

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



MICHAEL WOODMAN, Executive Director
AARON HOYT, Deputy Executive Director

Grass Valley • Nevada City

Nevada County • Truckee

REGULAR TELECONFERENCE MEETING AGENDA

A regular meeting of the Nevada County Transportation Commission (NCTC)
will be held on

Wednesday, November 12, 2025 at 10:00 a.m.

at the following locations:

Grass Valley City Hall Council Chambers

125 East Main Street, Grass Valley, California

Video Conferencing located at the

Truckee Town Hall, Prosser Room

10183 Truckee Airport Rd, Truckee, CA 96161

To join the Zoom meeting on your computer or mobile device:

<https://us02web.zoom.us/j/2869133292?pwd=MXlFcmZ5QnNPZGJCSm93WEhJbUs4UT09&omn=83270390349>

Meeting ID: **286 913 3292** Online Password: **Rona530**

To join the Zoom meeting by phone: +1 669 444 9171 or +1 669 900 6833.

Find your local number: <https://us02web.zoom.us/j/2869133292?pwd=MXlFcmZ5QnNPZGJCSm93WEhJbUs4UT09&omn=83270390349>

Meeting ID: **286 913 3292** Phone Password: **4181337**

PUBLIC COMMENT:

Written Comments: You are welcome to submit written comments to the Commission via email. Please send your comments to nctc@nccn.net. Please include the words **Public Comment** and the **meeting date and a brief title and/or agenda item number** in the subject line, and limit your word count to 400 words. Comments will be accepted through the public comment period and individual agenda discussion items during the meeting.

Oral Comments: Please come to the podium, or use the Zoom **“Raise Hand”** feature, when the agenda item number and subject matter are announced. For items not on the agenda, please comment during the Public Comment time. When recognized, please provide your name and address for the record. The Chair may limit any individual to 3 minutes, and may limit the total time allocated for Public Comment to a minimum of 15 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 allotted expires.

Phone attendees: **Press *9 to Raise Hand**

Meetings are conducted in accordance with the Ralph M. Brown Act, California Government Code Section 54950, *et seq.*

The Commission welcomes you to its meeting. Your opinions and suggestions are encouraged. These meeting rooms are accessible to people with disabilities. In compliance with Section 202 of the Americans with Disabilities Act of 1990, and in compliance with the Ralph M. Brown Act, anyone requiring reasonable accommodation to participate in the meeting, including auxiliary aids or services, should contact the NCTC office at (530) 265-3202 at least 72 hours in advance of the meeting.

REGULAR MEETING: 10:00 a.m.

STANDING ORDERS: Call the Meeting to Order, Pledge of Allegiance, Roll Call

PUBLIC COMMENT:

SPECIAL PRESENTATION: Cement Hill Neighborhood Association Nevada City General Plan Scenic Corridor Overlay Considerations for State Route 49 Multimodal Corridor Improvement Project by Brian Bisnett – 10 minutes

CONSENT ITEMS: All matters listed are to be considered routine and noncontroversial by the Commission. There will be no separate discussion of these items unless, before the Commission votes on the motion to adopt, a Commissioner, a staff member, or an interested party requests that a specific item be removed.

Adopt Consent Items by roll call vote.

1. [Financial Reports:](#)

[July, August, September 2025](#)

- Local Transportation Funds
- NCTC Administration/Planning Fund
- Regional Transportation Mitigation Fee Program Fund
- State Transit Assistance Fund
- Regional Surface Transportation Program Fund
- SB 125 Funds

2. [NCTC Minutes:](#) September 17, 2025 Meeting

Recommendation: Approve.

3. [Western Nevada County Regional Transportation Mitigation Fee \(RTMF\) Program Annual Report for FY 2024/25:](#) See staff report.

Recommendation: Approve.

ACTION ITEMS

4. [Approval of Final 2045 Nevada County Regional Transportation Plan Update](#): Presentation by Aaron Hoyt. See staff report.
Recommendation: Adopt Resolution **25-31** by roll call vote.
5. [Amendment 1 to the FY 2025/26 Overall Work Program](#): See staff report.
Recommendation: Adopt Resolution **25-32** by roll call vote.
6. [PUBLIC HEARING: FY 2025/26 Regional Transportation Improvement Program](#): See staff report.
Recommendation: Adopt Resolution **25-33** by roll call vote.
7. [Proposed 2026 NCTC Meeting Schedule](#): See schedule.
Recommendation: Approve.

INFORMATIONAL ITEMS

8. [Correspondence](#)
 - A. Malia M. Cohen, California State Controller, [Fiscal Year 2024-25 Fourth Quarter State of Good Repair Program Allocation](#), File 370.2.1, 9/16/2025
 - B. Malia M. Cohen, California State Controller, [Fiscal Year 2024-25 Fourth Quarter State Transit Assistance Allocation](#), File 1370.0, 9/16/2025
9. [Executive Director's Report](#)
10. [Project Status Report](#)
 - A. Caltrans District 3: Sam Vandell, Caltrans District 3 Project Manager for Nevada County.

COMMISSION ANNOUNCEMENTS: Pursuant to Government Code Section 54954.2, Commission members and the Executive Director may make a brief announcement or report on his or her activities. They may also provide a reference to staff or other resources for factual information, request staff to report back to the Commission at a subsequent meeting concerning any matter or take action to direct staff to place a matter of business on a future agenda.

SCHEDULE FOR NEXT REGULAR MEETING: January 21, 2026 at 10:00 am in the Grass Valley City Hall Council Chambers.

ADJOURNMENT OF MEETING

This agenda was posted 72 hours in advance of the meeting at the Grass Valley City Hall, the Truckee Town Hall, the Nevada County Transportation Commission office, and on the Nevada County Transportation Commission website: <http://www.nctc.ca.gov>.

For further information, please contact staff at the Nevada County Transportation Commission, 101 Providence Mine Road, Suite 102, Nevada City, CA 95959; (530) 265-3202; email: nctc@nccn.net

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2025 NCTC MEETING SCHEDULE

JANUARY 29, 2025

MARCH 19, 2025

MAY 21, 2025

JULY 9, 2025 – Grass Valley Council Chambers

SEPTEMBER 17, 2025

NOVEMBER 12, 2025

Meetings will be held at 10:00 am in the Grass Valley City Council Chambers
unless otherwise stated

COMMONLY USED ACRONYMS NEVADA COUNTY TRANSPORTATION COMMISSION (NCTC)

ADA	Americans with Disabilities Act	NADO	National Association of Development Organizations
ADT	Average Daily Trip	NCALUC	Nevada County Airport Land Use Commission
AIA	Airport Influence Area	NCBA	Nevada County Business Association
ALUC	Airport Land Use Commission	NCCA	Nevada County Contractors' Association
ALUCP	Airport Land Use Compatibility Plan	NCTC	Nevada County Transportation Commission
ATP	Active Transportation Program	NEPA	National Environmental Policy Act
CALCOG	California Association of Councils of Governments	NSAQMD	Northern Sierra Air Quality Management District
CalSTA	California State Transportation Agency	NSSR	North State Super Region
CAR	Concept Approval Report	O & D	Origin and Destination Study
CARB	California Air Resources Board	OWP	Overall Work Program
CCAA	California Clean Air Act	PA/ED	Project Approval and Environmental Documentation
CDBG	Community Development Block Grant	PCTPA	Placer County Transportation Planning Agency
CEQA	California Environmental Quality Act	PDT	Project Development Team
CIP	Capital Improvement Program	PE	Professional Engineer
CMAQ	Congestion Mitigation and Air Quality	PID	Project Initiation Document
CNEL	Community Noise Equivalent Level	PPM	Planning, Programming, and Monitoring
CSAC	California State Association of Counties	PS&E	Plans, Specifications, and Estimates
CSMP	Corridor System Management Plan	PSR	Project Study Report
CT	Caltrans	PTMISEA	Public Transportation Modernization Improvement & Service Enhancement Acct.
CTC	California Transportation Commission	PUC	Public Utilities Code
CTP	California Transportation Plan	RCRC	Rural County Representatives of California
CTS	Community Transit Services	RCTF	Rural Counties Task Force
CTSA	Consolidated Transportation Service Agency	RFP	Request For Proposal
DBE	Disadvantaged Business Enterprise	RIP	Regional Improvement Program
DPW	Department of Public Works	RPA	Rural Planning Assistance
EIR	Environmental Impact Report	RSTP	Regional Surface Transportation Program
EIS	Environmental Impact Statement (U.S. Federal law)	RTAP	Rural Transit Assistance Program
EPA	Environmental Protection Agency	RTIP	Regional Transportation Improvement Program
ERC	Economic Resource Council	RTMF	Regional Transportation Mitigation Fee
FAA	Federal Aviation Administration	RTP	Regional Transportation Plan
FFY	Federal Fiscal Year	RTPA	Regional Transportation Planning Agency
FHWA	Federal Highway Administration	RTTPC	Resort Triangle Transportation Planning Coalition
FONSI	Finding Of No Significant Impact	R/W	Right-of-Way
FSTIP	Federal Statewide Transportation Improvement Program	SACOG	Sacramento Area Council of Governments
FTA	Federal Transit Administration	SDA	Special Development Areas
FTIP	Federal Transportation Improvement Program	SHA	State Highway Account
GIS	Geographic Information Systems	SHOPP	State Highway Operations and Protection Program
HPP	High Priority Project (Mousehole)	SSTAC	Social Services Transportation Advisory Council
HSIP	Highway Safety Improvement Program	STA	State Transit Assistance
INFRA	Infrastructure for Rebuilding America	STIP	State Transportation Improvement Program
IRRS	Interregional Road System	STP	Surface Transportation Program
IIP	Interregional Improvement Program	TAC	Technical Advisory Committee
ITE	Institute of Transportation Engineers	TART	Tahoe Area Regional Transit
ITIP	Interregional Transportation Improvement Program	TDA	Transportation Development Act
ITMS	Intermodal Transportation Management System	TDM	Transportation Demand Management
ITS	Intelligent Transportation Systems	TDP	Transit Development Plan
ITSP	Interregional Transportation Strategic Plan	TIGER	Transportation Investments Generate Economic Recovery (Funds)
JPA	Joint Powers Agreement	TIP	Transportation Improvement Program
LAFCO	Local Agency Formation Commission	TNT/TMA	Truckee-North Tahoe Transportation Management Association
LCTOP	Low Carbon Transit Operations Program (Truckee)	TRPA	Tahoe Regional Planning Agency
LOS	Level Of Service	TSC	Transit Services Commission
LTF	Local Transportation Fund	TTALUC	Truckee Tahoe Airport Land Use Commission
MAP-21	Moving Ahead for Progress in the 21 st Century	VMT	Vehicle Miles Traveled
MOU	Memorandum of Understanding		
MPO	Metropolitan Planning Organization		
MTC	Metropolitan Transportation Commission		

Nevada County Transportation Commission
Monthly Financial Report 2025/26
JULY

TOWN OF TRUCKEE (5805) LTF

16.87%

Cash Balance 07/01/2025	\$1,123,943.26
Additions	\$53,557.74
Deductions	<u>\$19,909.26</u>
Cash Balance 07/31/2025	\$1,157,591.74

Budget and Allocations

Fund Balance 06/30/2025	\$1,213,580.62
Revenue Revised Findings Reso 25-12 5/21/25	<u>\$600,231.00</u>
AMOUNT TO BE ALLOCATED	\$1,813,811.62

Approved Allocation	<u>\$927,825.00</u>
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DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
07/09/25 25-21	Transit/Paratransit Operations	\$927,825.00	\$0.00	\$927,825.00

**Nevada County Transportation Commission
Monthly Financial Report 2025/26**

JULY

PEDESTRIAN AND BIKE (5806) LTF

2.00%

Cash Balance 07/01/2025	\$483,361.45
Additions	\$6,869.58
Deductions	<u>\$0.00</u>
Cash Balance 07/31/2025	\$490,231.03

Budget and Allocations

Fund Balance 06/30/2025	\$497,412.44
Revenue Revised Findings Reso 25-12 5/21/25	<u>\$76,441.00</u>
AMOUNT TO BE ALLOCATED	\$573,853.44

Approved Allocations	<u>\$0.00</u>
BALANCE Available for Allocation	\$573,853.44

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY	BALANCE
	No Allocations	\$0.00	\$0.00	\$0.00
	TOTAL	\$0.00	\$0.00	\$0.00

Nevada County Transportation Commission
Monthly Financial Report 2025/26
JULY

NEVADA COUNTY (5807) LTF

66.49%

Cash Balance 07/01/2025	\$1,763,379.61
Additions	\$212,762.55
Deductions	<u>\$1,221,811.07</u>
Cash Balance 07/31/2025	\$754,331.09
Budget and Allocations	
Fund Balance 06/30/2025	\$2,198,562.64
Revenue Revised Findings Reso 25-12 5/21/25	<u>\$2,365,964.00</u>
AMOUNT TO BE ALLOCATED	\$4,564,526.64
Approved Allocation	<u>\$3,374,078.00</u>

DATE/ RESO	PROJECT	ORIGINAL ALLOCATION	PRIOR YEARS EXPENDITURES	REMAINING ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
07/09/25 25-18	Transit/Paratransit Operations	\$3,374,078.00	N/A	\$3,374,078.00	\$1,221,811.07	\$2,152,266.93
	TOTAL	\$3,374,078.00	\$0.00	\$3,374,078.00	\$1,221,811.07	\$2,152,266.93

**Nevada County Transportation Commission
Monthly Financial Report 2025/26**

JULY

GRASS VALLEY (5808) LTF

13.32%

Cash Balance 07/01/2025	\$0.00
Additions	\$42,774.69
Deductions	<u>\$42,774.69</u>
Cash Balance 07/31/2025	\$0.00

Budget and Allocations

Fund Balance 06/30/2025	\$75,415.39
Revenue Revised Findings Reso 25-12 5/21/25	<u>\$473,859.00</u>
AMOUNT TO BE ALLOCATED	\$549,274.39

Approved Allocation	<u>\$665,169.00</u>
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DATE/RESO		PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
07/09/25	25-19	Transit/Paratransit Operations	\$665,169.00	\$30,699.04	\$634,469.96

Nevada County Transportation Commission
Monthly Financial Report 2025/26
JULY

NEVADA CITY (5809) LTF
3.32%

Cash Balance 07/01/2025	\$0.00
Additions	\$10,684.10
Deductions	<u>\$10,684.10</u>
Cash Balance 07/31/2025	\$0.00

Budget and Allocations

Fund Balance 06/30/2025	\$19,144.01
Revenue Revised Findings Reso 25-12 5/21/25	<u>\$118,288.00</u>
AMOUNT TO BE ALLOCATED	\$137,432.01

Approved Allocation	<u>\$165,690.00</u>
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DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
07/09/25 Reso 25-20	Transit/Paratransit Operations	\$165,690.00	\$7,974.93	\$157,715.07

Nevada County Transportation Commission
Monthly Financial Report 2025/26
JULY

COMMUNITY TRANSIT SERVICES (5810) LTF

5.00%

Cash Balance 07/01/2025	\$224,525.78
Additions	\$16,830.48
Deductions	<u>\$200,325.70</u>
Cash Balance 07/31/2025	\$41,030.56

Budget and Allocations

Fund Balance 06/30/2025	\$258,950.72
Revenue Revised Findings Reso 25-12 5/21/25	<u>\$187,281.00</u>
AMOUNT TO BE ALLOCATED	\$446,231.72

Approved Allocations	<u>\$427,480.00</u>
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DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
07/09/25 25-18	Nevada County Paratransit Operations	\$355,055.00	\$200,325.70	\$154,729.30
07/09/25 25-21	Truckee Paratransit Operations	\$72,425.00	\$0.00	\$72,425.00
	TOTAL	\$427,480.00	\$200,325.70	\$227,154.30

**Nevada County Transportation Commission
Monthly Financial Report 2025/26**

JULY

NCTC Administration & Planning (6327)

Cash Balance 07/01/2025	\$442,315.25
Additions	\$170,639.52
Deductions	<u>\$111,062.78</u>
Cash Balance 07/31/2025	\$501,891.99
BUDGET: Estimated Revenue & Allocations	
Fund Balance 06/30/2025	\$624,602.74
Estimated Revenue	<u>\$2,250,739.47</u>
AVAILABLE FOR ALLOCATION	\$2,875,342.21
Total of Approved Allocations	<u>\$2,250,739.47</u>
BALANCE AVAILABLE FOR ALLOCATION	\$624,602.74

W.E.	DESCRIPTION	Allocation	YTD Activity Accrual Basis	Balance	% Expended
1.1	<u>General Services</u>				
	NCTC Staff	\$252,975.96	\$9,929.17	\$243,046.79	3.92%
	Indirect	\$47,621.87	\$5,239.46	\$42,382.41	11.00%
	Consultant Human Resources	\$5,000.00	\$0.00	\$5,000.00	0.00%
	Intergovernmental Advocacy	\$52,000.00	\$0.00	\$52,000.00	0.00%
1.2	<u>Fiscal Administration</u>				
	NCTC Staff	\$263,901.86	\$9,469.97	\$254,431.89	3.59%
	Indirect	\$49,678.63	\$4,775.55	\$44,903.08	9.61%
	Fiscal Audit	\$60,050.00	\$0.00	\$60,050.00	0.00%
2.1	<u>Transportation Planning</u>				
	NCTC Staff	\$69,477.94	\$3,272.63	\$66,205.31	4.71%
	Indirect	\$13,078.99	\$1,325.90	\$11,753.09	10.14%
	Transportation Engineering	\$72,366.23	\$0.00	\$72,366.23	0.00%
	Local Agency	\$30,000.00	\$0.00	\$30,000.00	0.00%
	Traffic Counts	\$10,000.00	\$0.00	\$10,000.00	0.00%
2.2	<u>Transportation Improvement Projects</u>	\$0.00			
	NCTC Staff	\$84,386.11	\$3,884.60	\$80,501.51	4.60%
	Indirect	\$15,885.40	\$1,427.03	\$14,458.37	8.98%
2.3	<u>Transit & Paratransit Programs</u>				
	NCTC Staff	\$56,395.68	\$2,417.89	\$53,977.79	4.29%
	Indirect	\$18,132.61	\$1,093.62	\$17,038.99	6.03%
2.3.4	<u>Reenvisioning Transit Western Nevada</u>	\$0.00			
	NCTC Staff	\$39,928.00	\$313.64	\$39,614.36	0.79%
	Consultant	\$170,000.00	\$0.00	\$170,000.00	0.00%
2.4	<u>Coordination of Regional Planning</u>				
	NCTC Staff	\$117,556.40	\$3,738.66	\$113,817.74	3.18%
	Indirect	\$35,612.50	\$2,138.68	\$33,473.82	6.01%
	Consultant ATP Application	\$80,000.00	\$0.00	\$80,000.00	0.00%
	Statewide Local Streets & Roads Ass	\$800.00	\$0.00	\$800.00	0.00%
2.4.2	<u>Airport Land Use Commission Planning & Reviews</u>				
	NCTC Staff	\$19,226.92	\$787.31	\$18,439.61	4.09%
	Consultant	\$15,000.00	\$0.00	\$15,000.00	0.00%
2.4.3	<u>Zion Street Mobility/School Access</u>				
	NCTC Staff	\$30,542.92	\$556.73	\$29,986.19	1.82%
	Consultant	\$199,998.20	\$0.00	\$199,998.20	0.00%
2.4.5	<u>RCTF Administration</u>				
	RCTF Chair NCTC Staff	\$21,853.81	\$403.14	\$21,450.67	1.84%
	RCTF Chair Meals/Lodging	\$7,500.00	\$0.00	\$7,500.00	0.00%
	RCTF Chair Mileage, Fares, Parking	\$7,500.00	\$0.00	\$7,500.00	0.00%
2.4.5a	<u>RCTF CALCOG Leadership</u>				
	Scholarships & Travel	\$50,000.00	\$0.00	\$50,000.00	0.00%
2.4.5b	<u>RCTF Admin Manual & Training</u>				
	Consultant	\$13,240.00	\$0.00	\$13,240.00	0.00%
	<u>Contingency</u>	\$341,029.44	\$0.00	\$341,029.44	0.00%
	TOTAL ALL WORK ELEMENTS	\$2,250,739.47	\$50,773.98	\$2,199,965.49	2.26%

