

**TRANSIT SERVICES COMMISSION
WESTERN NEVADA COUNTY
AGENDA
Wednesday May 15, 2024, 8:30 A.M.
GRASS VALLEY CITY COUNCIL CHAMBERS
125 E. MAIN ST.
GRASS VALLEY, CA 95945**

Duane Strawser, Fire Safe Council, Member-at-large, Chair

Ed Scofield, Supervisor, District 2, County of Nevada, Vice-chair

Lou Ceci, Councilmember, City of Nevada City,

Tom Ivey, Councilmember, Grass Valley City Council

Sue Hoek, Supervisor, District 4, County of Nevada

Carly Pacheco, FREED, Member-at-Large

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

Virtual Link

Topic: Transit Services Commission

Time: May 15, 2024 08:30 AM Pacific Time (US and Canada)

Join Zoom Meeting

<https://us06web.zoom.us/j/89691564965?pwd=Dwp2D5g8bGNJlGgcq6uTTaYlxEEdPaq.1>

Meeting ID: 896 9156 4965

Passcode: 078119

REGULAR MEETING: 8:30 A.M.

STANDING ORDERS: Call the Meeting to Order.

PLEDGE OF ALLEGIANCE

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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.

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1. Call to Order

2. Roll Call

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

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

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

4. **Approve Minutes of the March 20, 2024 Commission Meeting** (pages 1 - 3)
Recommendation: None

ACTION ITEMS:

5. **Approve the Purchase of Two Starcraft Class B Paratransit Vehicles** (pages 4 - 14)
Recommendation: Approve the proposed purchase
6. **Approve Submission of FY23-24 LCTOP Low-income Pass Program Grant Application** (pages 15 - 38)
Recommendation: Approve the submission of application
7. **Approve Submission of FFY24 FTA 5339(c) Low or No Emissions Bus Grant Program Application** (pages 39 - 54)
Recommendation: Approve the submission of application
****Application Attachment is Separate Item**

INFORMATIONAL ITEMS:

8. **Manager's Report:** (page 55 - 60)
Recommendation: None
9. **Nevada County Connects Operations Report** (pages 61 - 72)
Recommendation: Accept the report
10. **Nevada County Now Operations Report** (pages 73 - 76)
Recommendation: Accept the report

10. COMMISSIONER COMMENTS AND ANNOUNCEMENTS

The next scheduled Transportation Services Commission meeting is on Wednesday July 17, 2024 at 8:30 AM at Grass Valley City Hall, 125 E. Main St., Grass Valley CA95945 unless otherwise noticed.

11. ADJOURNMENT

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

COMMONLY USED ACRONYMS TRANSIT SERVICES COMMISSION (TSC)

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

COMMONLY USED ACRONYMS TRANSIT SERVICES COMMISSION (TSC)

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

Updated 5-1-17

TRANSIT SERVICES COMMISSION

Minutes of Meeting

Wednesday, March 20, 2024, 8:30 AM

The scheduled meeting of the Transit Services Commission, Western Nevada County, was held at the Grass Valley City Hall, 125 E. Main St., Grass Valley CA 95945 and pursuant to Governor Gavin Newsom's Executive Order pertaining to the convening of public meetings in response to the COVID-19 pandemic, the County of Nevada also held the scheduled meeting of the Transit Services Commission virtually via Zoom from the Grass Valley City Hall. The March 20, 2024 meeting of the Transit Services Commission (TSC) was opened by Commissioner Duane Strawser.

1. Call to Order: Commissioner Duane Strawser called the meeting to order at 8:32 AM. Commissioner Duane Strawser asked Transit Manager, Robin VanValkenburgh to lead the Pledge of Allegiance.

2. Roll Call:

Commissioners Present:

Duane Strawser, NSAQMD, Member-at-large, Chair

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

Lou Ceci, Councilmember, City of Nevada City

Commissioners Absent:

Daniela Fernandez, Alternate, Mayor, City of Nevada City

Carly Pacheco, FREED, Member-at-Large

Staff Present:

Robin Van Valkenburgh, Transit Services Manager

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. There were no public comments, online or in person.

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

4. Approve Minutes of the January 24, 2024 Commission Meeting

Commissioner Sue Hoek motioned to approve the minutes of the January 24, 2024 minutes.
Commissioner Lou Ceci seconded the motion, on a roll call vote the motion was passed unanimously.

5. ACTION ITEMS:

Approve FY2024 Federal Transit Administration (FTA) Title VI Plan Update (pages 4 - 38)

Commissioner Tom Ivy motioned to approve the FY2024 Federal Transit Administration (FTA) Title VI Plan Update. Commissioner Dwane Strawser seconded the motion, on a roll call vote the motion was unanimously passed.

Approve Draft FY2024-25 Transit Services Budget (pages 39 – 44)

Commissioner Ed Scofield motioned to approve the Draft FY2024-25 Transit Services Budget.
Commissioner Lou Ceci seconded the motion, on a roll call vote the motion was unanimously passed.

Commissioner Scofield requested that a more detailed budget summary be provided for reference. This was provided to Commissioner Scofield and Chair Strawser May 6, 2024.

INFORMATIONAL ITEMS:

7. Manager's Report:

The Manager's report was unanimously accepted.

8. Nevada County Connects Operations Report

The Nevada County Connects report was unanimously accepted.

9. Nevada County Now Operations Report

The Nevada County Now report was unanimously accepted.

10. COMMISSIONER COMMENTS AND ANNOUNCEMENTS

There were no comments by commissioners or attendees. The next scheduled Transportation Services Commission meeting is on Wednesday, May 15, 2024, at 8:30 AM at the Grass Valley City Hall, 125 E. Main St., Grass Valley CA 95945, unless otherwise noticed.

11. ADJOURNMENT

Commissioner Sue Hoek called for a motion to end the March 20, 2024, Transit Services Commission meeting, Commissioner Lou Ceci seconded the motioned, on a roll call vote, the motion was unanimously accepted. The Transit Services Commission meeting ended at 9:35 AM.

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



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

George Schureck,
 Acting Director of Public Works

Robin Van Valkenburgh, Transit Services Manager

TRANSIT SERVICES COMMISSION
Action Item

MEETING DATE: May 15, 2024

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: This item was previously approved by the Transit Services Commission at the September 20, 2023, meeting. Unfortunately, due to process complications and an unknown pricing increase we are requesting a second approval.

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 \$279,999.25 and is fully funded through the FTA 5311 CRRSAA grant.

Please contact me if you have any questions prior to the May 15, 2024 TSC Meeting.

TT:RVV



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.

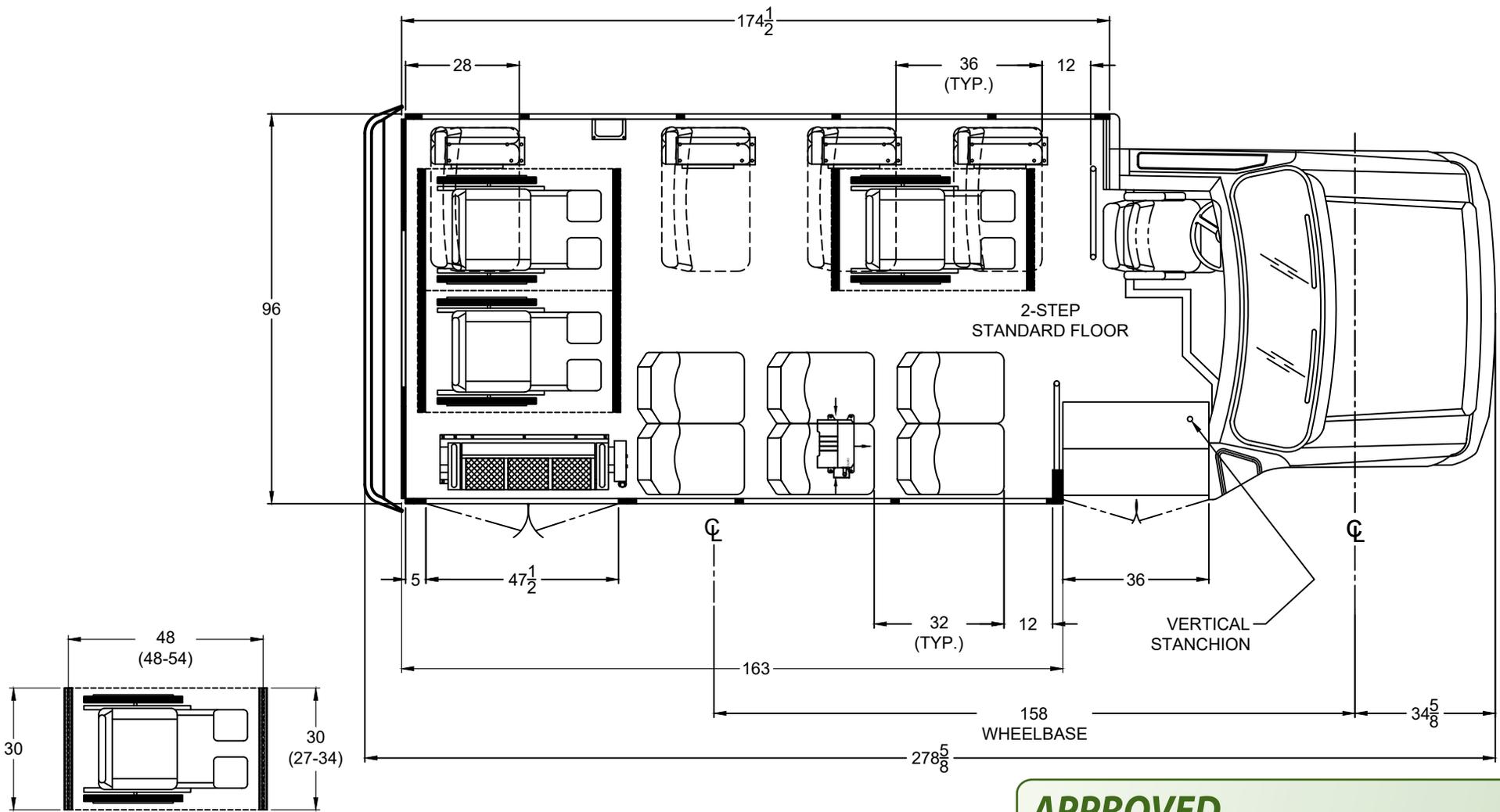
Assignee hereby unconditionally releases and covenants not to sue Assignor upon any claims, liabilities, damages, obligations or judgments whatsoever, in law or in equity, whether known or unknown, or claimed, which they or either of them have or claim to have or which they or either of them may have 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"



CalACT MBTA RFP #20-01 - Class B - Quote Sheet (Rev 2022)				
Vehicle Type:	Class B - Starcraft Bus (Allstar)	Date:	1/22/2024	
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, Doct 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 Holzhter	
E-Mail:	robin.valkenburgh@nevadacountyca.gov	Salesperson Cell:	650-222-2621	
Delivery:	180 - 210 days	Salesperson E-Mail:	jholzhter@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)	\$108,230.00	\$108,230.00	\$11,790.00
Published Options				
4	1 - Freedman Foldaway Seat (double)	\$2,172.00	\$8,688.00	\$8,688.00
8	9 - Credit for seat delete	-\$126.00	-\$1,008.00	
1	12 - USSC G2 E Drivers Seat (If not standard)	\$1,244.00	\$1,244.00	
1	30 - Additional Mobility Aid position 360's (w/tie downs)	\$1,132.00	\$1,132.00	\$1,132.00
1	47 - 2-Way radio prep	\$178.00	\$178.00	
1	66 - Mor-RYD Suspension	\$1,196.00	\$1,196.00	
1	82 - CrossOver Mirror (N/A on Ford Transit)	\$136.00	\$136.00	
1	88 - Removable diamond floor access plate	\$68.00	\$68.00	
1	90 - Armored Marker lights and side turn signal	\$104.00	\$104.00	
1	92 - Dialight Interior LED	\$840.00	\$840.00	
1	126 - Delivery Zone 4	\$840.00	\$840.00	
1	134 - Gerflor "Printed Digital Safety message"	\$250.00	\$250.00	
1	138 - Luminator AHD 4 camera (Apollo)	\$6,842.00	\$6,842.00	
Non-Published Options				
NOTE :		Class B - Base Price	\$108,230.00	
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.		Published Options	\$20,510.00	
		Non-Published Options	\$0.00	
		Total	\$128,740.00	\$21,610.00
		Doc Prep Fee	\$85.00	
The Non-Taxable Amount is the ADA Equipment in the Base and Added as Options		Non-Taxable	\$21,610.00	
The Taxable Amount Includes the Mobility Rebate of \$1,000.00 For Ford Chassis		Taxable Amount	\$108,215.00	
Grass Valley*		Tax Total	\$9,198.28	8.500%
		Sub-Total	\$138,023.28	
		CalACT Fee	\$1,931.10	
		DMV E-File Fee:	\$33.00	
		DMV Fee	\$0.00	(Estimated)
		Tire Fee	\$12.25	
		Total	\$139,999.63	
		Number of Units	2	
		Final Total	\$279,999.25	
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				



APPROVED
 By Robin Van Valkenburgh at 12:52 pm, Jan 24, 2024

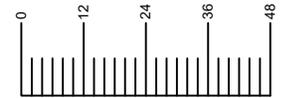
NOTE: SHOWN WITH MID HI FREEDMAN SEATS
 E-450 14,500 GVWR
 THIS FLOOR PLAN IS FOR ILLUSTRATION PURPOSES ONLY.
 A WEIGHT ANALYSIS HAS NOT YET BEEN PERFORMED.
 FINAL APPROVAL WITH A WEIGHT ANALYSIS IS REQUIRED UPON RECEIPT OF A
 COMPLETED ORDER WITH ALL OPTIONS SHOWN.
 OPTIONAL EQUIPMENT MAY BE SHOWN.
 THE SALES ORDER PLACED DICTATES ACTUAL OPTION CONTENT.

DEALER APPROVAL

APPROVED

 CUSTOMER SIGNATURE

**SCALE
 IN INCHES**



THIS DRAWING AND THE INFORMATION THEREON ARE THE EXCLUSIVE PROPERTY OF FOREST RIVER BUS, A DIVISION OF FOREST RIVER. IT SHALL NOT BE COPIED OR DUPLICATED IN ANY MANNER, NOR SHALL IT BE SUBMITTED TO OUTSIDE PARTIES FOR EXAMINATION WITHOUT OUR WRITTEN CONSENT. IT IS LOANED FOR USE WITH REFERENCE TO WORK UNDER CONTRACT WITH FOREST RIVER BUS, A DIVISION OF FOREST RIVER.

REV. LET.	DESCRIPTION OF CHANGE	BY	CHK	DATE	ECN No.

TOLERANCE UNLESS OTHERWISE SPECIFIED	
WOOD	OTHER
+ 1/8"	+ 1/16"
+ 1"	+ 1/2"



TITLE: 6 3 WC 4 DB FOLDS 158" WB 163" BDY MODEL 22
 NAME: KBR/USE DATE: 12/27/23
 DWG. No. 6 3 WC 4 DB FOLDS 158 163-3 FRB

Missouri Services Commission

May 15, 2024

FOREST RIVER BUS 10
 DATE: 12/27/23

DIVISION OF LOCAL ASSISTANCE
P.O. BOX 942874, MS-1 | SACRAMENTO, CA 94274-0001
(916) 653-8620 | FAX (916) 654-2409 TTY 711
www.dot.ca.gov/programs/local-assistance

April 10, 2024

Robin Van Valkenburgh
County of Nevada Public Works, Transit Services
950 Maidu Ave., Ste 230
Nevada County, CA 95959

Dear Mr. Van Valkenburgh:

As a recipient of Federal Transit Administration (FTA) 5311 funds, the California Department of Transportation (Caltrans) Office of Transit Grants and Contracts (OTGC) is responsible for providing project oversight to maintain compliance with federal statutes and regulations. Therefore, as a subrecipient of this funding, your agency must demonstrate to OTGC that all procurement and third-party contracting activities engaged by your agency comply with:

- 2 CFR Part 200 – Uniform administrative requirements, cost principles, and audit requirements for federal awards; and
- FTA Circular 4220.1F – Third Party Contracting Guidance.

OTGC **approves** the purchasing documentation provided by County of Nevada Public Works, Transit Services and the California Association for Coordinated Transportation/Morango Basin Transit Authority (CalACT/MBTA). Reference 783. This approval is limited to:

RFP #20-01 for the purchase of two (2) Startcraft Class B vehicles for an approved price of \$139,999.63 each from Model 1 Bus Sales under Standard Agreement 64RC18-01596.

This determination supersedes and cancels the OTGC FTA Programs Procurement Oversight Branch letter dated March 8, 2024 that approved the purchase of **one** Class B under Standard Agreement 64RC18-01596. On April 9, 2024 The 5311 Program authorized funding support to increase the award to **two** vehicles.

County of Nevada Public Works, Transit Services is required to submit a copy of the final purchase order to your OTGC Section 5311 grant program liaison within fifteen (15) days of issuance. The OTGC grant program liaison will report to the FTA the award for rollingstock in the manner prescribed by the FTA grant agreement with OTGC. If this requirement is not met, the rollingstock reimbursement request may be denied.

This approval is contingent upon meeting all programmatic requirements including Intelligent Transportation Systems (ITS). Additional information on ITS compliance may be found on the Division web page at <http://www.dot.ca.gov/hq/MassTrans/its.html>.

The procurement of all OTGC administered federally funded rolling stock requires the **California Department of Transportation to be listed as lien holder** when the vehicles are registered. The lien holder should read:

California Department of Transportation
Office of Transit Grants and Contracts 5311 Program
P.O. Box 942874 – MS39
Sacramento, CA 94274-0001

Please follow the enclosed "Post Approval Ordering and Acceptance Process (All Grants)" instructions and also available on the resources tab → global resources → procurement → item 9e in BlackCat.

If you have questions regarding this procurement review, please contact Kate Molthen at Katherine.r.molthen@dot.ca.gov. For questions about the FTA 5311 grant program, please contact your 5311 Program Liaison.

Sincerely,



FRANK NEVITT, Chief
FTA Programs Procurement Oversight Branch
Caltrans Office of Transit Grants and Contracts

C: Lynn Ly, Department of Transportation, OTGC (5311)
Kate Molthen, Department of Transportation, OTGC (FPPOB)

Enclosures: Caltrans Division of Mass Transportation Federal Transit Grant-funded Vehicle Purchasing Process (All Grants)
DRMT approved dealer quote forms with the vehicle pricing.

I. **Vehicle Ordering**

After the agency's Standard Agreement (DOT213) has been fully executed, and the DRMT procurement branch has issued formal written approval for the vehicle purchase complete the follow procedures:

1. The agency will submit a finalized purchase order to the dealer/manufacturer to complete the ordering process. The agency is required to also submit a **copy of the final purchase order** to your DRMT Section grant program liaison **within fifteen (15) days of issuance**. The DRMT grant program liaison will report to the FTA the award for rollingstock in the manner prescribed by the FTA grant agreement with DRMT. If this requirement is not met, the rollingstock reimbursement request may be denied.

