort tied to making the underlying project more beneficial in a regional context upon implementation).

RTPAs must deposit funds into **one or more interest-earning**, dedicated bank accounts that will hold only SB 125 funds. If a separate account is not possible, the agency may show documents of a line item or subaccount dedicated to SB 125 funds. **Funds will be disbursed separately from each fund source supporting SB 125 (General Fund for TIRCP; PTA and GGRF for ZETCP) and identified as such when disbursed. RTPAs are responsible for tracking the receipt and utilization of these funds separately, and recording interest earned on each fund source separately.** The **interest earnings** must also be spent on approved eligible projects **within each program** and will be accounted for when an agency submits its required Annual Report, as described in Section 9. When the recipient agency submits its Annual Report, they are required to submit a copy of their most recent bank statement. The additional spending made possible by interest earnings shall be approved through submitting an Updated Program Allocation Request to CalSTA, which will approve such spending based on review of project eligibility.

RTPAs, transit operators and other public agencies expending SB 125 formula funding assume responsibility and accountability for the use and expenditure of allocated funds in accordance with these guidelines and applicable statutes. **These** agencies must **also** comply with all relevant federal and state laws, regulations, policies, and procedures.

4 Schedule

Release SB 125 Formal Draft Guidelines	September 1, 2023
Formal Workshop (9-10am)	September 7, 2023
Closing Date for Comments on Draft Guidelines *	September 14, 2023
CalSTA Publishes 2023 SB 125 Guidelines	September 30, 2023
Optional, time-limited, focused virtual meetings for agencies to discuss and clarify program requirements (will be scheduled by request)*	October 16-December 8, 2023
Initial Allocation Package Submittal Due	December 31, 2023
Regionally Compiled Transit Operator Data Due	December 31, 2023
Requested Funding Will be Allocated No Later Than	April 30, 2024

**Comments and requests for meetings can be submitted to:
SB125transit@calsta.ca.gov*

5 Eligible Projects

TIRCP Funding (\$3.995 billion)

In order to be eligible for TIRCP capital project funding under this program, a capital project must demonstrate that it will achieve a reduction in greenhouse gas emissions using the CARB quantification methodology. It must also demonstrate an increase in ridership.

As codified in Section 75221(a) of the PRC, projects eligible for funding under the program include, but are not limited to, the following:

1. Rail capital projects, including intercity rail, commuter rail, light rail, and other fixed guideway projects. Additionally, the acquisition of rail cars and locomotives, and the facilities to support them, that expand, enhance, and/or improve existing rail systems and connectivity to existing and future

- transit systems, including the high-speed rail system.
2. Intercity, commuter, and urban rail projects that increase service levels, improve reliability, or decrease travel times, infrastructure access payments to host railroads in lieu of capital investments, efforts to improve existing rail service effectiveness with a focus on improved operating agreements, schedules, and minor capital investments that are expected to generate increased ridership, as well as larger scale projects designed to achieve significantly larger benefits.
 3. Rail, bus, and ferry integration implementation, including:
 - a. integrated ticketing and scheduling systems and related software/hardware capital investments (including, but not limited to, integration with bus or ferry operators and the use of contactless payment and General Transit Feed Specification (GTFS) implementation through Cal-ITP)
 - b. projects enabling or enhancing shared-use corridors (both multi-operator passenger only corridors as well as passenger-freight corridors)
 - c. related planning efforts focused on, but not limited to, delivery of integrated service not requiring major capital investment
 - d. other multimodal and service integration initiatives
 4. Bus rapid transit and other bus and ferry transit investments (including autonomous fixed guideway, vanpool, and micro transit services operated as public transit and first-/last-mile solutions), and to increase ridership and reduce greenhouse gas emissions. This includes large scale deployment of zero emission vehicles and the technologies to support them, and capital investments as a component implementing transit effectiveness studies that will contribute to restructured and enhanced service.

Grade separations and grade crossing improvements on passenger rail corridors or related to transit projects are eligible, as they are under the discretionary TIRCP. In addition to providing safety benefits, these projects often provide certain roadway based (and sometimes rail related) greenhouse gas emission reductions and a small increase in ridership (tied to reductions in train delays and cancellations tied to incidents at the crossing, and sometimes speed increases that occur after crossings are improved or eliminated). In some cases, ridership increases from such projects are more significant if they are necessary to increase train frequency.

Projects related to mitigating the impacts on freight rail services that are caused by growth in passenger rail may also be eligible for TIRCP funding even if they are not directly on the passenger rail corridor.

Projects that link housing with key destinations and that improve accessibility to economic opportunities are also eligible for TIRCP funding.

Demonstration projects that are smaller-scale efforts with great potential to be expanded are eligible for funding.

Projects may include new approaches to attracting increased ridership such as smart phone mobile ticketing, contactless payment, or other software and hardware solutions to reduce ticketing transaction costs, or a test of a concept related to integrated ticketing, as well as intercity rail/transit effectiveness or operational planning as a component of the capital investments in improved, expanded and/or restructured service designed to cost-effectively increase ridership. Research, development, and testing of emerging technologies are eligible components.

Many TIRCP applicants have met the requirements for reducing greenhouse gas emissions and increasing ridership through combining related capital investments that may individually address only one or the other benefit. Many TIRCP applicants have also augmented their chosen capital projects with key network integration planning studies that consider how to enhance the benefits of their projects (in connecting to other transit and rail systems), or planning efforts that consider a later phase of capital investment and the benefits it will bring to the current proposed project when constructed at a later date.

Agencies may apply to TIRCP Cycle 7 or later for projects that use SB 125 resources for new projects, either to complete project funding or to expand project scope; SB 125 funding will be counted as matching funds

in future TIRCP discretionary grant applications. Additional guidance will be provided in the TIRCP Cycle 7 guidelines.

Additionally, RTPAs may suballocate funds to agencies in their jurisdiction so agencies may use this funding to support projects that have previously received a TIRCP award and require an additional infusion of resources to deliver the original scope. RTPAs may assume that any funding from these SB 125 resources will help obtain or maintain funds from federal, state and local sources already committed to the projects, and document this benefit for their own projects, and require such documentation of benefits from project sponsors for other projects, in their Allocation Package submissions. Agencies shall state which project is seeking additional funds, identifying the Cycle 1 through 6 project, and whether the funding is needed for the full project scope or for a subcomponent.

RTPAs may suballocate funds to agencies in their jurisdiction so agencies may also use this funding for project development activities, similar to the “Major Projects Project Development Reserve” that was established in the Cycle 6 guidelines, including use of additional funding for projects that received funding for such projects in the Cycle 6 awards. While projects and programs of projects do not need to be ready for construction, agencies should identify how their project or program of projects will be eligible to apply for TIRCP construction funding in the future. As in Cycle 6, such projects must either be pursuing Capital Investment Grant funding through the Federal Transit Administration (FTA) or be part of the pursuit of Federal Railroad Administration funding through the Corridor Identification Program. Agencies may apply to TIRCP Cycle 7 or later for projects that use SB 125 resources for project development; SB 125 funding will be counted as matching funds in future TIRCP discretionary grant applications.

RTPAs that are themselves the capital project sponsor may also utilize funds for their own projects.

RTPAs are also authorized to use TIRCP moneys, subject to compliance with requirements described in Section 6 of these guidelines, to fund transit operating expenses within its jurisdiction that prevent service cuts and increase ridership. RTPAs that are themselves the operator of transit services may also utilize funds for their own operations. Service planning necessary to experiment with, demonstrate or implement significant service modifications may be funded as an operating expenditure at either the RTPA or transit operator level.

ZETCP Funding (\$1.1 billion)

Pursuant to SB 125, zero-emission transit equipment, transit facility and network improvement projects such as those that support replacing aging vehicle fleets with Zero-Emission Vehicles (ZEVs), and associated fueling or charging infrastructure or facility modifications, are eligible projects for the Zero-Emission Transit Capital Program (ZETCP). ZEVs include heavy- and light-rail vehicles, buses, and other ZEVs used for transit service.

GGRF funds used on these projects (53.7% of the first year and 100% of years 2-4) will require submission of CARB quantification tools similar to those required for the TIRCP and LCTOP programs, as expending GGRF funds requires benefits reporting. They also require compliance with the CARB Funding Guidelines applicable to all GGRF funding, including semi-annual benefits reporting and identification of benefits to priority populations.

ZETCP funding may also be used for transit operations expenditures that prevent service reduction or elimination in order to maintain or increase transit ridership, in accordance with the provisions described in Section 6 of these guidelines. Planning efforts necessary to implement one or more of the Innovative Clean Transit Plan efforts within the region may be programmed as an operating expense out of the PTA portion of funds disbursed to each RTPA, but must be requested in an Allocation Package submission covering the FY23-24 funding year.

A maximum of 5% of total multi-year ZETCP funding, or \$5 million, whichever is lower, may be programmed by the RTPA for RTPA administration of SB 125 funding across both the TIRCP and ZETCP, and for planning

expenses related to developing the long-term financial plan. As the RTPAs are tasked with developing the regional long-term financial plan for their jurisdictions, there is no requirement to program and suballocate funds to transit operators for this purpose, although they may do so at their discretion. The RTPAs can procure professional services or use their own staff to gather the reports, data and relevant information needed to develop the regional long-term financial plan required by SB 125. This request must be made in the Allocation Package submissions covering FY 23-24 funding from the ZETCP as an operating project associated with the RTPA, as all funding will be drawn from the Public Transportation Account resources only available in that year. Small RTPAs are encouraged to combine planning efforts if feasible.

6 Requirements for Funding Allocations

Each RTPA seeking allocation of funding shall complete an Initial Allocation Package by December 31, 2023. Allocation Packages are encouraged to describe the full four-year plan for use of formulaic funds if already known, understanding that each year's funds are subject to appropriation in the respective budget year. However, Allocation Packages are expected to be updated for future years should there be any change in funding availability or projects selected for funding distribution. Allocation packages will be treated in accordance with Public Records Act requirements and certain information, subject to those requirements, may be publicly disclosed.

Each Allocation Package shall include, as applicable, the following:

- A. **A signed cover letter**, with signature authorizing and approving the request by the eligible RTPA.
- B. **An Allocation Package Narrative Explanation**, covering most of the requirements for the **regional short-term financial plan for immediate service retention** required by statute. This **narrative explanation** is required by December 31, 2023, unless the RTPA declares that none of the transit operators eligible to receive funding within their jurisdiction will have an operational funding need for SB 125 or additional discretionary or nonformula state funding between the 2023-24 fiscal year and the 2026-27 fiscal year, inclusive. It also must declare that it will not use the SB 125 funding for any of its transit operators. Such declarations may take the place of the narrative explanation, if applicable. Even if such declarations are made, the regional Allocation Package Narrative Explanation will still be a required submission by December 31, 2024, in order to receive a timely allocation of FY24-25 funding from SB 125 sources.

The Allocation Package Narrative Explanation shall include the following:

- i. **An explanation of what funding and service actions are being taken within the region that utilize resources other than SB125 funding.** This explanation incorporates the requirement to provide *a demonstration of how the region will address any operational deficit, using all available funds, through the 2025–26 fiscal year, based on a 2022 service baseline.* Each plan shall provide narrative and data describing the funding approach that addresses expected operational deficits of **existing transit operators** through the 2025-26 fiscal year across all the region's transit operators, including strategies to use all available local, state, and federal funds to address such deficits, and the impacts such strategies may have on any capital projects. This section shall focus on the approaches the region is taking and plans to take before the use of SB 125 funds to mitigate operational deficits, both in calendar year 2023 and in future **fiscal years through the end of FY25-26.** When applicable, this should include reference to delay or elimination of lower priority capital projects to increase funding for operations, utilizing historically high State Transit Assistance funding tied to recent high diesel fuel prices, the use of federal transit formula funding made higher through the Infrastructure Investment and Jobs Act (IIJA) for preventative maintenance expenditures within the operating budget, or the use of higher Local Transportation Fund revenues tied to healthy sales and use tax receipts in certain counties. **In some cases, strategies involving the use of**

non-SB 125 funds to increase transit operator funding may allow SB 125 funds to target capital needs. If utilized, such strategies should be described in this section.

To the extent that such deficits cannot be fully addressed with available funds and actions, service impacts relative to the December 31, 2022 service baseline shall be described. *This section shall be analyzed and reviewed for completeness. It is understood to be a summary of major actions taken and planned to be taken across the region based on RTPA and/or transit operator decision-making.*

- ii. **A description and justification of the RTPA strategy to use SB 125 funding to construct capital projects and fund operating expenses that lead to improved outcomes in its jurisdiction.** This section shall describe the region’s overall strategy for choosing to spend the expected SB 125 funds on the capital projects and operational expenses described in its Allocation Package. This section addresses the statutory requirements to provide a *justification for how the region’s funding is proposed to be allocated to capital and operational expenses* and provide a *demonstration of how the plan will mitigate service cuts, fare increases, or layoffs relative to a 2022 service baseline to achieve short-term financial sustainability.* This section shall highlight the specific manner in which SB 125 funding requested for operations will reduce or eliminate the need for service cuts, fare increases or layoffs. With recent positive results from efforts designed to increase speed of transit services, allowing similar levels of service with lower operating costs or more service with the same operating budget, this section of the Allocation Package would benefit from describing any such efforts that are proposed for the region and transit operators in question. This can include transit-specific infrastructure, stop consolidation, or other efforts. In addition, this description addresses the statutory requirement to provide a *summary of how the plan will support ridership improvement strategies that focus on riders, such as coordinating schedules and ease of payment and improving cleanliness and safety, to improve the ridership experience.* Since restoring ridership and the associated fare revenues is one approach to strengthening the financial performance of each region’s transit operators, this section shall highlight any portion of the capital projects or any portion of operating funds that are specifically focused on supporting improvement in ridership. *This section shall be analyzed and reviewed for completeness.*
- iii. **A detailed breakdown and justification for how the funding is proposed to be distributed between transit operators and among projects, consistent with the legislative intent described in SB 125.** This section shall include a narrative (and appropriate data and tables) describing the justification for the funding distribution to each specific operator and project that is requested. If requesting spending for transit operations, this section shall address the following items identified in the legislative intent language in SB 125:
 1. address operational costs until long-term transit sustainability solutions are identified
 2. assist transit operators in preventing service cuts and increasing ridership
 3. prioritize the availability of transit for riders who are transit dependent
 4. prioritize transit agencies representing a significant percentage of the region’s ridership

If requesting funding for both capital projects and transit operations, the justification for the capital project shall include discussion of the high-priority nature of the capital project and the significance of its completion to the region. *This section shall be analyzed and reviewed for completeness.*

- C. **An Allocation Package Detailed Project Description**, required of all agencies requesting an allocation, regardless of whether they are required to submit a short-term financial plan by the end of 2023. This detailed project description covers all projects that are recommended by the RTPA for **SB 125** funding. It does not need to fully utilize all available funds, as this document may be updated on a rolling basis throughout the period covered by SB125 funding as part of an Updated Allocation Package submission. However, for timely distribution of FY23-24 funds, this portion of the Allocation Package must be submitted by December 31, 2023, and for timely distribution of FY24-25 funds, by December 31, 2024.