Note: Totals may not equal addition of amounts in columns due to rounding. Page 7

Nevada County Transportation Commission
Monthly Financial Report 2025/26
JULY

REGIONAL TRANSPORTATION MITIGATION FEE FUND (6328)

Cash Balance 07/01/2025	\$2,896,169.85
Additions	\$161,929.19
Deductions	<u>\$0.00</u>
Cash Balance 07/31/2025	\$3,058,099.04

RTMF REVENUES, INTEREST, AND EXPENDITURES
2000/01 - 2025/26

JURISDICTION	PRIOR YEARS COLLECTED/EXPENDED 2000/01 - 2024/25	CURRENT YEAR COLLECTED/EXPENDED 2025/26	TOTAL COLLECTED/ EXPENDED
Grass Valley	\$2,831,423.62	\$0.00	\$2,831,423.62
Nevada City	\$353,648.44	\$0.00	\$353,648.44
Nevada County	\$6,463,366.92	\$0.00	\$6,463,366.92
Total	\$9,648,438.98	\$0.00	\$9,648,438.98
Interest	\$441,633.22	\$0.00	\$441,633.22
Expenditures	\$7,107,736.71	\$0.00	\$7,107,736.71
TOTAL	\$2,982,335.49	\$0.00	\$2,982,335.49

RTMF ALLOCATIONS

DATE/RESO	PROJECT	ORIGINAL ALLOCATION	PRIOR YEARS EXPENDITURES	REMAINING ALLOCATION	EXPENDED YTD Accrual Basis	BALANCE
7/19/17 Reso 17-28	Grass Valley Dorsey Drive Interchange	\$4,386,462.84	\$1,708,637.22	\$2,677,825.62	\$0.00	\$2,677,825.62
5/2/25 Reso 25-15	NCTC RTMF Administration	\$7,500.00	N/A	\$7,500.00	\$0.00	\$7,500.00
TOTAL		\$4,393,962.84	\$1,708,637.22	\$2,685,325.62	\$0.00	\$2,685,325.62

Nevada County Transportation Commission
Monthly Financial Report 2025/26
JULY

STATE TRANSIT ASSISTANCE FUND (6357)

Cash Balance 07/01/2025	\$5,778,074.82
Additions	\$0.00
Deductions	\$0.00
Cash Balance 07/31/2025	\$5,778,074.82

Budget and Allocations

Fund Balance 06/30/2025	\$5,981,792.66
Estimated STA Revenue 1/1/25	<u>\$1,066,853.00</u>
AMOUNT TO BE ALLOCATED	\$7,048,645.66

Total Approved Allocations	<u>\$504,119.84</u>
BALANCE Available for Allocation	\$6,544,525.82

DATE/RESO	PROJECT	ORIGINAL ALLOCATION	PRIOR YEARS EXPENDITURES	REMAINING ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
07/09/25 25-18	Nevada County Transit/Paratransit Services 99314			\$25,769.00	\$0.00	\$25,769.00
07/09/25 25-18	Nevada County Transit/Paratransit Services 99313			\$446,800.00	\$0.00	\$446,800.00
07/09/25 25-21	Truckee Transit/Paratransit Services 99314			\$22,557.00	\$0.00	\$22,557.00
05/15/24 24-17	Truckee Transit Capital STA 99313 Balance to be Rescinded 09/17/25	\$310,000.00	\$301,006.16	\$8,993.84	\$0.00	\$8,993.84
	TOTAL	\$310,000.00	\$301,006.16	\$504,119.84	\$0.00	\$504,119.84

Nevada County Transportation Commission
Monthly Financial Report 2025/26
JULY

REGIONAL SURFACE TRANSPORTATION PROGRAM FUND (6492)

Cash Balance 07/01/2025	\$1,775,354.54
Additions	\$1,354,826.00
Deductions	<u>\$0.00</u>
Cash Balance 07/31/2025	\$3,130,180.54
 <u>Budget and Allocations</u>	
Fund Balance 06/30/2025	\$1,775,354.54
RSTP Revenue	<u>\$1,354,826.00</u>
AMOUNT TO BE ALLOCATED	\$3,130,180.54
 Total Amount of Approved Allocations	
BALANCE Available for Allocation	<u>\$1,141,093.00</u> \$1,989,087.54

DATE/RESO	PROJECT	ORIGINAL ALLOCATION	PRIOR YEARS EXPENDITURES	REMAINING ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
05/21/25 25-15	NCTC ATP Application Consultant	\$0.00	\$0.00	\$80,000.00	\$0.00	\$80,000.00
07/09/25 25-24	Grass Valley Annual Street Rehabilitation	\$0.00	\$0.00	\$565,000.00	\$0.00	\$565,000.00
3/19/25 25-13	Truckee 2024/25 West River Streetscape	\$496,093.00	\$0.00	\$496,093.00	\$0.00	\$496,093.00
	TOTAL	\$496,093.00	\$0.00	\$1,141,093.00	\$0.00	\$1,141,093.00

Nevada County Transportation Commission
Monthly Financial Report 2025/26
JULY

SB 125 TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM (6500) TIRCP

Cash Balance 07/01/2025	\$639,731.64
Nevada County Cash Balance 07/1/2025	\$257,794.59
Additions	\$0.00
Deductions	<u>\$0.00</u>
Nevada County Cash Balance 07/31/2025	\$257,794.59
Truckee Cash Balance 07/1/2025	\$381,937.05
Additions	\$0.00
Deductions	<u>\$0.00</u>
Truckee Cash Balance 07/31/2025	\$381,937.05
Cash Balance 07/31/2025	\$639,731.64
<u>Budget and Allocations</u>	
Fund Balance 06/30/2025	\$412,097.47
Estimated TIRCP Revenue Year 2	<u>\$6,274,383.00</u>
AMOUNT TO BE ALLOCATED	\$6,686,480.47
Total Amount of Approved Allocations	<u>\$6,644,343.00</u>
BALANCE (Available for Allocation)	\$42,137.47

DATE/RESO	PROJECT	CALSTA TIRCP DISTRIBUTION #1	CALSTA TIRCP DISTRIBUTION #2 not yet recvd	CALSTA TIRCP DISTRIBUTION #3 recvd 10/17/25	PRIOR YEARS EXPENDITURES	REMAINING ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
01/29/25 25-05	Nevada County Zero Emission Bus Transition and Microgrid EV Resiliency	\$1,486,685.00	\$1,221,518.00	\$1,357,311.00	\$1,486,685.00	\$2,578,829.00	\$0.00	\$2,578,829.00
To Be Determined	Truckee Transit & Operations Facility Phase 2	\$370,000.00	\$2,338,203.00	\$1,357,311.00	\$0.00	\$4,065,514.00	\$0.00	\$4,065,514.00
	TOTAL	\$1,856,685.00	\$3,559,721.00	\$2,714,622.00	\$1,486,685.00	\$6,644,343.00	\$0.00	\$6,644,343.00

**Nevada County Transportation Commission
Monthly Financial Report 2025/26**

JULY

SB 125 Zero-Emission Transit Capital Program Greenhouse Gas Reduction Fund (6501) ZETCP-GGRF

Cash Balance 07/01/2025	\$197,183.63
Additions	\$0.00
Deductions	<u>\$0.00</u>
Cash Balance 07/31/2025	\$197,183.63

Budget and Allocations

Fund Balance 06/30/2025	\$197,183.63
Estimated ZETCP-GGRF Revenue Year 2	<u>\$0.00</u>
AMOUNT TO BE ALLOCATED	\$197,183.63

Total Amount of Approved Allocations	<u>\$189,813.12</u>
BALANCE Available for Allocation	\$7,370.51

DATE/RESO	PROJECT	CALSTA ZETCP-GGRF ALLOCATION	PRIOR YEARS EXPENDITURES	REMAINING ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
01/29/25 25-05	Nevada County Zero Emission Bus Transition and Microgrid EV Resiliency	\$297,575.82	\$107,762.70	\$189,813.12	\$0.00	\$189,813.12
	TOTAL	\$297,575.82	\$107,762.70	\$189,813.12	\$0.00	\$189,813.12

**Nevada County Transportation Commission
Monthly Financial Report 2025/26**

JULY

SB 125 Zero-Emission Transit Capital Program Public Transportation Account (6502) ZETCP-PTA

Cash Balance 07/01/2025 **\$129,047.86**

NCTC Cash Balance 07/1/2025	\$126,639.00
Additions	\$0.00
Deductions	<u>\$0.00</u>
NCTC Cash Balance 07/31/2025	\$126,639.00

Nevada County Cash Balance 07/1/2025	\$2,408.86
Additions	\$0.00
Deductions	<u>\$0.00</u>
Nevada County Cash Balance 07/31/2025	\$2,408.86

Cash Balance 07/31/2025 **\$129,047.86**

<u>Budget and Allocations</u>	\$0.00
Fund Balance 06/30/2025	\$125,792.20
Estimated ZETCP-PTA Revenue Year 2	<u>\$0.00</u>
AMOUNT TO BE ALLOCATED	\$125,792.20

Total Amount of Approved Allocations	\$120,080.34
BALANCE (Available for Allocation)	\$5,711.86

DATE/RESO	PROJECT	CALSTA ZETCP-PTA ALLOCATION	PRIOR YEARS EXPENDITURES	REMAINING ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
03/19/25 25-11	NCTC Admin - 3 Years	\$123,336.00	\$3,255.66	\$120,080.34	\$0.00	\$120,080.34
01/29/25 25-05	Nevada County Zero Emission Bus Transition and Microgrid EV Resiliency	\$133,646.18	\$133,646.18	\$0.00	\$0.00	\$0.00
	TOTAL	\$123,336.00	\$3,255.66	\$120,080.34	\$0.00	\$120,080.34

Nevada County Transportation Commission
Monthly Financial Report 2025/26
AUGUST

TOWN OF TRUCKEE (5805) LTF

16.87%

Cash Balance 8/01/2025	\$1,157,591.74
Additions	\$55,988.88
Deductions	<u>\$0.00</u>
Cash Balance 08/31/2025	\$1,213,580.62

Budget and Allocations

Fund Balance 06/30/2025	\$1,213,580.62
Revenue Revised Findings Reso 25-12 5/21/25	<u>\$600,231.00</u>
AMOUNT TO BE ALLOCATED	\$1,813,811.62

Approved Allocation	<u>\$927,825.00</u>
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DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
07/09/25 25-21	Transit/Paratransit Operations	\$927,825.00	\$0.00	\$927,825.00

**Nevada County Transportation Commission
Monthly Financial Report 2025/26**

AUGUST

PEDESTRIAN AND BIKE (5806) LTF

2.00%

Cash Balance 8/01/2025	\$490,231.03
Additions	\$7,181.41
Deductions	<u>\$0.00</u>
Cash Balance 08/31/2025	\$497,412.44

Budget and Allocations

Fund Balance 06/30/2025	\$497,412.44
Revenue Revised Findings Reso 25-12 5/21/25	<u>\$76,441.00</u>
AMOUNT TO BE ALLOCATED	\$573,853.44

Approved Allocations	<u>\$0.00</u>
BALANCE Available for Allocation	\$573,853.44

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY	BALANCE
	No Allocations	\$0.00	\$0.00	\$0.00
	TOTAL	\$0.00	\$0.00	\$0.00

Nevada County Transportation Commission
Monthly Financial Report 2025/26
AUGUST

NEVADA COUNTY (5807) LTF

66.49%

Cash Balance 8/01/2025	\$754,331.09
Additions	\$222,420.48
Deductions	<u>\$0.00</u>
Cash Balance 08/31/2025	\$976,751.57
Budget and Allocations	
Fund Balance 06/30/2025	\$2,198,562.64
Revenue Revised Findings Reso 25-12 5/21/25	<u>\$2,365,964.00</u>
AMOUNT TO BE ALLOCATED	\$4,564,526.64
Approved Allocation	<u>\$3,374,078.00</u>

DATE/ RESO	PROJECT	ORIGINAL ALLOCATION	PRIOR YEARS EXPENDITURES	REMAINING ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
07/09/25 25-18	Transit/Paratransit Operations	\$3,374,078.00	N/A	\$3,374,078.00	\$1,221,811.07	\$2,152,266.93
	TOTAL	\$3,374,078.00	\$0.00	\$3,374,078.00	\$1,221,811.07	\$2,152,266.93

Nevada County Transportation Commission
Monthly Financial Report 2025/26
AUGUST

GRASS VALLEY (5808) LTF

13.32%

Cash Balance 8/01/2025	\$0.00
Additions	\$44,716.35
Deductions	<u>\$0.00</u>
Cash Balance 08/31/2025	\$44,716.35

Budget and Allocations

Fund Balance 06/30/2025	\$75,415.39
Revenue Revised Findings Reso 25-12 5/21/25	<u>\$473,859.00</u>
AMOUNT TO BE ALLOCATED	\$549,274.39

Approved Allocation	<u>\$665,169.00</u>
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DATE/RESO		PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
07/09/25	25-19	Transit/Paratransit Operations	\$665,169.00	\$30,699.04	\$634,469.96

**Nevada County Transportation Commission
Monthly Financial Report 2025/26**

AUGUST

NEVADA CITY (5809) LTF

3.32%

Cash Balance 8/01/2025	\$0.00
Additions	\$11,169.08
Deductions	<u>\$0.00</u>
Cash Balance 08/31/2025	\$11,169.08

Budget and Allocations

Fund Balance 06/30/2025	\$19,144.01
Revenue Revised Findings Reso 25-12 5/21/25	<u>\$118,288.00</u>
AMOUNT TO BE ALLOCATED	\$137,432.01

Approved Allocation	<u>\$165,690.00</u>
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DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
07/09/25 Reso 25-20	Transit/Paratransit Operations	\$165,690.00	\$7,974.93	\$157,715.07

Nevada County Transportation Commission
Monthly Financial Report 2025/26
AUGUST

COMMUNITY TRANSIT SERVICES (5810) LTF

5.00%

Cash Balance 8/01/2025	\$41,030.56
Additions	\$17,594.46
Deductions	<u>\$0.00</u>
Cash Balance 08/31/2025	\$58,625.02

Budget and Allocations

Fund Balance 06/30/2025	\$258,950.72
Revenue Revised Findings Reso 25-12 5/21/25	<u>\$187,281.00</u>
AMOUNT TO BE ALLOCATED	\$446,231.72

Approved Allocation	<u>\$427,480.00</u>
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DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
07/09/25 25-18	Nevada County Paratransit Operations	\$355,055.00	\$200,325.70	\$154,729.30
07/09/25 25-21	Truckee Paratransit Operations	\$72,425.00	\$0.00	\$72,425.00
	TOTAL	\$427,480.00	\$200,325.70	\$227,154.30

**Nevada County Transportation Commission
Monthly Financial Report 2025/26**

AUGUST

NCTC Administration & Planning (6327)

Cash Balance 8/01/2025	\$501,891.99
Additions	\$111,185.69
Deductions	<u>\$180,488.89</u>
Cash Balance 08/31/2025	\$432,588.79
<u>BUDGET: Estimated Revenue & Allocations</u>	
Fund Balance 06/30/2025	\$624,602.74
Estimated Revenue	<u>\$2,250,739.47</u>
AVAILABLE FOR ALLOCATION	\$2,875,342.21
Total of Approved Allocations	<u>\$2,250,739.47</u>
BALANCE AVAILABLE FOR ALLOCATION	\$624,602.74

W.E.	DESCRIPTION	Allocation	YTD Activity Accrual Basis	Balance	% Expended
1.1	<u>General Services</u>				
	NCTC Staff	\$252,975.96	\$37,041.95	\$215,934.01	14.64%
	Indirect	\$47,621.87	\$13,533.57	\$34,088.30	28.42%
	Consultant Human Resources	\$5,000.00	\$0.00	\$5,000.00	0.00%
	Intergovernmental Advocacy	\$52,000.00	\$4,000.00	\$48,000.00	7.69%
1.2	<u>Fiscal Administration</u>				
	NCTC Staff	\$263,901.86	\$39,057.81	\$224,844.05	14.80%
	Indirect	\$49,678.63	\$13,108.52	\$36,570.11	26.39%
	Fiscal Audit	\$60,050.00	\$0.00	\$60,050.00	0.00%
2.1	<u>Transportation Planning</u>				
	NCTC Staff	\$69,477.94	\$11,854.64	\$57,623.30	17.06%
	Indirect	\$13,078.99	\$3,375.15	\$9,703.84	25.81%
	Transportation Engineering	\$72,366.23	\$0.00	\$72,366.23	0.00%
	Local Agency	\$30,000.00	\$0.00	\$30,000.00	0.00%
	Traffic Counts	\$10,000.00	\$0.00	\$10,000.00	0.00%
2.2	<u>Transportation Improvement Prog</u>	\$0.00			
	NCTC Staff	\$84,386.11	\$12,853.06	\$71,533.05	15.23%
	Indirect	\$15,885.40	\$3,368.95	\$12,516.45	21.21%
2.3	<u>Transit & Paratransit Programs</u>				
	NCTC Staff	\$56,395.68	\$8,739.73	\$47,655.95	15.50%
	Indirect	\$18,132.61	\$3,005.73	\$15,126.88	16.58%
2.3.4	<u>Reenvisioning Transit Western Nev</u>	\$0.00			
	NCTC Staff	\$39,928.00	\$2,354.22	\$37,573.78	5.90%
	Consultant	\$170,000.00	\$3,404.78	\$166,595.22	2.00%
2.4	<u>Coordination of Regional Planning</u>				
	NCTC Staff	\$117,556.40	\$17,233.96	\$100,322.44	14.66%
	Indirect	\$35,612.50	\$6,829.69	\$28,782.81	19.18%
	Consultant ATP Application	\$80,000.00	\$0.00	\$80,000.00	0.00%
	Statewide Local Streets & Roads Ass	\$800.00	\$0.00	\$800.00	0.00%
2.4.2	<u>Airport Land Use Commission Planning & Reviews</u>				
	NCTC Staff	\$19,226.92	\$3,359.97	\$15,866.95	17.48%
	Consultant	\$15,000.00	\$0.00	\$15,000.00	0.00%
2.4.3	<u>Zion Street Mobility/School Access</u>				
	NCTC Staff	\$30,542.92	\$3,065.66	\$27,477.26	10.04%
	Consultant	\$199,998.20	\$7,166.17	\$192,832.03	3.58%
2.4.5	<u>RCTF Administration</u>				
	RCTF Chair NCTC Staff	\$21,853.81	\$2,998.97	\$18,854.84	13.72%
	RCTF Chair Meals/Lodging	\$7,500.00	\$0.00	\$7,500.00	0.00%
	RCTF Chair Mileage, Fares, Parking	\$7,500.00	-\$35.14	\$7,535.14	-0.47%
2.4.5a	<u>RCTF CALCOG Leadership</u>				
	Scholarships & Travel	\$50,000.00	\$7,950.00	\$42,050.00	15.90%
2.4.5b	<u>RCTF Admin Manual & Training</u>				
	Consultant	\$13,240.00	\$0.00	\$13,240.00	0.00%
	Contingency	\$341,029.44	\$0.00	\$341,029.44	0.00%
	TOTAL ALL WORK ELEMENTS	\$2,250,739.47	\$204,267.39	\$2,046,472.08	9.08%

Note: Totals may not equal addition of amounts in columns due to rounding.