II. **Vehicle Delivery and Inspections**

1. After the vehicle has been built and delivered to the dealer a final inspection must be completed by the purchasing agency's qualified inspector prior to acceptance and determined compliant with Post-delivery vehicle certification requirements.
2. Caltrans must be listed as lienholder on all purchases, including agency local purchases where agencies pay the vendor directly and request reimbursement from Caltrans.
3. In accordance with the terms of the Standard Agreement, the agency must provide proof of insurance to the dealer prior to the agency receiving the vehicle.

Prior to the agency taking final possession of the vehicle, the agency should request assistance/training from the dealer's staff regarding any vehicle feature with which the agency is unfamiliar. The agency is responsible to check for loose items, such as tie down the restraints, spare tire, torso pad, and any additional loose equipment, which was ordered with the vehicle to ensure all items have been included and received.

III. Reimbursement Requirements (also refer to BlackCat)

1. Cover letter to Caltrans Headquarters requesting reimbursement on Agency's letterhead with signatures.
2. Copy of Assignability Letter.
3. Progress Reporting Worksheet.
4. Copy of Caltrans approved determination letter.
Note: Verify that the "California Department of Transportation" is to be the lien holder. Subrecipient agency is the registered owner. Purchase order should identify lien holder as:

California Department of Transportation
Division of Rail and Mass Transportation, FTA Grant (i.e. 5310, 5311, or 5339 etc.)
P.O. Box 942874 – MS 39
Sacramento, CA 94274-0001

5. Post-delivery Vehicle Certification.
6. Final Vehicle Inspection Report with signatures and pictures of equipment.
7. DMV Registration
8. Original Vendor Invoice
9. Proof of Payment (Canceled Check or Bank Statement)
10. Copy of Manufacturers Warranties
11. Certificate of Acceptance from Subrecipient Agency Signed by Authorized Representative. Certificate should include Vehicle Make, Year, Model, and VIN.
12. Proof of Insurance
13. Expense Calculation Worksheet

...
This guidance has been published on BlackCat.



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>

George Schureck,
Acting Director of Public Works

Robin Van Valkenburgh, Transit Services Manager

TRANSIT SERVICES COMMISSION
Action Item

MEETING DATE: May 15, 2024

TO: Transit Services Commission

FROM: Robin Van Valkenburgh, Transit Services Manager

SUBJECT: **Approve the Submittal of an Application for \$148,941 in Fiscal Year 2023-24 Low Carbon Transit Operations Program (LCTOP) PUC 99313 and 99314 Funding Administered by the California Department of Transportation (Caltrans)**

RECOMMENDATION: Approve the proposed grant application.

FUNDING: Funding for this Agreement is provided through Low Carbon Transit Operations Program (LCTOP) Funding and will be included in the Transit Services Fiscal Year 2024-25 budget..

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

The current 2023-24 LCTOP total allocation amount for Nevada County is \$148,941 (99313 - \$142,258 via NCTC; 99314 - \$6,683 via the County). The call for projects is currently underway and agency applications were due April 26, 2024. Nevada County Connects has submitted an operating grant application for the full allocation amount. The planned project is as follows:

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

The purpose of the proposed project is to enhance transit accessibility by removing cost barriers associated with the purchase of monthly bus passes. The program currently provides passes to approximately 113 individuals per month. The program supports the consumers of our partner agencies such as FREED, Behavioral Health and Social Services.

Please contact me if you have any questions prior to the May 15, 2024 TSC Meeting.

TT:RVV

DANIELA FERNANDEZ – Nevada City City Council
SUSAN HOEK – Nevada County Board of Supervisors
TOM IVY – Grass Valley City Council, Vice Chair
ED SCOFIELD – Nevada County Board of Supervisors, Chair
JAY STRAUSS – Member-At-Large
DUANE STRAWSER – Member-At-Large
JAN ZABRISKIE – Town of Truckee



MICHAEL WOODMAN, Executive Director
AARON HOYT, Deputy Executive Director

Grass Valley • Nevada City

Nevada County • Truckee

File 260.1

April 17, 2024

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

Dear Robin,

This letter is to confirm that Nevada County Transportation Commission (NCTC) has approved the request by Nevada County Transit Services to use \$142,258 from the Low Carbon Transit Operations Program (LCTOP) funds allocated under Public Utilities Code Section (PUC) 99313 to NCTC for FY 2023/24. Including \$6,683 of PUC 99314, Nevada County Transit will receive a total of \$148,941 of LCTOP for FY 2023/24.

The funds will be used by Nevada County Transit (Nevada County Connects) for the continuation of the Low-Income Fare Subsidy Program. This project is consistent with the LCTOP goals of reducing greenhouse gas emissions, improving mobility, and serving transit dependent populations.

Sincerely,

Michael G. Woodman
Executive Director

cc: Caltrans Low Carbon Transit Operations Program

LCTOP FY 2023-2024 Allocation Request

Lead Agency Information

Lead Agency Name:	County of Nevada		
Address:	13081 John Bauer Avenue		
City, State, Zip Code:	Grass Valley, CA 95945		
County:	Nevada County		
Agency Website:	https://www.mynevadacounty.com/nc/cda/pw/transit/Pages/Home.aspx		
Regional Planning Agency:	Nevada County Transportation Commission		
Agency Type:	Transit Operator		
Transit Service Name:	Nevada County Connects		
Caltrans District:	03		
Does your agency have an approved Title VI Plan	Yes	Approved Date:	03/26/24
		Title VI Attached:	Yes

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

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

Authorized Agent	
Name:	Robin Van Valkenburgh/Trisha Tillotson
Title:	Transit Manager/Dir. Comm Dev Agency
Phone #:	530-470-2833/530-265-1222
E-mail:	robin.vanvalkenburgh@nevadacountyca.gov

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

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

Project Summary

Name: <i>No more than 180 characters.</i>	Nevada County Connects Low-Income Pass Fare Subsidy Program
Description (Short): <i>No more than 375 characters.</i>	Fare subsidy program designed to support and enhance mobility options for low-income persons, as defined by the CA Department of Housing and Community Development, with in Western Nevada County. The subsidy would be offered to persons who are referred via a partner agency, and who have an annual income between 138-200% of Federal Poverty Level.
Type:	Operations_Project
Sub-Type	Implementation of free or reduced fares

Start date (anticipated) :	10/1/2024	End date (anticipated) :	11/01/2025
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Funding:	99313:	\$142,258	99314:	\$6,683	Total:	\$148,941
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Rollover Projects: Please provide the total number of years your agency plans to accumulate funds and how many years, include this year remaining.	Rollover Project:	No
	Total Years of Rollover:	
	Remaining Years of Rollover:	

Project Life: For capital projects, state the project useful life in years . For operation projects state the number of months a service will be funded.	Capital:		Years
	Operations:	13	Months

Approved LONP:	No	LONP Approval date:	
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LCTOP FY 2023-2024 Allocation Request

Funding Information

Allocation Year	Prior	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	Total
PUC 99313 Amount:		\$142,258					\$142,258
PUC 99314 Amount:		\$6,683					\$6,683
Total LCTOP Funds:	\$0	\$148,941	\$0	\$0	\$0		\$148,941
LCTOP Interest:							\$0
Other GGRF:							\$0
Other Funds:							\$0
Total Funding:	\$0	\$148,941	\$0	\$0	\$0	\$0	\$148,941

Lead Agency:	County of Nevada	Amount:	PUC Funds Type:
Contact Person:	Robin Van Valkenburgh		99313
Contact Phone #:	530-470-2833	\$6,683	99314
Contact E-mail:	robin.vanvalkenburgh@nevadacountyca.gov		

Contributing Sponsor:	Nevada County Transportation Commission	Amount:	PUC Funds Type:
Contact Person:	Mike Woodman, Executive Director	\$142,258	99313
Contact Phone #:	530-265-3202		99314
Contact E-mails:	mwoodman@nccn.net		

Contributing Sponsor:		Amount:	PUC Funds Type:
Contact Person:			99313
Contact Phone #:			99314
Contact E-mails:			

Contributing Sponsor:		Amount:	PUC Funds Type:
Contact Person:			99313
Contact Phone #:			99314
Contact E-mails:			

Total FY 23-24 LCTOP Funding	\$148,941
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Fully Funded Project: Provide a description of all the funds that will be used to complete this project and how LCTOP funds will not supplant other funding sources. Include the project ID and awarded funding amount from prior rollover years.

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

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

N/A

LCTOP FY 2023-2024 Allocation Request

Funding Plan

Total Project Funding							
Component	Prior	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	Total
PA&ED	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PS&E	\$0	\$0	\$0	\$0	\$0	\$0	\$0
R/W	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Veh/Equip Purchase	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Operations/Other	\$0	\$148,941	\$0	\$0	\$0	\$0	\$148,941
TOTAL	\$0	\$148,941	\$0	\$0	\$0	\$0	\$148,941

Funding Source:	Low Carbon Transit Operations Program (LCTOP)						
Component	Prior	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	Total
PA&ED							\$0
PS&E							\$0
R/W							\$0
CON							\$0
Veh/Equip Purchase							\$0
Operations/Other		\$148,941					\$148,941
TOTAL	\$0	\$148,941	\$0	\$0	\$0	\$0	\$148,941

Funding Source:	Low-No						
Component	Prior	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	Total
PA&ED							\$0
PS&E							\$0
R/W							\$0
CON							\$0
Veh/Equip Purchase							\$0
Operations/Other							\$0
TOTAL	\$0						

Funding Source:							
Component	Prior	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	Total
PA&ED							\$0
PS&E							\$0
R/W							\$0
CON							\$0
Veh/Equip Purchase							\$0
Operations/Other							\$0
TOTAL	\$0						

Funding Source:							
Component	Prior	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	Total
PA&ED							\$0
PS&E							\$0
R/W							\$0
CON							\$0
Veh/Equip Purchase							\$0
Operations/Other							\$0
TOTAL	\$0						

LCTOP FY 2023-2024 Allocation Request

Project Information

1) Project Description - Provide a comprehensive project description. For operations projects, include: **number of trips, span, frequency improvements, number of days of operation and marketing component (if applicable)**. For capital projects, include: **product specifications** and identify all **LCTOP funded components**. *No more 1450 Characters.*

The proposed project continues our previously funded low-income pass subsidy program. The program is designed to increase accessibility of transit to low-income community members by providing subsidized Nevada County Connects fixed route bus passes to eligible persons. Eligibility is based on a verified income of between 138 - 200 percent of the Federal Poverty Level, and the consumer may not currently receive transit benefits via another state of federal program. All consumers are referred to the program by partner agencies (Dept. of Behavioral Health, FREED Center for Independent Living etc.) who provide income verification. The low-income pass subsidy program currently provides an average of 90 passes per month to eligible consumers, which in FY22-23 resulted in approximately 20,000 trips, helping drive a 16 percent increase in ridership over prior year. NevCo Connects bus service operates Mon-Fri 6:00 AM - 8:00 PM and Sat 7:30 AM - 5:00 PM. The project service area includes all bus routes serving Western Nevada County; Grass Valley, Nevada City, Alta Sierra, Penn Valley, Rough & Ready, Lake Wildwood, Lake of the Pines, North San Juan and with regional connections at the Auburn Amtrak Station.

2) Project Planning - Provide a detailed explanation of the project planning process and how it was designed to avoid substantial burden on any low- income, disadvantaged, and vulnerable populations. **Include any public outreach, events, workshops or community input.** *No more than 1450 characters.*

This is the continuation of our current Low-Income Pass subsidy program, which has proven to be very successful in meeting an unmet need within the community. This program was developed in conjunction with local partner agencies, including: FREED Centers for Independent Living, the Aging and Disability Resource Council, Connecting Point/211, County Behavioral Health, Adult Protective Services and Department of Social Services, the Homeless Outreach Team and the Social Services Transportation Advisory Committee. The project is supported by recommendations within the most recent Transportation Development Plan and Coordinated Public Transit - Human Services Transportation Plan updates completed in June 2021. The program supports significant portions of the local community designated as low-income.

3) Project Costs - Provide an **itemized breakdown** of project components **and** describe **how the cost estimations were developed**. Please include marketing and bus wraps cost in this section. Total costs must correspond to the Funding Information section above. *No more than 1450 characters.*

The project addresses two fare sets: zone 1 Local (Grass Valley, Nevada City and Alta sierra) at \$45.00 per monthly pass, and zone 2 regional (Rough & Ready, Penn Valley, Lake Wildwood, North San Juan, Lake of the Pines and Auburn) at \$90.00 per monthly pass. The current low-income pass subsidy program provided a total of 1,080 passes (650 x zone 1 @ \$45 = \$29,250) and (430 x zone 2@ \$90 = \$38,700) in fiscal year 2022-23.

LCTOP FY 2023-2024 Allocation Request

Agency Information

4) Agency Fare - Describe your agency's fare structure including any discounts or special fares and **how the project will affect that structure if at all. No more than 1450 characters.**

The Nevada County Connects fare structure is a two zone system: zone 1 Local (Grass Valley, Nevada City and Alta Sierra) at \$1.50 for an Adult single ride cash fare and \$0.75 Discount (Senior, youth and ADA/disabled), monthly passes are \$45.00 Adult and \$22.50 Discount; zone 2 Regional (Penn Valley, Rough & Ready, Lake Wildwood, North San Juan, Lake of the Pines and Auburn) \$3.00 Adult single ride cash fare, \$1.50 Discount, monthly passes are \$90.00 Adult and \$45.00 Discount. This project will not effect fares.

5) Agency Service - Describe the transit service provided and how the project plays into the overall operations. Include how the COVID-19 pandemic has impacted transit service related to the project. **No more than 2450 characters.**

The project will operate within the current Nevada County Connects operating days and hours: Monday - Friday 6:00 AM - 8:00 PM and Saturday 7:30 AM - 5:00 PM and will serve our defined service area. The fixed route bus system operates throughout Western Nevada County serving the Cities, towns and unincorporated communities of: Grass Valley, Nevada City, Penn Valley, Alta Sierra, Rough & Ready, Lake Wildwood, North San Juan, Lake of the Pines and our regional partner Auburn. The proposed project addresses recommendations from local planning documents and does not alter services provided. Public outreach and marketing will educate the community about the program; who is eligible and how to access the program and system. The fare subsidy program provides subsidized monthly bus passes to eligible persons, thereby improving access, increasing ridership and enhancing awareness of the transit system. This project addresses identified unmet needs within the community due to the fact that being low-income is not a qualifying factor for receiving discounted fares.

LCTOP FY 2023-2024 Allocation Request

Project GHG Benefits

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

The project will improve access to our rural fixed route public transit bus system by offering an affordable mobility option for low-income persons that connects to employment, education, social services, medical services and community events. The current program provides approximately 20,000 trips annually, thereby reducing VMT and greenhouse gas emissions. The project includes collaboration with organizations throughout the community to assist in outreach efforts and supports the education of, and sharing information on, the benefits of the program as they relate to using public transportation and reducing emissions.

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

	Value	Explanation
Year 1 (Yr1) - First year of service, or year that capital improvements will be completed.	2024	The first year of service to be funded through this LCTOP allocation request.
Year F (YrF) - Final year that the service is funded or the final year of useful life for capital improvements.	2026	The last year of service expected to be funded through this LCTOP allocation request.
Project Yr. 1 Ridership Increase - Estimated annual ridership contributed by the new service or capital improvement in Yr1.	20,796	Total estimated ridership based on current program use and ridership increases. 1,080 passes annually (~90 passes/month) x 19.6 trips/pass/month.
Project Yr. F Ridership Increase - Estimated annual ridership contributed by the new service or capital improvement in YrF.	29,341	Total estimated ridership based upon providing 1,358 passes annually (~113 passes/month) x 21.6 trips/pass/month
Adjustment (A) - Adjustment factor to account for Choice Riders. Use defaults values.	0.670	The Nevada County Connects fixed route transit service provides both local and long distance commute services, therefore an average of the two suggested defaults was used.
Trip Length (L) - Length (miles) of average auto trip reduced or average passenger trip length. You may use defaults values.	2.78	Obtained by dividing FY22-23 annual revenue miles (320,617) by total passenger boardings (115,093).
Project Useful Life	2	This is calculated based on the values above.
Total Project Ridership Increased	50,137	This is calculated based on the values above.
Total Project VMTs Reduced	93,385	This number is calculated based on the values above.
Total Project GHG Emission Reductions (MTCO_{2e})	37.47	This number is calculated based on the values from above and the <u>QM-Tool tab</u> .
LCTOP Project GHG Emission Reductions (MTCO_{2e})	37.47	This number is calculated based on the values from above and the <u>QM-Tool tab</u> .

LCTOP FY 2023-2024 Allocation Request

Project Benefits

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

Primary Project Activity (select from drop-down)	Transit subsidies
% of Project Budget Associated with Primary Activity	100.00%
Other Project Activity (select from drop-down)	
% of Project Budget Associated with Other Activity	
Other Project Activity (select from drop-down)	
% of Project Budget Associated with Other Activity	

Travel Cost Savings Benefits

	Value	Explanation
Baseline Average One-Way Fare Cost (\$/One-Way Trip/Rider) (Average fare per boarding, <i>prior</i> to project implementation)	\$2.30	This is the average fare for the FY22-23 service year based on an adult single ride cash fare of \$1.50 zone 1 and \$3.00 zone 2.
New Average One-Way Fare Cost (\$/One-Way Trip/Rider) (Average fare per boarding <i>resulting from</i> project implementation)	\$2.30	This is the expected average cash fare based on current program use and ridership increases seen in FY23-24.
Transit Facility Parking Cost (\$/Roundtrip/Rider) (Average cost to park to use transit associated with project)	\$0.00	(ex. The average transit facility parking cost is \$5 per day)
Avoided Parking Cost (\$/Roundtrip/Rider) (Average avoided parking cost associated with project)	\$0.00	(ex. The average parking cost in the project area is \$15 per day)
Avoided Toll Cost (\$/Roundtrip/Rider) (Average avoided toll cost associated with project)	\$0.00	(ex. The average tolling cost in the project area is \$10 per day)

Co-Benefits - Check all additional Benefits/Outcomes.

- | | |
|--|--|
| <input checked="" type="checkbox"/> Improved Safety
<input checked="" type="checkbox"/> Improved Public Health
<input type="checkbox"/> Reduced Operating/Maintenance Cost
<input type="checkbox"/> Increase System Reliability | <input checked="" type="checkbox"/> Coordination with Educational Institution
<input checked="" type="checkbox"/> College <input checked="" type="checkbox"/> Grades K-12
<input checked="" type="checkbox"/> Promotes Active Transportation
<input checked="" type="checkbox"/> Promotes Integration w/ other modes |
|--|--|

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

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

LCTOP FY 2023-2024 Allocation Request

Community Engagement Co-Benefits

Community engagement refers to the process of cultivating active public participation in, or leadership of, affairs of importance to the community. California Climate Investments that engage with communities can provide positive co-benefits. A positive community engagement co-benefit results when a California Climate Investments project is able to demonstrate that public participation in planning, design, and implementation occurs in ways that foster community access, deliberation, and leadership. Please answer a couple of questions to determine your level of Community Engagement Benefit.