The **detailed project description** described above must provide details about how the funding is proposed to be distributed between transit operators and among projects, both capital and operations. *This section shall be analyzed and reviewed for project eligibility and completeness.*

The list is divided into three sections, covering TIRCP Capital, ZETCP Capital and Operations Funding. Required contents for each are below.

TIRCP Capital

1. If an agency is requesting allocations for funding for an **existing TIRCP project** (i.e., a project that has received a previous TIRCP grant, including those involving project development for major projects), they should identify the title of the project and the TIRCP cycle of award (cycles 1-6). They should also identify whether the funds will be used for the full project or for a subcomponent. Each project receiving additional funding shall identify the reason for additional funds being needed, including cost escalation, additional scope requirements or maintaining federal funding commitments. **No additional GHG reduction or increased ridership benefits are required to request funds for an existing TIRCP project.**
2. If an agency is requesting allocation for funding for **new TIRCP-eligible projects**, they shall include for each requested TIRCP capital project:
 - a. A summary or fact sheet (one- to two-page) that includes the following elements:
 - i. Implementing agency or agencies
 - ii. Project title
 - iii. Dates for the start and end of each project phase
 - iv. Summary of project scope
 - v. Total project costs
 - vi. Identification of the source, type and amount of all funding
 - b. A detailed project schedule, including the project's current status, and the completion dates of all major delivery milestones.
 - c. Project Location – provide a map for each of the following:
 - i. Project location denoting the project site. Provide a KML file for the project with the transit route/project location represented by lines and stops represented by points as applicable.
 - ii. In addition to showing where housing exists, provide information on housing density and planned/zoned/permitted/etc. housing density.
 - iii. In addition to illustrating existing employment centers, provide information on employment density, mix of employment types, and planned future employment land uses.

- iv. Planned and existing active transportation infrastructure (what currently exists, what is planned, and what would be funded by the project).
 - d. An explanation of greenhouse gas reducing features of the project such as project components that improve air quality and reduce greenhouse gas emissions along a specific corridor, surrounding land use density, housing and employment centers, transit- oriented development/sustainable communities strategy projects, active transportation infrastructure and other features, to the extent available. For all construction projects, agencies are required to submit a copy of the California Air Resources Board (CARB) Quantification Methodologies (QMs) and Calculator Tools for estimating greenhouse gas (GHG) emission reductions and co-benefits identified in Attachment 2.
 - e. An explanation of expected ridership benefits of the project when constructed.
 - f. If applicable, an explanation of how some or all of the project is expected to provide direct, meaningful, and assured benefits to a disadvantaged community, low-income communities or low-income households as defined by SB 535 and AB 1550.
3. If agencies plan to use this funding for only **project development activities for a new project**, they are required to show how their project or program of projects will be eligible to apply for TIRCP construction funding in the future. If the project would not be eligible to apply for TIRCP as a new project, it will not qualify for funding for project development. Agencies shall also demonstrate that they have entered into, or have applied to enter into, federal project development processes for at least a portion of the project or program of projects, and that they expect to receive federal funding in the future once complete with project development. If the agency expects to be able to leverage state funding to provide the match necessary to obtain federal planning funds, this should also be identified. The required detail for project development only is as follows:
- a. A summary or fact sheet (one- to two-page) that includes the following elements:
 - i. Implementing agency or agencies
 - ii. Project title
 - iii. Dates for the start and end of each project development phase, as well as the anticipated date of construction
 - iv. Summary of overall project scope for the constructed project, with an emphasis on project development scope
 - v. Total project costs for project development, and an estimate of the fully constructed project cost if available
 - vi. Identification of the source, type and amount of all funding for the project development phase
 - b. A detailed project schedule for the project development phase, including the project's current status, and the completion dates of all major delivery milestones.
 - c. Description and map designating the project location
 - d. An explanation of greenhouse gas reducing features of the project such as project components that improve air quality and reduce greenhouse gas emissions along a specific corridor, surrounding land use density, housing and employment centers, transit- oriented development/sustainable communities strategy projects, active transportation infrastructure and other features, to the extent available. No GHG emissions reduction quantification is required, but can be acknowledged, if available.

- e. An explanation of expected ridership benefits of the project when constructed.
- f. If applicable, an explanation of how some or all of the project is expected to provide direct, meaningful, and assured benefits to a disadvantaged community, low-income communities or low-income households as defined by SB 535 and AB 1550.

ZETCP Capital

If an agency is requesting allocation for funding for **ZETCP capital projects**, they shall include for each requested ZETCP capital project:

- a. A summary or fact sheet (one- to two-page) that includes the following elements:
 - i. Implementing agency or agencies
 - ii. Project title
 - iii. Dates for the start and end of each project phase
 - iv. Summary of project scope
 - v. Total project costs
 - vi. Identification of the source, type and amount of all funding
- b. A detailed project schedule, including the project's current status, and the completion dates of all major delivery milestones.
- c. Project Location – provide a map for each of the following, where relevant:
 - i. Project location denoting the project site. Provide a KML file showing project location(s) and impacted transit lines.
 - ii. In addition to showing where housing exists, provide information on housing density and planned/zoned/permitted/etc. housing density.
 - iii. In addition to illustrating existing employment centers, provide information on employment density, mix of employment types, and planned future employment land uses.
 - iv. Planned and existing active transportation infrastructure.
- d. An explanation of greenhouse gas reducing features of the project. For all construction projects, agencies are required to submit a copy of the California Air Resources Board (CARB) Quantification Methodologies (QMs) and Calculator Tools for estimating greenhouse gas (GHG) emission reductions and co-benefits identified in Attachment 2.
- e. At the time of the Allocation Package submission, applicants are required to submit a job co-benefit modeling tool, which is based upon a co-benefit assessment methodology developed by CARB. This tool can be found here: <https://ww2.arb.ca.gov/resources/documents/cci-methodologies>
- f. An explanation of how some or all of the project is expected to provide direct, meaningful, and assured benefits to a disadvantaged community, low-income communities or low-income households as defined by SB 535 and AB 1550. Agencies must evaluate the criteria detailed by CARB (see Attachment 1) and complete the CARB benefit criteria table in Attachment 3, to determine whether the project meets criteria for providing direct, meaningful, and assured benefits to a disadvantaged community, low-income community, and/or low- income households and address a community need pursuant the CARB's Funding Guidelines, and document the manner in which all or part of the project does so. If an agency plans to engage in additional efforts to consult with disadvantaged or low-income stakeholders as part of project development, a specific task and budget for the proposed activities should be included in the project application.

- i. It is a goal of programs using GGRF resources to maximize benefits to disadvantaged communities and low-income communities and households. Pursuant to the requirements of SB 535, as amended by AB 1550, the overall California Climate Investments Program funded with Cap-and-Trade auction proceeds must result in: (1) a minimum of 25% of the available moneys in the GGRF to projects located within, and benefiting individuals living in, disadvantaged communities, (2) an additional minimum of 5% to projects that benefit low-income households or to projects located within, and benefiting individuals living in, low-income communities located anywhere in the state, and (3) an additional minimum of 5% either to projects that benefit low-income households that are outside of, but within a 1/2 mile of, disadvantaged communities, or to projects located within the boundaries of, and benefiting individuals living in, low-income communities that are outside of, but within a 1/2 mile of, disadvantaged communities.
- ii. Information on California Climate Investments to Benefit Disadvantaged Communities with background on SB 535, AB 1550 and the CalEPA California Communities Environmental Health Screening Tool 3.0 (CalEnviroScreen), can be found at: <https://calepa.ca.gov/EnvJustice/GHGInvest/>
- g. Identification of whether the entire project, or only certain components, address AB 1550 benefits, and identification of the portion of the budget related to those components.
- h. An explanation of expected ridership benefits of the project when constructed, if any.

Transit Operations Funding

If an agency is requesting an allocation of funding for transit operations for one of the operators, it shall include the following information for each operator covered by its request:

- 1. Name of Transit Operator
- 2. 2022-23 Ridership for the Operator and Operator's Percent of Region's Total Ridership
- 3. Amount of Funding Requested, by source (TIRCP or ZETCP) and Budget Year
- 4. List of Specific Activities Funded by the Request, quantified where possible:
 - a. Amount of service being paid for by the additional funding expressed in both revenue service hours and by nature of service retention, restoration or increase invested in (e.g. preventing a reduction in frequency on one or more routes (or systemwide), frequency increases on particular routes or launch of new routes made possible by the funds)
 - b. Identification of operating expenses invested in increased safety and security measures
 - c. Identification of operating expenses that are intended to increase ridership
- 5. Identification of benefits to transit dependent riders of activities funded by the request

- D. **A summary Excel table including the proposed uses of TIRCP and ZETCP funds by fiscal year of availability**, up to the levels presented in Section 3 above. Uses shall be subdivided between funding for capital projects and funding for operations expenses, with each project and its implementing agency specifically identified, and each operator that will receive operations funding also specifically identified. An Excel template to be used in submitting this required information will be available on the CalSTA website within the Subject Area page dedicated to SB125 Funding. This table should contain data that matches the information submitted in the **Allocation Package Detailed Project Description**. **The data table shall indicate the funding year from which funds are encumbered to the project or operating expense by the RTPA. Actual expenditure of funds may be in that year or a**

future year, as necessary for the project or operation.

- E. Agencies must also submit **regionally representative transit operator data** in coordination with transit operators providing service within the jurisdiction of the regional transportation planning agency. Regionally representative operator data is expected to include all State Transit Assistance-receiving agencies that are also direct reporters to the National Transit Database (NTD), as well as any additional agencies that are expected to receive either operating or capital project funding from the SB 125 funds. Exceptions are noted below. This data collection is aligned with some of the expected data needs for the Transit Transformation Task Force. For agencies to receive an allocation of funds in the 2023-24 fiscal year, the transit operator data must be submitted by December 31, 2023. CalSTA and Caltrans will review the data submissions for completeness, understanding the quality of the data may vary between operators. RTPAs are not required to confirm the data accuracy compiled from their transit operators. If the transit operator data does not meet the following requirements or is incomplete, agencies will have an opportunity to remedy their submission and receive access to the funding after the requirements are met, by no later than April 30, 2024. The regionally representative transit operator data shall include, but is not limited to:
- i. **Existing fleet and asset management plans by transit operators.** Innovative Clean Transit Plan developed for CARB will be considered an already-responsive component of this requirement. Operators that are required to submit Asset Information Module data to the FTA's National Transit Database (whether on their own or as part of a group plan) should confirm the last time period for which data was submitted, and whether they submitted their data as part of a group plan. If such data is already submitted to the NTD by Caltrans, the most recent submission should be noted and referenced. If the operators within an RTPA's jurisdiction have operator-specific fleet and/or asset management plans developed for their own management purposes, or for compliance with FTA Capital Investment Program requirements, the most recent version of such plans should be submitted.
 - ii. **Revenue collection methods and annual costs involved in collecting revenue for each transit operator and regional transportation planning agency involved, by payment instrument.** The methods (payment instruments) of revenue collection should be noted and described for all operators covered by the data submission requirements, including reference to use of cash fareboxes, transit passes and tickets available for sale at different locations and in different media, use of mobile ticketing and/or use of smart cards or contactless payment. Information on revenue collection costs shall also be submitted for those operators or regional agencies that are able to identify specific costs in their operating or capital budgets associated with such revenue collection costs. Annual cost should be related to annual revenue for each operator that has relevant data to report. For operators that have no identifiable expenses and are not NTD reporters, fare revenues shall still be submitted for the most recent fiscal year in question. For regional agencies that have revenue collection costs without collecting fare revenues directly, the revenue collection costs should be reported by payment instrument, along with an indication of which operators are served by such revenue collection efforts.
 1. The dataset shall include, for each transit operator or regional transportation planning agency involved in revenue collection (as applicable):
 - a. Total cost of revenue collection and total revenue collected for the most recent fiscal year
 - b. Cost of revenue collection by payment instrument (where available, even if only for certain instruments and not all) and total revenue

collected by those same payment instruments, for the most recent fiscal year.

2. Planned capital costs related to fare collection in the next 4 years, if any are planned (including those within expected transit vehicle or other procurements).
- iii. **A statement of existing service plan and planned service changes through the end of 2023-24, and schedule data in General Transit Feed Specification (GTFS) format.** The goal of this data submission is to provide up to date representation of schedules by transit operator. Nearly all transit agencies of the state are providing their data in GTFS format on a regular basis, and are required to start doing so by FTA regulations by 2024. Such data is already visible to the public and to state agencies as indicated below. Compliance with these statutory requirements may be met by each operator confirming that their current schedule data is correct (an accurate representation of the service that the customer will see in operation), and that future service changes will be translated into an updated GTFS format on a timely basis. If a service change is planned during FY 23-24, an estimated date for submission of GTFS data should be indicated.

A brief summary of the existing service plan and changes to the levels of service planned by operator, at a level that is representative of the larger planned changes but does not need to cover minor changes, shall accompany the allocation package. Major frequency changes, or addition or discontinuance of routes, should be reflected, but not minor routing or scheduling changes. In addition, changes in total amount of revenue service hours planned for this current fiscal year shall be reported, along with the timeframe for such a change.

1. Existing service is assumed to have been described in the agencies most recent GTFS feed / GTFS Realtime feed. A list of agencies and associated feeds can be found at <https://data.ca.gov/dataset/cal-itp-gtfs-ingest-pipeline-dataset/resource/e4ca5bd4-e9ce-40aa-a58a-3a6d78b042bd>. If this is in error, please contact hello@calitp.org. More general information specific to reporting in GTFS may be found at <https://dot.ca.gov/cal-itp/california-minimum-general-transit-feed-specification-gtfs-guidelines>.
 2. For the proposed service plan, the ideal format is a GTFS feed, representing, at a minimum, proposed weekday, Saturday and Sunday service, planned scenario. Otherwise, we will accept frequency or new line-based changes. (i.e., line X goes from every 20 minutes to every 10 minutes during peak periods, defined as 6am-9am and 4pm to 7pm).
 3. The phasing plan for any proposed service changes.
- iv. **Expenditures on security and safety measures.** This data should be submitted by those agencies that have current or changed levels of expenditure that are specific to security (including cybersecurity) and safety measures, if applicable to the agency or operators covered by the report. This information is expected to highlight those regions and agencies that are expending significant funding, in order to consider this in the context of the Transit Transformation Task Force and to consider the role such spending may play in restoring and increasing ridership. Not all agencies and operators are expected to have specific data in this area.
- v. **Opportunities for service restructuring, eliminating service redundancies, and improving coordination amongst transit operators, including, but not limited to, consolidation of agencies or reevaluation of network management and**

governance structure. RTPAs with efforts involving these activities across their region or involving specific operators shall provide a summary of the opportunities they are pursuing or have acted upon, including any reports on such opportunities.

Technical assistance in addressing the required contents of the Initial Allocation Package and any future updates may be requested by emailing the SB 125 e-mail address at SB125transit@calsta.ca.gov. Assistance may be provided by CalSTA, Caltrans or CARB, depending on the nature of the specific question.