Nevada County Transportation Commission
Monthly Financial Report 2025/26
AUGUST

REGIONAL TRANSPORTATION MITIGATION FEE FUND (6328)

Cash Balance 8/01/2025	\$3,058,099.04
Additions	\$0.00
Deductions	<u>\$75,763.55</u>
Cash Balance 08/31/2025	\$2,982,335.49

RTMF REVENUES, INTEREST, AND EXPENDITURES
2000/01 - 2025/26

JURISDICTION	PRIOR YEARS COLLECTED/EXPENDED 2000/01 - 2024/25	CURRENT YEAR COLLECTED/EXPENDED 2025/26	TOTAL COLLECTED/ EXPENDED
Grass Valley	\$2,831,423.62	\$0.00	\$2,831,423.62
Nevada City	\$353,648.44	\$0.00	\$353,648.44
Nevada County	\$6,463,366.92	\$0.00	\$6,463,366.92
Total	\$9,648,438.98	\$0.00	\$9,648,438.98
Interest	\$441,633.22	\$0.00	\$441,633.22
Expenditures	\$7,107,736.71	\$0.00	\$7,107,736.71
TOTAL	\$2,982,335.49	\$0.00	\$2,982,335.49

RTMF ALLOCATIONS

DATE/RESO	PROJECT	ORIGINAL ALLOCATION	PRIOR YEARS EXPENDITURES	REMAINING ALLOCATION	EXPENDED YTD Accrual Basis	BALANCE
7/19/17 Reso 17-28	Grass Valley Dorsey Drive Interchange	\$4,386,462.84	\$1,708,637.22	\$2,677,825.62	\$0.00	\$2,677,825.62
5/2/25 Reso 25-15	NCTC RTMF Administration	\$7,500.00	N/A	\$7,500.00	\$0.00	\$7,500.00
TOTAL		\$4,393,962.84	\$1,708,637.22	\$2,685,325.62	\$0.00	\$2,685,325.62

Nevada County Transportation Commission
Monthly Financial Report 2025/26
AUGUST

STATE TRANSIT ASSISTANCE FUND (6357)

Cash Balance 8/01/2025	\$5,778,074.82
Additions	\$0.00
Deductions	\$51,006.16
Cash Balance 08/31/2025	\$5,727,068.66

Budget and Allocations

Fund Balance 06/30/2025	\$5,981,792.66
Estimated STA Revenue rev. 08/01/2025	<u>\$1,059,056.00</u>
AMOUNT TO BE ALLOCATED	\$7,040,848.66

Total Approved Allocations	<u>\$504,119.84</u>
BALANCE Available for Allocation	\$6,536,728.82

DATE/RESO	PROJECT	ORIGINAL ALLOCATION	PRIOR YEARS EXPENDITURES	REMAINING ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
07/09/25 25-18	Nevada County Transit/Paratransit Services 99314			\$25,769.00	\$0.00	\$25,769.00
07/09/25 25-18	Nevada County Transit/Paratransit Services Operations 99313			\$446,800.00	\$0.00	\$446,800.00
07/09/25 25-21	Truckee Transit/Paratransit Services 99314			\$22,557.00	\$0.00	\$22,557.00
05/15/24 24-17	Truckee Transit Capital STA 99313 Balance to be Rescinded 09/17/25	\$310,000.00	\$301,006.16	\$8,993.84	\$0.00	\$8,993.84
	TOTAL	\$310,000.00	\$301,006.16	\$504,119.84	\$0.00	\$504,119.84

Nevada County Transportation Commission
Monthly Financial Report 2025/26
AUGUST

REGIONAL SURFACE TRANSPORTATION PROGRAM FUND (6492)

Cash Balance 8/01/2025	\$3,130,180.54
Additions	\$0.00
Deductions	<u>\$0.00</u>
Cash Balance 08/31/2025	\$3,130,180.54
 <u>Budget and Allocations</u>	
Fund Balance 06/30/2025	\$1,775,354.54
RSTP Revenue	<u>\$1,354,826.00</u>
AMOUNT TO BE ALLOCATED	\$3,130,180.54
 Total Amount of Approved Allocations	 <u>\$1,141,093.00</u>
BALANCE Available for Allocation	\$1,989,087.54

DATE/RESO	PROJECT	ORIGINAL ALLOCATION	PRIOR YEARS EXPENDITURES	REMAINING ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
05/21/25 25-15	NCTC ATP Application Consultant	\$0.00	\$0.00	\$80,000.00	\$0.00	\$80,000.00
07/09/25 25-24	Grass Valley Annual Street Rehabilitation	\$0.00	\$0.00	\$565,000.00	\$0.00	\$565,000.00
3/19/25 25-13	Truckee 2024/25 West River Streetscape	\$496,093.00	\$0.00	\$496,093.00	\$0.00	\$496,093.00
	TOTAL	\$496,093.00	\$0.00	\$1,141,093.00	\$0.00	\$1,141,093.00

Nevada County Transportation Commission
Monthly Financial Report 2025/26
AUGUST

SB 125 TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM (6500) TIRCP

Cash Balance 8/01/2025	\$639,731.64
Nevada County Cash Balance 08/1/2025	\$257,794.59
Additions	\$0.00
Deductions	<u>\$227,634.17</u>
Nevada County Cash Balance 08/31/2025	\$30,160.42
Truckee Cash Balance 08/1/2025	\$381,937.05
Additions	\$0.00
Deductions	<u>\$0.00</u>
Truckee Cash Balance 08/31/2025	\$381,937.05
Cash Balance 08/31/2025	\$412,097.47
<u>Budget and Allocations</u>	
Fund Balance 06/30/2025	\$412,097.47
Estimated TIRCP Revenue Year 2	<u>\$6,274,383.00</u>
AMOUNT TO BE ALLOCATED	\$6,686,480.47
Total Amount of Approved Allocations	<u>\$6,644,343.00</u>
BALANCE (Available for Allocation)	\$42,137.47

DATE/RESO	PROJECT	CALSTA TIRCP DISTRIBUTION #1	CALSTA TIRCP DISTRIBUTION #2 not yet recvd	CALSTA TIRCP DISTRIBUTION #3 recvd 10/17/25	PRIOR YEARS EXPENDITURES	REMAINING ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
01/29/25 25-05	Nevada County Zero Emission Bus Transition and Microgrid EV Resiliency	\$1,486,685.00	\$1,221,518.00	\$1,357,311.00	\$1,486,685.00	\$2,578,829.00	\$0.00	\$2,578,829.00
To Be Determined	Truckee Transit & Operations Facility Phase 2	\$370,000.00	\$2,338,203.00	\$1,357,311.00	\$0.00	\$4,065,514.00	\$0.00	\$4,065,514.00
	TOTAL	\$1,856,685.00	\$3,559,721.00	\$2,714,622.00	\$1,486,685.00	\$6,644,343.00	\$0.00	\$6,644,343.00

**Nevada County Transportation Commission
Monthly Financial Report 2025/26**

AUGUST

SB 125 Zero-Emission Transit Capital Program Greenhouse Gas Reduction Fund (6501) ZETCP-GGRF

Cash Balance 8/01/2025	\$197,183.63
Additions	\$0.00
Deductions	<u>\$0.00</u>
Cash Balance 08/31/2025	\$197,183.63

Budget and Allocations

Fund Balance 06/30/2025	\$197,183.63
Estimated ZETCP-GGRF Revenue Year 2	<u>\$0.00</u>
AMOUNT TO BE ALLOCATED	\$197,183.63

Total Amount of Approved Allocations	<u>\$189,813.12</u>
BALANCE Available for Allocation	\$7,370.51

DATE/RESO	PROJECT	CALSTA ZETCP-GGRF ALLOCATION	PRIOR YEARS EXPENDITURES	REMAINING ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
01/29/25 25-05	Nevada County Zero Emission Bus Transition and Microgrid EV Resiliency	\$297,575.82	\$107,762.70	\$189,813.12	\$0.00	\$189,813.12
	TOTAL	\$297,575.82	\$107,762.70	\$189,813.12	\$0.00	\$189,813.12

**Nevada County Transportation Commission
Monthly Financial Report 2025/26**

AUGUST

SB 125 Zero-Emission Transit Capital Program Public Transportation Account (6502) ZETCP-PTA

Cash Balance 8/01/2025 **\$129,047.86**

NCTC Cash Balance 8/1/2025	\$126,639.00
Additions	\$0.00
Deductions	<u>\$3,255.66</u>
NCTC Cash Balance 8/31/2025	\$123,383.34

Nevada County Cash Balance 8/1/2025	\$2,408.86
Additions	\$0.00
Deductions	<u>\$0.00</u>
Nevada County Cash Balance 8/31/2025	\$2,408.86

Cash Balance 8/31/2025 **\$125,792.20**

Budget and Allocations	\$0.00
Fund Balance 06/30/2025	\$125,792.20
Estimated ZETCP-PTA Revenue Year 2	<u>\$0.00</u>
AMOUNT TO BE ALLOCATED	\$125,792.20

Total Amount of Approved Allocations	<u>\$120,080.34</u>
BALANCE (Available for Allocation)	\$5,711.86

DATE/RESO	PROJECT	CALSTA ZETCP-PTA ALLOCATION	PRIOR YEARS EXPENDITURES	REMAINING ALLOCATION	YTD ACTIVITY Accrual	BALANCE
03/19/25 25-11	NCTC Admin - 3 Years	\$123,336.00	\$3,255.66	\$120,080.34	\$0.00	\$120,080.34
01/29/25 25-05	Nevada County Zero Emission Bus Transition and Microgrid EV Resiliency	\$133,646.18	\$133,646.18	\$0.00	\$0.00	\$0.00
	TOTAL	\$256,982.18	\$136,901.84	\$120,080.34	\$0.00	\$120,080.34

Nevada County Transportation Commission
Monthly Financial Report 2025/26
SEPTEMBER

TOWN OF TRUCKEE (5805) LTF

16.87%

Cash Balance 09/01/2025	\$1,213,580.62
Additions	\$58,921.27
Deductions	<u>\$0.00</u>
Cash Balance 09/30/2025	\$1,272,501.89

Budget and Allocations

Fund Balance 06/30/2025	\$1,213,580.62
Revenue Revised Findings Reso 25-12 5/21/25	<u>\$600,231.00</u>
AMOUNT TO BE ALLOCATED	\$1,813,811.62

Approved Allocation	<u>\$927,825.00</u>
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DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
07/09/25 25-21	Transit/Paratransit Operations	\$927,825.00	\$0.00	\$927,825.00

**Nevada County Transportation Commission
Monthly Financial Report 2025/26**

SEPTEMBER

PEDESTRIAN AND BIKE (5806) LTF

2.00%

Cash Balance 09/01/2025	\$497,412.44
Additions	\$10,467.70
Deductions	<u>\$0.00</u>
Cash Balance 09/30/2025	\$507,880.14

Budget and Allocations

Fund Balance 06/30/2025	\$497,412.44
Revenue Revised Findings Reso 25-12 5/21/25	<u>\$76,441.00</u>
AMOUNT TO BE ALLOCATED	\$573,853.44

Approved Allocations	<u>\$0.00</u>
BALANCE Available for Allocation	\$573,853.44

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY	BALANCE
	No Allocations	\$0.00	\$0.00	\$0.00
	TOTAL	\$0.00	\$0.00	\$0.00

Nevada County Transportation Commission
Monthly Financial Report 2025/26
SEPTEMBER

NEVADA COUNTY (5807) LTF

66.49%

Cash Balance 09/01/2025	\$976,751.57
Additions	\$199,343.99
Deductions	<u>\$0.00</u>
Cash Balance 09/30/2025	\$1,176,095.56
Budget and Allocations	
Fund Balance 06/30/2025	\$2,198,562.64
Revenue Revised Findings Reso 25-12 5/21/25	<u>\$2,365,964.00</u>
AMOUNT TO BE ALLOCATED	\$4,564,526.64
Approved Allocation	<u>\$3,374,078.00</u>

DATE/ RESO	PROJECT	ORIGINAL ALLOCATION	PRIOR YEARS EXPENDITURES	REMAINING ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
07/09/25 25-18	Transit/Paratransit Operations	\$3,374,078.00	N/A	\$3,374,078.00	\$1,221,811.07	\$2,152,266.93
	TOTAL	\$3,374,078.00	\$0.00	\$3,374,078.00	\$1,221,811.07	\$2,152,266.93

Nevada County Transportation Commission
Monthly Financial Report 2025/26
SEPTEMBER

GRASS VALLEY (5808) LTF

13.32%

Cash Balance 09/01/2025	\$44,716.35
Additions	\$37,906.17
Deductions	<u>\$82,622.52</u>
Cash Balance 09/30/2025	\$0.00

Budget and Allocations

Fund Balance 06/30/2025	\$75,415.39
Revenue Revised Findings Reso 25-12 5/21/25	<u>\$473,859.00</u>
AMOUNT TO BE ALLOCATED	\$549,274.39

Approved Allocation	<u>\$665,169.00</u>
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DATE/RESO		PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
07/09/25	25-19	Transit/Paratransit Operations	\$665,169.00	\$113,321.56	\$551,847.44

Nevada County Transportation Commission
Monthly Financial Report 2025/26
SEPTEMBER

NEVADA CITY (5809) LTF
3.32%

Cash Balance 09/01/2025	\$11,169.08
Additions	\$9,462.36
Deductions	<u>\$20,631.44</u>
Cash Balance 09/30/2025	\$0.00

Budget and Allocations

Fund Balance 06/30/2025	\$19,144.01
Revenue Revised Findings Reso 25-12 5/21/25	<u>\$118,288.00</u>
AMOUNT TO BE ALLOCATED	\$137,432.01

Approved Allocation	<u>\$165,690.00</u>
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DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
07/09/25 Reso 25-20	Transit/Paratransit Operations	\$165,690.00	\$28,606.37	\$137,083.63

Nevada County Transportation Commission
Monthly Financial Report 2025/26
SEPTEMBER

COMMUNITY TRANSIT SERVICES (5810) LTF

5.00%

Cash Balance 09/01/2025	\$58,625.02
Additions	\$15,617.78
Deductions	<u>\$0.00</u>
Cash Balance 09/30/2025	\$74,242.80

Budget and Allocations

Fund Balance 06/30/2025	\$258,950.72
Revenue Revised Findings Reso 25-12 5/21/25	<u>\$187,281.00</u>
AMOUNT TO BE ALLOCATED	\$446,231.72

Approved Allocation	<u>\$427,480.00</u>
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DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
07/09/25 25-18	Nevada County Paratransit Operations	\$355,055.00	\$200,325.70	\$154,729.30
07/09/25 25-21	Truckee Paratransit Operations	\$72,425.00	\$0.00	\$72,425.00
	TOTAL	\$427,480.00	\$200,325.70	\$227,154.30

Nevada County Transportation Commission
Monthly Financial Report 2025/26

SEPTEMBER

NCTC Administration & Planning (6327)

Cash Balance 09/01/2025	\$432,588.79
Additions	\$259,951.75
Deductions	\$134,211.85
Cash Balance 09/30/2025	\$558,328.69
<u>BUDGET: Estimated Revenue & Allocations</u>	
Fund Balance 06/30/2025	\$624,602.74
Estimated Revenue	\$2,250,739.47
AVAILABLE FOR ALLOCATION	\$2,875,342.21
Total of Approved Allocations	\$2,250,739.47
BALANCE AVAILABLE FOR ALLOCATION	\$624,602.74

W.E.	DESCRIPTION	Allocation	JULY 8%	AUGUST 17%	SEPTEMBER 25%	YTD Activity Accrual Basis	Balance	% Expended
1.1	<u>General Services</u>							
	NCTC Staff	\$252,975.96	\$9,929.17	\$27,112.78	\$19,117.81	\$56,159.76	\$196,816.20	22.20%
	Indirect	\$47,621.87	\$5,239.46	\$8,294.11	\$3,064.55	\$16,598.12	\$31,023.75	34.85%
	Consultant Human Resources	\$5,000.00				\$0.00	\$5,000.00	0.00%
	Intergovernmental Advocacy	\$52,000.00		\$4,000.00	\$4,000.00	\$8,000.00	\$44,000.00	15.38%
1.2	<u>Fiscal Administration</u>							
	NCTC Staff	\$263,901.86	\$9,469.97	\$29,587.84	\$17,563.87	\$56,621.68	\$207,280.18	21.46%
	Indirect	\$49,678.63	\$4,775.55	\$8,332.97	\$2,561.46	\$15,669.98	\$34,008.65	31.54%
	Fiscal Audit	\$60,050.00				\$0.00	\$60,050.00	0.00%
2.1	<u>Transportation Planning</u>							
	NCTC Staff	\$69,477.94	\$3,272.63	\$8,582.01	\$6,055.76	\$17,910.40	\$51,567.54	25.78%
	Indirect	\$13,078.99	\$1,325.90	\$2,049.25	\$757.84	\$4,132.99	\$8,946.00	31.60%
	Transportation Engineering	\$72,366.23				\$0.00	\$72,366.23	0.00%
	Local Agency	\$30,000.00				\$0.00	\$30,000.00	0.00%
	Traffic Counts	\$10,000.00				\$0.00	\$10,000.00	0.00%
2.2	<u>Transportation Improvement Programs</u>	\$0.00						
	NCTC Staff	\$84,386.11	\$3,884.60	\$8,968.46	\$6,186.27	\$19,039.33	\$65,346.78	22.56%
	Indirect	\$15,885.40	\$1,427.03	\$1,941.92	\$700.81	\$4,069.76	\$11,815.64	25.62%
2.3	<u>Transit & Paratransit Programs</u>							
	NCTC Staff	\$56,395.68	\$2,417.89	\$6,321.84	\$4,552.88	\$13,292.61	\$43,103.07	23.57%
	Indirect	\$18,132.61	\$1,093.62	\$1,912.11	\$715.67	\$3,721.40	\$14,411.21	20.52%
2.3.4	<u>Reenvisioning Transit Western Nevada</u>	\$0.00						
	NCTC Staff	\$39,928.00	\$313.64	\$2,040.58	\$1,496.67	\$3,850.89	\$36,077.11	9.64%
	Consultant	\$170,000.00		\$3,404.78		\$3,404.78	\$166,595.22	2.00%
2.4	<u>Coordination of Regional Planning</u>							
	NCTC Staff	\$117,556.40	\$3,738.66	\$13,495.30	\$9,992.78	\$27,226.74	\$90,329.66	23.16%
	Indirect	\$35,612.50	\$2,138.68	\$4,691.01	\$1,793.16	\$8,622.85	\$26,989.65	24.21%
	Consultant ATP Application	\$80,000.00				\$0.00	\$80,000.00	0.00%
	Statewide Local Streets & Roads Assessment	\$800.00				\$0.00	\$800.00	0.00%
2.4.2	<u>Airport Land Use Commission Planning & Reviews</u>							
	NCTC Staff	\$19,226.92	\$787.31	\$2,572.66	\$1,648.94	\$5,008.91	\$14,218.01	26.05%
	Consultant	\$15,000.00				\$0.00	\$15,000.00	0.00%
2.4.3	<u>Zion Street Mobility/School Access</u>							
	NCTC Staff	\$30,542.92	\$556.73	\$2,508.93	\$1,963.78	\$5,029.44	\$25,513.48	16.47%
	Consultant	\$199,998.20		\$7,166.17		\$7,166.17	\$192,832.03	3.58%
2.4.5	<u>RCTF Administration</u>							
	RCTF Chair NCTC Staff	\$21,853.81	\$403.14	\$2,595.83	\$1,998.53	\$4,997.50	\$16,856.31	22.87%
	RCTF Chair Meals/Lodging	\$7,500.00				\$0.00	\$7,500.00	0.00%
	RCTF Chair Mileage, Fares, Parking	\$7,500.00		-\$35.14		-\$35.14	\$7,535.14	-0.47%
2.4.5a	<u>RCTF CALCOG Leadership</u>							
	Scholarships & Travel	\$50,000.00		\$7,950.00		\$7,950.00	\$42,050.00	15.90%
2.4.5b	<u>RCTF Admin Manual & Training</u>							
	Consultant	\$13,240.00				\$0.00	\$13,240.00	0.00%
	<u>Contingency</u>	\$341,029.44				\$0.00	\$341,029.44	0.00%
	TOTAL ALL WORK ELEMENTS	\$2,250,739.47	\$50,773.98	\$153,493.41	\$84,170.78	\$288,438.17	\$1,962,301.30	12.82%

Note: Totals may not equal addition of amounts in columns due to rounding.