Projects Community Engagement Co-benefits: Use the Community Engagement Co-benefit Assessment tool found in the FY 23-24 LCTOP Supplemental Guidance to identify the specific level of Community Engagement Co-benefit (High, Medium, Low):	Low
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Priority Populations Benefits

Step 1 - Identify the Priority Population(s): Determine if the project is at least partially located within a Priority Population census tract or will benefit Priority Population households.

Does your Agency's Service Area have a Disadvantaged Community? (as defined by SB 535)	No
Is the project located within the boundaries of a disadvantaged community census tract?	No
Is the project located within the boundaries of a low-income community census tract or household?	Yes
Is the project located outside of a disadvantaged community, but within 1/2 mile of a disadvantage community and within a low-income census tract?	No

Step 2 - Address a Need: Identify an important community or household need and evaluate how the project provides a benefit that meaningfully addresses the need.

Method: Select the method your agency used for identifying an important community or household need.	D. Alternative Approach: Where direct engagement is infeasible, refer to the list of common needs for priority populations in CARB's Funding Guidelines Table 5 and confirm that the project addresses at least one listed need.
Specific Common Need: Make a selection only if letter D is selected above.	ECON 5 Reduce transportation costs (e.g., free or reduced cost transit passes) and improve access to public transportation (e.g., new services in under-served urban and rural communities).

Priority Populations Community Needs Description: Expound on the selections above in **Method** and **Specific Common Need** to describe the process that your agency used to identify important community needs. Provide details of any public outreach efforts, engagement events, community input, and workshops. *No more than 1,200 characters.*

This project was developed based on strategy recommendations from the 2021 Nevada County Coordinated Public Transit - Human Service Transportation Plan and through direct communications with local partner agencies. Public outreach was held throughout the program development and was most recently offered when current program status was presented during the March 20, 2024 Transit Services Commission meeting. Ongoing public outreach is conducted through the ATCI-MAPCO/SSTAC quarterly meetings, every other month Transit Services Commission meetings and through our website here <https://www.nevadacountyca.gov/2259/Fares-and-Passes>. The proposed project will benefit all communities served by Nevada County Connects, a significant portion of which are AB1550 designated low-income populations.

LCTOP FY 2023-2024 Allocation Request

Priority Populations Benefits

Step 3 - Provide a Benefit: Does the project provide a direct, meaningful, and assured benefits to priority populations.

Identify the Priority Population(s) that will benefit from this project.	Project provides benefits to a LIC/HH
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Priority Population Benefit: Select the benefit your project provides to the community or household.	F. Project improves combined housing and transportation affordability.
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Priority Population Benefit: Based on the selections above, explain in greater detail how the project will provide benefits to the priority populations in your service area.

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

Please provide the amount of FY 23-24 LCTOP funds benefit Priority Populations (Total should not exceed total FY 23-24 LCTOP project funding) :

Amount of funds to benefit a Disadvantage Community:	\$0
Amount of funds to benefit Low-Income Community:	\$148,941
Amount of fund to benefit Low-Income Households and Residents within 1/2 mile of a DAC:	\$0

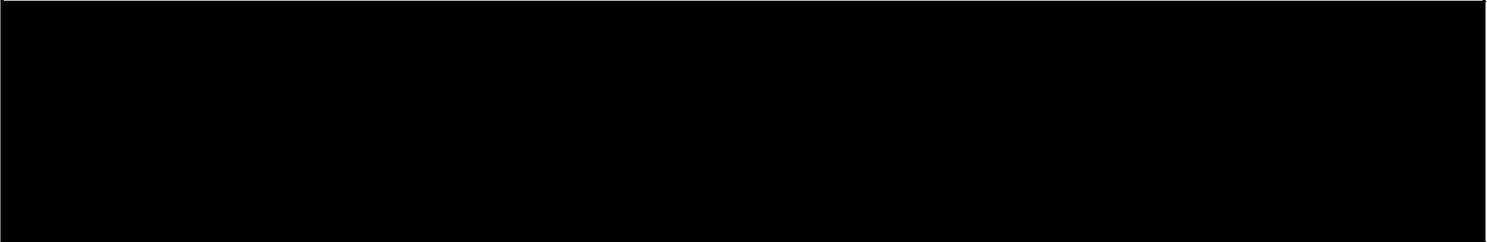
Agency can meet there DAC requirement by meeting any of the SB 1119 Project Criteria: See page 7 of the LCTOP Supplemental Guidance for more information.

Is the project a transit fare subsidies or network and fare integration technology improvements, including, but not limited to, discounted or free student transit passes

Is the project a purchase of zero-emission transit buses and/or purchase and installation of supporting infrastructure?

Is the project a new or expanded transit service that connects with transit service serving a disadvantaged communities?

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





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

Note to applicants:

A step-by-step user guide, including project examples, for this Benefits Calculator Tool is available here:
https://ww2.arb.ca.gov/sites/default/files/auction-proceeds/caltrans_lctop_finaluserguide_23-24.pdf

Step 2a: Identify the Project Type.
Step 2b: Input Project-specific Information.

Project Name:	Nevada County Connects Low-Income Pass Fare Subsidy Program
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This section is used to determine the quantification method and emission factors to use to estimate emissions.

Project Info Inputs	Input	Required	Description
Project Type	Implementation of free or reduced fares	Required Input	For the purposes of this quantification, eligible LCTOP projects fall into four project types. Select the project type that best describes this component.
Quantification Method	Increased Ridership	Automated	Emission Estimates = Emission Reductions from Displaced Autos
Service Type	Local/ Intercity Bus (Short Distances)	Required Input	The transit service (e.g., Intercity/Express Bus (Long Distance), Rail, Vanpool, etc.) directly associated with the proposed project. For projects that serve multiple services, select Multi-modal.
Type of Region	County	Required Input	The type of region that best encompasses the geographic location for the proposed project type.
Region	Nevada	Required Input	The County or Air Basin where the majority of the service occurs.
Year 1 (Yr1)	2024	Required Input	The first year of operation for the new expanded/enhanced service - funded by FY 2022-23 LCTOP funds.
Year F (YrF)	2026	Required Input	The final year of operation for the new expanded/enhanced service - funded by FY 2022-23 LCTOP funds.
Useful Life (yrs)	2	Calculated	The number of years the service is funded by FY 2022-23 LCTOP funds. Limited to up to 50 years.

This section is used to estimate the emission and cost reductions from displaced auto vehicle miles traveled (VMT).

Displaced Auto VMT Inputs	Input	Required	Description
Yr1 Ridership	20,796	Required Input	The increase in unlinked passenger trips directly associated with the proposed project in the first year (Yr1).
YrF Ridership	29,341	Required Input	The increase in unlinked passenger trips directly associated with the proposed project in the final year. If the ridership is not expected to change, Yr1 and YrF should be the same value.
Adjustment Factor	0.670	Required Input	Discount factor applied to annual ridership to account for transit-dependent riders. Use: Document project-specific data or system average developed from a recent, statistically valid survey or default.
Length of Average Trip (mi)	2.78	Required Input	Annual passenger miles over unlinked trips directly associated with the proposed project.
Passenger VMT Reductions (mi)	93,385	Calculated	The estimated displaced auto VMT from the proposed project.
GHG Emission Reductions (MTCO ₂ e)	37	Calculated	The estimated GHG emission reductions in metric tons (MT) of carbon dioxide equivalent (CO ₂ e) from displaced auto VMT from the proposed project.

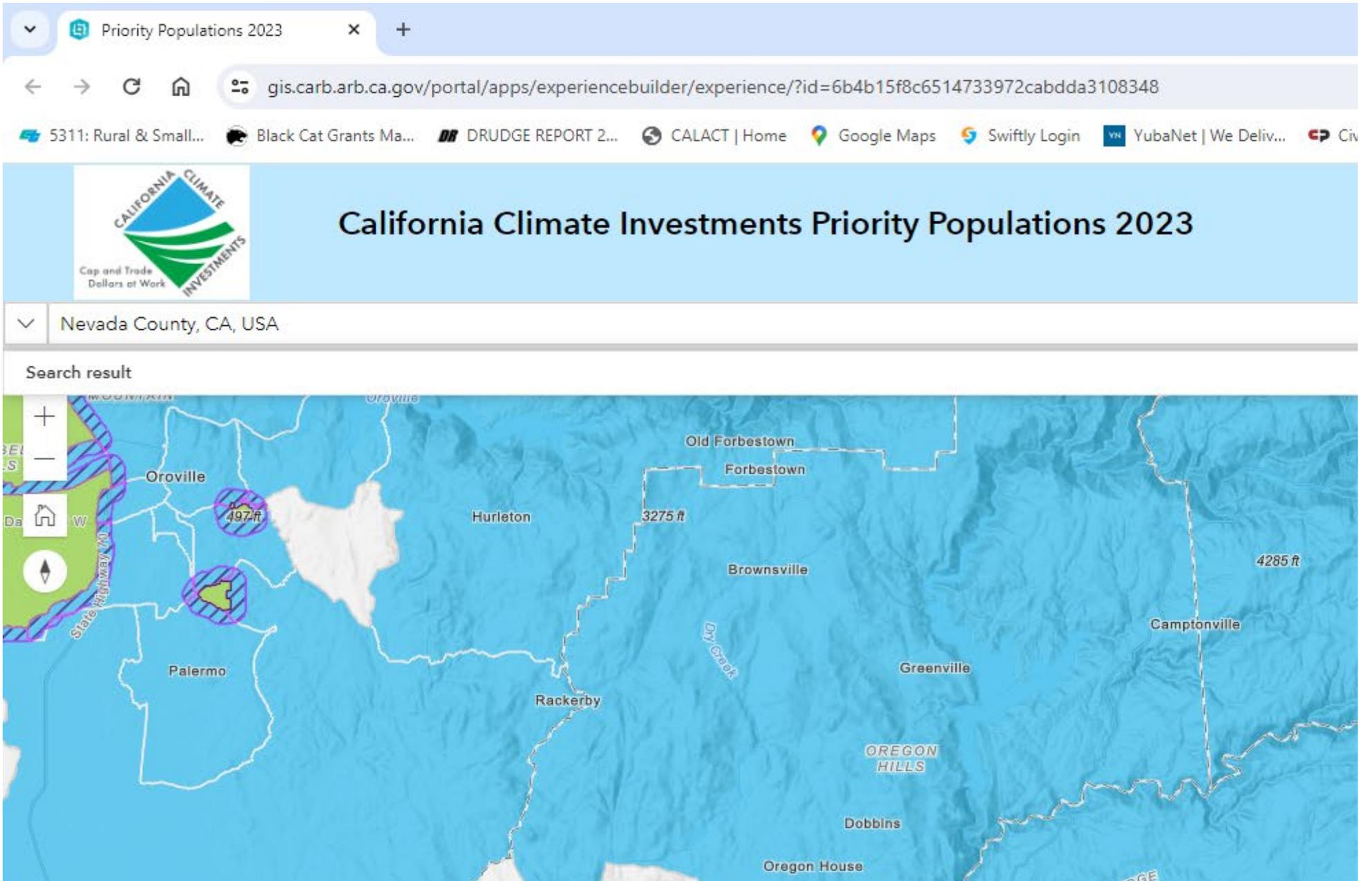
This section is used to estimate the net emission reductions from new service or from the purchase of new zero-emission/hybrid vehicle(s).			
New Service Vehicle Inputs	Input	Required	Description
Vehicle Type		Not Required	Not applicable for this project type.
Engine Tier		Not Required	Not applicable for this project type.
Engine Horsepower		Not Required	Not applicable for this project type.
Fuel Type		Not Required	Not applicable for this project type.
Hybrid Vehicle		Not Required	Not applicable for this project type.
Model Year		Not Required	Not applicable for this project type.
Project-Specific GHG Emission Factor (gCO ₂ e/MJ)		Not Required	Not applicable for this project type.
Annual VMT (mi/yr)		Not Required	Not applicable for this project type.
Annual Fuel Use		Not Required	Not applicable for this project type.
Annual Renewable Energy Generated (kWh/yr)		Not Required	Not applicable for the selected fuel type.
GHG Emissions (MTCO ₂ e)		Not Applicable	Not applicable for this project type.
This section is used to estimate the net emission reductions from vehicle replacement as a result of the proposed project.			
Baseline Vehicle Inputs	Input	Required	Description
Vehicle Type		Not Required	Not applicable for this project type.
Engine Tier		Not Required	Not applicable for this project type.
Engine Horsepower		Not Required	Not applicable for this project type.
Fuel Type		Not Required	Not applicable for this project type.
Hybrid Vehicle		Not Required	Not applicable for this project type.
Model Year		Not Required	Not applicable for this project type.
Project-Specific GHG Emission Factor (gCO ₂ e/MJ)		Not Required	Not applicable for this project type.
Annual VMT (mi/yr)		Not Required	Not applicable for this project type.
Annual Fuel Use		Not Required	Not applicable for this project type.
GHG Emission Reductions (MTCO ₂ e)		Not Applicable	Not applicable for this project type.

This section is used to estimate the net emission reductions from fuel/energy reductions as a result of the proposed project.			
Fuel/Energy Reductions Inputs	Input	Required	Description
Vehicle Type		Optional Input	The vehicle type (e.g., Transit Bus, Streetcar, Ferry, etc.) of the vehicle(s) that will realize fuel/energy reductions as a result of The project.
Engine Tier		Not Required	Not applicable for this project type.
Engine Horsepower		Not Required	Not applicable for this project type.
Fuel Type		Not Required	Not applicable for this project type.
Model Year		Not Required	Not applicable for this project type.
Annual Fuel/Energy Reduced		Not Required	Not applicable for this project type.
GHG Emission Reductions (MTCO ₂ e)		Calculated	Not applicable for this project type.
This section is used to estimate the travel cost savings as a result of the proposed project.			
Travel Cost Savings Inputs	Input	Required	Description
Baseline Average One-Way Fare Cost (\$/One-Way Trip/Rider)	\$2.30	Required Input	The average fare cost per one-way trip per rider prior to project implementation. If expanding service, baseline fare cost is zero.
New Average One-Way Fare Cost (\$/One-Way Trip/Rider)	\$2.30	Required Input	The new expected average fare cost per one-way trip per rider resulting from the proposed project.
Average Transit Facility Parking Cost (\$/Roundtrip/Rider)	\$0.00	Required Input	The average expected cost of parking per roundtrip per rider that riders would pay at the transit facility where the trip originates. Consider that not all transit riders may use the parking. However, the calculations will already take into account that parking is only paid once per roundtrip, so do not divide this value by two to account for one-way trips.
Average Avoided Parking Cost (\$/Roundtrip/Rider)	\$0.00	Required Input	The average expected cost of parking per roundtrip per rider that riders would have otherwise paid if not using the service resulting from the project. The calculations will already take into account that parking is only paid once per roundtrip, so do not divide this value by two to account for one-way trips.
Average Avoided Toll Cost (\$/Roundtrip/Rider)	\$0.00	Required Input	The average expected cost of tolls per roundtrip per rider that riders would have otherwise paid if not using the service resulting from the project. The calculations will already take into account that tolls are only paid once per roundtrip, so do not divide this value by two to account for one-way trips.
This section is used to estimate the travel cost savings as a result of the proposed project.			
Total Project GHG Emission Reductions (MTCO ₂ e)	37	Calculated	Total GHG emission reductions (MTCO ₂ e) from the project during the useful life.
Total LCTOP Project GHG Emission Reductions (MTCO ₂ e)	37	Calculated	The portion of GHG emission reductions attributable to funding from LCTOP; GHG emission reductions are prorated according to the level of program funding contributed from LCTOP and other GGRF-funded programs, as applicable.
FY 2022-23 LCTOP Project GHG Emission Reductions (MTCO ₂ e)	37	Calculated	The portion of GHG emission reductions attributable to funding from FY 22-23 LCTOP; GHG emission reductions are prorated according to the level of program funding contributed from FY 22-23 LCTOP and other GGRF-funded programs, as applicable.

LCTOP FY 2023-2024 MAP

Please insert a screenshot of the [project area](#) from the CARB Greenhouse Gas Reduction Fund Project Map

<https://webmaps.arb.ca.gov/PriorityPopulations/>



LCTOP FY 2023-2024 MAP



LCTOP FY 2023-2024 MAP

vicPlus Platform -... Microsoft Office Ho... Division of Rail and... CalTIP/Alliant Login WCR- Google Groups >> | All Bookmarks

Home: Map
About & Resources

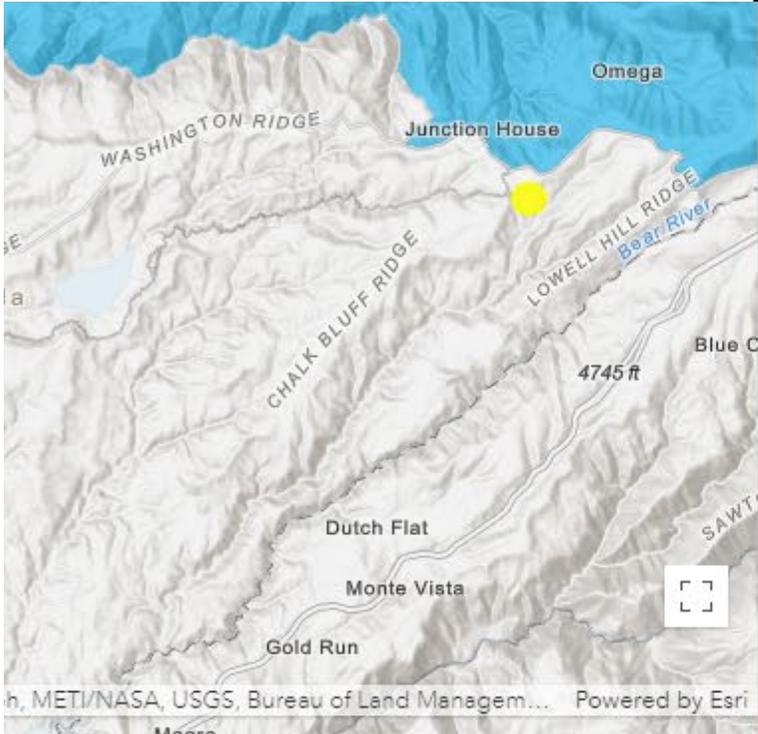
Legend Map Layers

Priority Populations 2023 Update

- Disadvantaged Communities TriballLands
- Disadvantaged Communities CES4
- Buffer Low income Communities
- Low income Communities

Goodyears Bar
5771 ft
PLIOCENE RIDGE
LAFAYETTE RIDGE
Middle Yuba River
SAN JUAN RIDGE
Gaston
North Bloomfield
Relief
Washington

LCTOP FY 2023-2024 MAP



Buffer Low income Household Eligible



Low income Household Eligible





California Air Resources Board
 Job Co-benefit Modeling Tool
 California Climate Investments

Project Name	Nevada County Connects Low-Income Pass Fare Subsidy Program
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Total Full-time Equivalent Jobs Supported by Project Budget	3.4
Total Full-time Equivalent Jobs Supported by Project GGRF Funds	3.4
Full-time Equivalent Jobs Directly Supported by Project GGRF Funds	2.6
Full-time Equivalent Jobs Indirectly Supported by Project GGRF Funds	0.3
Full-time Equivalent Induced Jobs Supported by Project GGRF Funds	0.6

Note:

It is not appropriate to directly compare the job estimates from this Job Co-benefit Modeling Tool to the GGRF project dollars. California Climate Investments facilitate greenhouse gas emission reductions and deliver a suite of economic, environmental, and public health co-benefits, including job co-benefits. A different mix of spending on materials, equipment, and labor is expected across various California Climate Investments project types and match funding arrangements. As such, some project types will support more jobs than others.