Applicants are reminded that while initial allocation packages are due by December 31, 2023, they may submit updates to such packages on a rolling basis that CalSTA anticipates reviewing on a 30- to 60-day timeline for approval of additional allocations of funding, up to the limit available for the RTPA at the relevant point in the program.

RTPAs are also required to make publicly available (i.e., posted online) a summary of monthly ridership data, consistent with the data submitted to the FTA's NTD, from all its transit operators and should cover the time period starting on July 1, 2022, through at least June 30, 2028. The monthly reports should include ridership data for each mode of public transportation service that the agency operates. This information will provide the public with monthly trends in ridership and service supplied throughout the year, and also allow for a comparison of ridership recovery compared to this same time last year. Caltrans will provide all RTPAs with a summary report each month that meets the requirements of this statutory provision, drawn from the data reported to the National Transit Database. The data will be drawn from the NTD at: [Complete Monthly Ridership \(with adjustments and estimates\) | FTA \(dot.gov\)](#). RTPAs are required to post a link to this report and data in a manner easily accessed by the public, so that ridership trends within their region can be easily reviewed, in order to receive approval for their allocation packages.

Unrelated to the Allocation Package submissions, agencies are required to submit and receive approval of a one-time, long-term financial plan by June 30, 2026, that addresses the approach to sustain the region's transit operations absent additional discretionary or nonformula state funding to maintain eligibility for future TIRCP funding in the 2026-27 fiscal year and beyond. *This plan will be analyzed and reviewed for completeness.*

Each long-term financial plan shall include, but is not limited to:

- I. Demonstration of the implementation of ridership retention and recovery strategies, including, but not limited to, policies that prioritize safety and cleanliness and streamlined coordination between transit operators, such as schedule coordination, reduced boarding times, operational management, and site sharing, to improve rider experience.
- II. A five-year forecast of operating funding requirements with detail on all sources of funding proposed for operations, including any new local and regional funding sources being pursued and the progress and improvements implemented since the last submitted regional short-term financial plan.

Technical assistance as it relates to the development of long-term financial plans may be offered from CalSTA and/or Caltrans. **RTPAs are expected to utilize existing plans and documents that address the requirements of the long-term financial plan where possible, including the use of supplemental materials or addenda to their existing plans as applicable. CalSTA analysis and review for completeness will only extend to content required by the provision of SB 125.** Additional guidance will be developed and articulated in future updates to these guidelines, per the legislative intent of SB 125.

7 Approval and Programming

Once an agency's Initial Allocation Package is received, along with verification that monthly ridership data as required by statute is available on each regional agency's website, CalSTA will review and analyze the submitted documents for completeness and for project eligibility with a commitment to facilitate these funds to projects in an expeditious manner and not infringe on the local decision-making processes that determined the specific projects proposed for funding. If all projects are eligible and the documentation is complete, CalSTA will notify the RTPA that its package is approved, publish the information on its SB125 Transit Formula Program subject area page, and authorize disbursement of applied-for funds to the RTPA. If Initial Allocation Packages are incomplete, RTPAs will be promptly notified and allowed to address areas of incompleteness. If any projects are found to be ineligible, RTPAs will be provided an opportunity to choose between either remedying the ineligible project (or replacing it with another) prior to having the entire package approved, or advancing all projects that are eligible and addressing the ineligible project in a future Updated Allocation Package. CalSTA will maintain a Program Allocation Report that will incorporate all approved projects (both capital and operating) that will be updated in any quarter during which additional approvals of Initial Allocation Packages or Updated Allocation Packages have been made.

Agencies are not required to fully apply for all available funding at the time of Initial Allocation Package submission. Unrequested monies, or the request to program **interest** earned on deposited funds that have not yet been disbursed to implementing agencies, may be requested in a future Updated Allocation Package. If an agency chooses to request previously unrequested funding or reprioritize funding between projects (including the addition or deletion of a project from their approved project list), an Updated Allocation Package shall be submitted for approval, including a Summary of Changes section immediately after the cover letter authorizing submission, and any updates to the project information in the document relative to the request. Such documents will be reviewed **and analyzed** upon receipt **for completeness and project eligibility with a commitment to facilitate these funds to projects in an expeditious manner and not infringe on the local decision-making processes that determined the specific projects proposed for funding**, with the approved changes included in the quarterly updates to the Program Allocation Report. Notification will be provided to each submitting agency within 30 to 60 days of submission of an Updated Allocation Package regardless of whether the next quarterly Program Allocation Plan has been published.

8 Project Delivery and Reporting

To the extent that recipients specify existing TIRCP projects that already have competitive TIRCP funding awards, CalSTA and Caltrans will work with each project sponsor to update project program supplements to reflect the use of these supplemental resources on the project under its delegated authority from CalSTA. The first year of funding for TIRCP and the ZETCP is already available for distribution once required materials are submitted and is expected to be fully encumbered or expended and liquidated by June 30, 2028. **FY23-24 funds for TIRCP and the ZETCP must be disbursed to RTPAs by this deadline. Once received by the RTPA there is no deadline for the expenditure of funds. Agencies may spend SB 125 funds in any order relative to other state, federal and local funds.**

As a condition of ongoing disbursement of requested SB 125 funds, the RTPAs must submit to CalSTA an Annual Report documenting the activities and progress made toward implementation of the projects and operating expenditures, which includes total SB 125 expenditures to date and total amount remaining. Recordkeeping and reporting requirements will apply through the life of the projects.

As previously noted, recipients must deposit funds into a dedicated bank account that will hold only SB 125 funds. If a separate account is not possible, the agency may show documents of a line item or subaccount dedicated to SB 125 funds. These funds must also be spent on eligible projects and will be accounted for when an agency submits its required Annual Report.

A reporting template will be distributed prior to the first annual report being due by December 31, 2024.

A final delivery report for completed capital projects may also be required, to provide notification of the completion of the project and confirmation of its placement into service. Additional guidance may be developed and articulated in future updates to these guidelines, per the legislative intent of SB 125, and may include the development and distribution of a final delivery report template in the future.

Consistent with CARB's Funding Guidelines, local agencies are required to report on job co-benefits, in addition to all other reporting requirements, for funding associated with the ZETCP. Job co-benefits refer to California jobs supported, not created, by California Climate Investments. Jobs supported by California Climate Investments include direct, indirect, and induced employment.

At the time of the Allocation Package submission for the ZETCP, agencies are required to submit a job co-benefit modeling tool, which is based upon a co-benefit assessment methodology developed by CARB. Once an awarded project has been implemented, funding recipients will also be required to report actual (not modeled) jobs data via the semi-annual reporting process. Note that these requirements are only for the ZETCP and are not necessary for the SB 125 TIRCP funding. Projects accessing funding from the ZETCP may also be required to submit reporting information related to greenhouse gas reductions and priority population benefits in accordance with the CARB's Funding Guidelines (see Attachment 1).

Implementing agencies should note that additional Project Outcome Reporting may be required for TIRCP or ZETCP capital projects. Caltrans may provide assistance through Cal-ITP on scheduling, real-time information and payments to streamline reporting requirements.

The State of California has the right to review project documents and conduct audits during project implementation and over the life of the project. Caltrans or another State agency may audit a sample of SB 125 projects to evaluate the performance of the project, or compliance with state and federal laws and regulations, contract provisions; and program guidelines, and whether project deliverables (outputs) and outcomes are consistent with the project scope, schedule, and benefits described in the Allocation Package. A report on the projects audited must be submitted by the auditing agency to CalSTA.

In addition, agencies that receive ZETCP funding under this program shall submit a report to CalSTA, no later than October 31, 2024, and annually by October 31st of subsequent years, that includes the following information:

- a. How much funding is to be used for operating costs, if any.
- b. The number, type, date, and location of zero-emission buses, trains or other vehicles purchased, if any.
- c. The number, type, date, Open Charge Point Interface (OCPI) data, and location of electric charging stations or hydrogen fueling stations purchased and installed, if any.
- d. The nameplate capacity of installed equipment in kilowatts for electric charging stations and kilograms per day for hydrogen fueling stations, if any.
- e. The total costs and the source of funding for vehicles and equipment purchased using these funds.

Additional guidance related to the ZETCP annual report will be provided at least six months before its required submission.

9 Project Administration

Projects awarded funding from SB 125 are expected to document and publicize the TIRCP and ZETCP in proper context when developing press releases and board documents, or in hosting public events such as project groundbreakings. References should be made to TIRCP, ZETCP, the California State Transportation Agency as the program sponsor, and the state programs as fund sources, as applicable, in order to ensure transparency regarding the funding of the projects. Additional details may be provided.

Agencies must encumber and expend monies consistent with State law and ensure that GGRF monies are utilized consistent with the expenditure record submitted by CalSTA and required by SB 1018. A determination that use of GGRF monies is not consistent with the expenditure record and does not further the purposes of AB 32 may occur during legal proceedings or during an audit or program review conducted by the Bureau of State Audits, Department of Finance, a third-party auditor, or CARB. Depending on the outcome of those proceedings or review, agencies may be required to return monies to the state if expenditures are not consistent with the statutory requirements (such as not furthering the purposes of AB 32).

If a short-term financial plan does not meet the content and completeness requirements outlined in section 6, or if specific projects described do not meet eligibility requirements, agencies will have an opportunity to remedy their plan and receive access to the funding after the requirements are met.

Audits and on-site monitoring can take place at any time at the discretion of CalSTA, without prior warning given to the agency. CalSTA has the right to audit the project records, including technical and financial data of the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time after award, during the course of the project and for three years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request.

The state may terminate the disbursement of funds if it learns of or otherwise discovers that there are allegations supported by reasonable evidence that a violation of any state or federal law or policy by the recipient which affects performance of this funding, or any other grant agreement or contract entered into with the State. If funding disbursement is terminated, or project approval revoked, the agency may be required to fully or partially repay funds from the TIRCP or ZETCP.

Attachment 1: CCI Funding Guidelines for Administering Agencies **(applies to ZETCP Recipients Using GGRF Funds)**

Investments to Benefit Disadvantaged Communities and Low-Income Communities and Households

The California Air Resources Board (CARB) released the "Funding Guidelines for Agencies Administering California Climate Investments" (Funding Guidelines) on August 30, 2018.

The 2018 Funding Guidelines provide flexibility in implementing a diverse set of investments while maintaining transparency of outcomes and ensuring meaningful community benefits from these investments. These guidelines align with the Legislature's priorities found in [AB 398](#) and Fiscal Year (FY) 2017-18 appropriations. These guidelines reflect the increasingly important role of California Climate Investments in facilitating the reduction of greenhouse gases while also reducing air pollution, helping communities adapt to the impacts of climate change, and providing meaningful benefits to disadvantaged communities, low-income communities, and low-income households (also referred to as "[priority populations](#)"), among other statutory requirements.

CARB collaborates with agencies that administer California Climate Investments programs to develop individual targets for each program to drive investments that achieve direct and meaningful benefits to [priority populations](#) and help ensure that [statutory requirements](#) are met, which are described in AB 1550.

Additional information can be found at the following CARB websites:

<https://ww2.arb.ca.gov/resources/documents/cci-funding-guidelines-administering-agencies>

Attachment 2: Quantification Methodology and Co-Benefit Assessment Methodology

CCI Quantification and Reporting Materials

Administering agencies using ZETCP GGRF funding for capital expenditures must use the Funding Guidelines with the resources provided by CARB to develop effective programs and demonstrate compliance with program requirements.

Resources include Quantification Methodologies (QMs) and Calculator Tools for estimating greenhouse gas (GHG) emission reductions and co-benefits; Benefit Criteria Tables (BCTs) for determining benefits to priority populations; and Reporting Templates for reporting outcomes.

CARB staff developed the [TIRCP QM](#) and associated [Calculator Tool](#) to provide guidance for estimating the GHG emission reductions and selected co-benefits for each proposed project type. The calculator tool automates methods described in the QM document, outlines documentation requirements, and provides a link to a step-by-step user guide with project examples. Projects will report the total project GHG emission reductions and co-benefit estimated using the TIRCP Calculator tool as well as the total project GHG emission reductions per dollar of GGRF funds.

The TIRCP Calculator Tool will be used for most ZETCP capital projects, and also for developing quantification estimates for new TIRCP capital projects using SB 125 funds.

Using many of the same inputs required to estimate GHG emission reductions, the TIRCP Calculator Tool will estimate the following co-benefits and key variables from TIRCP projects

- ROG emission reductions (lbs),
- NOx emission reductions (lbs),
- PM2.5 emission reductions (lbs),
- Diesel PM emission reductions (lbs),
- Passenger VMT reductions (miles),
- Fossil fuel use reductions (gallons),
- Fossil fuel energy use reductions (kWh),
- Passenger travel cost savings (\$), and
- Energy and fuel cost savings (\$).

All CARB co-benefit assessment methodologies are available at:

<https://ww2.arb.ca.gov/resources/documents/cci-methodologies>

Reporting templates are developed specifically for each program within California Climate Investments. These templates are used by TIRCP staff to report on outcomes from all projects funded by TIRCP, and are expected to also be used to report on outcomes for ZETCP GGRF-funded projects. Additional quantification tools will be identified by CARB for ZETCP project types that are not covered by current quantification tools, generally utilizing select tools used by existing GGRF programs.

Additional information can be found at the following CARB website:

<https://ww2.arb.ca.gov/resources/documents/cci-quantification-benefits-and-reporting-materials>

Co-benefit Assessment Methodology

California Climate Investments support the State's climate change goals and provide many additional benefits to individuals, households, businesses, and communities. These "co-benefits" include social, economic, and environmental benefits. CARB provides guidance on quantification methods and reporting to administering agencies. CARB contracted with the University of California, Berkeley (UC Berkeley) to help research and develop methods for evaluating project co-benefits. Guidance on using the co-benefit assessment methodologies is contained in [CARB's Funding Guidelines](#).

The co-benefits were prioritized based on administering agency input and broad applicability to California Climate Investments programs. UC Berkeley first reviewed the scientific data to determine if methods could be developed and summarized the findings in literature reviews. Next, UC Berkeley and CARB developed Co-benefit Assessment Methodologies where feasible. CARB solicited public comment on draft versions in Spring 2018 prior to posting final Co-benefit Assessment Methodologies. CARB may review and update assessment methodologies periodically based on new or evolving project types; new legislation; available resources; new scientific developments or tools, or modifications in the analytical tools or approaches upon which the methodologies were based; or input from administering agencies or the public.

The California Air Resources Board is updating the Co-benefit assessment methodology. See the following website for the final methodology.

<https://ww2.arb.ca.gov/resources/documents/cci-methodologies>

Attachment 3: Benefit Criteria Tables

CCI Benefit Criteria Tables

ZETCP will use the Sustainable Transportation [Benefit Criteria Table](#) developed by CARB to ensure that programs meet the minimum levels of investments to projects that benefit residents of disadvantaged communities, low-income communities, and low-income households, collectively referred to as “priority populations”.