Nevada County Transportation Commission
Monthly Financial Report 2025/26
SEPTEMBER

REGIONAL TRANSPORTATION MITIGATION FEE FUND (6328)

Cash Balance 09/01/2025	\$2,982,335.49
Additions	\$25,666.16
Deductions	<u>\$0.00</u>
Cash Balance 09/30/2025	\$3,008,001.65

RTMF REVENUES, INTEREST, AND EXPENDITURES
2000/01 - 2025/26

JURISDICTION	PRIOR YEARS COLLECTED/EXPENDED 2000/01 - 2024/25	CURRENT YEAR COLLECTED/EXPENDED 2025/26	TOTAL COLLECTED/ EXPENDED
Grass Valley	\$2,831,423.62	\$0.00	\$2,831,423.62
Nevada City	\$353,648.44	\$0.00	\$353,648.44
Nevada County	\$6,463,366.92	\$0.00	\$6,463,366.92
Total	\$9,648,438.98	\$0.00	\$9,648,438.98
Interest	\$441,633.22	\$25,666.16	\$467,299.38
Expenditures	\$7,107,736.71	\$0.00	\$7,107,736.71
TOTAL	\$2,982,335.49	\$25,666.16	\$3,008,001.65

RTMF ALLOCATIONS

DATE/RESO	PROJECT	ORIGINAL ALLOCATION	PRIOR YEARS EXPENDITURES	REMAINING ALLOCATION	EXPENDED YTD Accrual Basis	BALANCE
7/19/17 Reso 17-28	Grass Valley Dorsey Drive Interchange	\$4,386,462.84	\$1,708,637.22	\$2,677,825.62	\$0.00	\$2,677,825.62
5/2/25 Reso 25-15	NCTC RTMF Administration	\$7,500.00	N/A	\$7,500.00	\$0.00	\$7,500.00
TOTAL		\$4,393,962.84	\$1,708,637.22	\$2,685,325.62	\$0.00	\$2,685,325.62

Nevada County Transportation Commission
Monthly Financial Report 2025/26
SEPTEMBER

STATE TRANSIT ASSISTANCE FUND (6357)

Cash Balance 09/01/2025	\$5,727,068.66
Additions	\$304,589.08
Deductions	\$0.00
Cash Balance 09/30/2025	\$6,031,657.74
<u>Budget and Allocations</u>	
Fund Balance 06/30/2025	\$5,981,792.66
Estimated STA Revenue rev. 08/01/2025	<u>\$1,059,056.00</u>
AMOUNT TO BE ALLOCATED	\$7,040,848.66
Total Approved Allocations	<u>\$495,126.00</u>
BALANCE Available for Allocation	\$6,545,722.66

DATE/RESO	PROJECT	ORIGINAL ALLOCATION	PRIOR YEARS EXPENDITURES	REMAINING ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
07/09/25 25-18	Nevada County Transit/Paratransit Services 99314			\$25,769.00	\$0.00	\$25,769.00
07/09/25 25-18	Nevada County Transit/Paratransit Services Operations 99313			\$446,800.00	\$0.00	\$446,800.00
07/09/25 25-21	Truckee Transit/Paratransit Services 99314			\$22,557.00	\$0.00	\$22,557.00
05/15/24 24-17	Truckee Transit Capital STA 99313 Balance Rescinded 09/17/25	\$310,000.00	\$301,006.16	rescinded	\$0.00	\$0.00
	TOTAL	\$310,000.00	\$301,006.16	\$495,126.00	\$0.00	\$495,126.00

Nevada County Transportation Commission
Monthly Financial Report 2025/26
SEPTEMBER

REGIONAL SURFACE TRANSPORTATION PROGRAM FUND (6492)

Cash Balance 09/01/2025	\$3,130,180.54
Additions	\$25,932.42
Deductions	<u>\$0.00</u>
Cash Balance 09/30/2025	\$3,156,112.96
<u>Budget and Allocations</u>	
Fund Balance 06/30/2025	\$1,775,354.54
RSTP Revenue	<u>\$1,354,826.00</u>
AMOUNT TO BE ALLOCATED	\$3,130,180.54
 Total Amount of Approved Allocations	 <u>\$2,154,947.00</u>
BALANCE Available for Allocation	\$975,233.54

DATE/RESO	PROJECT	ORIGINAL ALLOCATION	PRIOR YEARS EXPENDITURES	REMAINING ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
05/21/25 25-15	NCTC ATP Application Consultant	\$0.00	\$0.00	\$80,000.00	\$0.00	\$80,000.00
07/09/25 25-24	Grass Valley Annual Street Rehabilitation	\$0.00	\$0.00	\$565,000.00	\$0.00	\$565,000.00
09/17/25 25-29	Nevada County 2025/26 Street Maintenance	\$0.00	\$0.00	\$1,013,854.00	\$0.00	\$1,013,854.00
3/19/25 25-13	Truckee 2024/25 West River Streetscape	\$496,093.00	\$0.00	\$496,093.00	\$0.00	\$496,093.00
	TOTAL	\$496,093.00	\$0.00	\$2,154,947.00	\$0.00	\$2,154,947.00

Nevada County Transportation Commission
Monthly Financial Report 2025/26
SEPTEMBER

SB 125 TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM (6500) TIRCP

Cash Balance 09/01/2025 **\$412,097.47**

Nevada County Cash Balance 09/01/2025	\$30,160.42
Additions	\$1,359,310.97
Deductions	<u>\$0.00</u>
Nevada County Cash Balance 09/30/2025	\$1,389,471.39

Truckee Cash Balance 09/01/2025	\$381,937.05
Additions	\$1,359,812.95
Deductions	<u>\$0.00</u>
Truckee Cash Balance 09/30/2025	\$1,741,750.00

Cash Balance 09/30/2025 **\$3,131,221.39**

Budget and Allocations	
Fund Balance 06/30/2025	\$412,097.47
Estimated TIRCP Revenue Year 2	<u>\$6,274,383.00</u>
AMOUNT TO BE ALLOCATED	\$6,686,480.47

Total Amount of Approved Allocations	<u>\$6,644,343.00</u>
BALANCE (Available for Allocation)	\$42,137.47

DATE/RESO	PROJECT	CALSTA TIRCP DISTRIBUTION #1	CALSTA TIRCP DISTRIBUTION #2 not yet recvd	CALSTA TIRCP DISTRIBUTION #3 recvd 10/17/25	PRIOR YEARS EXPENDITURES	REMAINING ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
01/29/25 25-05	Nevada County Zero Emission Bus Transition and Microgrid EV Resiliency	\$1,486,685.00	\$1,221,518.00	\$1,357,311.00	\$1,486,685.00	\$2,578,829.00	\$0.00	\$2,578,829.00
To Be Determined	Truckee Transit & Operations Facility Phase 2	\$370,000.00	\$2,338,203.00	\$1,357,311.00	\$0.00	\$4,065,514.00	\$0.00	\$4,065,514.00
	TOTAL	\$1,856,685.00	\$3,559,721.00	\$2,714,622.00	\$1,486,685.00	\$6,644,343.00	\$0.00	\$6,644,343.00

**Nevada County Transportation Commission
Monthly Financial Report 2025/26**

SEPTEMBER

SB 125 Zero-Emission Transit Capital Program Greenhouse Gas Reduction Fund (6501) ZETCP-GGRF

Cash Balance 09/01/2025	\$197,183.63
Additions	\$1,697.48
Deductions	<u>\$0.00</u>
Cash Balance 09/30/2025	\$198,881.11

Budget and Allocations

Fund Balance 06/30/2025	\$197,183.63
Estimated ZETCP-GGRF Revenue Year 2	<u>\$0.00</u>
AMOUNT TO BE ALLOCATED	\$197,183.63

Total Amount of Approved Allocations	<u>\$189,813.12</u>
BALANCE Available for Allocation	\$7,370.51

DATE/RESO	PROJECT	CALSTA ZETCP-GGRF ALLOCATION	PRIOR YEARS EXPENDITURES	REMAINING ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
01/29/25 25-05	Nevada County Zero Emission Bus Transition and Microgrid EV Resiliency	\$297,575.82	\$107,762.70	\$189,813.12	\$0.00	\$189,813.12
	TOTAL	\$297,575.82	\$107,762.70	\$189,813.12	\$0.00	\$189,813.12

Nevada County Transportation Commission
Monthly Financial Report 2025/26
SEPTEMBER

SB 125 Zero-Emission Transit Capital Program Public Transportation Account (6502) ZETCP-PTA

Cash Balance 09/01/2025	\$125,792.20
NCTC Cash Balance 09/01/2025	\$123,383.34
Additions	\$1,076.50
Deductions	<u>\$0.00</u>
NCTC Cash Balance 09/30/2025	\$124,459.84
Nevada County Cash Balance 09/01/2025	\$2,408.86
Additions	\$21.05
Deductions	<u>\$0.00</u>
Nevada County Cash Balance 09/30/2025	\$2,429.91
Cash Balance 9/30/2025	\$126,889.75
Budget and Allocations	\$0.00
Fund Balance 06/30/2025	\$125,792.20
Estimated ZETCP-PTA Revenue Year 2	<u>\$0.00</u>
AMOUNT TO BE ALLOCATED	\$125,792.20
Total Amount of Approved Allocations	<u>\$120,080.34</u>
BALANCE (Available for Allocation)	\$5,711.86

DATE/RESO	PROJECT	CALSTA ZETCP-PTA ALLOCATION	PRIOR YEARS EXPENDITURES	REMAINING ALLOCATION	YTD ACTIVITY Accrual	BALANCE
03/19/25 25-11	NCTC Admin - 3 Years	\$123,336.00	\$3,255.66	\$120,080.34	\$0.00	\$120,080.34
01/29/25 25-05	Nevada County Zero Emission Bus Transition and Microgrid EV Resiliency	\$133,646.18	\$133,646.18	\$0.00	\$0.00	\$0.00
	TOTAL	\$256,982.18	\$136,901.84	\$120,080.34	\$0.00	\$120,080.34

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



MICHAEL WOODMAN, Executive Director
 AARON HOYT, Deputy Executive Director

Grass Valley • Nevada City

Nevada County • Truckee

MINUTES OF NCTC MEETING September 17, 2025

A regular meeting of the Nevada County Transportation Commission (NCTC) was held on Wednesday, September 17, 2025 in the Grass Valley City Hall Council Chambers, 125 E. Main Street, Grass Valley, California. Notice of the meeting was posted 72 hours in advance and was scheduled for 10:00 a.m.

Members Present: Hardy Bullock (alternate)
 Lou Ceci
 Tom Ivy
 Jay Strauss
 Duane Strawser

Members Absent: Susan Hoek
 Jan Zabriskie

Staff Present: Mike Woodman, Executive Director
 Aaron Hoyt, Deputy Executive Director
 Kena Sannar, Transportation Planner
 Dale Sayles, Administrative Services Officer
 Carol Lynn, Administrative Assistant

Standing Orders: Chair Ivy convened the Nevada County Transportation Commission meeting at 10:00 a.m.

Pledge of Allegiance, Roll Call

PUBLIC COMMENT: A public comment was submitted by Matthew Coulter requesting the repair of a broken water pipe and other landscape issues at the Tinloy Transit Center. The comment was also submitted to the Transit Services Commission at their meeting that morning.

CONSENT ITEMS

1. Financial Reports
 June 2025
2. NCTC Minutes
 July 9, 2025 NCTC Meeting Minutes
3. State of Good Repair Project for FY 2025/26
 Resolution 25-26

4. NCTC Lease Extension Agreement with Providence Park, LTD
Resolution 25-27
5. Rescind Balance and Revise Allocation of the Town of Truckee Transportation Development Act Claim for State Transit Assistance Capital Funds
Resolution 25-28
6. Allocation of Regional Surface Transportation Program Funds to the County of Nevada for FY 2025/26
Resolution 25-29
7. Subrecipient Agreement with AMBAG to Update the Rural Counties Task Force Administrative Support Manual
Resolution 25-30

ACTION: Approved Consent Items by roll call vote

MOTION: Ceci / SECOND: Strauss

AYES: Bullock, Ceci, Strauss, Strawser, Ivy

NOES: None

ABSENT: Hoek, Zabriskie

ABSTAIN: None

ACTION ITEMS

8. PUBLIC HEARING - Draft 2045 Nevada County Regional Transportation Plan Update
Comments received

NCTC Deputy Executive Director Aaron Hoyt presented an overview of the Draft 2045 Regional Transportation Plan (RTP). The RTP is a long-range funding plan that identifies county priorities for traffic congestion, mobility needs, safety improvements, and transportation system maintenance. The plan, which was last updated in 2017, forecasts funding over a 20-year period from state, local and federal sources that will be allocated to roadway, highway, and bridge maintenance, transit operations and capital needs, and pedestrian and bicycle projects. After the Public Hearing, the plan will be revised based on comments received and brought back to the Commission for consideration in November.

The discussion clarified that while the commission has input on safety projects, Caltrans has final discretion over highway maintenance and operations funding. The group also addressed opportunities for increasing competitive grant success, and highlighted the importance of cohesive staff work and dedicated funding in securing grants, referencing the successful \$60 million Wolf Creek Trail award.

Public comment was received from Katherine Thompson, president of the Sierra Express Bicycle Club of Nevada County. Katherine highlighted the need for safer cycling routes between communities, particularly from Grass Valley to Nevada City and to the schools. She noted that public input solicited in the development of the Regional Transportation Plan strongly supported protected bike lanes and town-to-town routes, but the active transportation projects for cycling and pedestrian concerns have not been updated since 2019 to reflect this input. She said a long-term transportation strategy for safe bike routes to shopping, work, entertainment, schools, and governments within and between communities is needed.

Public comment was received from Richard Drace with the Sierra Express Bicycle Club of Nevada County. Richard emphasized e-bike safety concerns, citing their growing popularity and potential risks to drivers, pedestrians, and other cyclists. He asked that particular attention be given in the transportation plan to certain routes that are used more often by e-bike riders.

Public comment was received from Reed Hamilton, a local resident. Reed highlighted specific priority projects including colored striping for bike lanes on Nevada City Highway, enhanced bike lane markings on Sierra College Boulevard, and connecting routes to the Wolf Creek Trail. He noted that transportation is the largest source of emissions in the county, and reducing emissions is a state mandate.

The commission discussed ideas for getting input on local transportation improvements, particularly for State Route 20 and bicycle/pedestrian infrastructure. The commission assists local jurisdictions in updating the Active Transportation Plan every five years through public outreach and coordination, with the next update planned for next year. The commission can prioritize highway projects using limited funding for project development, though construction funding requires additional state or federal partnerships. The group also discussed opportunities to incorporate active transportation elements into traditional infrastructure projects, and addressed specific intersection improvements at State Route 49 and Uren Street.

9. Road User Charge Pilot Program
Comments received

Lauren Prehoda, Caltrans Road Charge Program Manager, presented an overview of the recent research efforts related to the state's ongoing analysis of a potential switch to a road user charge system to replace the state gas tax in California.

Lauren presented findings from California's research into transitioning from gas tax to a road user charge system, focusing on rural and tribal community perspectives. The pilot study, which ran for six months in 2023, found that private roads accounted for only 1.5% of miles driven in rural areas, leading most participants to prefer keeping the gas tax for gas-powered vehicles and implementing road user charges for electric vehicles only. Tribal communities expressed strong opposition due to sovereignty concerns and potential impacts on tribally-owned gas stations, with tribal transportation funding coming primarily from the federal government rather than state sources.

Lauren presented findings highlighting the effectiveness of GPS technology but questioning its necessity given administrative costs. She discussed upcoming legislative hearings and town halls addressing transportation funding challenges. The discussion raised concerns about privacy, questioning the feasibility of GPS tracking and suggesting alternative approaches like tolling systems and odometer readings. Lauren emphasized that the research aims to provide the legislature with options that respect privacy while offering flexibility in data sharing.

The discussion focused on California's transportation funding challenges regarding a transition from gas taxes to potential road charges. Concern was raised about commercial vehicle impacts on highways like the I-80 corridor, noting the significant wear and tear caused by trucks. However, commercial vehicles already pay additional fees beyond gas taxes, including weight fees. The conversation highlighted the complexity of funding road maintenance, with issues including EVs not paying gas

taxes, the relationship between vehicle weight and road damage, and the challenges of different rate structures for different types of vehicles.

INFORMATIONAL ITEMS

10. Correspondence

- A. Malia M. Cohen, California State Controller, Fiscal Year 2025-26 State Transit Assistance Funds Allocation Revised Estimate, File 370.0, 8/1/2025.

11. Executive Director's Report

NCTC Executive Director Mike Woodman gave an overview of his report. He highlighted the public outreach efforts coming up for the Zion Street/Sacramento Street Corridor Pedestrian and Bicycle Mobility project. The consultant team will present an overview of the study, potential improvements, and key considerations to the Nevada City Council on October 22nd. There will also be a public workshop at the Miners Foundry on October 23rd with a more in-depth presentation to the community for their feedback.

Another public outreach effort will be an Open House for the State Route 49 Multimodal Corridor Improvement project, which received \$13.8 million in state funding. The project focuses on improving key intersections, pedestrian and bicycle facilities, and improved crossings along the segment of State Route 49 between the State Route 20/49 intersection at Uren Street to the Juvenile Hall. The improvements are intended to reduce speeds in the corridor, allow active transportation users to travel along and cross the corridor safely, and access destinations within that area. Proposed improvements include enhanced crosswalks, designated turnouts, a better location for the bus stop at Coyote Street, a multi-use path that runs the length of the corridor, and a proposed single lane roundabout.

Caltrans District 3 is underway with a planning effort to develop an updated long-range plan for the 123-mile segment of State Route 20 running through Nevada County, Yuba County, Sutter County, and Colusa County. The plan will look at exploring ways to reduce congestion, long-term improvements to assess roadway and intersection improvements, and evaluate multimodal needs. A survey requesting input from users of the corridor is available and can be found on NCTC's website and social media to assist Caltrans in getting the word out.

In an update of NCTC's ongoing coordination with the UCLA Engineering and Research Team on wildfire and evacuation related research efforts, NASA announced that the research project had been awarded funding to continue the research and development of the OPAL AI wildfire infrastructure mitigation decision-support tool. The OPAL AI tool helps local agencies identify wildfire risk probability, identification of at-risk assets, and help improve wildfire preparedness. NCTC and the local jurisdictions within Nevada County will now have the opportunity to participate in a three-year pilot to help test the software platform, provide feedback and further the development and effectiveness of the tool.