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

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

Project Name:	Nevada County Connects Low-Income Pass Fare Subsidy Program
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Project Information	
FY 2022-23 LCTOP GGRF Funds Requested (\$)	\$ 148,941
Total LCTOP GGRF Funds (\$)	\$ 148,941
Total GGRF Funds (\$)	\$ 148,941
Non-GGRF Leveraged Funds (\$)	\$ -
Total Funds (\$)	\$ 148,941

GHG Summary	
Total FY 2022-23 LCTOP GHG Emission Reductions (MTCO ₂ e)	37
Total LCTOP GHG Emission Reductions (MTCO ₂ e)	37
Total GHG Emission Reductions (MTCO ₂ e)	37
Total GHG Emission Reductions per FY 2022-23 LCTOP GGRF Funds (MTCO ₂ e/\$million)	252
Total GHG Emission Reductions per Total GGRF Funds (MTCO ₂ e/\$million)	252



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

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

Project Name:	Nevada County Connects Low-Income Pass Fare Subsidy Program
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Co-benefits and Key Variables Summary	
LCTOP GGRF Funds	
Local Diesel PM Emission Reductions (lbs)	0
Local NO _x Emission Reductions (lbs)	20
Local PM _{2.5} Emission Reductions (lbs)	1
Local ROG Emission Reductions (lbs)	3
Remote Diesel PM Emission Reductions (lbs)	0
Remote NO _x Emission Reductions (lbs)	0
Remote PM _{2.5} Emission Reductions (lbs)	0
Remote ROG Emission Reductions (lbs)	0
Passenger VMT Reductions (miles)	93,385
Fossil Fuel Use Reductions (gallons)	3,587
Fossil Fuel Energy Use Reductions (kWh)	0
Renewable Energy Generated (kWh)	0
Travel Cost Savings (\$)	-\$20,763
Energy and Fuel Cost Savings (\$)	\$0
Additional California Climate Investments Program(s)	
Local Diesel PM Emission Reductions (lbs)	0
Local NO _x Emission Reductions (lbs)	0
Local PM _{2.5} Emission Reductions (lbs)	0
Local ROG Emission Reductions (lbs)	0
Remote Diesel PM Emission Reductions (lbs)	0
Remote NO _x Emission Reductions (lbs)	0
Remote PM _{2.5} Emission Reductions (lbs)	0
Remote ROG Emission Reductions (lbs)	0
Passenger VMT Reductions (miles)	0
Fossil Fuel Use Reductions (gallons)	0
Fossil Fuel Energy Use Reductions (kWh)	0
Renewable Energy Generated (kWh)	0
Travel Cost Savings (\$)	\$0
Energy and Fuel Cost Savings (\$)	\$0
Total California Climate Investments	
Local Diesel PM Emission Reductions (lbs)	0
Local NO _x Emission Reductions (lbs)	20
Local PM _{2.5} Emission Reductions (lbs)	1
Local ROG Emission Reductions (lbs)	3
Remote Diesel PM Emission Reductions (lbs)	0
Remote NO _x Emission Reductions (lbs)	0
Remote PM _{2.5} Emission Reductions (lbs)	0
Remote ROG Emission Reductions (lbs)	0
Passenger VMT Reductions (miles)	93,385
Fossil Fuel Use Reductions (gallons)	3,587

Fossil Fuel Energy Use Reductions (kWh)	0
Renewable Energy Generated (kWh)	0
Travel Cost Savings (\$)	-\$20,763
Energy and Fuel Cost Savings (\$)	\$0



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>

George Schureck,
 Acting Director of Public Works

Robin Van Valkenburgh, Transit Services Manager

TRANSIT SERVICES COMMISSION
Action Item

MEETING DATE: May 15, 2024

TO: Transit Services Commission

FROM: Robin Van Valkenburgh, Transit Services Manager

SUBJECT: **Approve the Submittal of an Application for \$7,066,389 in Fiscal Year 2023-24 Federal Transit Administration 5339 (c) Low or No Emission Grant Program Funding for the purchase of three 35ft Diesel-electric Hybrid and three 35ft 588kW Battery Electric Transit Buses**

RECOMMENDATION: Approve the proposed grant application.

FUNDING: Funding for this Agreement is provided through FTA 5339 (C) Low or No Emission grant program funding as well as up to \$1,247,010 in SB125 and CA State Transit Assistance funds as local match. The proposed project will require a budget amendment if awarded.

BACKGROUND: The Federal Transit Administration 5339 (c) Low or No Emissions grant program (49 U.S.C. 5339(c)) provides funding for the purchase or lease of zero-emission or low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities such as recharging, refueling, and maintenance facilities. A total of \$1,103,963,762 has been made available for FY2024, with \$275,990,941 specifically set aside for law for low-emission projects through the Low-No program.

The proposed grant will allow the Transit Division to continue the implementation of our approved Zero-Emission Bus Rollout Plan, while also offering us an opportunity to procure low-emission diesel-electric transit buses, which reduce emissions when compared to the current diesel fleet. The added benefit of procuring diesel-electric hybrid buses is that they offer a viable emergency relief option in the event of significant or prolonged emergency power outages, meaning that Transit will still be able to provide regular service or evacuation services during emergency events.

The total proposed project cost included in this grant application is \$8,313,399. The budget breakdown is as follows (all costs are estimates).

- 35ft Diesel-electric Hybrid Low-Floor: \$1,182,772.50(ea) x 3 = \$3,548,317.50
 - FTA 5339 Low-No portion: \$3,016,070
 - Local match: \$532,247.63

- 35ft 588kW Battery-electric Zero Emission Low Floor: \$1,588,360(ea) x 3= \$4,765,080
 - FTA 5339 Low-No portion: \$4,050,318
 - Local match: \$714,762

As part of the 5339 (c) Low-No grant program transit agencies are able to partner with an Original Equipment Manufacturer (OEM) to speed the procurement process and ensure compliance with federal regulations. For our proposed project we have partnered with Gillig, LLC, the OEM for our current battery-electric buses.

Per program guidelines 5339(c) projects may be scaled in order to increase the potential for funding. For the proposed project, staff has proposed scaling (partial funding) directed towards the purchase of the 35ft Diesel-electric Hybrid buses as that program has been under subscribed and may be less competitive for funding awards. This strategy also would provide the Transit Division with low-emission, 12–14-year lifespan, conventionally fueled vehicles to bridge the transition phase to zero-emission fleet.

Should this project be awarded, either as fully funded or partially funded, the project timeline for procurement, production and delivery of the vehicles would be approximately two years.

Please contact me if you have any questions prior to the May 15, 2024 TSC Meeting.

TT:RVV

LOU CICI – Nevada City City Council
SUSAN HOEK – Nevada County Board of Supervisors
TOM IVY – Grass Valley City Council, Vice Chair
ED SCOFIELD – Nevada County Board of Supervisors, Chair
JAY STRAUSS – Member-At-Large
DUANE STRAWSER – Member-At-Large
JAN ZABRISKIE – Town of Truckee



MICHAEL WOODMAN, Executive Director
AARON HOYT, Deputy Executive Director

Grass Valley • Nevada City

Nevada County • Truckee

File: 720.11

April 24, 2024

Michael Lange
Senior Transportation Planner
FTA 5339 Program Manager
Division of Rail and Mass Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Attn: Michael Lange, FTA 5339 Program Manager

Subject: Letter of Support for Nevada County Transit Services Division – 2024 Low or No Emission Vehicle Program Funding Request

Dear Ms. Volz:

The Nevada County Transportation Commission (NCTC), as the regional transportation planning agency for the County of Nevada, supports the Nevada County Transit Services Division's funding request to purchase three 35-foot zero emission battery electric transit buses and three 35-foot diesel-electric hybrid buses through the Federal Transit Administration FY 2024 Low or No Emission Bus Program.

The proposed project supports the statutory requirements of the Low No Program (49 U.S.C. 5339(c)(5)(A)) by reducing energy consumption, harmful emissions, and direct carbon emissions. The proposed project is also consistent with current California Air Resources Board requirements for California transit agencies to move to zero emissions fleets by 2026 (small rural agencies) and supports the overarching goal of reducing statewide emissions by replacing diesel engine vehicles with zero emission battery electric vehicles. The proposed project is consistent with County goals as well as the capital replacement plan included in the Western Nevada County Transportation Development Plan Update (2021) and the County of Nevada Transit Services Zero Emission Bus Rollout Plan (2023).

NCTC supports Nevada County Transit Services Division's proposed project and the pursuit of Low or No Emission Program funding as the project will improve the long-term equity, mobility, and health of residents in Nevada County. NCTC verifies that sufficient State Transit Assistance funding is available to allocate to support a local match of 15% (\$800,000). Thank you for your consideration of this application.

Sincerely,

Mike Woodman, Executive Director

GILLIG LLC STATEMENT OF QUALIFICATIONS

GILLIG's Transit Experience / Overview

GILLIG is a privately owned American manufacturer of heavy-duty low floor transit buses located in Livermore, CA and is the leading supplier of heavy duty transit buses to cities throughout the United States. GILLIG has been producing transportation vehicles in the United States for 134 years and is a Federal Transit Administration (FTA) qualified Transit Vehicle Manufacturer (TVM). GILLIG meets all FTA requirements imposed on grantees of Federal funding, including DBE Goals, current Buy America provisions and Bus Testing requirements. Gillig strongly believes in the current administrations goals of Tackling the Climate Crisis at Home and Abroad along with Advancing Racial Equity and Support for Underserved Communities.

We believe that a product's design and features as well as its reliability, durability, quality and price are all components of its value and GILLIG strives to be the industry leader in each of these categories. GILLIG feels that this is an important step forward in ensuring that communities have access to high-quality, low and zero-emission transportation options.

GILLIG's responsibility as an organization has been proven over the years by our consistency, longevity, and ability to timely perform. Our employee and management experience includes an extremely competent and stable workforce. GILLIG's top senior executives have centuries of combined vehicle experience with design, manufacturing, quality control and aftermarket support. This consistency not only ensures an unbeatable experience history, but also ensures stability, accountability and responsibility at the very top of our organization.

GILLIG further supports America's recovery from COVID-19 and believes that all public transportation must have fair and equitable protections in place as required by the Federal public transportation law (49 U.S.C. 5333 (b)), which will help preserve the rights and benefits of all transit employees in the Country.

GILLIG boasts an unequalled record of organization stability and the most transit experienced people and management with unquestionable integrity and trust. The combination of this history, this experience, these skills and performance, yields a product that has the best reliability, durability, economy and value, which results in the highest levels of customer satisfaction.

GILLIG recently completed the move of our manufacturing facility and headquarters to Livermore, California, from our previous facility 25 miles further east. This new state-of-the-art manufacturing facility demonstrates GILLIG's commitment to the US transit market and the FTA. This facility allows us to expand our production capacity of low and zero emission buses and enhance our industry-leading quality and continue to enhance and develop our products to best meet the needs of our customers.

GILLIG has designed, built and delivered over 36,000 transit buses to our customers around the USA over the past 23 years. Some of our buses are still in active service after 20 + years and 1 million miles of transit duty service.

GILLIG's Hybrid and Electric Bus Experience

Since GILLIG entered into an exclusive development agreement with Allison Transmission to introduce Diesel-Electric Hybrid technology to the transit market in 1997, GILLIG has been involved with the effort to electrify transit buses.

As GILLIG waited for the battery technology to advance sufficiently to further electrify the bus, we continued our development efforts by proving out the systems which would allow for a fully electric bus. Our Allison eGen Flex Hybrid and BAE Series Hybrid product lines are the next stage in our development where we implemented electric passenger heating and air conditioning units, electric power steering pumps, electric air compressors, enhanced electric cooling systems and the power electronics to manage each of these systems. We developed in-house expertise on packaging these systems with safe high-voltage systems and the software and controls related to managing them.

GILLIG has designed and built a complete range of transit buses including parallel hybrids, series hybrids, fuel cell, overhead wire trolleys, and overhead wire/battery hybrid trolleys. In 2016, GILLIG delivered our first fully electric battery buses designed primarily with the systems we had proven out through these prior projects. As a result of these prior projects, GILLIG has been able to develop a production-ready battery electric bus built on our proven low floor bus platform to meet our customers' requirements.

Fleet Commonality

Our hybrid and battery electric bus is built on the same proven Low Floor bus platform that GILLIG has perfected since 1996. Our Low Floor bus platform was designed to accommodate multiple propulsion systems and our design philosophy includes the integration of GILLIG and industry common components. We strive to ensure a high degree of parts commonality between these various propulsion systems and as such, many of the parts currently on hand at the Agency will be able to support these new Hybrid electric buses. The design leverages the existing vehicle systems (electrical, mechanical,

operator controls, body, doors, etc.) which increases the level of familiarity from an operation and maintenance standpoint. This allows the Agency to significantly reduce the cost of Workforce Development training and will accelerate the deployment time. GILLIG is committed to offering our Standard Low Floor 35' & 40' Hybrid Electric vehicle models with standard currently available options as included in many State Procurements and Consortium Contracts to reduce or eliminate the need for customization which will greatly reduce the manufacturing and delivery time of any of our buses. This approach will also reduce the overall bus pricing of each bus and will help streamline our supply chain to the greatest extent possible and provides for the best economies of scale in our bus pricing. GILLIG highly recommends this approach of using standard currently available options, such as ITS Systems, Video Systems, APC Systems which are required by many Agencies to operate with their current fleets and service areas.

Buy America

GILLIG meets or exceeds all FTA requirements imposed on the grantees of Federal funding, including DBE Goals, current Buy America provisions of more than 70% and bus testing requirements. 100% of GILLIG's manufacturing process is completed in the US by American workers. GILLIG is proud of its heritage and our workers who are US taxpaying citizens that recycle tax dollars back into the US economy.

April 23, 2024

Robin Van Valkenburgh
Transit Services Manager
County of Nevada Department of Public Works
12350 La Barr Meadows Road
Grass Valley, CA 95949

Subject: GILLIG, LLC Letter of Commitment
For FTA's FY2024 Low-No Emission Vehicle Program

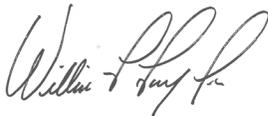
Dear Robin,

In support of the FTA's Low-No Emission Vehicle Program, GILLIG LLC is pleased to join COUNTY OF NEVADA as your OEM Partner to assist in the successful completion of this exciting project. GILLIG is committed to serving as the Hybrid Bus Manufacturer on this project to ensure efficient and effective deployment of buses as well as our commitment to reduce harmful emissions as part of your long-range fleet plan. GILLIG has extensive experience in the design, manufacture, deployment and service of heavy duty transit buses including low emission and no emission buses. As GILLIG continues its aggressive deployment of Low and No Emission Bus technology to pursue its benefits, we realize that we are seeking to achieve similar goals to that of COUNTY OF NEVADA, thus presenting a great partnering opportunity. This would also fulfill the requirement of the competitive procurement process as outlined by FTA in the FY2024 NOFO.

GILLIG has vast experience and knowledge of the requirements of COUNTY OF NEVADA as we have been your bus supplier for many years. Our 35' and 40' Hybrid Bus's utilize the same Low Floor bus platform that has proven its reliability and durability throughout your service environment. In our role as the bus manufacturer for the project, GILLIG will provide our technical design expertise in advanced bus engineering, manufacturing and design expertise with the latest technological advancements available at our state-of-the-art bus manufacturing facility in Livermore, CA and our industry leading aftermarket parts and service support. We can also assist with bus deployment strategies including training and Workforce Development Activities as applicable from the OEM side. Our Hybrid Bus technology can allow COUNTY OF NEVADA and Gillig to collect and analyze operational data to ensure successful bus operation and the achievement of all project goals.

Thank you in advance for your consideration of this project. GILLIG looks forward to partnering with COUNTY OF NEVADA on this project and deploying Hybrid Low Emissions Buses throughout your communities.

Sincerely,



William Fay Jr
Vice President Sales
GILLIG LLC

April 23, 2024

Robin Van Valkenburgh
Transit Services Manager
County of Nevada Department of Public Works
12350 La Barr Meadows Road
Grass Valley, CA 95949

Subject: GILLIG, LLC (Budgetary Pricing)
For FTA’s FY2024 Low-No Emission Vehicle Program

Dear Robin,

In support of the FTA’s Low-No Emission Vehicle Program, GILLIG LLC is pleased to join COUNTY OF NEVADA as your OEM Partner to assist in the successful completion of this exciting project. GILLIG would like to offer our budgetary pricing information for our standard vehicle models without the need for any additional customization and certifies this includes standard currently available options listed in both State procurements and Consortium contracts. This approach allows GILLIG to reduce or eliminate the need for customization, which streamlines our supply chain and manufacturing process to the greatest extent possible, provides for the best economies of scale for our bus pricing, GILLIG is also open to discuss and negotiate the use of Progress/Milestone Payments with our project partners to aid in the successful production and delivery. GILLIG is pleased to offer our budgetary pricing information for use in your FTA Low-No Grant application as follows.