All projects counting toward the statutory investment minimums must be located within an identified community and benefit individuals living within that community, or directly benefit residents of low-income households anywhere in the State. Administering agencies must determine if a project meets the criteria for providing direct, meaningful, and assured benefits to priority populations using the following evaluation approach:

Step 1: Identify the Priority Population(s). Be located within a census tract identified as a disadvantaged community or low-income community, or directly benefit residents of a low-income household.

Step 2: Address a Need. Meaningfully address an important community or household need for the disadvantaged community, low-income community, or low-income household.

Step 3: Provide a Benefit. Using the evaluation criteria, identify at least one direct, meaningful, and assured benefit that the project provides to priority populations. The benefit provided must directly address the identified need.

Only investments that meet these criteria will be counted toward achieving the statutory investment minimums identified for priority populations. Administering agencies can fund projects that otherwise provide meaningful benefits, but do not meet these criteria; however, those projects will not be counted toward investment minimum.



**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: September 20, 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 September 20, 2023, TSC Meeting.
TT:RVV

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	45	21	171
3/2 - Grass Valley/Ridge Rd	1	15	19	14	12	32	28	10	14	29	27	201
4 - Grass Valley/Sierra College/Brunswick	32	94	124	79	57	100	85	62	66	75	33	807
5 - Auburn	14	24	19	8	5	15	45	49	31	36	25	271
6 - Penn Valley/Lake Wildwood	0	2	2	11	4	40	24	34	37	45	44	243
7 - North San Juan	6	36	36	15	11	11	13	16	13	14	2	173
Totals	57	181	213	144	92	208	208	180	187	244	152	1,866
Total Overall Ridership	11,535	9,500	10,728	8,310	8,741	8,711	7,976	9,030	10,411	11,135	11,026	
Total Ridership Route 4 (serving Sierra College)	3,061	2,803	2,910	2,417	2,577	2,568	2,318	2,581	3,046	2,141	3,345	
Period totals					687			596			583	

LCTOP August Free Fares

August 09 through 13, 2023

Boardings

* Rts. 5X and 7 do not run during COV Schedule

Wednesday			
Route #	2022	2023	Difference
1	121	163	42
3/2	74	105	31
4	119	171	52
5	21	32	11
6	43	41	(2)
7	11	19	8
Totals	389	531	142

Thursday			
Route #	2022	2023	Difference
1	142	134	(8)
3/2	63	110	47
4	120	153	33
5	18	26	8
6	30	49	19
7	9	13	4
Totals	382	485	103

Friday			
Route #	2022	2023	Difference
1	128	160	32
3/2	37	79	42
4	141	177	36
5	32	58	26
6	33	51	18
7	8	12	4
Totals	379	537	158

Saturday *			
Route #	2022	2023	Difference
1	69	102	33
3/2	67	75	8
4	81	109	28
5			
6	19	19	0
7			
Totals	236	305	69

* Rts. 5 and 7 do not run on Saturdays

Weds., Thur., Fri. and Sat.

Route #	2022	2023	Difference
1	460	559	
3/2	241	369	
4	461	610	
5	71	116	
6	125	160	
7	28	44	16
Totals	1,386	1,858	

FAIR SHUTTLE ONLY

Day of the week	2022	2023	Difference
Weds	338	686	348
Thurs.	304	554	250
Fri.	331	485	154
Sat.	459	354	(105)
Sun.	284	267	(17)
Totals	1,716	2,346	630

Nevada County Fair

All Free Fare Days

Weds.	Thurs	Fri	Sat	Sun	Fair Shuttle only on Sunday.
2023--08/09	2023--08/10	2023----08/11	2023----08/12	2023--08/13	2023
1,217	1,039	1,022	659	267	4,204 Total # Passengers
\$1,948.50	\$1,669.50	\$1,684.50	\$1,017.00	\$400.50	\$6,720.00 Total \$ Amt (1 & 2 Zones)
727	686	710	695	204	
2022 / 2023 Diff.	490	353	312	(36)	63
					3,022 2022 Total Passengers

[2022 Aug. 10 to 14]

Sierra College

Route #	Jul'23	Aug'23	Sep'23	Oct'23	Nov'23	Dec'23	Jan'24	Feb'24	Mar'24	Apr'24	May'24	Jun'24	Route Totals
1/6 - School Tripper	0	0											0
1 - Grass Valley/Nevada City	18	35											53
3/2 - Grass Valley/Ridge Rd	28	30											58
4 - Grass Valley/Sierra College/Brunswick	29	98											127
5 - Auburn	14	36											50
6 - Penn Valley/Lake Wildwood	35	30											65
7 - North San Juan	0	1											1
Totals	124	230	-	-	-	-	-	-	-	-	-	-	354
Total Overall Ridership	9,370	13,730											
Total Ridership Route 4 (serving Sierra College)	2,811	3,460											
Period totals			354			-			-				

Worldfest Music Festival

2023 WORLD FEST MUSIC FESTIVAL

Thursday			
Route #	2019	2023*	Difference
1	246	130	(116)
3/2	185	77	(108)
4	256	106	(150)
5	69	31	(38)
6	37	26	(11)
7	21	6	(15)
Totals	814	370	(444)

Friday			
Route #	2019	2023*	Difference
1	236	144	(92)
3/2	174	77	(97)
4	267	106	(161)
5	68	33	(35)
6	33	18	(15)
7	27	22	(5)
Totals	805	378	(427)

Saturday			
Route #	2019	2023*	Difference
1	127	72	(55)
3/2	137	39	(98)
4	177	61	(116)
5	0	0	0
6	16	16	0
7	0	0	0
Totals	457	188	(269)

All Free Fare Days

Rt. 5 & Rt 7 do not run on Saturdays

Thursday, Friday and Saturday			
Route #	2018 *	2023*	Difference
1	609	346	(263)
3/2	496	193	(303)
4	700	273	(427)
5	137	64	(73)
6	86	60	(26)
7	0	28	28
Totals	2028	964	(1064)

	Thurs	Fri	Sat
	2019--07/11/19	2019--07/12/20	2019--07/13/21
*	2023--07/13/23	2023--07/14/23	2023--07/15/23

	\$\$ Amount 2023		
	Thurs	Fri	Sat
1	195.00	216.00	108.00
3/2	115.50	115.50	58.50
4	159.00	159.00	91.50
5/5X	90.00	88.50	
6	72.00	49.50	48.00
7	18.00	61.50	
Total	\$ 649.50	\$ 690.00	\$ 306.00

Grand Total: \$ 1,645.50



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: September 20, 2023

TO: Transit Services Commission

FROM: Robin Van Valkenburgh, Transit Services Manager

SUBJECT: Nevada County Connects Operations Report for FY22/23 May and June, and FY23/24 July and August

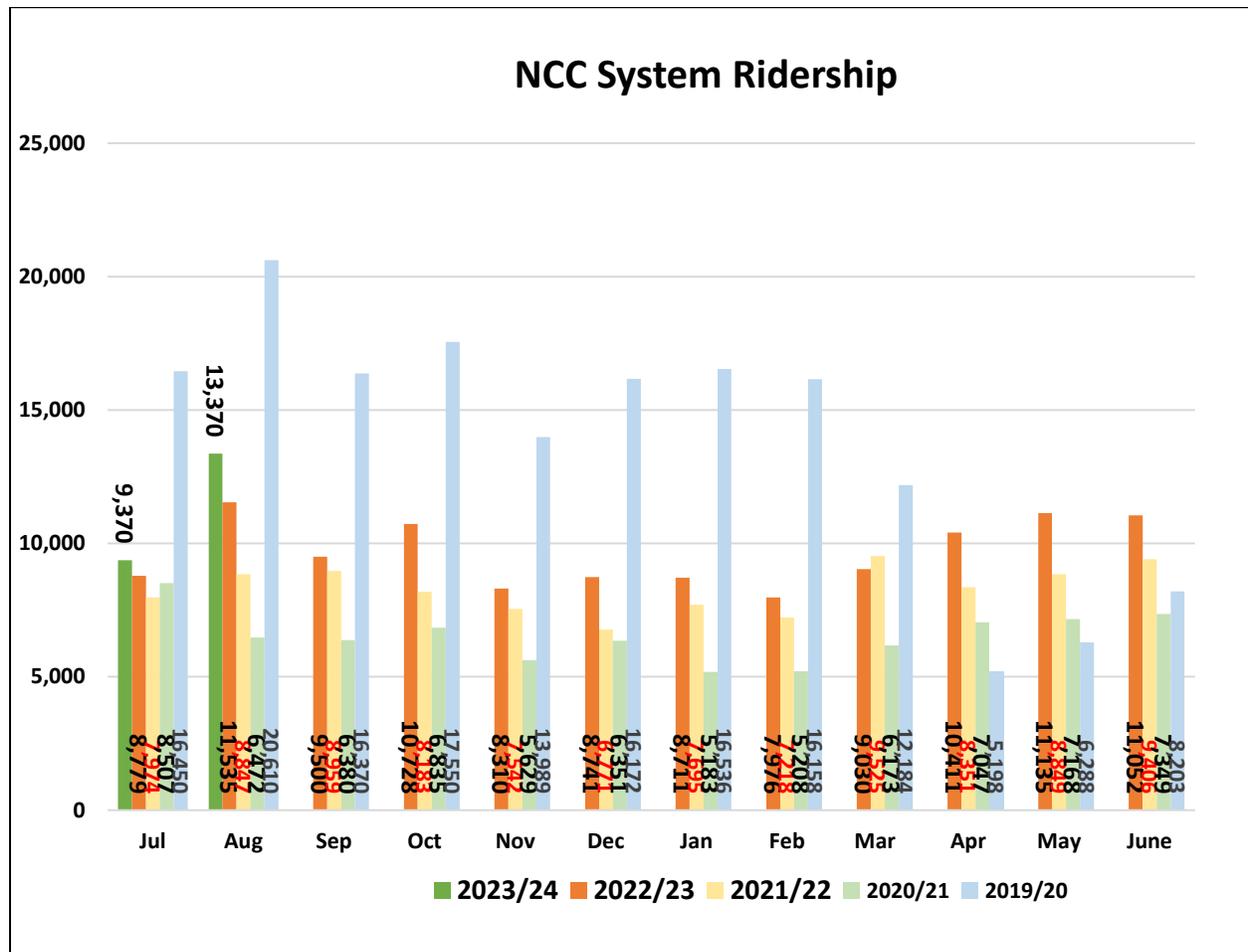
RECOMMENDATION: Accept the report.

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.

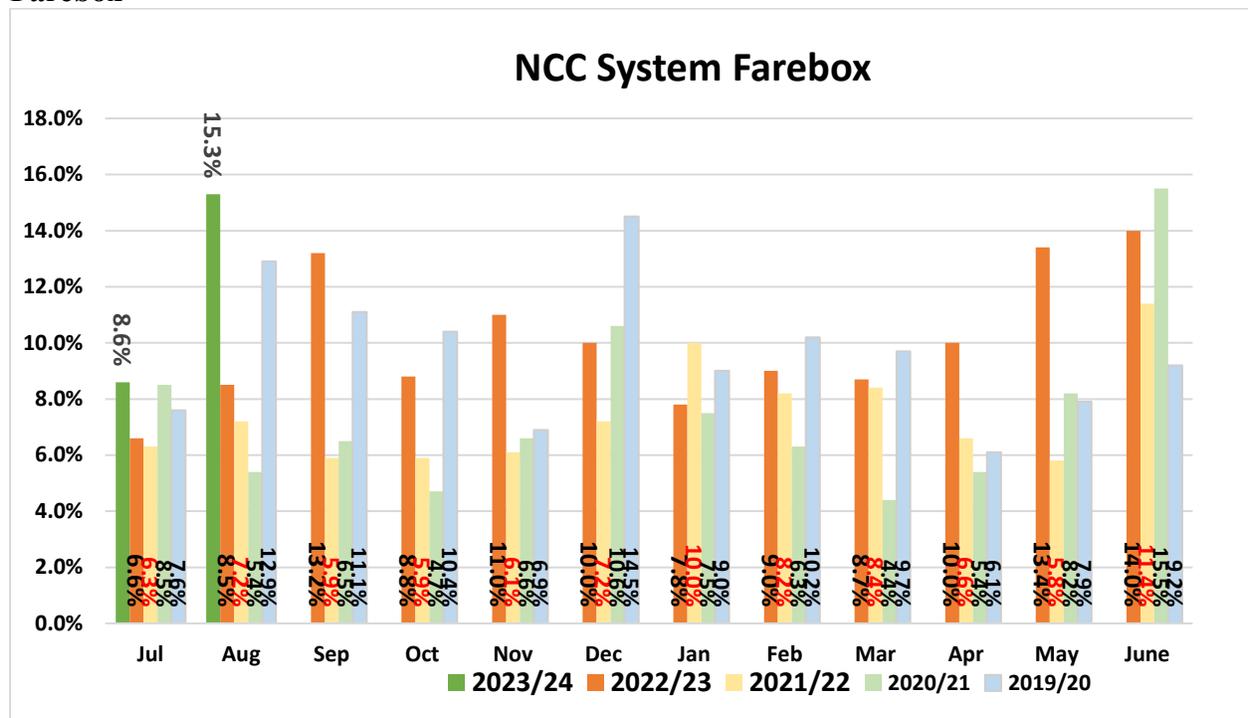
Summary

Services are showing strong continuous gains month-over-month, with total ridership for FY22-23 up 16 percent compared to the prior year (115,908 vs. 99,320). This trend is also reflected in farebox recovery rate, a 36% increase (FY22/23 10.1% vs FY21/22 7.4%) and in overall fare revenues, a 33% increase (FY22/23 \$266,576 vs. FY21/22 \$200,844).