COMMISSION ANNOUNCEMENTS: There were no commission announcements.

SCHEDULE FOR NEXT MEETING: The next regular meeting of the NCTC has been scheduled for November 12, 2025 at 10:00 a.m. at the Grass Valley City Council Chambers.

ADJOURNMENT OF MEETING: The meeting was adjourned at 12:02 p.m.

Respectfully submitted by: _____
Carol Lynn, Administrative Assistant

Approved on: _____

By: _____
Tom Ivy, Chair
Nevada County Transportation Commission

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



MICHAEL WOODMAN, Executive Director
 AARON HOYT, Deputy Executive Director

Grass Valley • Nevada City

Nevada County • Truckee

File: 1030.3.2.2

MEMORANDUM

TO: Nevada County Transportation Commission

FROM: Michael Woodman, Executive Director 

SUBJECT: Western Nevada County Regional Transportation Mitigation Fee Program
 Annual Report for FY 2024/25

DATE: November 12, 2025

RECOMMENDATION: Approve the Western Nevada County Regional Transportation Mitigation Fee Program Annual Report for FY 2024/25.

BACKGROUND: The purpose of the Regional Transportation Mitigation Fee (RTMF) Program is to help finance needed improvements to the regional network of streets and roads to mitigate the impact of increased traffic that will result from new development in western Nevada County. The fee program was initiated through coordination between NCTC and the Cities of Grass Valley, Nevada City, and Nevada County to collectively address transportation impacts associated with forecasted regional growth. The fee program was originally adopted on January 17, 2001, by Grass Valley, Nevada City, and Nevada County and is administered by the Nevada County Transportation Commission (NCTC) through agreements with those agencies. The program provides a reliable and consistent mechanism for all new development to pay its fair share towards the cost of construction of regional transportation improvements, which did not exist prior to its adoption, and each development bore the full burden of improving the regional transportation system.

This RTMF Annual Report for FY 2024/25 is prepared to assist Grass Valley, Nevada City, and Nevada County in complying with the provisions of Government Code Section 66006, which requires each local agency that adopts mitigation fees to provide an annual report and to schedule a public meeting regarding that report. The Annual Report includes the following:

- The geographic area covered by the RTMF.
- The regional infrastructure projects included in the RTMF and new development's proportional share of the costs.
- The adopted fee schedule.
- A financial summary of the RTMF.

This Annual report is based on the 2024 Revision to the 2023 RTMF Nexus Study adopted March 20, 2024, that updated the mitigation fee schedule for regional transportation improvements in Western

Nevada County. Exhibit 1 shows the Regional Transportation Mitigation Fee area. The fees collected will provide the needed revenue to fund construction of the improvements shown in the RTMF Capital Improvement Program (see Exhibit 2). Exhibit 2 also fulfills the requirements of Section 66006 (b) (1) (F) which requires a local agency to identify the approximate date by which construction of a public improvement will commence.

Exhibit 3 presents a Mitigation Fee Schedule and fulfills the requirements of Section 66006 (b) (1) (B), "The amount of the fee." To document compliance with Section 66006 (b) (1) (G) and (H), there have been no inter-fund transfers or loans made from the RTMF Fund, nor have there been any refunds made pursuant to subdivision (e) of Section 66001 nor allocations pursuant to subdivision (f) of Section 66001.

Exhibit 4, which presents "The beginning and ending balance of the account or fund" fulfills the requirements of Section 66006 (b) (1) (C), Section 66006 (b) (1) (D) "The amount of the fees collected and the interest earned" and Section (b) (1) (E) "an identification of each public improvement on which fees were expended and the amount of the expenditures on each improvement, including the total percentage of the cost of the public improvement that was funded with fees."

attachments

Exhibit 2

Regional Transportation Mitigation Fee (RTMF) Capital Improvement Program

Project ID	Facility	Segment	Updated Cost Estimate	% of Need Attributable to New Development	Costs Attributable to New Development	Funds from Other Sources	RTMF Allocated	RTMF Paid through FY24/25	Amount to be Collected from RTMF	Anticipated Year Funding Completed
1	SR-49 Interchange	Dorsey Drive	\$24,000,000	33%	\$7,991,555	\$3,377,164	\$4,386,463	\$1,708,637	\$2,677,826	2030/31
2	E.Main St	@ Bennett St/Richardson St	\$1,500,000	100%	\$1,500,000	\$0	\$1,500,000	1,500,000	\$0	Completed 2022/23
3	SR-49 SB	PM 13.1 to PM 11.0	\$21,000,000	48%	\$10,040,404	\$7,440,404			\$2,600,000	2034/35
4	McKnight Way Interchange	@S. Auburn St/La Barr Meadows Rd.	\$9,663,269	100%	\$9,663,269	\$2,000,000			\$7,663,269	2030/31
5	McCourtney Rd	@ SR 20 EB Ramps	\$2,083,969	63%	\$1,317,068	\$0			\$1,317,068	2036/37
6	SR 20/49 NB Ramps	@ Idaho Maryland Rd	\$1,847,696	100%	\$1,847,696	\$0			\$1,847,696	2038/39
7	SR 20/SR 49	@ Uren St	\$1,457,565	39%	\$568,304	\$0			\$568,304	2039/40
8	Brunswick Rd	@ SR 174/Colfax Highway	\$1,384,179	100%	\$1,384,179	\$0			\$1,384,179	2040/41
9	SR-49	@ Coyote St	\$468,404	43%	\$199,938	\$0			\$199,938	2041/42
10	Admin Costs and 5-year reviews			100%					\$349,302	2042/43
	Total		\$63,405,283	54%	\$34,512,413	\$12,817,568	\$5,886,463	\$3,208,637	\$18,607,582	

EXHIBIT 3

Regional Transportation Mitigation Fee (RTMF) Schedule

Land Use Category	Fee
Residential	\$4,263 Per Dwelling Unit Equivalent (DUE)
Single Family	
Small (< 1500 sq.ft.)	\$3,528
Medium (1,500-2,500 sq.ft.)	\$4,263
Large (>2,500 sq.ft.)	\$4,725
Multi-Family	
Small (< 1500 sq.ft.)	\$2,052
Medium (1,500-2,500 sq.ft.)	\$2,479
Large (>2,500 sq.ft.)	\$2,748
Mobile Home	
Small (< 1500 sq.ft.)	\$3,219
Medium (1,500-2,500 sq.ft.)	\$3,888
Large (>2,500 sq.ft.)	\$4,309
Senior Housing	
Small (< 1500 sq.ft.)	\$1,706
Medium (1,500-2,500 sq.ft.)	\$2,061
Large (>2,500 sq.ft.)	\$2,285
Accessory Dwelling Unit (ADU)	
< 750 sq.ft.	Exempt
> 750 sq.ft.	Fee is based on the ratio of its floor area in relation to the primary unit, multiplied by the fee that the primary unit would pay, if it was being built today. (RTMF for primary unit) x (ADU sq.ft. divided by primary unit sq.ft.)
Non-Residential	
Office	\$782
Industrial	\$291
Warehouse	\$219
Retail/Service - Low	\$1,326
Retail/Service - Medium	\$3,097
Retail/Service - High	\$5,638
Lodging (The unit of analysis for this category is "rooms".	\$258
Public & Quasi-Public	Exempt
Schools, K-8th Grade, 9-12th Grade, Public College	Exempt

EXHIBIT 4
REGIONAL TRANSPORTATION MITIGATION FEE (RTMF) ANNUAL REPORT
FY 2024/25

Cash 7/1/24	\$2,725,642.54
Additions FY 24/25	\$358,491.75
Deductions FY 24/25	\$187,964.44
Cash 6/30/25	\$2,896,169.85

RTMF REVENUES, INTEREST, AND EXPENDITURES
FROM 2000/01-2024/25

JURISDICTION	RTMF COLLECTED FY 00/01-23/24	RTMF COLLECTED/EXPENDED FY 24/25	TOTAL RTMF COLLECTED/EXPENDED
City of Grass Valley	\$2,723,007.62	\$108,416.00	\$2,831,423.62
City of Nevada City	\$353,648.44		\$353,648.44
County of Nevada	\$6,261,855.19	\$201,511.73	\$6,463,366.92
Total Collected	\$9,338,511.25	\$309,927.73	\$9,648,438.98
Interest	\$354,108.49	\$87,524.73	\$441,633.22
Expenditures	\$6,984,760.05	\$122,976.66	\$7,107,736.71
NET TOTAL	\$2,707,859.69	\$274,475.80	\$2,982,335.49

RTMF ALLOCATIONS
2024/25

DATE/RESOLUTION	ORIGINAL ALLOCATION	REMAINING ALLOCATION AS OF 7/1/2024	PROJECT	EXPENDED DURING FY 2024/25	BALANCE OF ALLOCATION AS OF 6/30/25	RTMF % of Total Cost
05/15/24 Reso 24-20	\$7,500.00	\$7,500.00	NCTC RTMF Administration	\$3,740.90	\$3,759.10	100.00%
7/19/17 Reso 17-28	\$4,386,462.84	\$2,797,061.38	Grass Valley Dorsey Drive Interchange	\$119,235.76	\$2,677,825.62	33.00%
TOTAL	\$4,393,962.84	\$2,804,561.38		\$122,976.66	\$2,681,584.72	

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



MICHAEL WOODMAN, Executive Director
 AARON HOYT, Deputy Executive Director

Grass Valley • Nevada City

Nevada County • Truckee

File: 1210.5

MEMORANDUM

TO: Nevada County Transportation Commission

FROM: Michael Woodman, Executive Director 

SUBJECT: Approval of the Final 2045 Nevada County Regional Transportation Plan and Addendum to the 2017 Supplemental Environmental Impact Report, Resolution 25-31

DATE: November 12, 2025

RECOMMENDATION: Staff requests that the Commission adopt Resolution 25-31 approving the Final 2045 Nevada County Regional Transportation Plan (RTP).

BACKGROUND: As the State-designated Regional Transportation Planning Agency (RTPA) for Nevada County, NCTC is required to prepare and adopt a RTP every five years. The RTP is a long range (20-year minimum) transportation funding plan that identifies the County's priorities in addressing traffic congestion, mobility needs, safety improvements, and maintenance of the existing transportation infrastructure. Not only does the plan comply with state statutes for continuous, cooperative, and comprehensive planning, the RTP serves as the mechanism by which state and federal funds are allocated to local transportation projects. The RTP presents a financially constrained action plan to meet the short term (2025-2034) and long term (2035-2045) regional transportation needs of the County. The current RTP was adopted in 2018.

NCTC staff kicked off the RTP update with the assistance of the consulting firm DKS Associates in July 2022. Staff and the consultant team began collecting transportation data and working with the NCTC Technical Advisory Committee to review existing RTP projects and identify new projects for consideration. An introduction to the RTP was presented to the Commission on March 20, 2023 and staff sought input from the Commission on the Goals, Policies, and Objectives for the RTP on May 17, 2023. The project team sought public input on issue areas and priorities to help inform the RTP through two virtual public workshops. The first virtual workshop was hosted in the Truckee area on March 16, 2023 and the second virtual workshop was hosted on April 10, 2023 for the western portion of the County.

During the virtual workshop, participants were directed to the RTP project engagement website where an interactive map allowed participants to identify areas of concern and share ideas on needed projects. 238 comments were received through the interactive mapping platform. Staff also made presentations to the Truckee North Tahoe Transportation Management Association (TNT/TMA) on July 6, 2023 and to the Accessible Transportation Coalition Initiative/Mobility Action Plan Coalition (ATCI-MAPCO) on August 8, 2023.

The RTP consists of the following components:

- A Policy Element that identifies the priorities and action to guide the implementation of the 2045 RTP across the geographically diverse communities.
- A data driven performance-based approach to identifying the existing and future infrastructure needs.
- A reasonably foreseeable revenue estimate of \$1.79 billion available to implement multimodal projects by 2045.
- An expenditure plan that focuses on maintaining the infrastructure we have by investing in the following:
 - o Maintenance and rehabilitation of existing highway, roadway and bridge infrastructure (66%)
 - o Addressing roadway and safety improvements (6%)
 - o Continuing transit operations, the maintenance of capital facilities, and the electrification of the transit fleet (17%)
 - o Implementing active transportation and complete streets infrastructure (9%)
 - o Building a resilient transportation network (2%)
- A Regional Disadvantaged Community definition that assists local agencies on state grants to identify areas in the County that have disproportionate socioeconomic burdens.

Environmental Documentation

NCTC staff and the consultant team determined that the 2045 Nevada County RTP meets the criteria for the preparation of an “addendum” to the prior 2017 Supplemental Environmental Impact Report (SEIR) for the Nevada County RTP Programmatic EIR. This Addendum has been prepared in accordance with the relevant provisions of CEQA and the CEQA Guidelines as implemented by NCTC. According to Section 15164(b) of the CEQA Guidelines, an addendum to an EIR is the appropriate environmental document in instances when “only minor technical changes or additions are necessary or none of the conditions described in Section 15261 calling for the preparation of a subsequent EIR have occurred.” Section 15162(a) of the CEQA Guidelines states no subsequent EIR shall be prepared for a project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration,

- b. Significant effects previously examined will be substantially more severe than shown in the previous EIR,
- c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative, or
- d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The changes that are being proposed with the 2045 RTP project lists are minor in the sense they would not create potentially significant environmental impacts in addition to those already identified in the 2017 Final SEIR for the Approved 2016 RTP. The 2045 RTP would also not substantially increase the magnitude or severity of impacts that were previously identified. As such, the 2045 RTP would not result in conditions identified in State CEQA Guidelines Section 15162 requiring supplemental environmental review or a Subsequent EIR, and these are therefore not required for the 2045 RTP. It can be emphasized that the 2045 RTP would remain subject to all previously adopted mitigation measures included in the adopted 2017 Final SEIR for the 2016 RTP. The Mitigation Monitoring Reporting Program (MMRP) adopted for the 2016 RTP on November 15, 2017 remains applicable to the 2045 RTP. Based on the above analysis, this Addendum to the previously adopted 2017 Final SEIR for the 2045 RTP has been prepared in accordance with Section 15164 of the State CEQA Guidelines.

DISCUSSION:

The Draft 2045 RTP and associated Addendum to the 2017 Supplemental Environmental Impact Report (SEIR) was released on August 8, 2025 initiating a 45-day public review period that concluded on September 25, 2025. Staff held a public hearing to receive comments on the draft plan on September 17, 2025 where three public comments identified the need for additional active transportation facilities within the County. Written comment letters were also received on the Draft 2045 from Caltrans District 3, Northern Sierra Air Quality Management District, Tahoe Regional Planning Agency, and eight residents of Nevada County.

The comment letters received can be summarized as seeking greater clarity on topics relating to the consistency with other statewide plans, additional details on passenger rail on the Capitol Corridor system to Truckee, interest in additional funding dedicated towards active transportation improvements, and editorial comments. The comments received on the Draft RTP were considered and addressed in the Final RTP as appropriate. Copies of the comment letters received are attached

Two comments were received on the Addendum to the 2017 Supplemental Environmental Impact Report (SEIR). One comment identified a duplicative project in the list of new projects since the 2016 RTP in Appendix A and the second comment suggested changes to a project description in Appendix A consistent with a comment proposed in the RTP. All comments were addressed in the Final Addendum to the 2017 SEIR.

Staff recommends that the Commission approve Resolution 25-31 adopting the Final 2045 Nevada County Regional Transportation Plan and find that an Addendum to the 2017 Supplemental Environmental Impact Report was prepared in accordance with Section 15162 and 15164 of the State CEQA Guidelines. Information on the Regional Transportation Plan can be found on the NCTC website, <https://www.nctc.ca.gov/Reports/Regional-Transportation-Plan/index.html>

**Copies of Comment Letters Received on the Draft 2045 Nevada County RTP
and
Addendum to the 2017 Supplemental Environmental Impact Report**

Aaron Hoyt

From: Margaret Vodicka <margaret_vodicka@hotmail.com>
Sent: Tuesday, September 9, 2025 5:46 PM
To: ahoyt@nccn.net
Subject: Comment on County Regional Transportation Plan

September 10, 2025

Subject: Comment on the Draft of the County Regional Transportation Plan

As a Nevada County Resident and a bicycle rider, I wish to comment on the Draft of the County Regional Transportation Plan. I was born and raised in the Netherlands and have seen how one can create a safe bicycle riding culture. Presently, one takes a huge risk riding a bicycle on a Nevada County road. Please consider my comments as you prepare the final County Regional Transportation Plan.

- 1) People should be able to bike to school, work, shop, and between communities.
- 2) With the increase in E-bike use, the efficacy of cycling as a transportation mode has increased.
- 3) Creating safe bike transportation routes just makes sense. More people cycling means less people driving.
- 4) Safe cycling routes bring in more visitors, which increases economic growth, helps reduce traffic congestion, emissions, and parking shortages.

There are millions of dollars in Transportation Program funding, which is intended to encourage cycling and walking. Much of these funds are slated for new roundabouts, which largely benefit motor vehicles and do not necessarily encourage cycling and walking. There are other opportunities such as Including cycling lanes and safety features in upcoming projects (such as the East Main repaving project, Grass Valley) that can be done at a relatively low cost.

Thank you for taking my comments into consideration.

Margaret Vodicka
14219 Rollins Park Dr.
Grass Valley, CA 95945

From: [Nancy](#)
To: ahoyt@nccn.net
Subject: Safe cycling
Date: Wednesday, September 10, 2025 2:42:12 PM

For the RTP— our community is in desperate need of safe cycling access for cyclists of all ages to connect within the communities; access for our children to bike to/from school, downtown access and the multitude of connectivity that motorists use. If the committee has no imagination- they could use Truckee as a model. Motorists are sidelined by their cellphones while driving— that lack of focus is detrimental and can result in accidents and deaths since there's not a designated cycling infrastructure. I'd like to see the committee step up there safety measures with bike lanes and well defined signage as well as on pavement painted bike lanes.

N. Maurer. 45 yr Nevada County resident

Aaron Hoyt

From: Galen Ellis <galen@ellisplanningassociates.com>
Sent: Thursday, September 11, 2025 8:04 AM
To: ahoyt@nccn.net; BOS.PublicComment@nevadacountyca.gov
Cc: Katherine Thompson
Subject: Safe bicycle routes

Dear NCTC and Board of Supervisors,

After reviewing the Draft County Regional Transportation Plan, I am deeply disappointed the County does not have a clear strategy or plan through 2045 for bicycle transportation routes to connect communities or communities with schools. Public input repeatedly cited the need for safer cycling. There are millions of dollars in Active Transportation Program funds available for improving active modes of transportation, such as bicycles. Project priorities for active transportation need to address the public's needs for safer cycling routes.

I am a member of the Sierra Express Bicycle Club and use my bike as a regular mode of transportation throughout western Nevada County. While raising my kids here, I was a strong advocate for their independence in getting to school and parks by bike, but terrified each time they set out, knowing that the roads were so unsafe. I just returned from a long road trip through the U.S. and Canada and most of the cities and towns I visited had excellent bike infrastructures, which not only benefited their residents, but were main tourist attractions for walkers and bikers. I'm amazed that our county is so far behind in this regard.

I am unable to attend the public hearing on the 17th but urge you to work closely with cyclists and advocates for non-motorized transportation to develop safer cycling infrastructure in our community.