**GILLIG (HYBRID) BUDGETARY PRICING FOR 2024 LOW-NO GRANT
(PRICING VALID TO APRIL 30, 2025 FOR 2026 DELIVERY)**

- Base Price for the 35’ Hybrid Electric \$1,066,300
- Base Price for the 40’ Hybrid Electric \$1,070,500

- Delivery Charges: \$3,500 for West Coast Customers
- Delivery Charges: \$5,500 for Midwest Customers
- Delivery Charges: \$7,500 for East Coast Customers

- Workforce Development
- Training Budget .5% of Total Grant Award

- Delivery: 15-18 months following receipt of firm order

GILLIG is committed to serving as the Hybrid Electric Bus Manufacturer on the project to ensure efficient and effective deployment of Hybrid Electric Buses as well as our commitment to reduce harmful emissions as part of your long-range fleet plan. As GILLIG continues its aggressive deployment of Low Emission buses with up-to-date technological advancements including training and workforce development activities and we are extremely excited about partnering with COUNTY OF NEVADA. When your grant request is approved and awarded, we will then work

out the details of your order and supply you with a finalized quote based on your specifications. The grant approval fulfills the requirement of the competitive procurement process as outlined by FTA in the FY2024 NOFO.

GILLIG has vast experience and knowledge of the requirements of COUNTY OF NEVADA as we have been your bus supplier for many years. Our 35' and 40' Hybrid Electric Bus's utilize the same Low Floor bus platform that has proven its reliability and durability throughout your service environment. Our Hybrid Electric Bus technology can allow COUNTY OF NEVADA and GILLIG to collect and analyze operational data to ensure successful bus operation and the achievement of all project goals. GILLIG will be doing the manufacturing and design work at our state-of-the-art bus manufacturing facility in Livermore, CA including our aftermarket parts and service support. We can also assist with Workforce Development Training, route analysis as well as bus deployment strategies as applicable from the OEM side.

Thank you in advance for your consideration of this project. GILLIG looks forward to partnering with COUNTY OF NEVADA on this project and deploying Hybrid Electric Low Emissions Buses throughout your communities.

Sincerely,

Richard Bissell

Richard Bissell
NW Regional Sales Manager
Gillig, LLC
Phone (916) 201-4642
Richard.Bissell@gillig.com

GILLIG LLC STATEMENT OF QUALIFICATIONS

GILLIG's Transit Experience / Overview

GILLIG is a privately owned American manufacturer of heavy duty low floor transit buses located in Livermore, CA and is the leading supplier of heavy duty transit buses to cities throughout the United States. GILLIG has been producing transportation vehicles in the United States for 134 years and is a Federal Transit Administration (FTA) qualified Transit Vehicle Manufacturer (TVM). GILLIG meets all FTA requirements imposed on grantees of Federal funding, including DBE Goals, current Buy America provisions and Bus Testing requirements. Gillig strongly believes in the current administrations goals of Tackling the Climate Crisis at Home and Abroad along with Advancing Racial Equity and Support for Underserved Communities.

We believe that a product's design and features as well as its reliability, durability, quality and price are all components of its value and GILLIG strives to be the industry leader in each of these categories. GILLIG feels that this is an important step forward in ensuring that communities have access to high-quality, zero-emission transportation options.

GILLIG's responsibility as an organization has been proven over the years by our consistency, longevity, and ability to timely perform. Our employee and management experience includes an extremely competent and stable workforce. GILLIG's top senior executives have centuries of combined vehicle experience with design, manufacturing, quality control and aftermarket support. This consistency not only ensures an unbeatable experience history, but also ensures stability, accountability and responsibility at the very top of our organization.

GILLIG further supports America's recovery from COVID-19 and believes that all public transportation must have fair and equitable protections in place as required by the Federal public transportation law (49 U.S.C. 5333 (b)), which will help preserve the rights and benefits of all transit employees in the Country.

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GILLIG recently completed the move of our manufacturing facility and headquarters to Livermore, California from our previous facility 25 miles further east. This new state-of-the-art manufacturing facility demonstrates GILLIG's commitment to the US transit market and the FTA. This facility allows us to expand our production capacity of battery electric buses and enhance our industry-leading quality and continue to enhance and develop our products to best meet the needs of our customers. The GILLIG battery electric bus will become a major product manufactured in this new production plant.

GILLIG has designed, built and delivered over 36,000 transit buses to our customers around the USA over the past 23 years. Some of our buses are still in active service after 20 + years and 1 million miles of transit duty service.

GILLIG's Electric Bus Experience

Since GILLIG entered into an exclusive development agreement with Allison Transmission to introduce Diesel-Electric Hybrid technology to the transit market in 1997, GILLIG has been involved with the effort to electrify transit buses.

As GILLIG waited for the battery technology to advance sufficiently to further electrify the bus, we continued our development efforts by proving out the systems which would allow for a fully-electric bus. Our BAE Series Hybrid product line was the next stage in our development where we implemented electric passenger heating and air conditioning units, electric power steering pumps, electric air compressors, enhanced electric cooling systems and the power electronics to manage each of these systems. We developed in-house expertise on packaging these systems with safe high-voltage systems and the software and controls related to managing them.

GILLIG has designed and built a complete range of transit buses including parallel hybrids, series hybrids, fuel cell, overhead wire trolleys, and overhead wire/battery hybrid trolleys. In 2016, GILLIG delivered our first fully-electric battery buses designed primarily with the systems we had proven out through these prior projects. As a result of these prior projects, GILLIG has been able to develop a production ready battery electric bus built on our proven low floor bus platform to meet our customers' requirements.

GILLIG's initial battery electric buses were delivered in the 4th quarter of 2016 to the Central Contra Costa Transit Authority and soon after were placed into revenue service. CCCTA's second order of an additional four battery electric buses were delivered in 2018. In 2019, two of our 40' battery electric buses were placed into revenue service at Big Blue Bus in Santa Monica, CA and at SunTran in Tucson, AZ. Since then, GILLIG has received firm orders for over 1000, 35' and 40' battery electric buses from our customers showing the strong commitment to zero emission buses by both GILLIG and our customers. GILLIG is currently in production with both the 35' and 40' battery electric buses and currently delivering battery electric buses as they are completed.

GILLIG's battery electric bus brings to market the most comprehensive, advanced battery electric bus by using the Cummins electrified powertrain technology which provides the benefit of full local service support with hundreds of service centers throughout the country. Each Cummins service center has the transit industry knowledge to provide the training, warranty administration and after-market parts that is expected and required in our industry. GILLIG started production of these Cummins powered battery electric buses in December 2018.

Cummins Electric Propulsion System

As part of GILLIG's innovative technology solution and in support of FTA's Accelerating Innovative Mobility Initiative (AIM) the Cummins propulsion system uses a battery powered electric 9 phase PMAC traction drive motor which transmits power through a drive shaft to the same drive axle as used on GILLIG's Diesel, Hybrid and CNG buses. Our traction motor does not use a multi-gear transmission or gear reduction box and it outperforms current Electric Bus requirements in the APTA White Book specification.

BorgWarner (Akasol) Energy Storage System

The Akasol energy storage system utilizes multiple battery packs consisting of Nickel Manganese Cobalt Oxide (NMC) battery chemistry. The NMC battery chemistry was chosen to provide the best combination of battery life, safety and power density with the goal to achieve a range of 250-300 miles, depending upon application. GILLIG has engineered the battery packs to be mounted externally from the passenger compartment while providing easy maintenance access. Each of the (up to 7) identical Battery Packs are both cooled and heated to assure that the batteries are at their optimal operating temperature independent of outside ambient temperature. The bus utilizes regenerative braking to capture kinetic energy and recharge the batteries during deceleration.

Charging (Plug-In, Inductive, Conductive, Depot, En-Route)

GILLIG has designed our electric bus to utilize a common CCS Type 1 plug-in charger along with overhead conductive charge rails and inductive charging solutions for en-route charging which are available from a variety of manufacturers. The GILLIG electric bus can currently utilize chargers made from a variety of manufacturers, such as ChargePoint, Heliox, Momentum Dynamics, ABB and Siemens. As one of our partners to promote full scale deployment of GILLIG electric buses, we have arranged with

ChargePoint to provide charging system designs that will provide transit agencies the flexibility to add charging stations as they increase their electric bus fleet over the next several years.

The CCS Type 1 plug-in charger complies with the SAE Standard (SAE J1772 DC CCS Type 1) endorsed by APTA for the Transit Industry. As a member of the Standards Development Committee, GILLIG was instrumental in the direction of this new industry standard.

Fleet Commonality

Our battery electric bus is built on the same proven Low Floor bus platform that GILLIG has perfected since 1996. Our Low Floor bus platform was designed to accommodate multiple propulsion systems and our design philosophy includes the integration of GILLIG and industry common components. We strive to ensure a high degree of parts commonality between these various propulsion systems and as such, many of the parts currently on hand at the Agency will be able to support these new electric buses. The design leverages the existing vehicle systems (electrical, mechanical, operator controls, body, doors, etc.) which increases the level of familiarity from an operation and maintenance standpoint. This allows the Agency to significantly reduce the cost of electric bus Workforce Development training and will accelerate the deployment time. GILLIG is committed to offering our Standard Low Floor 35' & 40' Electric vehicle models with standard currently available options as included in many State Procurements and Consortium Contracts to reduce or eliminate the need for customization which will greatly reduce the manufacturing and delivery time of any of our buses. This approach will also reduce the overall bus pricing of each bus and will help streamline our supply chain to the greatest extent possible and provides for the best economies of scale in our bus pricing. GILLIG highly recommends this approach of using standard currently available options, such as ITS Systems, Video Systems, APC Systems which are required by many Agencies to operate with their current fleets and service areas.

Buy America

GILLIG meets or exceeds all FTA requirements imposed on the grantees of Federal funding, including DBE Goals, current Buy America provisions of more than 70% and bus testing requirements. 100% of GILLIG's manufacturing process is completed in the US by American workers. GILLIG is proud of its heritage and our workers who are US taxpaying citizens that recycle tax dollars back into the US economy.

April 11, 2024

Robin Van Valkenburgh
Transit Services Manager
County of Nevada Department of Public Works
12350 La Barr Meadows Road
Grass Valley, CA 95949

Subject: GILLIG, LLC Letter of Commitment
For FTA's FY2024 Low-No Emission Vehicle Program

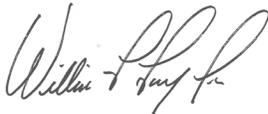
Dear Leslie,

In support of the FTA's Low-No Emission Vehicle Program, GILLIG LLC is pleased to join the COUNTY OF NEVADA as your OEM Partner to assist in the successful completion of this exciting project. GILLIG is committed to serving as the Battery Electric Bus Manufacturer on the project to ensure efficient and effective deployment of Battery Electric Buses as well as our commitment to reduce harmful emissions as part of your long-range fleet plan. GILLIG has extensive experience in the design, manufacture, deployment and service of heavy duty transit buses including low emission and no emission buses. As GILLIG continues its aggressive deployment of Zero Emission Bus technology to pursue its benefits, we realize that we are seeking to achieve similar goals to that of the COUNTY OF NEVADA, thus presenting a great partnering opportunity. This would also fulfill the requirement of the competitive procurement process as outlined by FTA in the FY2024 NOFO.

GILLIG has vast experience and knowledge of the requirements of the COUNTY OF NEVADA as we have been your bus supplier for many years. Our 35' and 40' Battery Electric Bus's utilize the same Low Floor bus platform that has proven its reliability and durability throughout your service environment. In our role as the bus manufacturer for the project, GILLIG will provide our technical design expertise in advanced bus engineering, manufacturing and design expertise with the latest technological advancements available at our state-of-the-art bus manufacturing facility in Livermore, CA and our industry leading aftermarket parts and service support. We can also assist with Zero Emission Transition Planning, in route and plug in charging solutions as well as bus deployment strategies including training and Workforce Development Activities as applicable from the OEM side. Our Battery Electric Bus technology will allow the COUNTY OF NEVADA and Gillig to collect and analyze operational data to ensure successful bus operation and the achievement of all project goals.

Thank you in advance for your consideration of this project. GILLIG looks forward to partnering with the COUNTY OF NEVADA on this project and deploying Battery Electric Zero Emissions Buses throughout your communities.

Sincerely,



William Fay Jr
Vice President Sales
GILLIG LLC

approval fulfills the requirement of the competitive procurement process as outlined by FTA in the FY2024 NOFO.

GILLIG has vast experience and knowledge of the requirements of the COUNTY OF NEVADA as we have been your bus supplier for many years. Our 35' and 40' Battery Electric Bus's utilize the same Low Floor bus platform that has proven its reliability and durability throughout your service environment. GILLIG will be doing the manufacturing and design work at our state-of-the-art bus manufacturing facility in Livermore, CA which also includes our industry leading aftermarket parts and service support. We can also assist in Zero Emission Transition Planning, Workforce Development Training, route analysis and charging solutions as well as bus deployment strategies as applicable from the OEM side. Our Battery Electric Bus technology will allow the COUNTY OF NEVADA and GILLIG to collect and analyze operational data to ensure successful bus operation and the achievement of all project goals.

Thank you in advance for your consideration of this project. GILLIG looks forward to partnering with the COUNTY OF NEVADA on this project and deploying Battery Electric Zero Emissions Buses throughout your communities.

Sincerely,

Richard Bissell

Richard Bissell
NW Regional Sales Manager
Gillig, LLC
Phone (916) 201-4642
Richard.Bissell@gillig.com



**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>**

George Schureck
Acting Director of Public Works

Robin Van Valkenburgh, Transit Services Manager

**TRANSIT SERVICES COMMISSION
Information Item**

MEETING DATE: May 15, 2024

TO: Transit Services Commission

FROM: Robin Van Valkenburgh, Transit Services Manager

SUBJECT: **Manager's Report**

RECOMMENDATION: Accept the report.

Low Carbon Transit Operations Program (LCTOP) Project Updates

March - St. Patrick's Day and Get Out and Vote

We were pleased to offer free fare events in conjunction with St. Patrick's Day (March 16th) and Get Out and Vote (March 5th). These events are supported by a Low Carbon Transit Operations Program (LCTOP) and provides free fare service to Nevada County Connects passengers. For this year's events we provided a total of 93 passenger boardings on St. Patrick's Day (Saturday) and 468 passenger boardings on March 5th for Get Out and Vote Day.

April – Earth Day

We celebrated Earth Day by offering free fares on Saturday April 20th and Monday April 22nd, as well as participating in the Nevada City Earth Day event on Sunday April 21st with our electric bus and an information booth. Over the course of the two free fare days we provided 768 passenger trips, 263 on Saturday and 442 on Monday.

Sierra College Students Ride Free

In August 2022, Nevada County Connects partnered with Sierra College, Nevada County Transportation Commission (NCTC), Placer County Transportation Planning Agency (PCTPA), Placer County Transit, Auburn Transit and Roseville Transit to offer free fare service on the respective transit systems to any Sierra College (and Ghidotti Early College High School) student with a valid student ID. The program has significant support from

the participating entities and has been well received by students. In the FY22-23 service year NCC provided 1,866 student trips.

For the current year through April 2024 we have provided 2,549 student trips, which is a 73 percent increase over the prior year (FY23/24 2,549 vs FY22/23 1,470)!

FTA 5310 Paratransit Vehicle Purchase

To date we have received four of the five FTA Section 5310 funded paratransit vehicles, four Ford V350 Shift n' Step ADA Accessible paratransit vans. The remaining vehicle, a Ford E450 12 passenger Glaval Cutaway Bus, has been ordered through A-Z Bus Sales. This vehicle was originally ordered April 26, 2021, but has subsequently been affected by production delays within Ford, supply chain issues due to COVID-19 and significant cost increases. **The vehicle was delivered May 9, 2024.**

This will be the 9th paratransit vehicle which the County has replaced on route to fully replacing all 12 paratransit fleet vehicles. This replacement process is consistent with the previously approved 2013 Paratransit Fleet Replacement Plan.

Please contact me if you have any questions prior to the May 15, 2024, TSC Meeting.
TT:RVV

St. Patrick's Day Free Fare Days				
	2023	2024		
Route #	03-17 Fri	03/16 Sat	Difference	
1	184	0	(184)	\$0.00
3/2	74	3	(71)	\$4.50
4	122	72	(50)	\$108.00
5	34	0	(34)	\$0.00
6	27	18	(9)	\$43.50
7	10	0	(10)	\$0.00
1/6 (ST)	17	0	(17)	\$0.00
Totals	468	93	(375)	\$156.00

Free Fare Day March 5, 2024

VOTE				
	03-03 Tues	03-05 Tues		
Route #	2020	2024	Difference	
1	268	150	(118)	\$225.00
3/2	233	85	(148)	\$127.50
4	304	140	(164)	\$210.00
5	62	39	(23)	\$97.50
6	53	32	(21)	\$90.00
7	18	20	2	\$57.00
ST 1/6	58	9	(49)	\$13.50
Totals	996	475	(521)	\$820.50

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	0	1	0	0	0	0	0			1.00
1 - Grass Valley/Nevada City	18	35	60	49	79	26	81	70	63	84			565.00
3/2 - Grass Valley/Ridge Rd	28	30	31	22	27	8	10	17	19	19			211.00
4 - Grass Valley/Sierra College/Brunswick	29	98	148	141	139	87	105	112	103	127			1,089.00
5 - Auburn	14	36	45	50	37	17	32	28	30	41			330.00
6 - Penn Valley/Lake Wildwood	35	30	23	42	40	20	38	30	41	48			347.00
7 - North San Juan	0	1	0	0	1	1	2	0	1	0			6.00
Totals	124	230	307	304	324	159	268	257	257	319	-	-	2,549.00
Total Overall Ridership	9,370	13,730	10,191	11,090	9,658	9,896	9,718	9,263	10,032	11,334			
Total Ridership Route 4 (serving Sierra College)	2,811	3,460	2,936	3,172	2,996	3,050	2,859	2,606	2,937	3,243			
Period totals			661			787			782			319	

Earth Day

2023			
Route #	Fri 04/20	Sat 04/21	Route Totals
1/6	0.00	0.00	0.00
1	0.00	145.50	\$145.50
3/2	0.00	103.50	\$103.50
4	0.00	144.00	\$144.00
5	0.00	0.00	0.00
6	0.00	67.50	\$67.50
7	0.00	0.00	0.00
Amount	\$0.00	\$460.50	
Grand Total		\$460.50	

97 @ \$1.50
 69 @ \$1.50
 94 @ \$1.50 and 1 @ \$3.00
 1 @ \$1.50 and 22 @ \$3.00

RTS. 1/6, 5 & 7 do not run on Saturdays
 Did not run on Friday this year

2024			
Route #	Sat 04/20	Mon 04/22	Route Totals
1/6	0.00	27.00	27.00
1	183.00	241.50	424.50
3/2	84.00	105.00	189.00
4	120.00	243.00	363.00
5	0.00	69.00	69.00
6	49.50	85.50	135.00
7	0.00	39.00	39.00
Amount	\$436.50	\$810.00	
Grand Total		\$1,246.50	

18 @ \$1.50
 283 @ \$1.50
 126 @ \$1.50
 242 @ \$1.50
 8 @ \$1.50 and 19 @ \$3.00
 42 @ \$1.50 and 17 @ \$3.00
 13 @ \$3.00