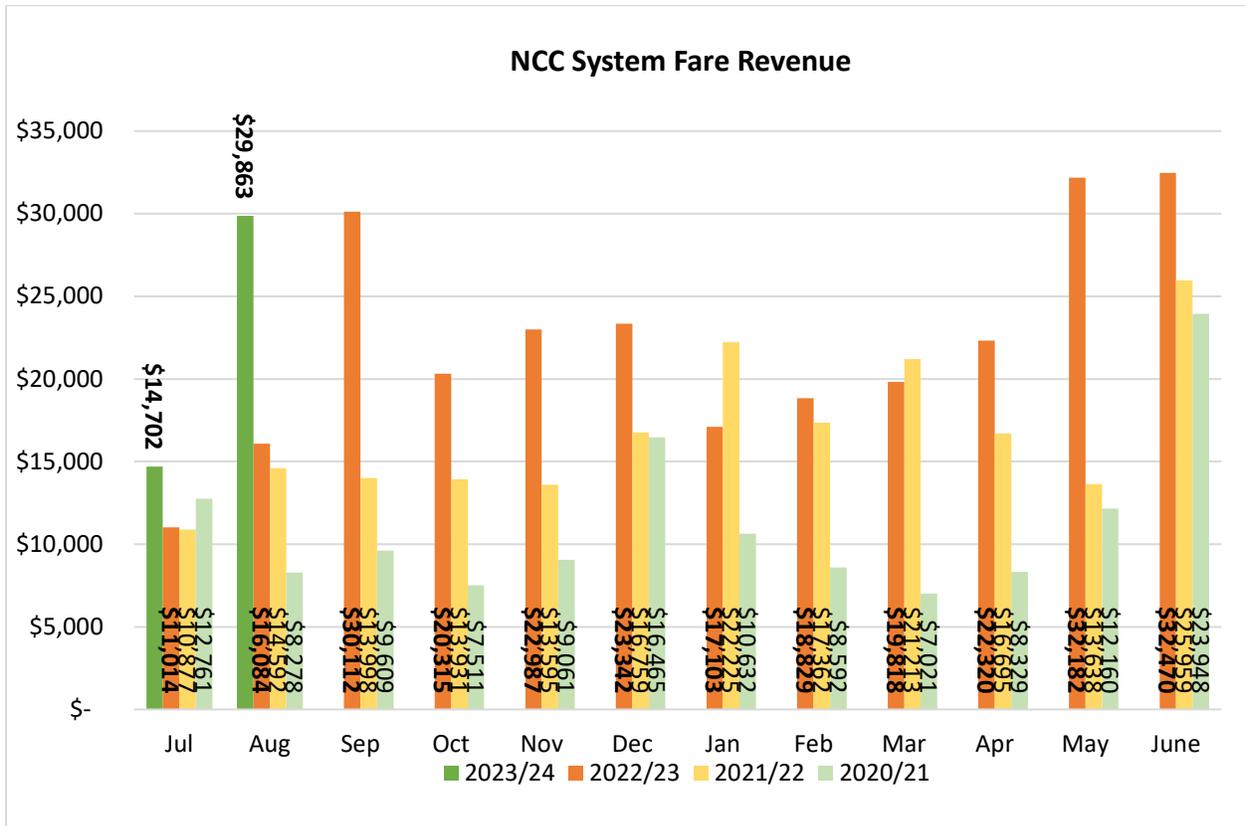
Ridership



Farebox



NCC Fare Revenue



Please contact me if you have any questions prior to the September 20, 2023 TSC Meeting.
 TT:RVV

NEVADA COUNTY CONNECTS
MONTHLY OPERATIONS REPORT - 2022-23

Year to Date: Jul 2022 -- Jun 2023

Monday - Saturday
301 Service Days
(Snow days in March 2023)

PASSENGER BOARDINGS	Route 1	Route 3.2/AS*	Route 4	Route 5**	Route 6	Route 7	Trippler	FAIR	Total
Regular Cash (includes LCTOP Free Fares)	12,178	6,198	9,107	3,726	3,467	1,033	138	1,716	37,563
Discount Cash	3,802	1,838	2,811	1,236	710	600	2,014	0	13,011
Free (Under 6)	1,401	2,163	2,333	393	617	256	2	0	7,165
Daily Pass	2,107	1,194	1,540	180	163	456	1	0	5,641
Monthly Pass	15,548	6,722	14,409	1,625	3,571	711	4	0	42,590
Transfer	1,291	1,336	2,069	623	542	61	1	0	5,923
One Ride Tickets	1,295	415	1,167	161	82	80	0	0	3,200
Total Boardings	37,622	19,866	33,436	7,944	9,152	3,197	2,160	1,716	115,093
	33%	17%	29%	7%	8%	3%	2%	1%	99%
OPERATING DATA									
Revenue Vehicle Hours (RVH)	3,853	3,723	3,762	2,736	1,723	1,516	428	65	17,805
Total Vehicle Hours	4,011	3,874	3,900	2,954	1,862	1,735	497	65	18,897
Revenue Vehicle Miles (RVM)	47,909	58,361	50,409	80,830	36,811	39,616	5,666	1,014	320,617
Total Vehicle Miles	51,521	60,986	52,805	84,478	39,219	41,616	8,528	1,014	340,167
Marginal Operating Cost - RVH	\$ 317,775	\$ 307,073	\$ 310,249	\$ 225,665	\$ 142,113	\$ 125,063	\$ 35,260	\$ 5,400	\$1,468,597
Marginal Operating Cost - RVM	\$ 94,859	\$ 115,556	\$ 99,811	\$ 160,043	\$ 72,886	\$ 78,440	\$ 11,219	\$ 1,947	\$634,760
Marginal Operating Cost	\$ 412,634	\$ 422,629	\$ 410,059	\$ 351,153	\$ 214,999	\$ 203,502	\$ 46,479	\$ 7,346	\$2,068,801
Total Operating Cost (includes fixed costs)	\$ 529,434	\$ 533,512	\$ 520,175	\$ 406,056	\$ 276,051	\$ 267,239	\$ 69,792	\$ 9,234	\$2,611,493
Fare Revenue --ACTUALS	\$ 84,598	\$ 43,547	\$ 71,433	\$ 23,507	\$ 24,756	\$ 9,416	\$ 5,433	\$ 2,574	\$265,264
Net Operating Subsidy	\$ 444,836	\$ 489,965	\$ 448,741	\$ 382,549	\$ 251,295	\$ 257,823	\$ 64,359	\$ 6,660	\$2,346,229
Total Institutional Pass Sales									\$ 81,953
Total LCTOP Subsidized Passes									\$ 53,910
Total M. U. B. Sales									\$ 8,010
PERFORMANCE INDICATORS									
Marginal Operating Cost/VSH	\$82.48	\$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	\$1.98
Net Subsidy/Passenger	\$11.82	\$24.66	\$13.42	\$48.16	\$27.46	\$80.65	\$29.80	\$3.88	\$20.39
Revenue/Passenger	\$2.25	\$2.19	\$2.14	\$2.96	\$2.70	\$2.95	\$2.52	\$1.50	\$2.30
Passengers/VSH	9.76	5.34	8.89	2.90	5.31	2.11	5.05	26.40	6.46
Passengers/VSM	9.38	5.13	8.57	2.69	4.92	1.84	4.35	26.40	0.36
Total Allocated Farebox Recovery Ratio	16.0%	8.2%	13.7%	5.8%	9.0%	3.5%	7.8%	27.9%	10.2%

**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**

MAY 2023

Monday - Saturday
26 Service Days

	Route 1	Route 3.2/AS*	Route 4	Route 5**	Route 6	Route 7	Tripper	Paratransit	Fair		Total
PASSENGER BOARDINGS											
Regular Cash	1,119	549	839	414	336	120	36	1,936			5,349
Discount Cash	422	198	245	128	74	68	239				1,374
Free (Under 6)	150	221	206	60	97	16	0				750
Daily Pass	172	123	139	12	12	41	0				499
Monthly Pass	1,652	658	1,429	125	315	73	0				4,252
Transfer	124	132	199	59	69	10	0				593
One Ride Tickets	97	49	84	14	6	4	0				254
Total Boardings	3,736	1,930	3,141	812	909	332	275	1,936	0		13,071
OPERATING DATA										Total Sales	
Revenue Vehicle Hours (RVH)	346	330	341	264	163	132	55	845			2,475
Total Vehicle Hours	360	343	354	286	176	154	66	1,036			
Revenue Vehicle Miles (RVM)	4,320	5,348	4,583	7,652	3,400	3,432	749	10,726			40,210
Total Vehicle Miles	4,632	5,540	4,790	8,004	3,608	3,608	1,145	12,030			
Marginal Operating Cost - RVH	\$28,538	\$27,218	\$28,084	\$21,775	\$13,403	\$10,887	\$4,536				\$134,442
Marginal Operating Cost - RVM	\$8,554	\$10,589	\$9,075	\$15,150	\$6,732	\$6,795	\$1,483				\$58,378
Marginal Operating Cost	\$37,092	\$37,807	\$37,160	\$30,014	\$20,135	\$17,683	\$6,020				\$185,910
Total Operating Cost (includes fixed costs)	\$47,533	\$47,518	\$47,153	\$46,323	\$25,845	\$23,554	\$9,300	\$114,959			\$362,187
Fare Revenue - ACTUALS	\$10,396.00	\$5,330.00	\$8,511.00	\$2,946.00	\$2,947.00	\$1,204.00	\$848.00	\$6,194.00			\$38,376
Total Institutional & MUB Pass Sales & LCTOP Subsidized Passes											\$24,653 (information only)
Net Operating Subsidy	\$26,696	\$32,477	\$28,649	\$27,068	\$17,188	\$16,479	\$5,172	\$0	\$0		\$153,728
PERFORMANCE INDICATORS											
Marginal Operating Cost/VSH	\$82.48	\$82.48	\$82.48	\$82.48	\$82.48	\$82.48	\$82.48	\$0.00	\$0.00		\$54.33
Marginal Operating Cost/VSM	\$1.98	\$1.98	\$1.98	\$1.98	\$1.98	\$1.98	\$1.98	\$0.00	\$0.00		\$1.45
Marginal Subsidy/Passenger	\$7.15	\$16.83	\$9.12	\$33.33	\$18.91	\$49.63	\$18.81	\$0.00	\$0.00		\$11.76
Revenue/Passenger	\$2.78	\$2.76	\$2.71	\$3.63	\$3.24	\$3.63	\$3.08	\$3.20	\$0.00		\$2.94
Passengers/VSH	10.80	5.85	9.22	3.08	5.59	2.52	5.00	2.29	0.00		5.28
Passengers/VSM	0.86	0.36	0.69	0.11	0.27	0.10	0.37	0.18	0.00		0.33
Total Allocated Farebox Ratio	21.9%	11.2%	18.0%	6.4%	11.4%	5.1%	9.1%	5.4%	0.0%		10.6%

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

**Routes 5 does not run on Saturday

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

NEVADA COUNTY CONNECTS
MONTHLY OPERATIONS REPORT - 2022-23

MAY 2023

Monday - Saturday
 26 Service Days

PASSENGER BOARDINGS	Route 1	Route 3.2/AS*	Route 4	Route 5**	Route 6	Route 7	Trippler		Total
Regular Cash	1,119	549	839	414	336	120	36		3,413
Discount Cash	422	198	245	128	74	68	239		1,374
Free (Under 6) and Sierra College	150	221	206	60	97	16	0		750
Daily Pass	172	123	139	12	12	41	0		499
Monthly Pass	1,652	658	1,429	125	315	73	0		4,252
Transfer	124	132	199	59	69	10	0		593
One Ride Tickets	97	49	84	14	6	4	0		254
Total Boardings	3,736	1,930	3,141	812	909	332	275		11,135
	34%	17%	28%	7%	8%	3%	2%		
OPERATING DATA									
Revenue Vehicle Hours (RVH)	346	330	341	264	163	132	55		1,630
Total Vehicle Hours	360	343	354	286	176	154	66		1,738
Revenue Vehicle Miles (RVM)	4,320	5,348	4,583	7,652	3,400	3,432	749		29,484
Total Vehicle Miles	4,632	5,540	4,790	8,004	3,608	3,608	1,145		31,326
Marginal Operating Cost - RVH	\$28,538	\$27,218	\$28,084	\$21,775	\$13,403	\$10,887	\$4,536	\$0	\$134,442
Marginal Operating Cost - RVM	\$8,554	\$10,589	\$9,075	\$15,150	\$6,732	\$6,795	\$1,483	\$0	\$58,378
Marginal Operating Cost	\$37,092	\$37,807	\$37,160	\$36,925	\$20,135	\$17,683	\$6,020		\$192,821
Total Operating Cost (includes fixed costs)	\$47,533	\$47,518	\$47,153	\$39,412	\$25,845	\$23,554	\$9,300	\$0	\$240,316
Fare Revenue --ACTUALS	\$10,396	\$5,330	\$8,511	\$2,946	\$2,947	\$1,204	\$848		\$32,182
Net Operating Subsidy	\$37,137	\$42,189	\$38,642	\$36,466	\$22,898	\$22,350	\$8,452	\$0	\$208,134
Total Institutional Pass Sales								\$16,058	
Total M. U. B. Sales								\$855	
LCTOP Subsidized Passes								\$7,740	
PERFORMANCE INDICATORS									
Marginal Operating Cost/VSH	\$82.48	\$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	\$1.98
Marginal Subsidy/Passenger	\$9.94	\$21.86	\$12.30	\$44.91	\$25.19	\$67.32	\$30.74		\$18.69
Revenue/Passenger	\$2.78	\$2.76	\$2.71	\$3.63	\$3.24	\$3.63	\$3.08		\$2.89
Passengers/VSH	10.80	5.85	9.22	3.08	5.59	2.52	5.00		6.83
Passengers/VSM	0.86	0.36	0.69	0.11	0.27	0.10	0.37		0.38
Total Allocated Farebox Ratio	21.9%	11.2%	18.0%	7.5%	11.4%	5.1%	9.1%		13.4%

*Route A/S (Alta Sierra) running Mon-Sat during COVID Schedule
 **Routes 5 does run on Saturdays
 ***Route 5 allocated costs less revenue from Placer County contract

NEVADA COUNTY CONNECTS

**MONTHLY OPERATIONS REPORT
SYSTEMWIDE DATA**

May 2023

Monday - Saturday

	MAY 2023	MAY 2022	% CHANGE	YTD FY2022-23	YTD FY2021-22	% CHANGE
PASSENGER BOARDINGS	26 service days	25 service days		277 service days	279 service days	
Regular Cash	3,413	2,288	49.17%	34,801	25,382	37.11%
Discount Cash	1,374	1,279	7.43%	11,773	11,711	0.53%
Free (Under 6)	750	411	82.48%	6,504	4,142	57.03%
Daily Pass	499	508	-1.77%	5,066	6,800	-25.50%
Monthly Pass	4,252	3,527	20.56%	38,492	32,654	17.88%
Transfer	593	572	3.67%	5,348	5,830	-8.27%
One Ride Tickets	254	264	-3.79%	2,872	3,395	-15.41%
Total Boardings	11,135	8,849	25.83%	104,856	89,914	16.62%
OPERATING DATA						
Revenue Vehicle Hours (RVH)	1,630	1,557	4.69%	16,225	16,409	-1.12%
Total Vehicle Hours	1,738	1,660	4.73%	17,219	17,445	-1.29%
Revenue Vehicle Miles (RVM)	29,484	28,159	4.71%	291,824	294,665	-0.96%
Total Vehicle Miles	31,326	29,889	4.81%	309,892	312,488	-0.83%
Marginal Operating Cost - RVH	\$134,442	\$137,032	-1.89%	\$1,338,278	\$1,443,767	-7.31%
Marginal Operating Cost - RVM	\$58,378	\$47,588	22.67%	\$577,751	\$498,224	15.96%
Marginal Operating Cost	\$192,821	\$184,620	4.44%	\$1,881,474	\$1,915,991	-1.80%
Total Operating Cost (includes fixed costs)	\$240,316	\$234,921	2.30%	\$2,379,652	\$2,463,510	-3.40%
Fare Revenue --ACTUALS	\$32,182	\$13,638	135.98%	\$234,016	\$174,079	34.43%
Net Marginal Operating Subsidy	\$208,134	\$221,284	-5.94%	\$2,146,859	\$2,289,431	-6.23%
PERFORMANCE INDICATORS						
Marginal Operating Cost/RVH	\$82.48	\$88.01	-6.28%	\$82.48	\$87.99	-6.26%
Marginal Operating Cost/RVM	\$1.98	\$1.69	17.16%	\$1.98	\$1.69	17.09%
Marginal Subsidy/Passenger	\$18.69	\$25.01	-25.26%	\$20.47	\$25.46	-19.59%
Revenue/Passenger	\$2.89	\$1.54	87.52%	\$2.23	\$1.94	15.27%
Passengers/VSH	6.83	5.68	20.18%	6.46	5.48	17.94%
Passengers/VSM	0.38	0.31	20.92%	0.36	0.31	17.75%
Farebox Recovery Ratio	13.4%	5.8%	130.68%	9.8%	7.1%	39.17%