Warmly,

Galen Ellis
12155 Sunset Avenue
Grass Valley, CA 95945
(530) 263-3656



Galen Ellis,
MPH
President

2036 Nevada City Hwy #69
Grass Valley, CA 95945
530-263-3656
www.ellisplanningassociates.com

Aaron Hoyt

From: Michael Takahashi <tekaide.computer@gmail.com>
Sent: Thursday, September 11, 2025 12:59 PM
To: ahoyt@nccn.net
Subject: Safer Bicycle Routes throughout Nevada County.

To whom it may concern;

Nevada County is a beautiful place to live and spend time. I have lived here for the last 25 years and have seen a large influx of people since i have moved here. There are more cars on the road today and with the popularity of e-bikes, more cyclists and cars on our roads in Nevada County. The increased cost of gas has also contributed to the increasing number of cyclists on the road. All this being said, I think it is very important to keep both Drivers and Cyclists / Community members as safe as possible. This not only includes a safe place for cyclists and cars to share our paved roads, but also to have the appropriate signage and crosswalks at important crossing points.

Encouraging alternative transportation options is of value but in order to successfully suggest this, we need to have a clear plan which will accommodate and promote a safer environment for shared road use in between our beautiful communities.

thank you,

Michael Takahashi
Penn Valley, CA

Aaron Hoyt

From: Larry Matz <lmatz1@yahoo.com>
Sent: Monday, September 15, 2025 9:54 AM
To: ahoyt@nccn.net
Subject: Regional transportation plan

I'm a frequent cyclist throughout Nevada county and find it difficult to locate safe routes that would enable reasonable alternative transportation to places like work, shopping, schools, medical facilities etc.. There are limited (or non-existent), available road shoulders, designated routes, bike lanes or bicycle networks that would encourage cycling as an alternative way to reach these and other services. Bike networks should specifically encourage town to Town routes --especially between Grass Valley and Nevada City.

The Transportation plan should clearly identify and plan for development of these essential travel components that are becoming increasingly more necessary due in part to e-bikes enabling many more people to take advantage of cycling options.

SEBC Input for Public Meeting
Draft Regional Transportation Plan (RTP) Through 2045
Nevada County Transportation Commission

Here are my comments on the RTP that I presented at the public hearing on 9/17/25:

- **I am here to discuss the Active Transportation projects in the 2045 RTP.** Active Transportation is a state program to encourage cycling and walking instead of driving and make those two modes safer.
- As you know, NCTC is responsible for leading transportation planning not only for motor vehicles but for cycling and walking as an alternative means to motor vehicles.
- As part of developing the RTP, NCTC solicited public input; about half of these inputs called for safer cycling, including protected bike lanes, routes between communities, and routes to schools.
- The most frequent input we received at our 2025 Earthfest & Recreation Fair booths was the need for a town-to-town route between communities, specifically Grass Valley to Nevada City.
- The County's Active Transportation Projects for cycling & pedestrian projects has not been updated since 2019 to reflect this input. It is a list of various projects on different sections of roads.

We need a long-term transportation strategy to connect communities with safe bike routes. Long term strategies will connect people not in cars with work, shopping, entertainment, schools, and governments within and between communities. Coordinating road projects underway and planned to include bike and pedestrian safety would be most efficient.

Is there the money? The state Active Transportation Fund has millions of dollars to increase cycling and walking. Let's work together to assemble projects that achieve the aims of active transportation, reduced vehicle miles traveled, and can compete successfully for these funds.

Creating safe bike transportation routes just makes sense:

- Most trips are local and many are short.
- E-bikes have vastly increased the efficacy of cycling as a transportation mode.
- People should be able to bike to school, work, shop, and between communities.
- More people cycling means less people driving.
- Safe cycling routes attracts visitors, increases economic growth, helps reduce traffic congestion, emissions, and parking shortages.

Conclusion: We look forward to working with NCTC, the public, and partners to develop a long-term strategy to create safe cycling transportation routes between communities and from communities to schools. AT projects should contribute to providing safe, contiguous cycling and pedestrian routes

Respectfully submitted,

Katherine Thompson, President, Sierra Express Bicycle Club, Kathompson111@gmail.com 916.835.1541

Aaron Hoyt

From: Richard Celio <rich.celio@icloud.com>
Sent: Monday, September 22, 2025 9:46 PM
To: ahoyt@nccn.net
Subject: COMMENTS ON RTP

Dear Aaron,

I'm happy to provide comment on the proposed 2045 RTP. I appreciate that this plan draws heavily from the 2019 Active Transportation Plan. There is a lot to digest so I will briefly comment on the subject of making our roads safe for bicycles. Having moved here in 2016 (but with roots in the area) we intentionally located in the Sherwood Forest Development, off of Auburn Road. One of the big reasons was that we wanted to be within a couple miles of town - biking distance. We do enjoy biking into town, down to the Wolf Creek Trail and over to the stores on a regular basis. I also enjoy longer rides on our rural roads such as Allison Ranch, McCourtney, La Barr Meadows. The need for widening to a legitimate Class III with Multi-Use Shoulder (per the ATP) has become critical. I appreciate that the plan references this particular route and others as HIGH PRIORITY. There are approximately 60 homes in Sherwood Forest with many young families moving in. We strongly encourage the county to follow through as soon as possible, especially in light of increase use due to the success of the new RV Park.

Although my first priority has been stated above, I do have a question. Why is not all of Auburn Rd listed for Class III w Multi-Use shoulder?

Sincerely and looking forward to the progress
Rich & Charlene Celio

Aaron Hoyt

From: Aletheia Celio-Zabriskie <aletheia.celio@gmail.com>
Sent: Friday, September 26, 2025 10:17 PM
To: ahoyt@nccn.net
Subject: Fwd: COMMENTS ON RTP

Hi Aaron, I'm not sure if the call for comments has closed but I'd love to second the thoughts below on having a safe and useful bike path along Auburn Road. The people (especially families with children) that live in communities off Auburn Road as well as the recreational areas from the new RV Park to the Fairgrounds as well as Wolf Creek Trail would hugely benefit from safe riding zones in this beautiful part of Grass Valley. We'd LOVE to see this area prioritized for biking upgrades. I could see this part of Grass Valley developing into a recreational haven and it would certainly support the families that live here. Thank you and I look forward to seeing what happens!

- Aletheia Celio
415-819-3093

On Sep 22, 2025, at 9:46 PM, Richard Celio
<rich.celio@icloud.com> wrote:

Dear Aaron,

I'm happy to provide comment on the proposed 2045 RTP. I appreciate that this plan draws heavily from the 2019 Active Transportation Plan. There is a lot to digest so I will briefly comment on the subject of making our roads safe for bicycles. Having moved here in 2016 (but with roots in the area) we intentionally located in the Sherwood Forest Development, off of Auburn Road. One of the big reasons was that we wanted to be within a couple miles of town - biking distance. We do enjoy biking into town, down to the Wolf Creek Trail and over to the stores on a regular basis. I also enjoy longer rides on our rural roads such as Allison Ranch, McCourtney, La Barr Meadows. The need for widening to a legitimate Class III with Multi-Use Shoulder (per the ATP) has become critical. I appreciate that the plan references this particular route and others as HIGH PRIORITY. There are approximately 60 homes in Sherwood Forest with many young families moving in. We strongly encourage the county to follow through as soon as possible, especially in light of increase use due to the success of the new RV Park.

Although my first priority has been stated above, I do have a question. Why is not all of Auburn Rd listed for Class III w Multi-Use shoulder?

Sincerely and looking forward to the progress
Rich & Charlene Celio

California Department of Transportation

DISTRICT 3
703 B STREET | MARYSVILLE, CA 95901-5556
(530) 513-0584 | FAX (530) 741-4245 TTY 711
www.dot.ca.gov



September 19, 2025

Mike Woodman
Executive Director
Nevada County Transportation Commission
101 Providence Mine Rd, Suite 102
Stateline, NV 89449

Dear Mr. Woodman,

Thank you for the opportunity to review the Nevada County Transportation Commission (NCTC) Draft 2025 Regional Transportation Plan (RTP). Our team appreciates the chance to contribute to the plan's development and would like to provide the following comments, aligned with the RTP Checklist for Regional Transportation Planning Agencies (RTPA).

Commendations:

- We appreciate NCTC's efforts in preparing a thorough RTP that identifies multimodal transportation needs, demonstrates fiscal constraint, and incorporates strategies for system safety and climate resiliency in Nevada County.
- We commend NCTC for collecting such robust public comments on transportation safety concerns and project suggestions (Appendix B). This provides great insights into the public's transportation priorities.

General:

- Pg. 41: Please update Caltrans policy discussing Intersection Control Evaluation (ICE) to the updated Caltrans policy that utilizes Intersection Safety and Operational Assessment Process (ISOAP) which is an update and renaming of ICE.
- Pg. A-4 of the 2045 RTP SEIR Addendum to the 2016 RTP, there is a repetitive project discussing the SR 49 Wildfire Evacuation Route Project. There is only one SR 49 Wildfire Evacuation project on the RTP Project list. Please remove the second project.

New	Caltrans	SR 49 Grass Valley Wildfire Evacuation Project	The project construct a two-way left turn lane and widen shoulders to allow contraflow travel during wildfire events between Ponderosa Pines Way and Wolf Rd/Combie Rd.
New	Caltrans	SR 49 Wildfire Evacuation Route Project	Construct two-way left-turn lane and full depth 8' NB and 12' SB shoulder to provide contraflow travel during wildfire evacuations.

- In both documents, it is recommended to revise the SR 267 “Construct reversible bus lane” project scope to be more general, to allow consideration of a boarder range of alternatives to be analyzed. For example, “Implement managed lane improvements to enhance person-throughput and mobility in the corridor, including but not limited to bus-only lanes, high occupancy vehicle lane, reversable lane.”

SR 267	Construct reversible bus lane and/or high occupancy vehicle lane	Roadway	ITS/TDM	1.A 1.B	\$5,287,987	Truckee TIF/RTIP	2028-2030
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- Checklist item #4: The checklist indicates that a Project Intent statement was found on page 13 and 109. However, no clear Project Intent statement was found in the RTP or in the SEIR document. We recommend that a clearly labeled Project Intent Statement be indicated or added.

Consultation/Cooperation:

- Checklist item #3: The checklists indicated that on page 17 a description of a periodic review conducted on the effectiveness of the procedures and strategies contained in the participation plan was included. This information could not be found on page 17 or anywhere in the RTP. We recommend that a discussion to satisfy this requirement be indicated or added.
- Checklist item #8: The checklists lists "TBD" on whether tribal concerns were included and whether tribes were consulted during the development of the RTP. Please include relevant information in the RTP to fulfill this requirement and update the checklist accordingly.
- Checklist item #9: The checklist correctly indicates that page 17 includes information about the public review process. We recommend that information be included about how long the public comment periods were, how many people attended the virtual events, and how many survey comments were received.
- We appreciate that NCTC held virtual outreach events, however we would recommend that for the next RTP, at least one in-person event be held as well to encourage people who do not have internet access, reliable internet access, or are not comfortable using online platforms to participate.

Aeronautics:

- The Caltrans Division of Aeronautics commends the Nevada County Transportation Commission (NCTC) for their efforts to update the Airport Elements on their Regional Transportation Plan (RTP).
- Caltrans recommends RTPA's address the following areas in future plans and studies, when appropriate:
 - Wayside equipment for electrified aircraft, and electric aviation in general.
 - Sustainable Aviation Fuel (SAF), currently in the testing stages for commercial aircraft, but will eventually trickle down to general aviation.
 - Improved ground access for multimodal transportation alternatives.

- Advanced Air Mobility (AAM) infrastructure and concurrent land use zoning considerations.
- In planning for additional housing development, special care must be included to prevent encroachment on airports, sustain healthy communities with a focus on equity when siting future development, and preserve the viability of the aviation system as an economic engine for the region.
- Additional Resources:
 - California Airport Land Use Planning Handbook: <https://dot.ca.gov/-/media/dot-media/programs/aeronautics/documents/californiaairportlanduseplanninghandbook-a11y.pdf>
 - California Department of Transportation State Dollars for Your Airport: <https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/-/media/dot-media/programs/aeronautics/documents/1016-state-dollars-for-your-airport-october-2019-a11y.pdf>
 - Caltrans Local Airport Loan Program: [Airport Loans | Caltrans](#)
 - Caltrans Aeronautics provides an Airport Land Use Compatibility training program tailored for Airport Land Use Commissions (ALUC) and local planning staff upon request. This program is designed to familiarize participants with the airport land use compatibility process, criteria, and to address any specific questions or concerns that Commissioners or planning staff may have.
 - Feel free to contact us at aeronautics-planning@dot.ca.gov for any inquiries regarding our comments or to express interest in scheduling a training session.

Rail:

- Pg. 5 (1st paragraph): Consider adding rail or intercity bus connecting to rail hubs, or any planned infrastructure improvements that support rail or rail thruway services (i.e. transit centers) to section describing "enhancing multimodal options".
- Pg. 13 (section 2.1) & 40 (last on page): Consider mentioning State Rail Plan in list of other statewide plans.
- Pg. 42:
 - Consider mentioning rail as a multi-modal transportation system element in all applicable policies.
 - Consider any short- or long-term objectives or policies leading to improvements to thruway bus services in Nevada County, as well as other interregional/intercity/commuter bus service.
 - Recommend inclusion of a policy supporting first & last mile access to transit and rail.
 - Recommend inclusion of a policy supporting development patterns and land use that will improve ridership of transit and therefore increase projected ridership & feasibility of proposed intercity passenger rail service.
 - Policy 2.6: Recommend updating language to "intercity and commuter

service" in line with the State Rail Plan's emphasis on intercity passenger rail rather than just commuter service.

- Pg. 43: Consider highlighting and expanding on policy 2.13 in other sections of the RTP, such as by outlining ways to increase rail ridership, support rail studies, and support funding capital improvements to existing rail.
- Pg. 68: Recommend mentioning thruway bus that connects Truckee to Auburn Amtrak Station.
- Pg. 70: Consider mentioning any relevant transit or rail planning efforts that can alleviate traffic congestion and reduce vehicle trips, especially in the Truckee area which generates highest VMT in the county. If rail was mentioned in the study described, then please also mention those recommendations in the Rail Service section.
- Pg. 72:
 - Consider highlighting the benefits of rail service, including reduction of VMT.
 - The California Zephyr does not stop in Auburn. Suggest clarifying that it stops in Colfax.
 - Describe transit access to existing Capitol Corridor rail service in Auburn.
 - Recommend adding more information about the existing studies toward this effort. See Placer County's RTP for language regarding the 2023 PSR and the upcoming FRA Corridor ID program study. Additionally, any discussion of how the region plans to support future rail service such as through transit-oriented development is helpful.
 - Last sentence cuts off or has a new fragment of a sentence.

Typos/Minor Edits:

- Pg. 4: Change "maintance" to "maintenance"
- Pg. 4: Change "ellevation" to "elevation"
- Pg. 6: Change "reconsturct" to "reconstruct"
- Pg. 6: Change "ehanced" to "enhanced"
- Pg. 7: Change "is" to "in." Paragraph 3 referencing fiscal year 2025/26.
- Pg. 7: Change "fo" to "of"
- Pg. 11: Change "Taho" to "Tahoe"
- Pg. 46: Delete extra space for bullet point 6.3
- Pg. 67: #1 Use comma instead of semi-colon after "However"
- Pg. 68: Please update the Figure number in the last paragraph ("Figure 2X highlights the TART system")
- Pg. 69: The first paragraph states that TART Connect funding has been allocated "through the fall of 2024". Please update this paragraph accordingly as this RTP will be published in 2025. The paragraph is written as if it is before fall 2024.
- Pg. 72: Please fix the following sentence found in the last paragraph, "funding from the Federal Railroad Administration funding for the construction of any new rail improvements and additional service. and of increasing the number"
- Pg. 100: Please change "Nevad" to "Nevada"
- Pg. 125: It would be beneficial to the reader to have the Table 30 column headers repeated on each page to ease comprehension.

- Pg. 125: Please clarify the following sentence in the last paragraph: "A summary of available revenue to support operations, maintenance, and projects to improve the short- and long-term needs of the Nevada County transportation system."
- Overall, please review the page numbering of the appendices. Some page numbers are inaccurate or missing.

If you have questions regarding the comments or require additional information, please contact Catherine Chiu by email catherine.chiu@dot.ca.gov or by phone (530) 821-8404.

Sincerely,



Kevin Yount
Branch Chief, Transportation Planning – North Office
Division of Planning, Local Assistance and Sustainability

c: Varsha Kotla, Regional Coordination Acting Branch Chief, Caltrans HQ
Camilo Juarez, Regional Planning Liaison, Caltrans HQ

NCTC Draft RTP (2025-2045) Comment Letter

Final Audit Report

2025-09-19

Created:	2025-09-19
By:	Catherine Chiu (s152966@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAXoRck8WZtzBwp-1B5jZZO8ymlv40nzCS

"NCTC Draft RTP (2025-2045) Comment Letter" History

-  Document created by Catherine Chiu (s152966@dot.ca.gov)
2025-09-19 - 6:00:27 PM GMT- IP address: 149.136.17.246
-  Document emailed to Kevin Yount (kevin.yount@dot.ca.gov) for signature
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-  Document e-signed by Kevin Yount (kevin.yount@dot.ca.gov)
Signature Date: 2025-09-19 - 8:51:29 PM GMT - Time Source: server- IP address: 149.136.17.252
-  Agreement completed.
2025-09-19 - 8:51:29 PM GMT

To: Aaron Hoyt
Deputy Executive Director
Nevada County Transportation Commission
ahoyt@nccn.net

September 17, 2025

Thank you so much for the opportunity to comment on this wide-ranging plan. The Northern Sierra Air Quality Management District (NSAQMD) advocates for all measures that improve air quality, and transportation is the single largest slice in the emissions pie. It is a privilege to be able to contribute. The first section of this reply covers some simple misprints or errors, but please consider a full edit to catch what we may have missed. The second section covers the conversion to “microtransit” in some of our municipalities. Finally, there are a few more small sections addressing various aspects of the plan, ending with a few questions. Again, thank you for this opportunity.

Misprints

Page 8 of 237 has an incomplete or confusing sentence: “This and other challenges at the state and federal funding levels, [along with] future investments needs in both automotive and non-automotive modes [means that funding] is likely to remain a challenge.” (Suggestions are presented in brackets.)

Page 11 of 237 has an incomplete or confusing sentence and spelling errors (which are shown in **bold**): “Regular **maintance** and upgrades to the state highway system ~~is~~ [are] necessary to address not only the quality of pavement, vegetation management, aged culverts, [and] storm damage, but also [to] addressing the impacts of [that] snow, ~~and~~ heavy-duty trucks, and tire chains cause on higher **ellevation** freeways such as Interstate 80.”

Page 11 of 237 has a caption for the top left photo with a missing word or two. Perhaps consider: “Converting the existing one-lane roundabout [at] Truckee Way ~~at~~ [and] Pioneer Trail to a two-lane roundabout will better accommodate tourist traffic.”

Page 13 of 237 presents some confusing numbers. It states that “155 million, or 9% of the RTP budget will be available” but 9% of 1.79 billion is 161 million. Maybe use “less than 9%” or “almost 9%” to avoid having 6 million dollars be a rounding error.

Page 14 states “\$266 million, or 15% of RTP budget” - again this is a rounding estimation that creates a discrepancy of over 2 million dollars, which is concerning.

Page 16 has an incomplete or confusing sentence: “The California Innovative Clean Transit Regulation adopted by the California Air Resources Board in 2018 requires transit operators to transition [to] non internal combustion engines...”

Page 18 has a typo, “Taho” should read “Tahoe”.

Page 24 lists Northern Sierra Air Quality Management District as a member of the Western Nevada County Conformity Working Group. Please ensure that this agency has the email office@myairdistrict.com as our contact email. We have not heard from them but would be eager to participate.