768 total boardings

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



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

George Schureck
 Acting Director of Public Works

Robin Van Valkenburgh, Transit Services Manager

TRANSIT SERVICES COMMISSION
Information Item

MEETING DATE: May 15, 2024

TO: Transit Services Commission

FROM: Robin Van Valkenburgh, Transit Services Manager

SUBJECT: Nevada County Connects Operations Report for March - April 2024

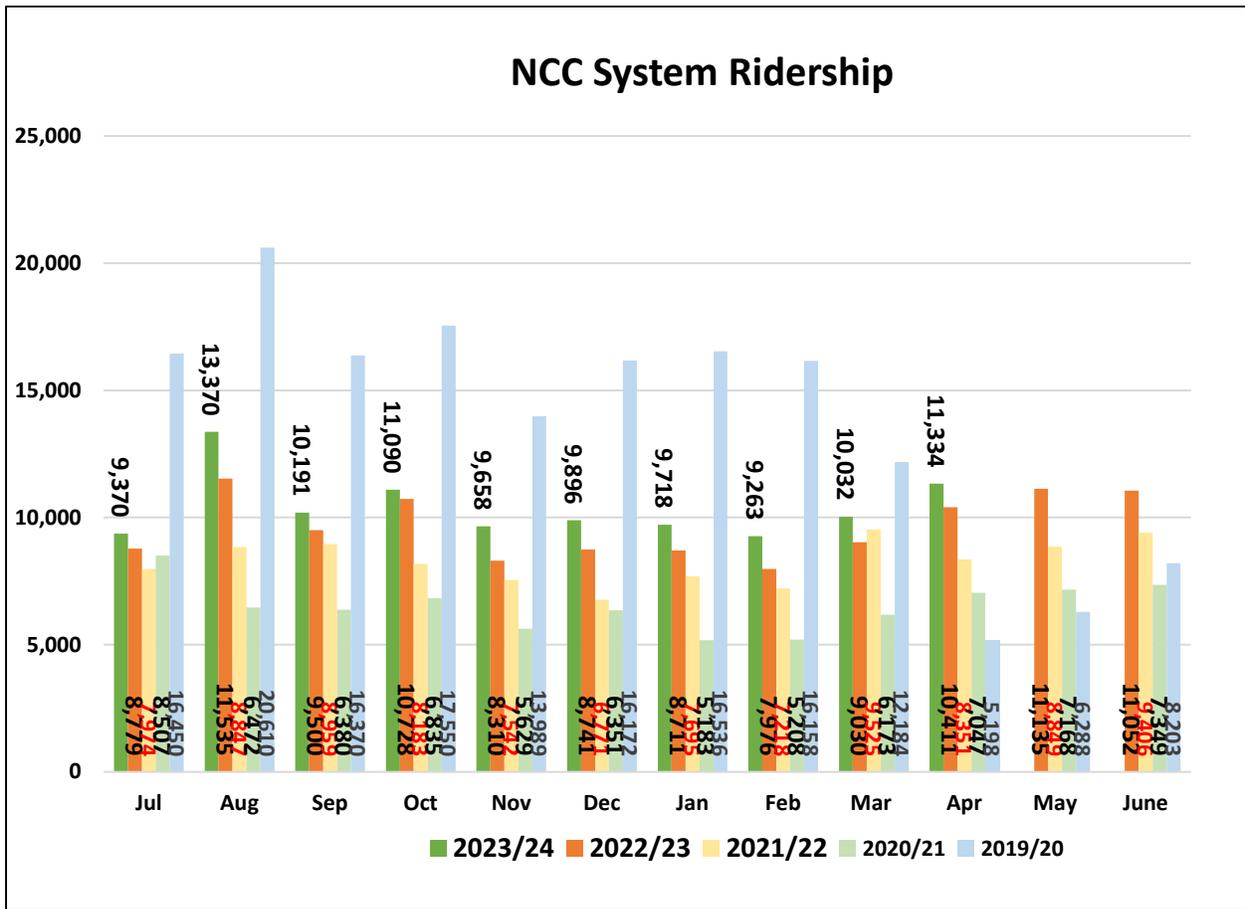
RECOMMENDATION: Accept the report.

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

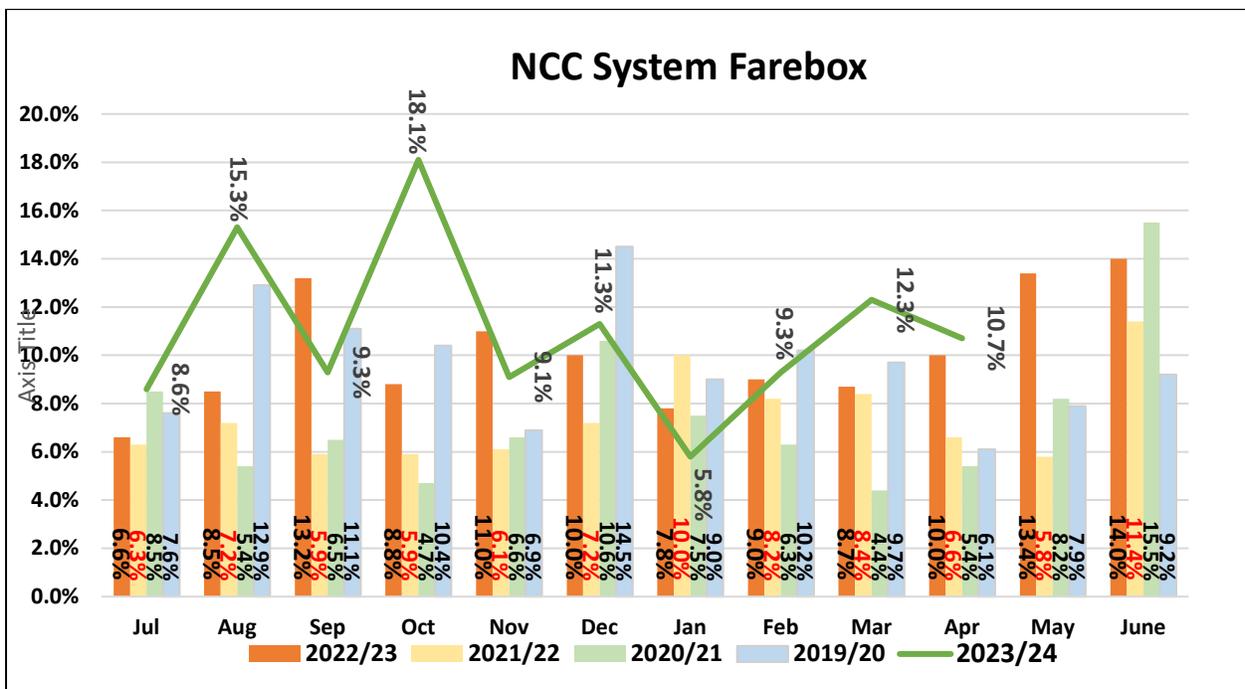
System Performance Snapshot

Current		March	April	YTD	% Change from PY
Ridership		10,032	11,334	103,922	11%
Farebox		12.3%	10.7%	11.0%	17%
On-time Performance		72.3%	73.3%	N/A	
Fare Revenue		\$30,942	\$27,794	\$254,977	26%

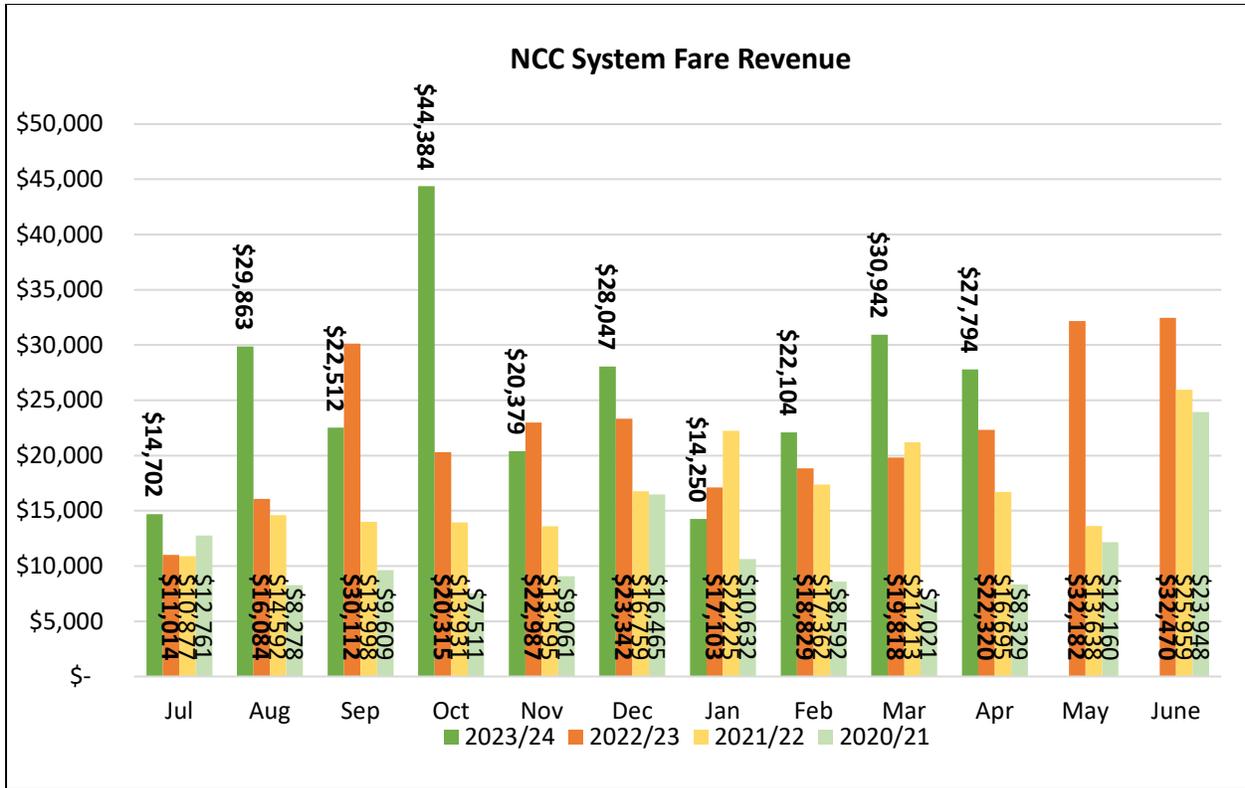
Ridership



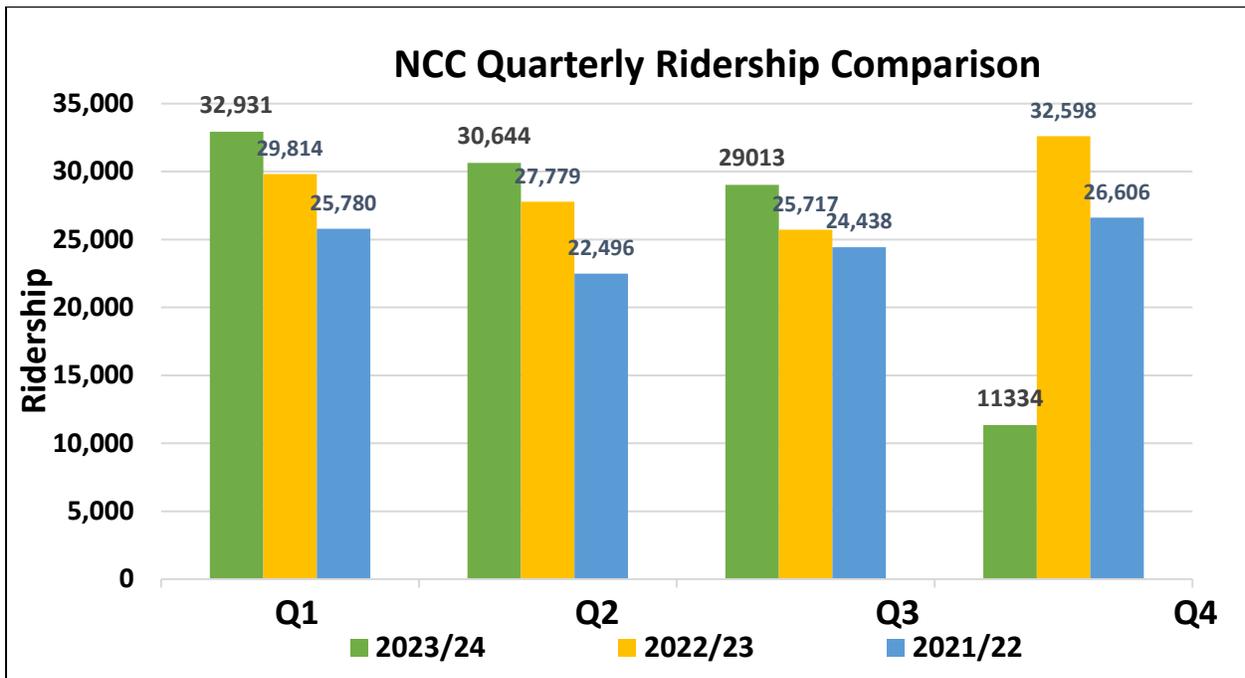
Farebox



NCC Fare Revenue



NCC Quarterly Ridership



Please contact me if you have any questions prior to the May 15, 2024 TSC Meeting.

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

March 2024

Monday - Saturday
26 Service Days
(there was one snow day)

PASSENGER BOARDINGS	Route 1	Route 3.2/AS*	Route 4	Route 5**	Route 6	Route 7	Tripper		Total
Regular Cash (includes Free Fares)	789	348	633	319	281	101	9		2,480
Discount Cash	425	180	274	107	103	63	251		1,403
Free (Under 6) and Sierra College	137	235	233	60	73	4	0		742
Daily Pass	165	93	202	13	10	40	0		523
Monthly Pass	1,505	606	1,264	194	250	138	0		3,957
Transfer	110	128	178	52	52	2	0		522
One Ride Tickets	156	57	153	13	18	8	0		405
Total Boardings	3,287	1,647	2,937	758	787	356	260		10,032
	33%	16%	29%	8%	8%	4%	3%		100%
OPERATING DATA									
Revenue Vehicle Hours (RVH)	342	328	336	252	159	126	38		1,581
Total Vehicle Hours	356	341	349	273	172	147	45		1,683
Revenue Vehicle Miles (RVM)	4,277	5,275	4,526	7,304	3,340	3,276	514		28,511
Total Vehicle Miles	4,589	5,475	4,733	7,640	3,548	3,444	784		30,212
Marginal Operating Cost - RVH	\$30,448	\$29,244	\$29,980	\$22,468	\$14,199	\$11,234	\$3,344		\$140,917
Marginal Operating Cost - RVM	\$9,879	\$12,185	\$10,455	\$16,872	\$7,715	\$7,568	\$1,186		\$65,861
Marginal Operating Cost	\$40,328	\$41,429	\$40,435	\$39,340	\$21,914	\$18,802	\$4,530		\$206,778
Total Operating Cost (includes fixed costs)	\$50,384	\$50,781	\$49,990	\$41,266	\$27,459	\$24,395	\$6,842		\$251,117
Fare Revenue --ACTUALS	\$9,830.81	\$4,819.22	\$8,611.68	\$2,765.95	\$2,767.12	\$1,296.21	\$851.15		\$30,942
Net Operating Subsidy	\$40,553	\$45,962	\$41,378	\$38,500	\$24,691	\$23,098	\$5,991		\$220,175
Total Institutional Pass Sales								\$17,850	
Total M. U. B. Sales								\$990	
LCTOP Subsidized Passes								\$6,210	
PERFORMANCE INDICATORS									
Marginal Operating Cost/VSH	\$118.09	\$126.31	\$120.25	\$156.11	\$137.61	\$149.22	\$120.80		\$130.83
Marginal Operating Cost/VSM	\$9.43	\$7.85	\$8.93	\$5.39	\$6.56	\$5.74	\$8.82		\$7.25
Marginal Subsidy/Passenger	\$12.34	\$27.91	\$14.09	\$50.79	\$31.37	\$64.88	\$23.04		\$21.95
Revenue/Passenger	\$2.99	\$2.93	\$2.93	\$3.65	\$3.52	\$3.64	\$3.27		\$3.08
Passengers/VSH	9.63	5.02	8.73	3.01	4.94	2.83	6.93		6.35
Passengers/VSM	0.77	0.31	0.65	0.10	0.24	0.11	0.51		0.35
Total Allocated Farebox Ratio	19.5%	9.5%	17.2%	6.7%	10.1%	5.3%	12.4%		12.3%

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

**Routes 5 & 7 do not run on Saturdays

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

NOTE: Includes \$7,125.00 in pass sales not posted until April.