**NCC & NCN COMBINED SERVICES
MONTHLY OPERATIONS REPORT - 2021-22**

JUNE 2022

Monday - Saturday
25 Service Days

	Route 1	Route 3.2/AS*	Route 4	Route 5**	Route 6	Route 7	Tripper	Paratransit	Fair	
PASSENGER BOARDINGS										
Regular Cash	1,113	534	845	412	483	190	0	1,948		
Discount Cash	408	199	285	125	79	108	34			
Free (Under 6)	148	195	164	59	89	5	1			
Daily Pass	186	94	199	22	11	63	0			
Monthly Pass	1,557	591	1,503	138	286	23	0			
Transfer	133	133	202	43	58	6	0			
One Ride Tickets	122	26	147	19	9	5	0			
Total Boardings	3,667	1,772	3,345	818	1,015	400	35	1,948	0	
OPERATING DATA										
Revenue Vehicle Hours (RVH)	332	317	327	252	156	126	5	834		
Total Vehicle Hours	346	330	339	273	168	147	6			
Revenue Vehicle Miles (RVM)	4,147	5,131	4,398	7,304	3,260	3,276	58	10,262		
Total Vehicle Miles	4,447	5,317	4,597	7,640	3,460	3,444	94			
Marginal Operating Cost - RVH	\$27,383	\$26,146	\$26,950	\$20,785	\$12,846	\$10,392	\$412			
Marginal Operating Cost - RVM	\$8,211	\$10,159	\$8,709	\$14,462	\$6,455	\$6,486	\$114			
Marginal Operating Cost	\$35,595	\$36,305	\$35,659	\$28,335	\$19,301	\$16,879	\$526			
Total Operating Cost (includes fixed costs)	\$45,622	\$45,638	\$45,253	\$44,218	\$24,780	\$22,483	\$825	\$114,414		
Fare Revenue - ACTUALS	\$10,203	\$4,929	\$9,027	\$2,985	\$3,630	\$1,592	\$721	\$5,764.00		
Total Institutional & MUB Pass Sales										\$24,472
Net Operating Subsidy	\$25,392	\$31,376	\$26,632	\$25,350	\$15,671	\$15,287	-\$195	\$0	\$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	\$6.92	\$17.71	\$7.96	\$30.99	\$15.44	\$38.22	(\$5.56)	\$0.00	\$0.00	
Revenue/Passenger	\$2.78	\$2.78	\$2.70	\$3.65	\$3.58	\$3.98	\$20.60	\$2.96	\$0.00	
Passengers/VSH	11.05	5.59	10.24	3.25	6.52	3.17	7.00	2.34	0.00	
Passengers/VSM	10.61	5.38	9.86	3.00	6.03	2.72	5.83	0.00	0.00	
Total Allocated Farebox Ratio	22.4%	10.8%	19.9%	6.8%	14.6%	7.1%	87.4%	5.0%	0.0%	

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

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

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

**NEVADA COUNTY CONNECTS
MONTHLY OPERATIONS REPORT - 2023-24**

JULY 2023

Monday - Saturday
25 Service Days

School Tripper
Full Days Min Days
0 0

NOTE: Ran Sat. schedule on Mon. July 3

PASSENGER BOARDINGS	Route 1	Route 3.2/AS*	Route 4	Route 5**	Route 6	Route 7	Tripper	Total
Regular Cash Includes LCTOP Free Fares	1,020	529	737	265	303	102		2,956
Discount Cash	316	211	221	86	80	43		957
Free (Under 6) and Sierra College	136	214	185	32	83	3		653
Daily Pass	214	110	154	21	31	51		581
Monthly Pass	1,332	525	1,185	69	258	62		3,431
Transfer	108	104	224	37	48	7		528
One Ride Tickets	112	26	105	13	4	4		264
Total Boardings	3,238	1,719	2,811	523	807	272	0	9,370
	35%	18%	30%	6%	9%	3%	0%	100%
OPERATING DATA								
Revenue Vehicle Hours (RVH)	269	275	250	114	88	121	0	1,116
Total Vehicle Hours	280	288	257	119	95	126	0	1,165
Revenue Vehicle Miles (RVM)	3,240	3,600	3,260	3,965	2,175	3,230	0	19,470
Total Vehicle Miles	3,540	3,960	3,460	4,117	2,375	3,382	0	20,834
Marginal Operating Cost - RVH	\$23,962	\$24,519	\$22,290	\$10,164	\$7,802	\$10,791	\$0	\$99,528
Marginal Operating Cost - RVM	\$7,484	\$8,316	\$7,531	\$9,160	\$5,024	\$7,461	\$0	\$44,977
Marginal Operating Cost	\$31,446	\$32,835	\$29,821	\$19,325	\$12,826	\$18,252	\$0	\$144,504
Total Operating Cost (includes fixed costs)	\$39,490	\$41,299	\$36,733	\$15,944	\$16,054	\$21,942	\$0	\$171,462
Fare Revenue --ACTUALS	\$4,777	\$2,554	\$3,906	\$1,212	\$1,637	\$615	\$0	\$14,702
Net Operating Subsidy	\$34,712	\$38,744	\$32,827	\$14,731	\$14,417	\$21,328	\$0	\$156,760
Total Institutional Pass Sales								\$23
Total M. U. B. Sales								\$788
LCTOP Passes								\$7,605
PERFORMANCE INDICATORS								
Marginal Operating Cost/VSH	\$117.01	\$119.40	\$119.28	\$169.51	\$146.58	\$150.81	\$0.00	\$89.16
Marginal Operating Cost/VSM	\$9.71	\$9.12	\$9.15	\$4.87	\$5.90	\$5.65	\$0.00	\$2.31
Marginal Subsidy/Passenger	\$10.72	\$22.54	\$11.68	\$28.17	\$17.86	\$78.41	\$0.00	\$16.73
Revenue/Passenger	\$1.48	\$1.49	\$1.39	\$2.32	\$2.03	\$2.26	\$0.00	\$1.57
Passengers/RVH	12.05	6.25	11.24	4.59	9.22	2.25	0.00	8.39
Passengers/RVM	1.00	0.48	0.86	0.13	0.37	0.08	0.00	0.48
Total Allocated Farebox Ratio	12.1%	6.2%	10.6%	7.6%	10.2%	2.8%	0.0%	8.6%

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

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

School Tripper did not run in July

**Routes 5 & 7 do not run on Saturdays

NEVADA COUNTY CONNECTS

**MONTHLY OPERATIONS REPORT
SYSTEMWIDE DATA**

Grey shaded areas will auto-populate

Monday - Saturday

June 2023

	JUN 2023	JUN 2022	% CHANGE	YTD FY2021-22	YTD FY 2020-21	% CHANGE
PASSENGER BOARDINGS	26 service days	26 service days		303 service days	304 service days	
Regular Cash	3,577	2,280	56.89%	38,378	27,662	38.74%
Discount Cash	1,238	1,369	-9.57%	13,011	13,080	-0.53%
Free (Under 6)	661	456	44.96%	7,165	4,598	55.83%
Daily Pass	575	611	-5.89%	5,641	7,411	-23.88%
Monthly Pass	4,098	3,742	9.51%	42,590	36,396	17.02%
Transfer	575	641	-10.30%	5,923	6,471	-8.47%
One Ride Tickets	328	307	6.84%	3,200	3,702	-13.56%
Total Boardings	11,052	9,406	17.50%	115,908	99,320	16.70%
OPERATING DATA						
Revenue Vehicle Hours (RVH)	1,580	1,517	4.15%	17,805	17,926	-0.67%
Total Vehicle Hours	1,678	1,612	4.13%	18,897	19,056	-0.83%
Revenue Vehicle Miles (RVM)	28,792	27,603	4.31%	320,617	322,267	-0.51%
Total Vehicle Miles	30,275	29,045	4.23%	340,167	341,533	-0.40%
Marginal Operating Cost - RVH	\$130,318	\$133,511	-2.39%	\$1,468,597	\$1,577,278	-6.89%
Marginal Operating Cost - RVM	\$57,009	\$46,648	22.21%	\$634,760	\$544,872	16.50%
Marginal Operating Cost	\$187,327	\$180,160	3.98%	\$2,068,802	\$2,096,151	-1.30%
Total Operating Cost (includes fixed)	\$231,841	\$227,973	1.70%	\$2,611,493	\$2,691,483	-2.97%
Fare Revenue --ACTUALS	\$32,470	\$25,959	25.08%	\$266,487	\$200,038	33.22%
Net Marginal Operating Subsidy	\$199,370	\$202,014	-1.31%	\$2,346,229	\$2,491,445	-5.83%
PERFORMANCE INDICATORS						
Marginal Operating Cost/RVH	\$82.48	\$88.01	-6.28%	\$82.48	\$87.99	-6.26%
Marginal Operating Cost/RVM	\$1.98	\$1.69	17.16%	\$1.98	\$1.69	17.10%
Marginal Subsidy/Passenger	\$18.04	\$21.48	-16.01%	\$20.24	\$25.09	-19.31%
Revenue/Passenger	\$2.94	\$2.76	6.45%	\$2.30	\$2.01	14.15%
Passengers/VSH	6.99	6.20	12.81%	6.51	5.54	17.49%
Passengers/VSM	0.38	0.34	12.64%	0.36	0.31	17.30%
Farebox Recovery Ratio	14.0%	11.4%	23.00%	10.2%	7.4%	37.30%

**NEVADA COUNTY CONNECTS
MONTHLY OPERATIONS REPORT - 2023-24**

JULY 2023

Monday - Saturday
25 Service Days

NOTE: Ran Sat. schedule on Mon. July 3

PASSENGER BOARDINGS	Route 1	Route 3.2/AS*	Route 4	Route 5**	Route 6	Route 7	Tripper	Total
Regular Cash Includes LCTOP Free Fares	1,020	529	737	265	303	102		2,956
Discount Cash	316	211	221	86	80	43		957
Free (Under 6) and Sierra College	136	214	185	32	83	3		653
Daily Pass	214	110	154	21	31	51		581
Monthly Pass	1,332	525	1,185	69	258	62		3,431
Transfer	108	104	224	37	48	7		528
One Ride Tickets	112	26	105	13	4	4		264
Total Boardings	3,238	1,719	2,811	523	807	272	0	9,370
	35%	18%	30%	6%	9%	3%	0%	100%
OPERATING DATA								
Revenue Vehicle Hours (RVH)	269	275	250	114	88	121	0	1,116
Total Vehicle Hours	280	288	257	119	95	126	0	1,165
Revenue Vehicle Miles (RVM)	3,240	3,600	3,260	3,965	2,175	3,230	0	19,470
Total Vehicle Miles	3,540	3,960	3,460	4,117	2,375	3,382	0	20,834
Marginal Operating Cost - RVH	\$23,962	\$24,519	\$22,290	\$10,164	\$7,802	\$10,791	\$0	\$99,528
Marginal Operating Cost - RVM	\$7,484	\$8,316	\$7,531	\$9,160	\$5,024	\$7,461	\$0	\$44,977
Marginal Operating Cost	\$31,446	\$32,835	\$29,821	\$19,325	\$12,826	\$18,252	\$0	\$144,504
Total Operating Cost (includes fixed costs)	\$39,490	\$41,299	\$36,733	\$15,944	\$16,054	\$21,942	\$0	\$171,462
Fare Revenue --ACTUALS	\$4,777	\$2,554	\$3,906	\$1,212	\$1,637	\$615	\$0	\$14,702
Net Operating Subsidy	\$34,712	\$38,744	\$32,827	\$14,731	\$14,417	\$21,328	\$0	\$156,760
Total Institutional Pass Sales								\$23
Total M. U. B. Sales								\$788
LCTOP Passes								\$7,605
PERFORMANCE INDICATORS								
Marginal Operating Cost/VSH	\$117.01	\$119.40	\$119.28	\$169.51	\$146.58	\$150.81	\$0.00	\$129.45
Marginal Operating Cost/VSM	\$9.71	\$9.12	\$9.15	\$4.87	\$5.90	\$5.65	\$0.00	\$7.42
Marginal Subsidy/Passenger	\$10.72	\$22.54	\$11.68	\$28.17	\$17.86	\$78.41	\$0.00	\$16.73
Revenue/Passenger	\$1.48	\$1.49	\$1.39	\$2.32	\$2.03	\$2.26	\$0.00	\$1.57
Passengers/RVH	12.05	6.25	11.24	4.59	9.22	2.25	0.00	8.39
Passengers/RVM	1.00	0.48	0.86	0.13	0.37	0.08	0.00	0.48
Total Allocated Farebox Ratio	12.1%	6.2%	10.6%	7.6%	10.2%	2.8%	0.0%	8.6%

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

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

School Tripper did not run in July

**Routes 5 & 7 do not run on Saturdays

NEVADA COUNTY CONNECTS

**MONTHLY OPERATIONS REPORT
SYSTEMWIDE DATA**

July 2023

Monday - Saturday

	JUL 2023	JUL 2022	% CHANGE	YTD FY2023-24	YTD FY 2022-23	% CHANGE
PASSENGER BOARDINGS	25 service days	26 service days		25 service days	26 service days	
Regular Cash -Free Fares Only	2,956	2,636	12.14%	2,956	2,636	12.14%
Discount Cash	957	961	-0.42%	957	961	-0.42%
Free (Under 6)	653	464	40.73%	653	464	40.73%
Daily Pass	581	533	9.01%	581	533	9.01%
Monthly Pass	3,431	3,356	2.23%	3,431	3,356	2.23%
Transfer	528	628	-15.92%	528	628	-15.92%
One Ride Tickets	264	201	31.34%	264	201	31.34%
Total Boardings	9,370	8,779	6.73%	9,370	8,779	6.73%
OPERATING DATA						
Revenue Vehicle Hours (RVH)	1116	1176	-5.12%	1116	1176	-5.12%
Total Vehicle Hours	1165	1227	-5.08%	1165	1227	-5.08%
Revenue Vehicle Miles (RVM)	19470	20719	-6.03%	19470	20719	-6.03%
Total Vehicle Miles	20834	22157	-5.97%	20834	22157	-5.97%
Marginal Operating Cost - RVH	\$99,528	\$97,019	2.59%	\$99,528	\$97,019	2.59%
Marginal Operating Cost - RVM	\$44,977	\$41,023	9.64%	\$44,977	\$41,023	9.64%
Marginal Operating Cost	\$144,504	\$138,042	4.68%	\$144,504	\$138,042	4.68%
Total Operating Cost <small>(includes fixed costs)</small>	\$171,462	\$167,740	2.22%	\$171,462	\$167,740	2.22%
Fare Revenue --ACTUALS	\$14,702	\$11,014	33.49%	\$14,702	\$11,014	33.49%
Net Marginal Operating Subsidy	\$156,760	\$156,727	0.02%	\$156,760	\$156,727	0.02%
PERFORMANCE INDICATORS						
Marginal Operating Cost/RVH	\$129.48	\$117.36	10.33%	\$129.48	\$117.36	10.33%
Marginal Operating Cost/RVM	\$7.42	\$6.66	11.40%	\$7.42	\$6.66	11.40%
Total Subsidy/Passenger	\$16.73	\$17.85	-6.29%	\$16.73	\$17.85	-6.29%
Revenue/Passenger	\$1.57	\$1.25	25.07%	\$1.57	\$1.25	25.07%
Passengers/VSH	8.40	7.46	12.50%	8.40	7.46	12.50%
Passengers/VSM	0.48	0.42	13.58%	0.48	0.42	13.58%
Farebox Recovery Ratio	8.6%	6.6%	30.59%	8.6%	6.6%	30.59%