Table 6 on page 32 lists “Education” is as a positive change, but it should be shown as negative.

Is there a reason that Table 7 on page 32 does not show Tahoe Truckee Unified School District as a Major Employer? Is it due to the TTUSD district covering multiple counties? (There still are three elementary schools, two middle schools, a high school, and the district headquarters all within Nevada County.)

Page 34 states that 80% of the statewide median income is \$60,188 but 80% of the median income listed on page 33 (\$84,097) is \$67,278. Is the lower median income number based on 2023 data? It does appear to come from the California Transportation Commission **2023** Active Transportation Plan Guidelines.

Page 50, Policy 3.2 states: “Assist the Northern Sierra Air Quality Management District (AQMD) with the development of *transportation control measures* that will be needed to meet the required emission reductions of the California Clean Air Act.” The AQMD does not control emissions from mobile sources, however we are very interested in collaborating and exploring measures to promote emissions reductions through incentives and design.

Page 76 talks about funding that is allocated for TART Connect through the fall of 2024. This could be updated to agree with the voter approved funding that is mentioned on page 14 of 237.

Figure 28 on page 82 of 237 appears to indicate that shoulder bicycle access is allowed on Route 80 in Truckee. Is this true?

Page 107 has a typo “Nevad” that should read “Nevada.”

It might be helpful to have a definition section in the Transportation Plan to lessen confusion between similar terms. The differences are unclear between rideshare, microtransit, TART Connect, and for-profit entities such as Uber and Lyft.

Microtransit

While the popularity of the Truckee microtransit service is undeniable, the environmental benefit is more questionable. The current Truckee fleet has no zero-emission vehicles and is generally used as a door-to-door service (not a first/last mile connector to Truckee fixed route service). This type of transit has not been shown to reduce vehicle miles traveled (VMT), nor congestion. According to the Town of Truckee TART Connect Pilot Project Update from September 2024, only 1% of users surveyed connect to other modes of transit. Therefore, it has not been instrumental in increasing ridership on fixed route services. 48% of the respondents to the question about reasons to not ride microtransit cited long wait times. Unlike frequent fixed routes, this microtransit service does not

provide reliable timed services for daily commutes and quickly gets overrun during special events. Nor has the town used the microtransit service as an opportunity to eliminate parking minimums, despite acknowledging that it reduces downtown parking demand. Truckee still requires businesses to fund parking in many areas. Using the “boost in ridership” statistic in a transportation report is a misleading indicator of the traditional benefits of public transportation.

While the NSAQMD agrees with the sentiment of a “full reset” of the transportation system, please evaluate your systemwide goals before deciding that microtransit is the answer to Nevada County’s needs. The NSAQMD would need to see more data before endorsing this change.

Level of Service

Multiple sections of this report discuss Level of Service (LOS). This is an outdated and unsustainable method of transportation analysis that does not acknowledge the induced demand created by capacity expansion. Level of Service should be eliminated from the vernacular just as it has been eliminated from CEQA consideration.

Specific Project Proposals

Some project proposals included in this plan do not align with the stated plan goals. For example, consider the project in the picture on Page 11 with the caption “Converting the existing one-lane roundabout [at] Truckee Way [and] Pioneer Trail to a two-lane roundabout will better accommodate tourist traffic.” This project would prioritize automobile use over pedestrian access. This roundabout is directly between the recreation center and a mobile home park, and more distantly the public middle school. To make matters worse, a middle school student was hit by a car in this roundabout during the morning commute in 2019. Of any destinations considered more closely for pedestrian access, a public recreation center should rank among the top.

Minimizing Costs

Page 51 has Goal 4 titled “Develop an Economically Sustainable Transportation System.” While NSAQMD values fiscal responsibility in municipal spending, please keep in mind that economic sustainability encompasses more than just government funds. The lack of frequent public transit (and safe alternative travel modes) pushes transportation costs onto local residents. Each family owning multiple vehicles is only “cost effective” for the municipality and does not “minimize the capital and operating costs of all travel modes” for our citizens. Additionally, please keep in mind the environmental costs of emissions, land lost to roads and parking, and lives lost to an inherently unsafe system built around the automobile.

Goals, Objectives, and Budget

The NSAQMD would like to celebrate the fact that many of the goals and their objectives promote alternative transportation methods and aim to decrease dependence on personal automobiles. However, the budget shows a different set of priorities. Pedestrian, bike, and transit spending together come to approximately 26% of the allocation. Whereas roads, bridges, and highways get

approximately 72%. A closer alignment between the stated goals and the budget would be more ideal.

Multimodal Transportation

The option of protected bike lanes is never mentioned in this report, despite appearing in eight public comments. Truckee erects plastic poles to protect curbs from snowplows, why doesn't Nevada County (or any of the municipalities) do something similar to protect bicyclists from cars? Surely, we don't value concrete curbs more than people. Protected bike lanes have been proven to make cycling *and* driving safer, by slowing adjacent traffic. Painted lines are not protection, and the percentage of non-automobile trips will not change until riders are given a less dangerous option.

Questions

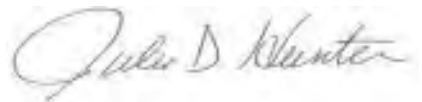
Page 14 talks about the passage of Measure E in Truckee in November 2024. How much of Measure E goes toward the microtransit program? Measure E is estimated to generate 3.5 million dollars annually, (which is less than some of the rounding errors in this document). The first listed use for this money is "preparing for wildfires and other natural disasters". Has the fund proportionally addressed all the listed beneficiaries?

Page 30 gives population age estimates. Why is the population of residents over 65 years of age expected to rise until 2035 and then decline thereafter?

Conclusion

The NSAQMD applauds all the hard work and planning that has gone into this valuable document. The majority of the goals align with the Air District's mission to decrease reliance on personal automobiles to protect our airshed. We look forward to working in tandem with all the participating partners to craft a truly sustainable, healthy, and enjoyable future for Nevada County.

Sincerely,

A handwritten signature in dark ink, appearing to read "Julie D. Hunter". The signature is fluid and cursive, with the first name "Julie" being the most prominent.

Julie Hunter
Air Pollution Control Officer

Submitted by Suzie Tarnay APCS II / (530) 274-9360 x505



Mail
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Contact
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September 23, 2025

Aaron Hoyt
Deputy Executive Director
Nevada County Transportation Commission
101 Providence Mine Rd, Suite 102,
Nevada City, CA 95959

Re: Nevada County Regional Transportation Plan (2045) Update

Thank you for the opportunity to review and provide comments on the Nevada County Regional Transportation Plan. We have the following comments on the plan for your consideration:

- While Policy 1.1 supports regional coordination, the plan does not specifically include any policies, programs, and projects for regional transit (bus service) connectivity between Nevada County's west slope communities and Truckee/Lake Tahoe. We recommend that the County includes, at a minimum, a policy to pursue regional transit service. TRPA will continue to work with the County and other partners on the Rail Action Plan to expand Capital Corridor services.
- Figure 26 on PDF page 79 is titled "North Lake Tahoe Express Route Map," but it is the TART Service Map.
- Confirm the dates for operation of TART Connect in Truckee on Pg. 14, 75, 76

We appreciate the continued coordination between TRPA and Nevada County through quarterly meetings, and the Truckee North Tahoe Transportation Management Association (TNT-TMA) to advance sustainable transportation in the region. Please let us know if you would like further clarification on these comments.

Sincerely,

A handwritten signature in black ink, reading "Michelle Glickert", on a light blue background.

Michelle Glickert
Transportation Planning Program Manager
Regional Planning Department
Tahoe Regional Planning Agency

**RESOLUTION 25-31
OF THE
NEVADA COUNTY TRANSPORTATION COMMISSION**

**A RESOLUTION ADOPTING THE
2045 NEVADA COUNTY REGIONAL TRANSPORTATION PLAN
AND ADDENDUM TO THE 2017 SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT**

WHEREAS, the Nevada County Transportation Commission (NCTC), as the designated Regional Transportation Planning Agency for Nevada County, is responsible for the preparation of the Nevada County Regional Transportation Plan; and

WHEREAS, the update of the Nevada County RTP has been developed to fulfill the requirements of AB 402 (Government Code Title 7, Chapter 2.5, Sections 65080-65082), the specific guidance of the California Transportation Commission, including the 2017 RTP Guidelines, as well as federal planning requirements; and

WHEREAS, the purpose of the 2045 Nevada County RTP is to document the policy direction, the short-term and long-term transportation improvements, and sets forth an effective, cost-feasible action plan to provide a balanced and multimodal regional transportation system in Nevada County; and

WHEREAS, the Draft RTP was circulated for public comment between August 8, 2025 and September 25, 2025; and

WHEREAS, a public hearing has been conducted in accordance with California Government Code Section 65080; and

WHEREAS, comments received were addressed or incorporated as appropriate; and

WHEREAS, NCTC is the lead agency for preparation of an Addendum to the 2017 SEIR for the Nevada County RTP in compliance with the California Environmental Quality Act (CEQA) Section 15162(a)(3) and 15163(a)(2); and

WHEREAS, NCTC prepared an Addendum to the 2017 SEIR in compliance with the CEQA, which was circulated for a 45-day public review period between August 8, 2025 and September 25, 2025; and

WHEREAS, NCTC received comment letters from public agencies regarding the Addendum to the 2017 SEIR; and

WHEREAS, when making the findings pursuant to CEQA Guidelines Section 15091(a)(1), the agency must also adopt a program for reporting on or monitoring the changes which have been either required in the project or made a condition of approval to avoid or substantially lessen significant effects, and which are fully enforceable through permit conditions, agreements, or other measures, as required by CEQA Guidelines Section 15091(d); and

WHEREAS, in accordance with CEQA Guidelines Section 15093(b), where the decision of the public agency allows the occurrence of significant effects, which are identified in the Final EIR, but are not avoided or substantially lessened, the agency must issue a Statement of Overriding Considerations, setting forth the specific reasons to support its actions based on the Final EIR or other information in the record; and

WHEREAS, CEQA Guidelines Section 15093(c) provides that if an agency makes a Statement of Overriding Considerations, the statement should be included in the record of the project approval and should be mentioned in the Notice of Determination; and

WHEREAS, NCTC duly considered the Addendum to the 2017 SEIR, the comments of the public both oral and written, and is fully informed to the information thereon.

NOW, THEREFORE, BE IT RESOLVED,

1. The Nevada County Transportation Commission finds as follows:

- (a) The Addendum to the 2017 SEIR prepared for the update of the Nevada County RTP, was completed in compliance with the CEQA;
- (b) The Addendum to the 2017 SEIR was presented to NCTC's decision making body;
- (c) The decision making body of the NCTC has reviewed and considered the information contained in the Addendum to the 2017 SEIR;
- (d) NCTC finds there is a balance of competing goals, and that despite the unavoidable environmental risks in implementing the Nevada County RTP, the programs, policies, and projects contained within are intended to improve traffic safety, decrease roadway congestion, improve transit and alternative modes of transportation, accommodate regional housing needs allocation, reduce air quality impacts, and ultimately improve the overall quality of life in Nevada County;
- (e) Based on the entire record and the Final SEIR, the need for the improvement for the transportation system, the economic and social benefits of the proposed project in Nevada County outweigh and override any significant and unavoidable environmental effects that would result from future implementation of the proposed project.
- (f) NCTC has determined that any environmental detriment caused by the Nevada County RTP has been minimized to the extent feasible through the mitigation measures identified herein, and, where mitigation is not feasible, has been outweighed and counterbalanced by the significant social, environmental, and land use benefits to be generated to the region.
- (g) The Addendum to the 2017 SEIR reflects NCTC's independent judgment and analysis; and
- (h) The 2017 SEIR consists of the Draft SEIR and the Final SEIR, which includes a Mitigation and Monitoring and Reporting Program;

2. Based on and incorporating all of the foregoing recitals and findings supported by substantial evidence in the record and set forth in the "Findings for the Nevada County 2016 Regional Transportation Plan," attached hereto and incorporated by reference, NCTC hereby certifies the Addendum to the 2017 SEIR for the 2045 Nevada County RTP which was prepared in accordance with State CEQA Guidelines Section 15162 and 15164 and re-adopts the Mitigation Monitoring and Reporting Program.

BE IT FURTHER RESOLVED, that the Nevada County Regional Transportation Plan is hereby approved and adopted.

PASSED AND ADOPTED by the Nevada County Transportation Commission on November 12, 2025, by the following vote:

Ayes:

Noes:

Absent:

Abstain:

Tom Ivy, Chair
Nevada County Transportation Commission

Attest: _____
Dale D. Sayles
Administrative Services Officer

**FINDINGS FOR THE NEVADA COUNTY
2016 REGIONAL TRANSPORTATION PLAN**
REQUIRED UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT
(Public Resources Code, Section 21000 et seq)

I. INTRODUCTION

The California Environmental Quality Act (CEQA) requires the Nevada County Transportation Commission (NCTC), as the CEQA lead agency, to: 1) make written findings when it approves a project for which an environmental impact report (EIR) was certified, and 2) identify overriding considerations for significant and unavoidable impacts identified in the EIR.

These findings explain how NCTC, as the lead agency, approached the significant and potentially significant impacts identified in the environmental impact report (EIR) prepared for the 2016 Nevada County RTP Update (hereinafter "2016 RTP" or "proposed project"). The statement of overriding considerations identifies economic, social, technical, and other benefits of the proposed project that override any significant environmental impacts that would result from the proposed project.

As required under CEQA, the Final EIR describes the proposed project, adverse environmental impacts of the proposed project, and mitigation measures and alternatives that would substantially reduce or avoid those impacts. The information and conclusions contained in the EIR reflect NCTC's independent judgment regarding the potential adverse environmental impacts of the proposed project.

The Final EIR (which includes the Draft EIR, comments, responses to comments, and revisions to the Draft EIR) for the proposed project examined several alternatives to the proposed project that were not chosen as part of the approved project (the No Project, Financially Unconstrained, and Transit Enhanced Alternatives).

The Findings and Statement of Overriding Considerations set forth below ("Findings") are presented for adoption by the NCTC, as NCTC's findings under the California Environmental Quality Act ("CEQA") (Public Resources Code, §21000 et seq.) and the CEQA Guidelines (Cal. Code Regs., Title 14, § 15000 et seq.) relating to the proposed project. The Findings provide the written analysis and conclusions of the NCTAC regarding the proposed project's environmental impacts, mitigation measures, alternatives, and the overriding considerations, which in the NCTC's view, justify approval of the proposed project, despite its environmental effects.

II. GENERAL FINDINGS AND OVERVIEW

PROJECT BACKGROUND

The Nevada County Transportation Commission (NCTC) is the Regional Transportation Planning Agency (RTPA) for Nevada County, which includes the Cities of Grass Valley and Nevada City, the Town of Truckee, and the County of Nevada. The NCTC, serving as the RTPA, is made up of seven Commissioners and four staff. The Commission is made up of the following representatives: Four members are appointed by the Board of Supervisors and three are appointed by the incorporated municipalities in the County. The Board of Supervisors appoints two members of the Board of Supervisors and two county at-large representatives. The municipalities appoint the other three city/town representatives, one each from Grass Valley, Nevada City and the Town of Truckee. Together, these Commissioners represent the transportation interests of the region as a whole.

State law requires that the RTP be updated and submitted to the California Transportation Commission (CTC) every five years. The RTP needs to be updated in order to demonstrate the progress made toward implementing the 2010 RTP, to reflect any changing conditions, and to determine if changes are warranted to the NCTC's policies, programs, and projects for the next 20 years.

The purpose of the Regional Transportation Plan (RTP) is to establish transportation policy and to document the short-term (2015-2025) and long-term (2025-2035) regional transportation needs covering the RTP horizon and to set forth an effective, cost-feasible Action Plan to meet these needs.

A key focus of the 2016 RTP is to transform the document to a performance-based planning approach that will bring a more systematic method of using information on transportation system performance. This approach will assist NCTC in developing investment priorities and will guide outcomes for the transportation plan and related planning documents. The update is also intended to create a better alignment of performance monitoring and transportation planning between state agencies, NCTC, and its regional partners.

PROCEDURAL BACKGROUND

The NCTC circulated a Notice of Preparation (NOP) of an EIR for the proposed project on February 23, 2017 to trustee and responsible agencies, the State Clearinghouse (SCH# 1999072038), and the public. The NOP and comments are presented in Appendix A of the DEIR.

Concurrent with the NOC, the NCTC provided a public notice of availability for the Draft SEIR, and invite comment from the general public, agencies, organizations, and other interested parties. The NOA was filed with the State Clearinghouse (SCH # 1999072038) and the County Clerk, and was published in a regional newspaper pursuant to the public noticing requirements of CEQA. The Draft EIR was available for public review from August 7 through September 20, 2017. The Draft EIR contains a description of the project, description of the environmental setting, identification of project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives, identification of significant irreversible environmental changes, growth-

inducing impacts, and cumulative impacts. The Draft EIR identifies issues determined to have no impact or a less than significant impact, and provides detailed analysis of potentially significant and significant impacts. Comments received in response to the NOP were considered in preparing the analysis in the Draft EIR.

The NCTC received one (1) comment letter during the Draft EIR public review period. No additional oral or written comments were received. In accordance with CEQA Guidelines Section 15088, this Final EIR responds to the written comments received. The Final EIR also contains minor edits to the Draft EIR, which are included in Section 3.0, Errata. This document and the Draft EIR, as amended herein, constitute the Final EIR.

RECORD OF PROCEEDINGS AND CUSTODIAN OF RECORD

For purposes of CEQA and the findings set forth herein, the record of proceedings for NCTC's findings and determinations consists of the following documents and testimony, at a minimum:

- The NOP, comments received on the NOP, and all other public notices issued by the NCTC in relation to the 2016 Nevada County Regional Transportation Plan EIR (e.g., Notice of Availability).
- The 2016 Nevada County Regional Transportation Plan Draft Supplemental EIR and Final EIR, including comment letters, and technical materials cited in the document.
- All non-draft and/or non-confidential reports and memoranda prepared by the NCTC and consultants in relation to the EIR.
- Staff reports associated with NCTC meetings on the Project.
- Those categories of materials identified in Public Resources Code Section 21167.6.

The Executive Director of the NCTC is the custodian of the administrative record. The documents and materials that constitute the administrative record are available for review at the NCTC at 101 Providence Mine Road, Suite 102, Nevada City, CA 95959.

CONSIDERATION OF THE ENVIRONMENTAL IMPACT REPORT

In adopting these Findings, the Commission finds that the Final EIR was presented to this Commission, the decision-making body of the lead agency, which reviewed and considered the information in the Final EIR prior to approving the 2016 RTP. By these Findings, this Commission ratifies, adopts, and incorporates the analysis, explanation, findings, responses to comments, and conclusions of the Final EIR. The Commission finds that the Final EIR was completed in compliance with the California Environmental Quality Act. The Final EIR represents the independent judgment of NCTC.

SEVERABILITY

If any term, provision, or portion of these Findings or the application of these Findings to a particular situation is held by a court to be invalid, void, or unenforceable, the remaining provisions of these Findings, or their application to other actions related to the 2016 RTP, shall continue in full force and effect unless amended or modified by NCTC.