NEVADA COUNTY CONNECTS

**MONTHLY OPERATIONS REPORT
SYSTEMWIDE DATA**

March 2024

Monday - Saturday

	MAR 2024	MAR 2023	% CHANGE	YTD FY2023-24	YTD FY 2022-23	% CHANGE
PASSENGER BOARDINGS	26 service days	27 service days		226 service days	226 service days	
Regular Cash	2,480	2,599	-4.58%	31,076	27,966	11.12%
Discount Cash	1,403	1,026	36.74%	11,669	9,202	26.81%
Free (Under 6)	742	565	31.33%	6,036	5,042	19.71%
Daily Pass	523	540	-3.15%	4,485	4,001	12.10%
Monthly Pass	3,957	3,493	13.28%	31,976	29,872	7.04%
Transfer	522	455	14.73%	4,489	4,186	7.24%
One Ride Tickets	405	352	15.06%	3,217	2,226	44.52%
Total Boardings	10,032	9,030	11%	92,948	82,495	13%
OPERATING DATA						
Revenue Vehicle Hours (RVH)	1,581	1,557	1.54%	13,006	13,080	-0.57%
Total Vehicle Hours	1,683	1,660	1.42%	13,794	13,867	-0.53%
Revenue Vehicle Miles (RVM)	28,511	28,145	1.30%	235,046	235,054	0.00%
Total Vehicle Miles	30,212	29,875	1.13%	#REF!	249,637	0.00%
Marginal Operating Cost - RVH	\$140,917	\$128,421	9.73%	\$1,159,485	\$1,078,879	7.47%
Marginal Operating Cost - RVM	\$65,861	\$55,727	18.18%	\$538,924	\$465,347	15.81%
Marginal Operating Cost	\$206,778	\$184,148	12.29%	\$1,664,389	\$1,509,670	10.25%
Total Operating Cost (includes fixed cost)	\$251,117	\$229,078	9.62%	\$2,060,113	\$1,917,007	7.47%
Fare Revenue --ACTUALS	\$30,942	\$19,818	56.13%	\$227,183	\$179,515	26.55%
Net Marginal Operating Subsidy	\$227,300	\$209,260	8.62%	\$1,849,529	\$1,738,715	6.37%
PERFORMANCE INDICATORS						
Marginal Operating Cost/RVH	\$130.79	\$118.27	10.58%	\$127.97	\$115.42	10.88%
Marginal Operating Cost/RVM	\$7.25	\$6.54	10.85%	\$7.08	\$6.42	10.25%
Total Subsidy/Passenger	\$22.66	\$23.17	-2.23%	\$19.90	\$21.08	-5.59%
Revenue/Passenger	\$3.08	\$2.19	40.53%	\$2.44	\$2.18	12.32%
Passengers/VSH	6.35	5.80	9.41%	7.15	6.31	13.31%
Passengers/VSM	0.35	0.32	9.67%	0.40	0.35	12.68%
Farebox Recovery Ratio	12.3%	8.7%	42.43%	11.0%	9.4%	17.76%

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

MARCH 2024

Monday - Saturday
 26 Service Days

	Route 1	Route 3.2/AS*	Route 4	Route 5**	Route 6	Route 7	Trippler	Paratransit		Total
PASSENGER BOARDINGS										
Regular Cash	789	348	633	319	281	101	9	1,878		4,358
Discount Cash	425	180	274	107	103	63	251			1,403
Free (Under 6) & Sierra College	137	235	233	60	73	4	0			742
Daily Pass	165	93	202	13	10	40	0			523
Monthly Pass	1,505	606	1,264	194	250	138	0			3,957
Transfer	110	128	178	52	52	2	0			522
One Ride Tickets	156	57	153	13	18	8	0			405
Total Boardings	3,287	1,647	2,937	758	787	356	260	1,878		11,910
OPERATING DATA										
Revenue Vehicle Hours (RVH)	342	328	336	252	159	126	38	944		2,525
Total Vehicle Hours	356	341	349	273	172	147	45	10,312		11,995
Revenue Vehicle Miles (RVM)	4,277	5,275	4,526	7,304	3,340	3,276	514	780		29,292
Total Vehicle Miles	4,589	5,475	4,733	7,640	3,548	3,444	784	9,097		39,309
Marginal Operating Cost - RVH	\$30,448	\$29,244	\$29,980	\$22,468	\$14,199	\$11,234	\$3,344			\$140,917
Marginal Operating Cost - RVM	\$9,879	\$12,185	\$10,455	\$16,872	\$7,715	\$7,568	\$1,186			\$65,861
Marginal Operating Cost	\$40,328	\$41,429	\$40,435	\$39,340	\$21,914	\$18,802	\$4,530			\$206,778
Total Operating Cost (includes fixed costs)	\$50,384	\$50,781	\$49,990	\$41,266	\$27,459	\$24,395	\$6,842	\$115,876		\$366,993
Fare Revenue - ACTUALS	\$9,831	\$4,819	\$8,612	\$2,766	\$2,767	\$1,296	\$851	\$5,533		\$36,475
Total Institutional & MUB Pass Sales								\$17,850		
Total LCTOP Subsidized Passes								\$6,210		
Net Operating Subsidy	\$30,497	\$36,610	\$31,824	\$36,574	\$19,147	\$17,506	\$3,679	\$110,344		\$286,180
PERFORMANCE INDICATORS										
Marginal Operating Cost/VSH	\$89.16	\$89.16	\$89.16	\$89.16	\$89.16	\$89.16	\$89.16	\$0.00		\$55.81
Marginal Operating Cost/VSM	\$2.31	\$2.31	\$2.31	\$2.31	\$2.31	\$2.31	\$2.31	\$0.00		\$2.25
Marginal Subsidy/Passenger	\$9.28	\$22.23	\$10.84	\$48.25	\$24.33	\$49.17	\$14.15	\$58.76		\$24.03
Revenue/Passenger	\$2.99	\$2.93	\$2.93	\$3.65	\$3.52	\$3.64	\$3.27	\$2.95		\$3.06
Passengers/VSH	9.63	5.02	8.73	3.01	4.94	2.83	6.93	1.99		4.72
Passengers/VSM	9.24	4.83	8.41	2.78	4.57	2.42	5.78	0.18		0.41
Total Allocated Farebox Ratio	19.5%	9.5%	17.2%	6.7%	10.1%	5.3%	12.4%	4.8%		9.9%

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

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

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

NOTE: Includes \$7,125.00 in pass sales not posted until April.

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

APRIL 2024

Monday - Saturday
26 Service Days

PASSENGER BOARDINGS	Route 1	Route 3.2/AS*	Route 4	Route 5**	Route 6	Route 7	Tripper		Total
Regular Cash	947	401	760	335	341	88	18		2,890
Discount Cash	427	213	258	118	110	62	312		1,500
Free (Under 6) and Sierra College	165	262	287	64	94	2	0		874
Daily Pass	108	72	125	26	39	20	0		390
Monthly Pass	1,709	839	1,463	217	318	128	0		4,674
Transfer	124	126	216	54	69	7	0		596
One Ride Tickets	150	75	134	16	11	24	0		410
Total Boardings	3,630	1,988	3,243	830	982	331	330		11,334
	32%	18%	29%	7%	9%	3%	3%		100%
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	756		29,491
Total Vehicle Miles	4,632	5,540	4,790	8,004	3,608	3,608	1,152		31,333
Marginal Operating Cost - RVH	\$30,849	\$29,423	\$30,359	\$23,538	\$14,489	\$11,769	\$4,904		\$145,331
Marginal Operating Cost - RVM	\$9,979	\$12,353	\$10,588	\$17,675	\$7,854	\$7,928	\$1,746		\$68,124
Marginal Operating Cost	\$40,829	\$41,776	\$40,947	\$41,213	\$22,343	\$19,697	\$6,650		\$213,455
Total Operating Cost (includes fixed costs)	\$50,959	\$51,154	\$50,597	\$43,561	\$27,961	\$25,556	\$10,042		\$259,829
Fare Revenue --ACTUALS	\$8,620	\$4,533	\$7,478	\$2,479	\$2,844	\$964	\$875		\$27,794
Net Operating Subsidy	\$42,338	\$46,621	\$43,119	\$41,082	\$25,116	\$24,592	\$9,167		\$232,035
Total Institutional Pass Sales								\$13,305	
Total M. U. B. Sales								\$1,035	
LCTOP Subsidized Passes								\$6,795	
PERFORMANCE INDICATORS									
Marginal Operating Cost/VSH	\$118.00	\$126.59	\$120.25	\$156.11	\$137.49	\$149.22	\$120.91		\$130.95
Marginal Operating Cost/VSM	\$9.45	\$7.81	\$8.93	\$5.39	\$6.57	\$5.74	\$8.80		\$7.24
Marginal Subsidy/Passenger	\$11.66	\$23.45	\$13.30	\$49.50	\$25.58	\$74.30	\$27.78		\$20.47
Revenue/Passenger	\$2.37	\$2.28	\$2.31	\$2.99	\$2.90	\$2.91	\$2.65		\$2.45
Passengers/VSH	10.49	6.02	9.52	3.14	6.04	2.51	6.00		6.95
Passengers/VSM	0.84	0.37	0.71	0.11	0.29	0.10	0.44		0.38
Total Allocated Farebox Ratio	16.9%	8.9%	14.8%	5.7%	10.2%	3.8%	8.7%		10.7%

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

**Routes 5 & 7 do not run on Saturdays

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

NOTE: Does NOT include \$7,125.00 in March Pass Sales that were posted in April.

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

APRIL 2024

Monday - Saturday

26 Service Days

	Route 1	Route 3.2/AS*	Route 4	Route 5**	Route 6	Route 7	Tripper	Paratransit		Total
PASSENGER BOARDINGS										
Regular Cash	947	401	760	335	341	88	18	1,968		4,858
Discount Cash	427	213	258	118	110	62	312			1,500
Free (Under 6) & Sierra College	165	262	287	64	94	2	0			874
Daily Pass	108	72	125	26	39	20	0			390
Monthly Pass	1,709	839	1,463	217	318	128	0			4,674
Transfer	124	126	216	54	69	7	0			596
One Ride Tickets	150	75	134	16	11	24	0			410
Total Boardings	3,630	1,988	3,243	830	982	331	330	1,968		13,302
OPERATING DATA										
Revenue Vehicle Hours (RVH)	346	330	341	264	163	132	55	859		2,489
Total Vehicle Hours	360	343	354	286	176	154	66	1,028		2,766
Revenue Vehicle Miles (RVM)	4,320	5,348	4,583	7,652	3,400	3,432	756	10,079		39,570
Total Vehicle Miles	4,632	5,540	4,790	8,004	3,608	3,608	1,152	11,354		42,687
Marginal Operating Cost - RVH	\$30,849	\$29,423	\$30,359	\$23,538	\$14,489	\$11,769	\$4,904			\$145,331
Marginal Operating Cost - RVM	\$9,979	\$12,353	\$10,588	\$17,675	\$7,854	\$7,928	\$1,746			\$68,124
Marginal Operating Cost	\$40,829	\$41,776	\$40,947	\$41,213	\$22,343	\$19,697	\$6,650			\$213,455
Total Operating Cost (includes fixed costs)	\$50,959	\$51,154	\$50,597	\$43,561	\$27,961	\$25,556	\$10,042	\$114,014		\$373,843
Fare Revenue - ACTUALS	\$8,620.00	\$4,533.00	\$7,478.00	\$2,479.00	\$2,844.00	\$964.00	\$875.00	\$5,958.00		\$33,751
Total Institutional & MUB Pass Sales									\$14,340	
Total LCTOP Subsidized Passes									\$6,795	
Net Operating Subsidy	\$42,339	\$46,621	\$43,119	\$41,082	\$25,117	\$24,592	\$9,167	\$108,056		\$340,092
PERFORMANCE INDICATORS										
Marginal Operating Cost/VSH	\$89.16	\$89.16	\$89.16	\$89.16	\$89.16	\$89.16	\$89.16	\$0.00		\$58.39
Marginal Operating Cost/VSM	\$2.31	\$2.31	\$2.31	\$2.31	\$2.31	\$2.31	\$2.31	\$0.00		\$1.72
Marginal Subsidy/Passenger	\$11.66	\$23.45	\$13.30	\$49.50	\$25.58	\$74.30	\$27.78	\$54.91		\$25.57
Revenue/Passenger	\$2.37	\$2.28	\$2.31	\$2.99	\$2.90	\$2.91	\$2.65	\$3.03		\$2.54
Passengers/VSH	10.49	6.02	9.52	3.14	6.04	2.51	6.00	2.29		5.34
Passengers/VSM	10.08	5.80	9.17	2.90	5.60	2.15	5.00	1.91		0.34
Total Allocated Farebox Ratio	16.9%	8.9%	14.8%	5.7%	10.2%	3.8%	8.7%	5.2%		9.0%

*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
SYSTEMWIDE DATA**

April 2024

Monday - Saturday

	APR 2024	APR 2023	% CHANGE	YTD FY2023-24	YTD FY 2022-23	% CHANGE
PASSENGER BOARDINGS	26 service days	25 service days		252 service days	251 service days	
Regular Cash	2,890	2,607	10.86%	33,966	30,573	11.10%
Discount Cash	1,500	1,197	25.31%	13,169	10,399	26.64%
Free (Under 6)	874	712	22.75%	6,910	5,754	20.09%
Daily Pass	390	566	-31.10%	4,875	4,567	6.74%
Monthly Pass	4,674	4,368	7.01%	36,650	34,240	7.04%
Transfer	596	569	4.75%	5,085	4,755	6.94%
One Ride Tickets	410	392	4.59%	3,627	2,618	38.54%
Total Boardings	11,334	10,411	9%	104,282	92,906	12%
OPERATING DATA						
Revenue Vehicle Hours (RVH)	1,630	1,515	7.59%	14,636	14,595	0.28%
Total Vehicle Hours	1,738	1,614	7.70%	15,532	15,481	0.33%
Revenue Vehicle Miles (RVM)	24,491	27,286	-10.24%	259,537	262,340	-1.07%
Total Vehicle Miles	31,333	28,929	8.31%	300,221	278,566	7.77%
Marginal Operating Cost - RVH	\$145,331	\$124,957	16.30%	\$1,304,816	\$1,203,836	8.39%
Marginal Operating Cost - RVM	\$68,124	\$54,026	26.10%	\$607,048	\$519,373	16.88%
Marginal Operating Cost	\$213,455	\$178,983	19.26%	\$1,877,844	\$1,688,653	11.20%
Total Operating Cost (includes fixed	\$259,829	\$222,329	16.87%	\$2,319,942	\$2,139,336	8.44%
Fare Revenue --ACTUALS	\$27,794	\$22,320	24.53%	\$254,977	\$201,834	26.33%
Net Marginal Operating Subsidy	\$232,035	\$200,009	16.01%	\$2,081,564	\$1,938,725	7.37%
PERFORMANCE INDICATORS						
Marginal Operating Cost/RVH	\$130.95	\$118.14	10.85%	\$128.30	\$115.70	10.89%
Marginal Operating Cost/RVM	\$8.72	\$6.56	32.87%	\$7.24	\$6.44	12.40%
Total Subsidy/Passenger	\$20.47	\$19.21	6.56%	\$19.96	\$20.87	-4.34%
Revenue/Passenger	\$2.45	\$2.14	14.39%	\$2.45	\$2.17	12.55%
Passengers/VSH	6.95	6.87	1.18%	7.13	6.37	11.93%
Passengers/VSM	0.46	0.38	21.29%	0.40	0.35	13.46%
Farebox Recovery Ratio	10.7%	10.0%	6.55%	11.0%	9.4%	16.50%

Names redacted for HIPPA reasons Name (First, Last)	Zone	Amount	Zone 1	Zone 2	Auth Expires	APR Pass #	Issue Date
	1	\$ 45.00	45.00		6/30/2024	76621	4/1/2024
	1	\$ 45.00	45.00		6/30/2024	76622	4/1/2024
	1	\$ 45.00	45.00		6/30/2024	76623	4/1/2024
	1	\$ 45.00	45.00		9/30/2024	76625	4/1/2024
	2	\$ 90.00		90.00	6/30/2024	76626	4/1/2024
	2	\$ 90.00		90.00	7/31/2024	76627	4/1/2024
	1	\$ 45.00	45.00		4/30/2024	76628	4/1/2024
	1	\$ 45.00	45.00		8/31/2024	76629	4/1/2024
	1	\$ 45.00	45.00		4/30/2024	76630	4/1/2024
	1	\$ 45.00	45.00		4/30/2024	76631	4/1/2024
	1	\$ 45.00	45.00		9/30/2024	76632	4/1/2024
	1	\$ 45.00	45.00		4/30/2024	76633	4/1/2024
	1	\$ 45.00	45.00		6/30/2024	76634	4/1/2024
	2	\$ 90.00		90.00	4/30/2024	76635	4/1/2024
	1	\$ 45.00	45.00		10/31/2024	76636	4/1/2024
	1	\$ 45.00	45.00		5/31/2024	76637	4/1/2024
	1	\$ 45.00	45.00		5/31/2024	76638	4/1/2024
	2	\$ 90.00		90.00	7/31/2024	76639	4/1/2024
	2	\$ 90.00		90.00	5/31/2024	76640	4/1/2024
	2	\$ 90.00		90.00	5/31/2024	76641	4/1/2024
	2	\$ 90.00		90.00	10/31/2024	76642	4/1/2024
	1	\$ 45.00	45.00		8/31/2024	76643	4/1/2024
	1	\$ 45.00	45.00		7/31/2024	76658	4/1/2024
	1	\$ 45.00	45.00		4/30/2024	76644	4/1/2024
	1	\$ 45.00	45.00		9/30/2024	76645	4/1/2024
	1	\$ 45.00	45.00		5/31/2024	76646	4/1/2024
	1	\$ 45.00	45.00		4/30/2024	76647	4/1/2024
	1	\$ 45.00	45.00		4/30/2024	76648	4/1/2024
	1	\$ 45.00	45.00		5/31/2024	76649	4/1/2024
	1	\$ 45.00	45.00		8/31/2024	76650	4/1/2024
	1	\$ 45.00	45.00		4/30/2024	76656	4/1/2024
	1	\$ 45.00	45.00		5/31/2024	76657	4/1/2024
	2	\$ 90.00		90.00	5/31/2024	76659	4/1/2024
	1	\$ 45.00	45.00		8/31/2024	76661	4/1/2024
	1	\$ 45.00	45.00		10/31/2024	76662	4/1/2024
	1	\$ 45.00	45.00		3/29/2024	76663	4/1/2024
	1	\$ 45.00	45.00		10/31/2024	76664	4/1/2024
	2	\$ 90.00		90.00	8/31/2024	76665	4/1/2024
	2	\$ 90.00		90.00	10/31/2024	76666	4/1/2024
	2	\$ 90.00		90.00	8/31/2024	76667	4/1/2024
	2	\$ 90.00		90.00	8/31/2024	76668	4/1/2024
	1	\$ 45.00	45.00		10/31/2024	76669	4/1/2024
	1	\$ 45.00	45.00		5/31/2024	76674	4/1/2024
	1	\$ 45.00	45.00		9/30/2024	76675	4/1/2024
	1	\$ 45.00	45.00		9/30/2024	76676	4/1/2024
	1	\$ 45.00	45.00		9/30/2024	76677	4/1/2024
	2	\$ 90.00		90.00	6/30/2024	76678	4/1/2024
	1	\$ 45.00	45.00		7/31/2024	76679	4/1/2024
	1	\$ 45.00	45.00		7/31/2024	76680	4/1/2024
	1	\$ 45.00	45.00		7/31/2024	76681	4/1/2024
	1	\$ 45.00	45.00		7/31/2024	76683	4/1/2024
	1	\$ 45.00	45.00		7/31/2024	76684	4/1/2024
	1	\$ 45.00	45.00		7/31/2024	76685	4/1/2024