NCC & NCN COMBINED SERVICES
MONTHLY OPERATIONS REPORT - 2023-24

July 2023

Monday - Saturday
 25 Service Days

NOTE: Ran Sat. schedule on Mon. July 3

	Route 1	Route 3.2/AS*	Route 4	Route 5**	Route 6	Route 7	Tripper	Paratransit	Fair	Sales	Total
PASSENGER BOARDINGS											
Regular Cash	1,020	529	737	265	303	102	Did not run in July	1,754			4,710
Discount Cash	316	211	221	86	80	43					957
Free (Under 6)	136	214	185	32	83	3					653
Daily Pass	214	110	154	21	31	51					581
Monthly Pass	1,332	525	1,185	69	258	62					3,431
Transfer	108	104	224	37	48	7					528
One Ride Tickets	112	26	105	13	4	4					264
Total Boardings	3,238	1,719	2,811	523	807	272	0	1,754	0		11,124
NOTE: Ran Sat. schedule on Mon. July 3	29.1%	15.5%	25.3%	4.7%	7.3%	2.4%	0.0%	15.8%			100.0%
OPERATING DATA											
Revenue Vehicle Hours (RVH)	269	275.00	250	114	88	121	0	769			1,886
Total Vehicle Hours	280	287.50	257	119	95	126	0	932			2,097
Revenue Vehicle Miles (RVM)	3,240	3,600.0	3,260	3,965	2,175	3,230	0	9,346			28,816
Total Vehicle Miles	3,540	3,960	3,460	4,117	2,375	3,382	0	10,627			31,461
Marginal Operating Cost - RVH	\$23,962	\$22,682	\$22,290	\$10,164	\$7,802	\$10,791	\$0				\$97,691
Marginal Operating Cost - RVM	\$7,484	\$7,128	\$7,531	\$9,160	\$5,024	\$7,461	\$0				\$43,789
Marginal Operating Cost	\$31,446	\$29,810	\$29,821	\$12,413	\$12,826	\$18,252	\$0				\$134,568
Total Operating Cost (includes fixed costs)	\$39,490	\$41,299	\$36,733	\$15,944	\$16,054	\$21,942	\$0	\$114,581			\$286,043
Fare Revenue --ACTUALS	\$4,777	\$2,554	\$3,906	\$1,212	\$1,637	\$615	\$0	\$5,302			\$20,003
Total Institutional & MUB Pass Sales										\$811	
Total LCTOP Subsidized Passes										\$7,605	
Net Operating Subsidy	\$34,713	\$38,745	\$32,827	\$14,732	\$14,417	\$21,327	\$0	\$109,279	\$0		\$266,040
PERFORMANCE INDICATORS											
Marginal Operating Cost/VSH	\$89.16	\$82.48	\$89.16	\$89.16	\$89.16	\$89.16	\$0.00	\$0.00	\$0.00		\$71.36
Marginal Operating Cost/VSM	\$2.31	\$1.98	\$2.31	\$2.31	\$2.31	\$2.31	\$0.00	\$0.00	\$0.00		\$4.67
Marginal Subsidy/Passenger	\$10.72	\$0.00	\$11.68	\$28.17	\$17.87	\$78.41	\$0.00	\$62.30	\$0.00		\$23.92
Revenue/Passenger	\$1.48	\$1.49	\$1.39	\$2.32	\$2.03	\$2.26	\$0.00	\$3.02	\$0.00		\$1.80
Passengers/VSH	12.05	6.25	11.24	4.59	9.22	2.25	0.00	2.28	0.00		5.90
Passengers/VSM	11.56	5.98	10.94	4.38	8.54	2.15	0.00	1.88	0.00		0.39
Total Allocated Farebox Ratio	12.1%	6.2%	10.6%	7.6%	10.2%	2.8%	0.0%	4.6%	0.0%		7.0%

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

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

**Routes 5, 7 & Tripper do not run on Saturdays

NEVADA COUNTY CONNECTS
MONTHLY OPERATIONS REPORT - 2023-24

AUGUST 2023

Monday - Saturday
 27 Service Days

School Tripper began 08/21/23

PASSENGER BOARDINGS	Route 1	Route 3.2/AS*	Route 4	Route 5**	Route 6	Route 7	Tripper	FAIR SHUTTLE	Total
Regular Cash (includes Free Fares)	1,380	804	1,077	379	422	131	0	2,346	6,539
Discount Cash	513	225	285	107	64	68	115		1,377
Free (Under 6) & Sierra College ¹	121	190	244	54	96	2	0		707
Daily Pass	139	88	184	13	40	41	0		505
Monthly Pass	1,409	501	1,221	105	240	89	2		3,567
Transfer	144	118	250	53	60	8	0		633
One Ride Tickets	140	31	199	21	5	6			402
Total Boardings	3,846	1,957	3,460	732	927	345	117	2,346	13,730
	33.8%	17.2%	30.4%	6.4%	8.1%	3.0%	1.0%	0.0%	100%
OPERATING DATA									
Revenue Vehicle Hours (RVH)	290	297	270	138	95	147	23		1,259
Total Vehicle Hours	302	311	278	144	102	153	23		1,312
Revenue Vehicle Miles (RVM)	3,499	3,888	3,521	4,800	2,349	3,910	280		22,247
Total Vehicle Miles	3,823	4,277	3,737	4,984	2,565	4,094	280		23,760
Marginal Operating Cost - RVH	\$25,879	\$26,481	\$24,073	\$12,304	\$8,426	\$13,063	\$2,006		\$112,231
Marginal Operating Cost - RVM	\$8,083	\$8,981	\$8,133	\$11,089	\$5,426	\$9,032	\$646		\$51,390
Marginal Operating Cost	\$33,962	\$35,462	\$32,206	\$23,393	\$13,852	\$22,095	\$2,652		\$163,621
Total Operating Cost (includes fixed costs)	\$42,649	\$44,603	\$39,672	\$20,755	\$17,339	\$26,562	\$3,162		\$194,741
Fare Revenue --ACTUALS	\$8,484	\$4,436	\$7,281	\$2,176	\$2,689	\$1,008	\$269	\$3,519	\$29,863
Net Operating Subsidy	\$34,165	\$40,166	\$32,391	\$18,579	\$14,649	\$25,553	\$2,893	\$0	\$168,397
Total Institutional Pass Sales									\$7,866
Total M. U. B. Sales									\$743
LCTOP Passes									\$8,910
PERFORMANCE INDICATORS									
Marginal Operating Cost/VSH	\$117.01	\$119.40	\$119.28	\$169.51	\$146.58	\$150.81	\$117.87	\$0.00	\$129.99
Marginal Operating Cost/VSM	\$9.71	\$9.12	\$9.15	\$4.87	\$5.90	\$5.65	\$9.48	\$0.00	\$7.35
Marginal Subsidy/Passenger	\$8.88	\$20.52	\$9.36	\$25.38	\$15.80	\$74.07	\$24.73	\$0.00	\$12.26
Revenue/Passenger	\$2.21	\$2.27	\$2.10	\$2.97	\$2.90	\$2.92	\$2.30	\$0.00	\$2.17
Passengers/VSH	13.25	6.59	12.81	5.30	9.81	2.35	5.20	0.00	10.91
Passengers/VSM	1.10	0.50	0.98	0.15	0.39	0.09	0.42	0.00	0.62
Total Allocated Farebox Ratio	19.9%	9.9%	18.4%	10.5%	15.5%	3.8%	8.5%	0.0%	15.3%

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

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

School Tripper did not start until August 16, 2021 (after the Fair)

**Routes 5 & 7 do not run on Saturdays

¹Sierra College Program started Aug. 22, 2022

School Tripper route does not run on Sat or school breaks & holidays

NEVADA COUNTY CONNECTS

**MONTHLY OPERATIONS REPORT
SYSTEMWIDE DATA**

August 2023

Includes Fair Data

Monday - Saturday

	AUG 2023	AUG 2022	% CHANGE	YTD FY2023-24	YTD FY 2022-23	% CHANGE
PASSENGER BOARDINGS	27 service days	27 service days		53 service days	53 service days	
Regular Cash	6,539	5,120	27.7%	9,495	7,756	22.4%
Discount Cash	1,377	1,244	10.7%	2,334	2,205	5.9%
Free (Under 6)	707	546	29.5%	1,360	1,010	34.7%
Daily Pass	505	402	25.6%	1,086	935	16.1%
Monthly Pass	3,567	3,442	3.6%	6,998	6,798	2.9%
Transfer	633	574	10.3%	1,161	1,202	-3.4%
One Ride Tickets & Coupons	402	207	94.2%	666	408	63.2%
Total Boardings	13,730	11,535	19.0%	23,100	20,314	13.7%
OPERATING DATA						
Revenue Vehicle Hours (RVH)	1,259	1,331	-5.43%	2,375	2,508	-5.29%
Total Vehicle Hours	1,312	1,385	-5.26%	2,477	2,612	-5.18%
Revenue Vehicle Miles (RVM)	22,247	23,375	1.65%	43,230	44,093	-1.96%
Total Vehicle Miles	23,760	24,887	0.00%	44,594	47,045	-5.21%
Marginal Operating Cost - RVH	\$112,231	\$109,841	2.18%	\$211,759	\$206,859	2.37%
Marginal Operating Cost - RVM	\$51,390	\$46,221	11.18%	\$96,367	\$87,244	10.46%
<i>Marginal Operating Cost</i>	\$163,621	\$156,061	4.84%	\$308,125	\$294,104	4.77%
Total Operating Cost (includes fixed costs)	\$194,741	\$190,242	2.37%	\$366,203	\$357,982	2.30%
Fare Revenue --ACTUALS	\$29,863	\$16,084	85.66%	\$44,565	\$27,098	64.46%
Net Marginal Operating Subsidy	\$168,397	\$174,157	-3.31%	\$325,157	\$330,884	-1.73%
PERFORMANCE INDICATORS						
Marginal Operating Cost/RVH	\$129.96	\$117.23	10.86%	\$129.74	\$117.29	10.61%
Marginal Operating Cost/RVM	\$6.89	\$6.68	3.14%	\$7.13	\$6.67	6.86%
Total Subsidy/Passenger	\$12.26	\$15.10	-18.77%	\$14.08	\$16.29	-13.58%
Revenue/Passenger	\$2.18	\$1.39	55.98%	\$1.93	\$1.33	44.62%
Passengers/VSH	\$10.91	\$8.66	25.86%	9.73	8.10	20.06%
Passengers/VSM	\$0.58	\$0.49	17.10%	0.53	0.46	15.99%
Farebox Recovery Ratio	15.3%	8.5%	81.37%	12.2%	7.6%	60.77%

**NCC & NCN COMBINED SERVICES
MONTHLY OPERATIONS REPORT - 2023-24**

August 2023

Monday - Saturday
27 Service Days

	Route 1	Route 3.2/AS*	Route 4	Route 5**	Route 6	Route 7	Tripper	Paratransit	Fair		Total
PASSENGER BOARDINGS											
Regular Cash	1,380	804	1,077	379	422	131	0	2,127	2,346		8,666
Discount Cash	513	225	285	107	64	68	115				1,377
Free (Under 6) & Sierra College ¹	121	190	244	54	96	2	0				707
Daily Pass	139	88	184	13	40	41	0				505
Monthly Pass	1,409	501	1,221	105	240	89	2				3,567
Transfer	144	118	250	53	60	8	0				633
One Ride Tickets	140	31	199	21	5	6	0				402
Total Boardings	3,846	1,957	3,460	732	927	345	117	2,127	2,346		15,857
OPERATING DATA											
Revenue Vehicle Hours (RVH)	290	297.00	270	138	95	147	23	0			1,259
Total Vehicle Hours	302	310.50	278	144	102	153	23	0			1,312
Revenue Vehicle Miles (RVM)	3,499	3,888.0	3,521	4,800	2,349	3,910	280	0			22,247
Total Vehicle Miles	3,823	4,277	3,737	4,984	2,565	4,094	280	0			23,760
Marginal Operating Cost - RVH	\$25,879	\$24,497	\$24,073	\$12,304	\$8,426	\$13,063	\$2,006				\$110,247
Marginal Operating Cost - RVM	\$8,083	\$7,698	\$8,133	\$11,089	\$5,426	\$9,032	\$646				\$50,107
Marginal Operating Cost	\$33,962	\$32,195	\$32,206	\$16,482	\$13,852	\$22,095	\$2,652				\$153,443
Total Operating Cost (includes fixed costs)	\$42,649	\$44,603	\$39,672	\$20,755	\$17,339	\$26,562	\$3,162	\$121,055			\$315,796
Fare Revenue - ACTUALS	\$8,484	\$4,436	\$7,281	\$2,176	\$2,689	\$1,008	\$269	\$5,621	\$3,519		\$35,483
Total Institutional & MUB Pass Sales											\$8,608
Total LCTOP Subsidized Passes											\$8,910
Net Operating Subsidy	\$34,165	\$40,167	\$32,391	\$18,579	\$14,650	\$25,554	\$2,893	\$115,434	-\$3,519		\$280,313
PERFORMANCE INDICATORS											
Marginal Operating Cost/VSH	\$89.16	\$82.48	\$89.16	\$89.16	\$89.16	\$89.16	\$89.16	\$0.00	\$0.00		\$121.90
Marginal Operating Cost/VSM	\$2.31	\$1.98	\$2.31	\$2.31	\$2.31	\$2.31	\$2.31	\$0.00	\$0.00		\$6.90
Marginal Subsidy/Passenger	\$8.88	\$20.52	\$9.36	\$25.38	\$15.80	\$74.07	\$24.73	\$54.27	(\$1.50)		\$17.68
Revenue/Passenger	\$2.21	\$2.27	\$2.10	\$2.97	\$2.90	\$2.92	\$2.30	\$2.64	\$1.50		\$2.24
Passengers/VSH	13.25	6.59	12.81	5.30	9.81	2.35	5.20	0.00	0.00		12.60
Passengers/VSM	12.72	6.30	12.47	5.07	9.08	2.26	5.20	0.00	0.00		0.71
Total Allocated Farebox Ratio	19.9%	9.9%	18.4%	10.5%	15.5%	3.8%	8.5%	4.6%	0.0%		11.2%

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

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

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

¹Sierra College Program started Aug. 22, 2022



**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: September 20, 2023

TO: Transit Services Commission

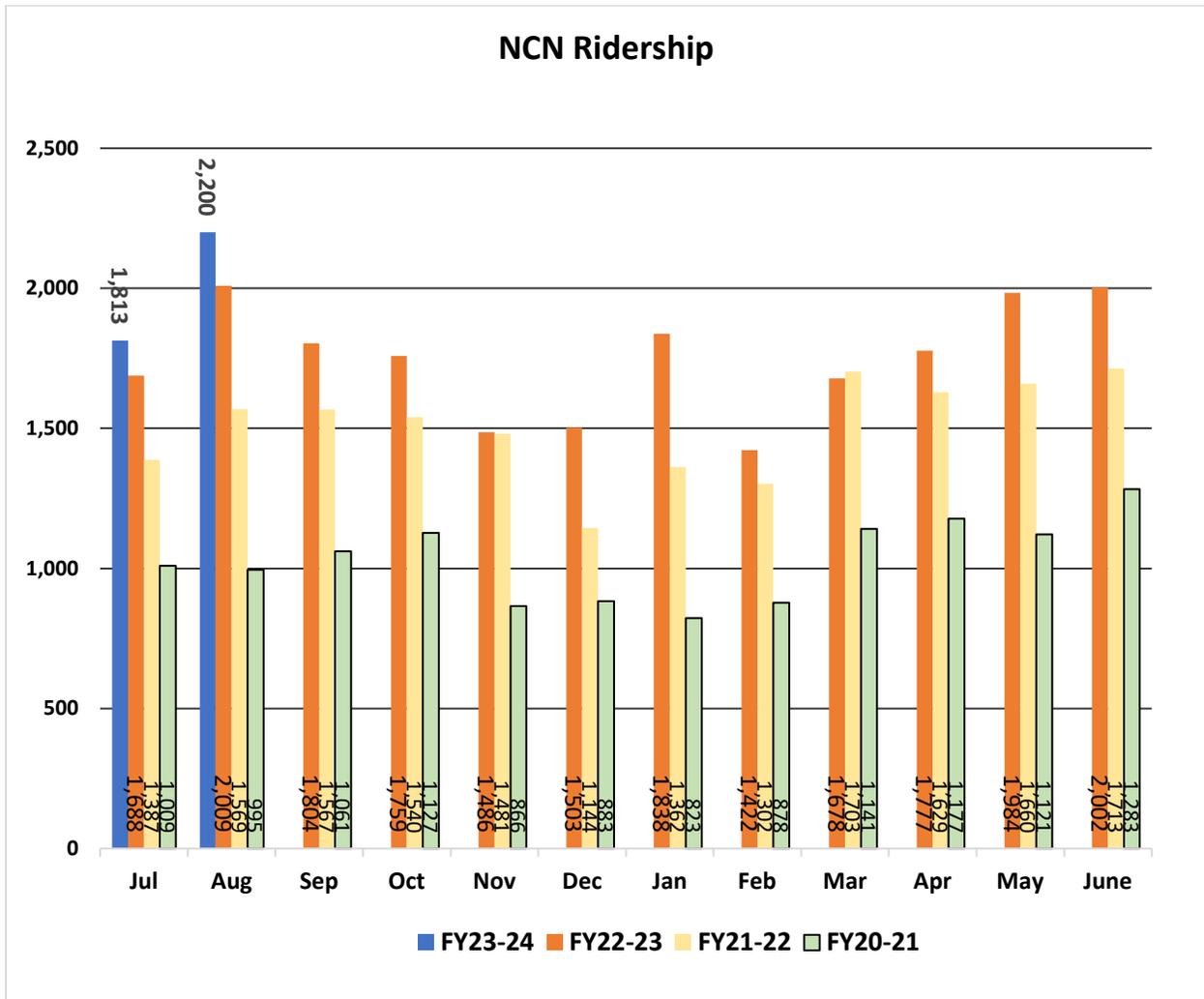
FROM: Robin Van Valkenburgh, Transit Services Manager

SUBJECT: Nevada County Now Operations Report for FY22/23 May and June, and FY23/24 for July and August

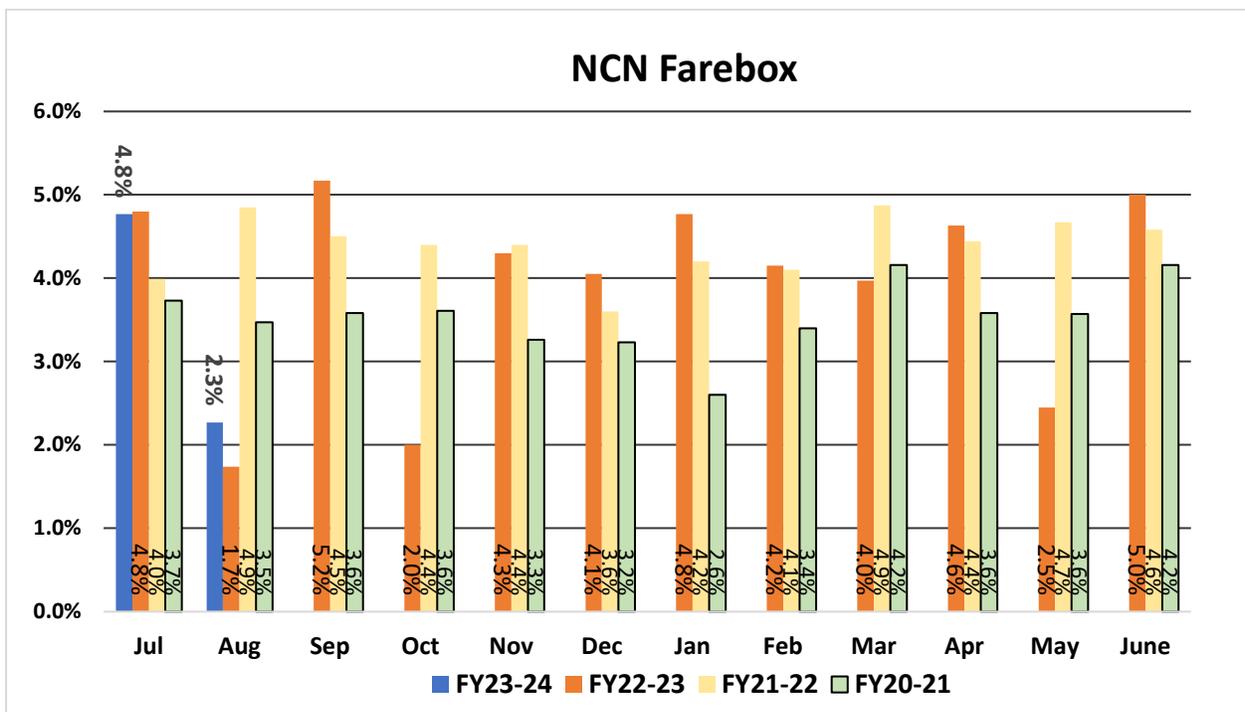
RECOMMENDATION: Accept the report.

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.

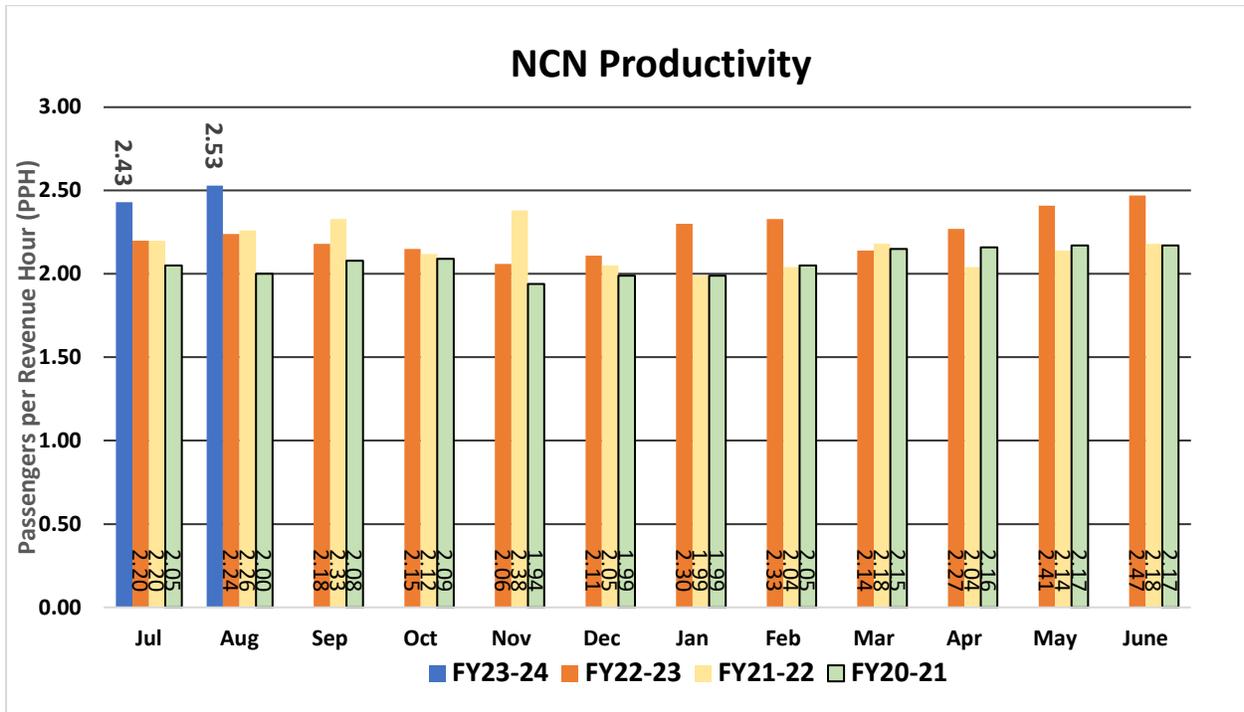
Ridership



Farebox



Passenger per Service Hour-PPH (productivity)



Year-to-Date

Total boardings year-to-date (YTD) FY22-23 have increased 16 percent compared to the prior year (FY22/23 20,950 vs. FY21/22 18,057).

The NCN farebox recovery rate (FBR) for FY22/23 YTD is 3.9 percent, which is 11 percent below prior year (FY21/22 4.4 percent). Though showing an overall decrease, this is slightly misleading due to the fact that we began offering free fares on paratransit services in 2022-23 for major events like the during the Fair and During the 12 Days of Christmas. This reduces the amount of fares received at the time of service, but is reimbursed during invoicing.

Productivity for FY22/23 YTD is at 2.24 PPH which is 3.7 percent above prior year for the same period (FY22/23 2.24 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. For the service year we have provided a total of 734 trips.

Please contact me if you have any questions prior to the September 20, 2023 TSC Meeting.

TT:RVV

Monday-Friday	July	August	September	October	November	December	January	February	March	April	May	June	Yr to Date
Days of Service													0
Total Mileage:	11,507	12,354	11,884	12,017	10,382	10,130	11,616	8,890	11,243	11,213	12,030	11,564	134,830
Service Miles	10,126	10,983	10,625	10,637	9,134	8,968	10,250	7,891	9,801	9,827	10,726	10,262	119,230
Deadhead Miles	1381	1371	1259	1380	1248	1162	1366	999	1442	1386	1304	1302	15,600
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	1,035.68	1,021.75	11,885.92
Service Hours	803.17	926.52	860.37	841.97	754.32	745.00	817.00	623.17	827.30	807.52	844.72	833.63	9,684.67
Deadhead Hours	181.73	181.9167	182.5167	197.8667	181.1167	177.42	180.97	141.75	215.20	181.68	190.97	188.12	2201.25
Percent of Max Hours	5%	6%	6%	6%	5%	5%	5%	4%	6%	5%	6%	6%	65%
Boardings/Delivered	1,688	2,009	1,804	1,759	1,486	1,503	1,838	1,422	1,678	1,777	1,984	2,002	20,950
Subscriptions	822	998	1022	988	805	849	1181	942	1011	1135	1280	1251	12284
Demand Response	788	940	708	719	614	587	616	451	574	582	656	697	7932
DAR Delivered	78	71	74	52	67	67	41	29	93	60	48	54	734
Non Boardings	91	93	89	80	95	92	93	67	109	85	80	91	1065
No Shows	28	33	25	21	27	33	28	17	37	30	32	34	345
Late Cancels	43	47	51	40	50	49	39	28	33	41	35	43	499
Group No Shows	13	6	8	8	7	7	11	11	17	5	12	11	
Group Late Cancels	7	7	5	11	11	3	7	11	10	9	1	3	
Refused	0	0	0	0	0	0	0	0	0	0	0	0	0
Denials	0	0	0	0	0	0	8	0	12	0	0	0	20
In Service Veh Failures	3	0	0	4	0	0	1	0	0	0	0	0	8
Accidents	1	0	0	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	\$ 2,817.00	\$ 5,764.00	\$54,722.15
Farebox Percentage	4.81%	4.71%	5.17%	2.03%	4.31%	4.05%	4.77%	4.15%	3.97%	4.63%	2.45%	5.04%	4.17%
Passengers Per Hour	2.20	2.24	2.18	2.15	2.06	2.11	2.30	2.33	2.14	2.27	2.41	2.47	2.24
Price/Ride	\$ 2.89	\$ 2.51	\$ 2.99	\$ 1.19	\$ 3.20	\$ 2.97	\$ 2.95	\$ 3.04	\$ 2.70	\$ 2.95	\$ 1.42	\$ 2.88	\$ 2.64
Subscription %	48.70%	49.68%	56.65%	56.17%	54.17%	56.49%	64.25%	66.24%	60.25%	63.87%	64.52%	62.49%	58.62%
No Show %	1.66%	1.64%	1.39%	1.19%	1.82%	2.20%	1.52%	1.20%	2.21%	1.69%	1.61%	1.70%	1.65%
Late Cancel %	2.55%	2.34%	2.83%	2.27%	3.36%	3.26%	2.12%	1.97%	1.97%	2.31%	1.76%	2.15%	2.41%
Group No Shows %	0.77%	0.30%	0.44%	0.45%	0.47%	0.47%	0.60%	0.77%	1.01%	0.28%	0.60%	0.55%	
Group Late Cancels %	0.41%	0.35%	0.28%	0.63%	0.74%	0.20%	0.38%	0.77%	0.60%	0.51%	0.05%	0.15%	
Refused %	0.00%	0.00%	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%	0.00%	0.00%	0.10%
ADA Board/Delivered	1551	1879	1660	1610	1315	1337	1679	1323	1513	1634	1847	1864	19212
ADA % of Total	92%	94%	92%	92%	88%	89%	91%	93%	90%	92%	93%	93%	92%
ADA No Shows	24	32	23	21	27	28	25	13	30	20	28	32	303
ADA Subscription	798	975	988	930	735	772	1102	887	959	1077	1208	1182	11613