Names redacted for HIPPA reasons Name (First, Last)	Zone	Amount	Zone 1	Zone 2	Auth Expires	APR Pass #	Issue Date
	1	\$ 45.00	45.00		7/31/2024	76686	4/1/2024
	1	\$ 45.00	45.00		6/30/2024	76687	4/1/2024
	1	\$ 45.00	45.00		1/31/2024	76688	4/1/2024
	2	\$ 90.00		90.00	6/30/2024	76689	4/1/2024
	2	\$ 90.00		90.00	9/30/2024	76690	4/1/2024
	1	\$ 45.00	45.00		4/30/2024	76691	4/1/2024
	1	\$ 45.00	45.00		5/31/2024	76692	4/1/2024
	1	\$ 45.00	45.00		6/30/2024	76693	4/1/2024
	2	\$ 90.00		90.00	4/30/2024	76694	4/1/2024
	2	\$ 90.00		90.00	7/31/2024	76695	4/1/2024
	1	\$ 45.00	45.00		6/30/2024	76696	4/1/2024
	1	\$ 45.00	45.00		4/30/2024	76697	4/1/2024
	1	\$ 45.00	45.00		9/30/2024	76698	4/1/2024
	1	\$ 45.00	45.00		6/30/2024	76699	4/1/2024
	1	\$ 45.00	45.00		6/30/2024	76700	4/1/2024
	1	\$ 45.00	45.00		6/30/2024	76701	4/1/2024
	1	\$ 45.00	45.00		6/30/2024	76702	4/1/2024
	2	\$ 90.00		90.00	9/30/2024	76703	4/1/2024
	2	\$ 90.00		90.00	7/31/2024	76704	4/1/2024
	1	\$ 45.00	45.00		5/31/2024	76705	4/1/2024
	1	\$ 45.00	45.00		5/31/2024	76706	4/1/2024
	1	\$ 45.00	45.00		9/30/2024	76707	4/1/2024
	2	\$ 90.00		90.00	7/31/2024	76709	4/1/2024
	2	\$ 90.00		90.00	9/30/2024	76710	4/1/2024
	2	\$ 90.00		90.00	7/31/2024	76711	4/1/2024
	2	\$ 90.00		90.00	7/31/2024	76713	4/1/2024
	1	\$ 45.00	45.00		6/30/2024	76714	4/1/2024
	1	\$ 45.00	45.00		4/30/2024	76715	4/1/2024
	1	\$ 45.00	45.00		7/31/2024	76716	4/1/2024
	2	\$ 90.00		90.00	5/31/2024	76717	4/1/2024
	2	\$ 90.00		90.00	9/30/2024	76718	4/1/2024
	2	\$ 90.00		90.00	9/30/2024	76723	4/1/2024
	2	\$ 90.00		90.00	9/30/2024	76719	4/1/2024
	2	\$ 90.00		90.00	9/30/2024	76720	4/1/2024
	2	\$ 90.00		90.00	4/30/2024	76721	4/1/2024
	2	\$ 90.00		90.00	3/29/2024	76722	4/1/2024
	1	\$ 45.00	45.00		9/30/2024	76724	4/1/2024
	1	\$ 45.00	45.00		9/30/2024	76725	4/1/2024
	1	\$ 45.00	45.00		9/30/2024	76726	4/1/2024
	1	\$ 45.00	45.00		6/30/2024	76727	4/1/2024
	1	\$ 45.00	45.00		6/30/2024	76728	4/1/2024
	1	\$ 45.00	45.00		9/30/2024	76729	4/1/2024
	2	\$ 90.00		90.00	4/30/2024	76730	4/1/2024
	2	\$ 90.00		90.00	6/30/2024	76731	4/1/2024
	2	\$ 90.00		90.00	8/31/2024	76732	4/1/2024
	2	\$ 90.00		90.00	10/31/2024	76733	4/1/2024
	1	\$ 45.00	45.00		10/31/2024	76734	4/1/2024
	1	\$ 45.00	45.00		10/31/2024	76915	4/1/2024
	1	\$ 45.00	45.00		9/30/2024	76832	4/1/2024

Names redacted for HIPPA reasons Name (First, Last)	Zone	Amount	Zone 1	Zone 2	Auth Expires	APR Pass #	Issue Date
	1	\$ 45.00	45.00		10/31/2024	76833	4/1/2024
	1	\$ 45.00	45.00		9/30/2024	76916	4/2/2024
	2	\$ 90.00		90.00	10/31/2024	76848	4/5/2024
	1	\$ 45.00	45.00		9/30/2024	76917	4/2/2024
	2	\$ 90.00		90.00	10/31/2024	76835	4/3/2024
	1	\$ 45.00	45.00		10/31/2024	76836	4/3/2024
	1	\$ 45.00	45.00		10/31/2024	76837	4/3/2024
	1	\$ 45.00	45.00		10/31/2024	76849	4/9/2024
	1	\$ 45.00	45.00		10/31/2024	76850	4/9/2024
	1	\$ 45.00	45.00		10/31/2024	76855	4/9/2024
	1	\$ 45.00	45.00		10/31/2024	76856	4/9/2024
	1	\$ 45.00	45.00		9/30/2024	76919	4/10/2024
	1	\$ 45.00	45.00		10/31/2024	76615	4/17/2024

		Zone 1	Zone 2
Total Amount:	\$ 6,795.00	\$ 3,555.00	\$ 3,240.00
		79	36
# Passes:	115		

Check: \$ - \$ -
 # check 0 0



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>

George Schureck
Acting Director of Public Works

Robin Van Valkenburgh, Transit Services Manager

TRANSIT SERVICES COMMISSION
Information Item

MEETING DATE: May 15, 2024

TO: Transit Services Commission

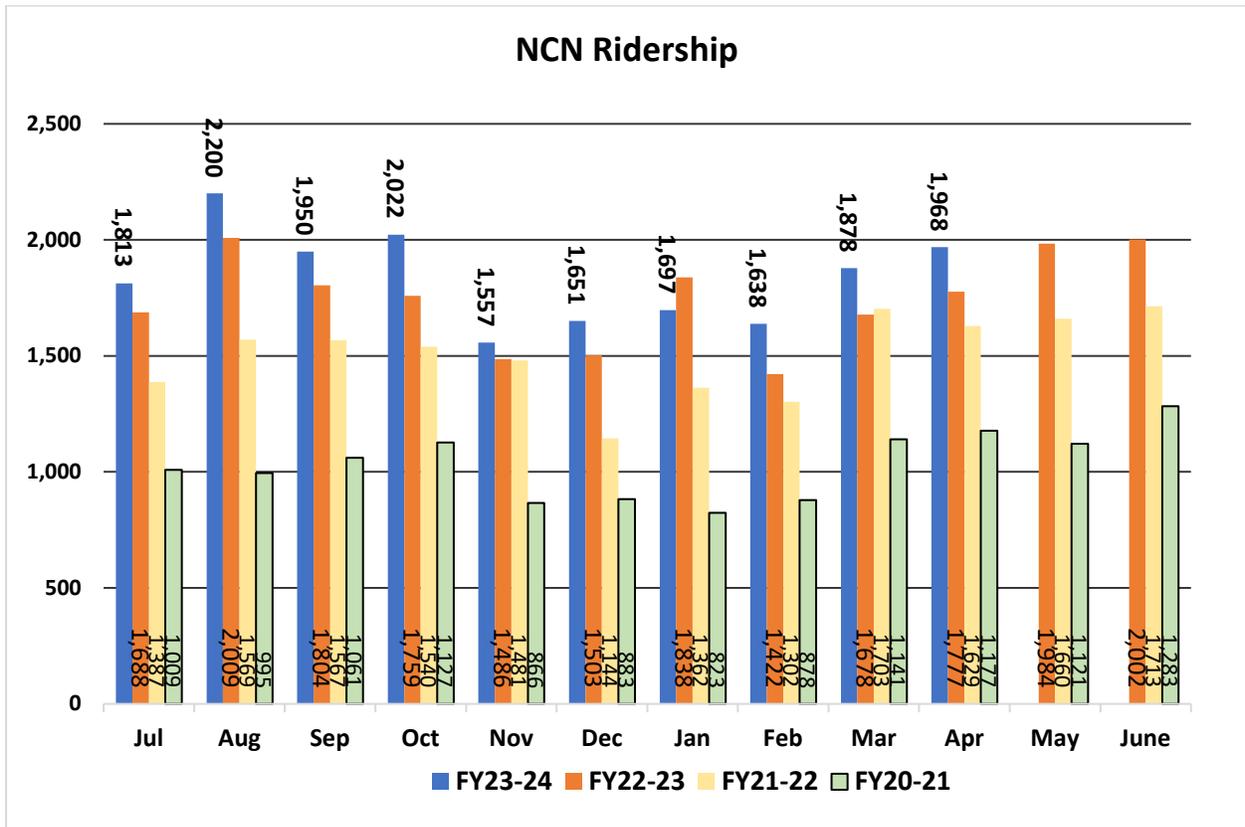
FROM: Robin Van Valkenburgh, Transit Services Manager

SUBJECT: Nevada County Now Operations Report for March - April 2024

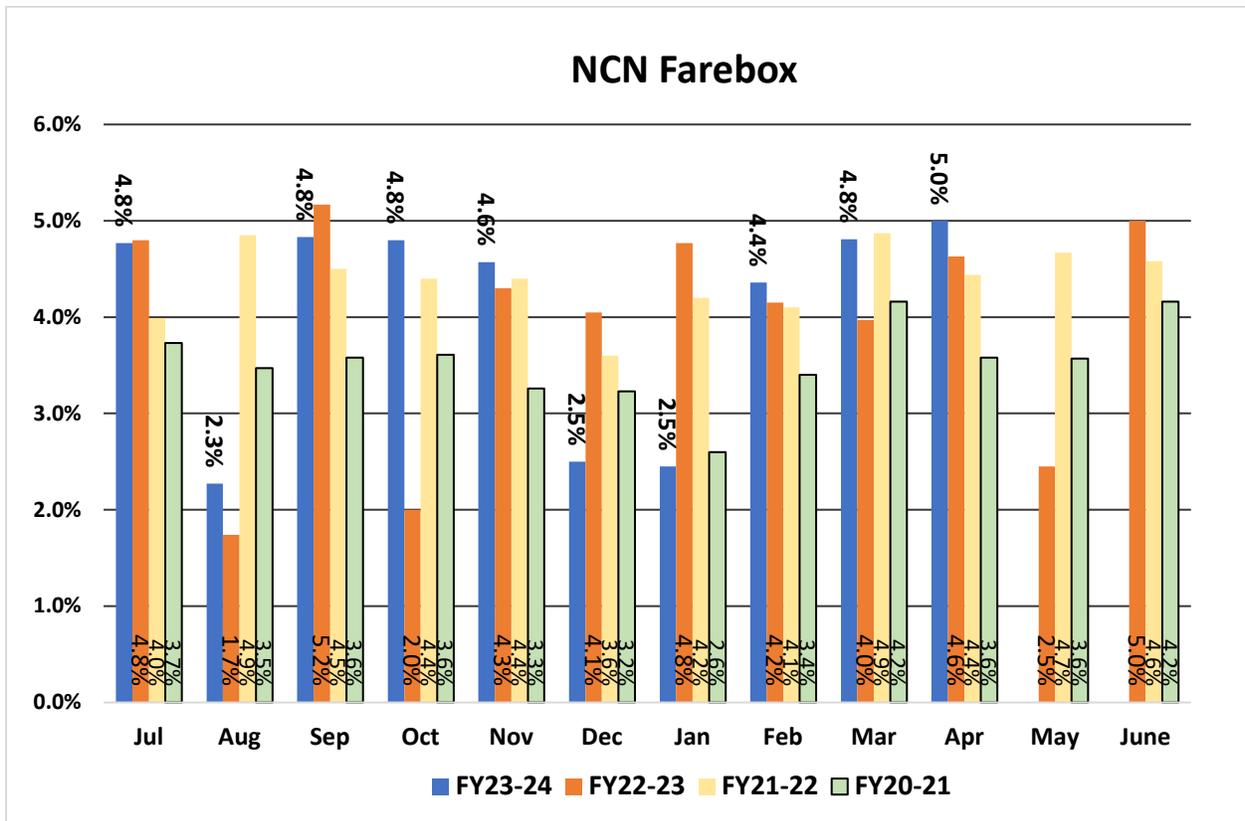
RECOMMENDATION: Accept the report.

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.

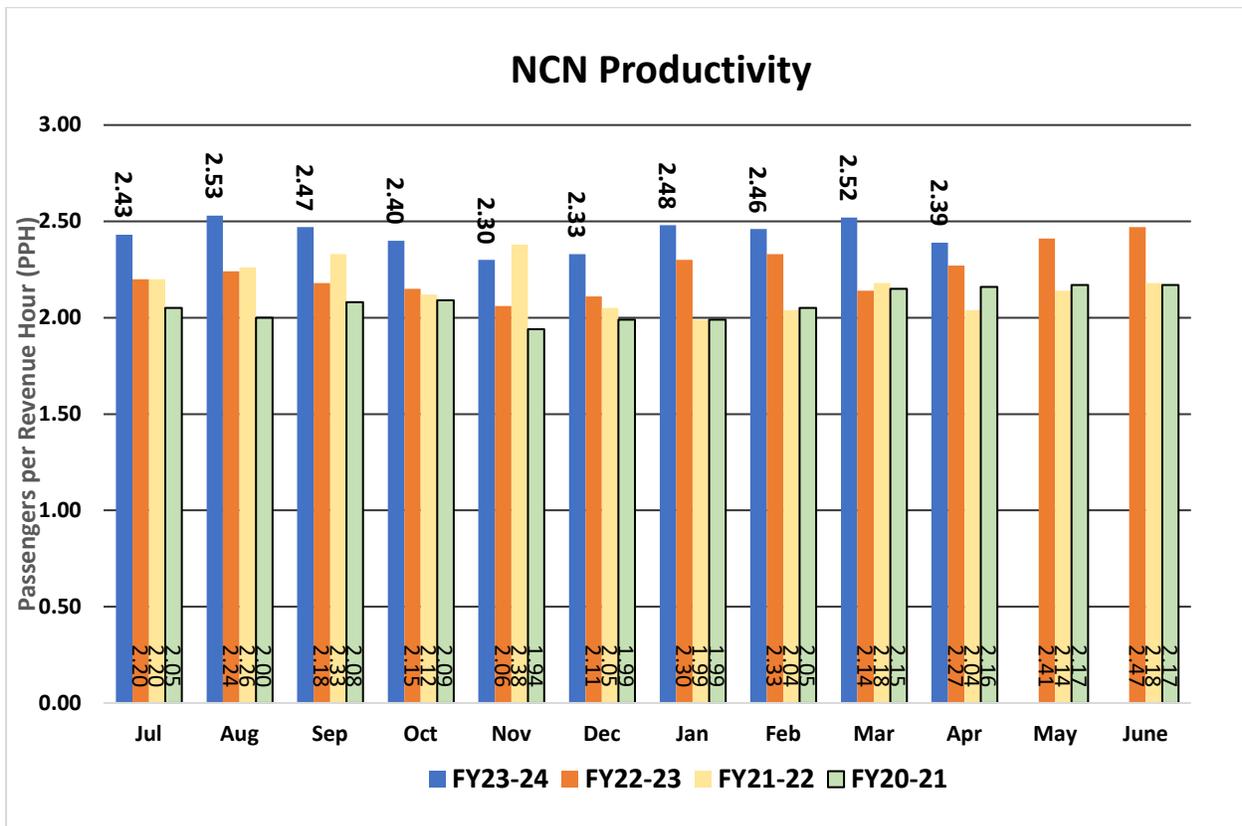
Ridership



Farebox



Passenger per Service Hour-PPH (productivity)



Year-to-Date

Total boardings year-to-date (YTD) FY23-24 are 18,374, an increase of 8 percent compared to the prior year (FY23/24 18,374 vs. FY22/23 16,964).

The NCN farebox recovery rate (FBR) for FY23-24 YTD is 4.0 percent, which is even with prior year (FY22/23 4.0 percent).

It should be noted that the significant fluctuations in monthly FBR, as seen in August and December, are due to multiday free fare events wherein the fares are not collected by Paratransit Services, rather they are paid by LCTOP grant funds.

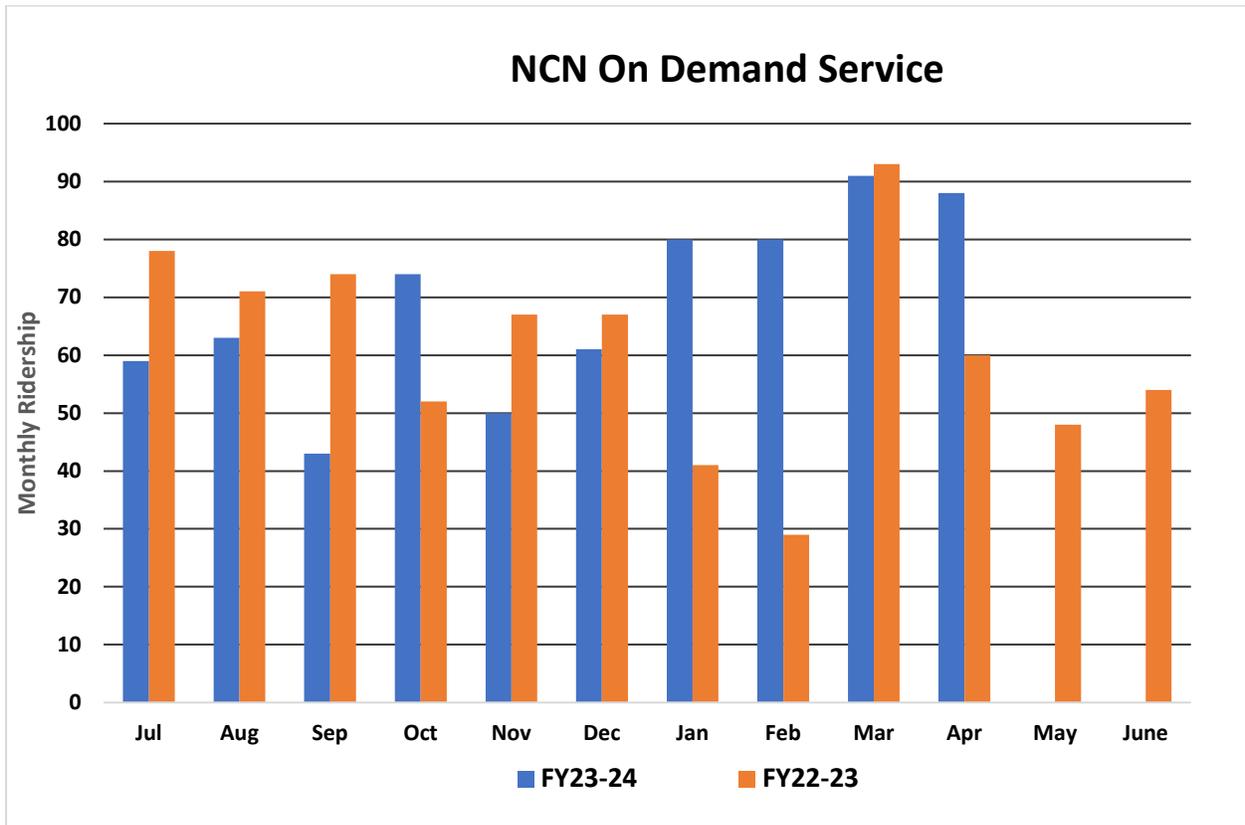
Productivity for FY23/24 YTD is at 2.43 PPH which is 10.5 percent above prior year for the same period (FY23/24 2.43 vs. FY22/23 2.2)

On-Demand Services

Senior On-demand services were implemented in April 2020, providing on-demand service to seniors 65 and over within the regular ADA service, with ADA On-demand service beginning in August 2023.

Year-to date the overall combine on-demand service has provided 689 passenger trips, which is 9 percent higher the prior year for the same period (FY23/24 689 vs FY22/23 632). This is a positive trend and we will continue to encourage use of the on-demand services.

On-demand Service Ridership



Please contact me if you have any questions prior to the March 20, 2024 TSC Meeting.

TT:RVV