III. FINDINGS AND RECOMMENDATIONS REGARDING SIGNIFICANT AND UNAVOIDABLE IMPACTS

A. TRANSPORTATION AND CIRCULATION

1. CAUSE AN INCREASE IN TRAFFIC WHICH IS SUBSTANTIAL IN RELATION TO THE EXISTING TRAFFIC LOAD AND CAPACITY OF THE STREET SYSTEM (EIR IMPACT 3.4-1)

- (a) Potential Impact. The potential for the Project to generate greenhouse gas emissions that would impact climate change is discussed at page 3.4-24 through 3.4-27 of the Draft EIR.
- (b) Mitigation Measures. No feasible mitigation measures were identified.
- (c) Findings. Based upon the EIR and the entire record before the NCTC, this Commission finds that:
 - (1) Mitigation and Remaining Impacts. The 2016 RTP has been developed to support planned and proposed growth in the region, but does not involve approvals of development projects. Forecasted growth in the County will result in increased vehicle miles traveled and daily trips regardless of the proposed project.

The proposed project includes funding and other strategies that are aimed at improving transportation conditions, including level of service on roadways. These are beneficial impacts to the transportation system in Nevada County; however, there will be funding shortfalls due to funding constraints. It will not be possible to fund all transportation improvements that are needed in the region. Ultimately it will be the responsibility for local land use agencies to collect development fees to fund projects that are needed, but not able to be funded through the 2016 RTP. The collection of development fees by local agencies to finance needed improvements would ensure that levels of service are maintained in their jurisdiction; however, this is not something that NCTC can control or guarantee. Therefore, implementation of the proposed project would have a significant and unavoidable impact.

- (2) Overriding Considerations. The environmental, economic, social and other benefits of the proposed project override any remaining significant adverse impact of the proposed project associated with future traffic conditions, as more fully stated in the Statement of Overriding Considerations in Section VII, below.

IV. FINDINGS AND RECOMMENDATIONS REGARDING SIGNIFICANT IMPACTS WHICH ARE MITIGATED TO A LESS THAN SIGNIFICANT LEVEL

A. AIR QUALITY

1. SHORT-TERM - CONFLICT WITH, OR OBSTRUCT, THE APPLICABLE AIR QUALITY PLAN, CAUSE A VIOLATION OF AIR QUALITY STANDARDS, CONTRIBUTE SUBSTANTIALLY TO AN EXISTING AIR QUALITY VIOLATION, OR RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF A CRITERIA POLLUTANT IN A NON-ATTAINMENT AREA (EIR IMPACT 3.1-2)

- (a) Potential Impact. The potential for the proposed project to result in short-term air quality impacts is discussed at page 3.1-16 of the Draft EIR.
- (b) Mitigation Measures. The following mitigation measures are hereby adopted and will be implemented as provided by the Mitigation Monitoring Program:
 - Mitigation Measure 3.1-1: The implementing agency for any construction activities, including dismantling/demolition of structures, processing/moving materials (sand, gravel, rock, dirt, etc.), or operation of machines/equipment, shall prepare a dust control plan in accordance with NSAQMD Rule 226. The dust control plan shall use reasonable precautions to prevent dust emissions, which may include: cessation of operations at times, cleanup, sweeping, sprinkling, compacting, enclosure, chemical or asphalt sealing, and use of wind screens or snow fences, and other recommended actions by the AQMD.
 - Mitigation Measure 3.1-2: The implementing agency shall consult and coordinate with the NSAQMD prior to the construction of each RTP project, to ensure that all applicable and appropriate criteria pollutant control measures are taken. Projects that are especially large or in special circumstances (such as near schools or other sensitive receptors), additional measures (e.g. limits on active disturbance area or grading areas) may be required, as directed by the NSAQMD.
- (c) Findings. Based upon the EIR and the entire record before the NCTC, this Commission finds that the impacts to air quality will be mitigated to a less than significant level as mitigation measures 3.1-1 and 3.1-2 would require the implementing agency to ensure criteria pollutant control measures are taken through coordination with NSAQMD, and preparation of a dust control plan in accordance with NSAQMD Rule 226. The dust control plan will use reasonable precautions to prevent dust emissions, which may include: cessation of operations at times, cleanup, sweeping, sprinkling, compacting, enclosure, chemical or asphalt sealing, and use of wind screens or snow fences. Any remaining impacts related to air quality after implementation of mitigation measures 3.1-1 and 3.1-2 would not be significant.

2. OCCASIONAL LOCALIZED CARBON MONOXIDE CONCENTRATIONS FROM TRAFFIC CONDITIONS AT SOME INDIVIDUAL LOCATIONS (EIR IMPACT 3.1-3)

- (a) Potential Impact. The potential for the proposed project to result in occasional localized carbon monoxide concentrations from traffic conditions at some individual locations is discussed at page 3.1-17 of the Draft EIR.
- (b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program:
 - Mitigation Measure 3.1-3: The implementing agency shall screen individual RTP projects at the time of design for localized CO hotspot concentrations and, if necessary, incorporate project-specific measures into the project design to reduce or alleviate CO hotspot concentrations.
- (c) Findings. Based upon the EIR and the entire record before the NCTC, this Commission finds that the impacts to air quality will be mitigated to a less than significant level as mitigation measure 3.1-3 would require the implementing agency to screen individual RTP projects at the time of design for localized CO hotspot concentrations and, if necessary, incorporate project-specific measures into the project design to reduce or alleviate CO hotspot concentrations. Any remaining impacts related to air quality after implementation of mitigation measure 3.1-3 would not be significant.

3. POTENTIAL TO RELEASE ASBESTOS FROM EARTH MOVEMENT OR STRUCTURAL ASBESTOS FROM DEMOLITION/RENOVATION OF EXISTING STRUCTURES (EIR IMPACT 3.1-5)

- (a) Potential Impact. The potential for the proposed project to release naturally occurring asbestos from earth movement or structural asbestos from demolition/ renovation of existing structures is discussed at pages 3.1-17 and 3.1-18 of the Draft EIR.
- (b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program:
 - Mitigation Measure 3.1-4: Prior to construction of RTP projects, the implementing agency should assess the site for the presence of asbestos including asbestos from structures such as road base, bridges, and other structures. In the event that asbestos is present, the implementing agency should comply with applicable state and local regulations regarding asbestos, including ARB's asbestos airborne toxic control measure (ATCM) (Title 17, CCR § 93105 and 93106), to ensure that exposure to construction workers and the public is reduced to an acceptable level. This may include the preparation of an Asbestos Hazard Dust Mitigation Plan to be implemented during construction activities.
- (c) Findings. Based upon the EIR and the entire record before the NCTC, this Commission finds that the impacts to air quality will be mitigated to a less than significant level as mitigation measure 3.1-4 would require the implementing agency to assess a project

for the presence of asbestos, and if determined present, implement ARB's asbestos airborne toxic control measure (ATCM) (Title 17, CCR § 93105 and 93106), to ensure that exposure to construction workers and the public is reduced to an acceptable level. Any remaining impacts related to air quality after implementation of mitigation measure 3.1-4 would not be significant.

B. GREENHOUSE GASES AND CLIMATE CHANGE

1. GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT (EIR IMPACT 3.2-1)

- (a) Potential Impact. The potential for the proposed project to generate greenhouse gas emissions, either directly or indirectly that may have a significant impact on the environment is discussed at pages 3.2-13 through 3.2-17 of the Draft EIR.
- (b) Mitigation Measures. The following mitigation measures are hereby adopted and will be implemented as provided by the Mitigation Monitoring Program:
 - Mitigation Measure 3.2-1: The NCTC should explore the feasibility of a transportation pricing policy for the transit system and selected portions of the road network to encourage people to drive less and increase use of transit, walking and bicycling modes. Such a policy may include: free or reduced transit fares during high pollution days; fare-free zones on the transit system; transit vouchers; days on which transit is free; congestion pricing options for portions of the road system, such as tolls on freeways and highways; and parking fees to park in certain high-traffic areas served by public transit.
 - Mitigation Measure 3.2-2: The NCTC should consider a complete streets policy with a strong focus on identifying opportunities to create more active transportation within the region (i.e. bike and pedestrian facilities), in accordance with the following Statewide programs:
 - The Complete Streets Act of 2008 (AB 1358); and
 - Active Transportation Program (SB 99 and AB 101).
 - Mitigation Measure 3.2-3: Consistent with Appendix F of the CEQA Guidelines, the agencies implementing RTP projects should:
 - Promote measures to reduce wasteful, inefficient and unnecessary consumption of energy during construction, operation, maintenance and/or removal. As the individual RTP projects are designed there should be an explanation as to why certain measures were incorporated in the RTP project and why other measures were dismissed.
 - Site, orient, and design projects to minimize energy consumption, increase water conservation and reduce solid-waste.

- Promote efforts to reduce peak energy demand in the design and operation of RTP projects.
- Promote the use of alternate fuels (particularly renewable ones) or energy systems for RTP projects.
- Promote efforts to recycle materials used in the construction (including demolition phase) of RTP projects.
- Mitigation Measure 3.2-4: The NCTC should coordinate with local and regional agencies to assist in efforts to develop local and regional CAPs (Climate Action Plans) that address climate change and greenhouse gas emissions. Local and regional CAPs should include the following components:
 - Baseline inventory of GHG emissions from community and municipal sources.
 - A target reduction goal consistent with AB 32.
 - Policies and measures to reduce GHG emissions.
 - Quantification of the effectiveness of the proposed policies and measures.
 - A monitoring program to track the effectiveness and implementation of the CAP(s).

NCTC's role in the development of local and regional CAPs should include:

- Assistance in seeking and securing funding for the development of local and regional CAPs.
 - Collaboration with local and regional agencies throughout their respective planning processes.
 - Mitigation Measure 3.2-5: NCTC should assist local agencies with the development of an Alternative Fuel Vehicle and Infrastructure Policy. The policy should include provisions that address best practices, and standards related to saving energy and reducing GHG emissions through AFV use, including:
 - A procurement policy for using AFV by franchisees of these cities, such as trash haulers, green waste haulers, street sweepers, and curbside recyclable haulers. Such AFVs should have GHG emissions at least 10 percent lower than comparable gasoline- or diesel- powered vehicles.
 - A fleet purchase policy to increase the number of AFVs (i.e., vehicles not powered strictly by gasoline or diesel fuel) for municipally owned fleets.
 - A public education policy to encourage the use of alternative fuel vehicles and development of supporting infrastructure.
- (c) Findings. Based upon the EIR and the entire record before the NCTC, this Commission finds that the impacts related to the generation of Greenhouse Gas Emissions will be mitigated to a less than significant level as mitigation measures 3.2.1 through 3.2-5 would require the implementing agency to coordinate with other local agencies to explore strategies to reduce VMT and energy use throughout the county. Although a

substantial decrease in Nevada County-generated mobile GHG emissions is expected, implementation of the mitigation measures described below will assist in the reduction of per capita VMT levels generated by Nevada County, which will assist in meeting the stated goals of AB 32, SB375, and the guidance provided by the applicable State Executive Orders. Any remaining impacts related to the generation of GHG emissions after implementation of mitigation measures 3.2.1 through 3.2-5 would not be significant.

C. LAND USE AND POPULATION

1. PHYSICAL DIVISION OF AN ESTABLISHED COMMUNITY (EIR IMPACT 3.3-1)

(a) Potential Impact. The potential for the proposed project to result in the physical division of an established community is discussed at pages 3.3-6 through 3.3-7 of the Draft EIR.

(b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program:

- Mitigation Measure 3.3.1: Prior to approval of RTP projects, the implementing agency shall consult with local planning staff to ensure that the project will not physically divide a community. The consultation should include a more detailed project-level analysis of land uses adjacent to proposed improvements to identify specific impacts. The analysis should consider new road widths and specific project locations in relation to existing roads. If it is determined that a project could physically divide a community, the implementing agency shall redesign the project to avoid the impact, if feasible. The measures could include realignment of the improvements to avoid the affected community. Where avoidance is not feasible, the implementing agency shall incorporate minimization measures to reduce the impact. The measures could include: alignment modifications, right-of-way reductions, provisions for bicycle, pedestrian, and vehicle facilities, and enhanced landscaping and architecture.

(c) Findings. Based upon the EIR and the entire record before the NCTC, this Commission finds that the impacts which could result in the physical division of an established community will be mitigated to a less than significant level as mitigation measure 3.3.1 would require the implementing agency to consult with local planning staff to ensure that the project will not physically divide a community. The consultation would include a detailed project-level analysis of land uses adjacent to proposed improvements to identify specific impacts. The analysis would consider new road widths and specific project locations in relation to existing roads. If it is determined that a project could physically divide a community, the implementing agency shall redesign the project to avoid the impact, if feasible. Any remaining impacts related to the physical division of an established community after implementation of mitigation measure 3.3.1 would not be significant.

D. TRANSPORTATION AND CIRCULATION

1. RESULT IN INADEQUATE EMERGENCY ACCESS (EIR IMPACT 3.4-5)

- (a) Potential Impact. The potential for the proposed project to result in inadequate emergency access is discussed at page 3.4-28 of the Draft EIR.
- (b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program:
 - Mitigation Measure 3.4.1: The implementing agencies shall develop a traffic control plan for construction projects to reduce the effects of construction on the roadway system throughout the construction period. As part of the traffic control plan for individual projects, project proponents shall coordinate with emergency service providers to ensure that emergency routes are identified and remain available during construction activities.
- (c) Findings. Based upon the EIR and the entire record before the NCTC, this Commission finds that the impacts to emergency access will be mitigated to a less than significant level as mitigation measure 3.4.1 would require the implementing agency to develop a traffic control plan for construction projects to reduce the effects of construction on the roadway system throughout the construction period. As part of the traffic control plan for individual projects, project proponents will coordinate with emergency service providers to ensure that emergency routes are identified and remain available during construction activities. Any remaining impacts related to emergency after implementation of mitigation measure 3.4.1 would not be significant.

E. TRIBAL CULTURAL RESOURCES

1. CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A TRIBAL CULTURAL RESOURCE, PURSUANT TO ASSEMBLY BILL 52 (EIR IMPACT 3.5-1) or CUMULATIVE IMPACT ON TRIBAL RESOURCES (IMPACT 4.6)

- (a) Potential Impact. The potential for the proposed project to Cause a substantial adverse change in the significance of a Tribal cultural resource, pursuant to Assembly Bill 52 is discussed at pages 3.5-6 through 3.5-7, and 4.0-8 of the Draft EIR.
- (b) Mitigation Measures. The following mitigation measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program:
 - Mitigation Measure 3.5.1: Prior to approval of individual RTP projects, the implementing agency shall consult with local tribes who have requested consultation per AB 52 to ensure that the project will not substantially impact tribal resources. Tribal consultation shall specifically include, but not be limited to, consultation with the United Auburn Indian Community (UAIC). The tribal consultation should include a more detailed project-level analysis of proposed

improvements to identify specific impacts. Additionally, projects literature and data including cultural reports, records searches, and maps prepared for the project should be provided to local tribes as requested to help facilitate the identification and potential mitigation for resources present.

If cultural resources are discovered during project-related construction activities, all ground disturbances within a minimum of 50 feet of the find shall be halted until a qualified professional archaeologist can evaluate the discovery. The archaeologist shall examine the resources, assess their significance, and recommend appropriate procedures to the lead agency to either further investigate or mitigate adverse impacts. If the find is determined by the lead agency in consultation with the Native American tribe traditionally and culturally affiliated with the geographic area of the project site to be a tribal cultural resource and the discovered archaeological resource cannot be avoided, then applicable mitigation measures for the resource shall be discussed with the geographically affiliated tribe. Applicable mitigation measures that also consider the cultural values and meaning of the discovered tribal cultural resource, including confidentiality if requested by the tribe, shall be completed (e.g., preservation in place, data recovery program pursuant to PRC §21083.2[i]). During evaluation or mitigative treatment, ground disturbance and construction work could continue on other parts of the project site.

- (c) Findings. Based upon the EIR and the entire record before the NCTC, this Commission finds that the impacts to Tribal cultural resources, pursuant to Assembly Bill 52 will be mitigated to a less than significant level as mitigation measure 3.5.1 would require the implementing agency to consult with local tribes who have requested consultation per AB 52 to ensure that the project will not substantially impact tribal resources. Additionally, this mitigation measure require project level standards to be implemented in the event of a previously undiscovered or unknown Tribal resource is discovered during individual project implementation activities. Any remaining impacts related to Tribal cultural resources after implementation of mitigation measure 3.5.1 would not be significant.

V. FINDINGS AND RECOMMENDATIONS REGARDING THOSE IMPACTS WHICH ARE LESS THAN SIGNIFICANT OR LESS THAN CUMULATIVELY CONSIDERABLE

Specific impacts within the following categories of environmental effects were found to be less than significant as set forth in more detail in the Draft EIR.

Air Quality: The following specific impacts were found to be less than significant:

- Impact 3.1-1: Long-Term - Conflict with, or Obstruct, the Applicable Air Quality Plan, Cause a Violation of Air Quality Standards, Contribute Substantially to an

Existing Air Quality Violation, or Result in a Cumulatively Considerable Net Increase of a Criteria Pollutant in a Non-Attainment Area (less than significant)

- Impact 3.1-4: Create Objectionable Odors Affecting a Substantial Number of People (less than significant)

Greenhouse Gas Emissions and Climate Change: The following specific impacts were found to be less than significant:

- Impact 3.2.2: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases (less than significant)
- Impact 3.2-3: Project implementation may result in the inefficient, wasteful, or unnecessary use of energy resources (less than significant)

Land Use and Population: The following specific impacts were found to be less than significant:

- Impact 3.3-2: Conflicts with Applicable Land Use Plan, Policy, or Regulation Adopted to Avoid or Mitigate an Environmental Effect
- Impact 3.3-3: Induce Substantial Population Growth in an Area
- Impact 3.3-4: Displace Substantial Numbers of People or Existing Housing, Necessitating the Construction of Replacement Housing Elsewhere

Traffic and Circulation: The following specific impacts were found to be less than significant:

- Impact 3.4-2: Result in a change in the air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks
- Impact 3.4-3: Substantially increase hazards due to design features (e.g. sharp curves or dangerous intersections) or incompatible uses
- Impact 3.4-4: Interfere substantially with implementation of any adopted non-motorized transportation plan

The proposed project was found to have a less than cumulatively considerable contribution to specific impacts within the following categories of environmental effects as set forth in more detail in the Draft EIR.

Air Quality: The following specific impact was found to be less than cumulatively considerable:

- Impact 4.1: Cumulative Impact on the Region's Air Quality

Greenhouse Gas Emissions and Climate Change: The following specific impact was found to be less than cumulatively considerable:

- Impact 4.2: Increased Transportation Greenhouse Gas Emissions May Contribute to Climate Change

Land Use and Population: The following specific impact was found to be less than cumulatively considerable:

- Impact 4.3: Cumulative Impact on Communities and Local Land Uses
- Impact 4.4: Cumulative Impacts on Population and Housing

Traffic and Circulation: The following specific impact was found to be less than cumulatively considerable:

- Impact 4.5: Cumulative Impact on the Transportation Network

The above impacts are less than significant or less than cumulatively considerable for one of the following reasons:

- The EIR determined that the impact is less than significant for the proposed project.
- The EIR determined that the proposed project would have a less than cumulatively considerable contribution to the cumulative impact.
- The EIR determined that the impact is beneficial (would be reduced) for the proposed project.

VI. PROJECT ALTERNATIVES

A. IDENTIFICATION OF PROJECT GOALS AND OBJECTIVES

An EIR is required to identify a “range of potential alternatives to the project shall include those that could feasibly accomplish most of the basic purposes of the project and could avoid or substantially lessen one or more of the significant effects.” Chapter 2.0 of the Draft EIR identifies the Project’s goals and objectives.

The alternatives to the proposed project selected for analysis in the EIR were developed to minimize significant environmental impacts while fulfilling the basic goals and objectives of the project. The following objectives have been identified for the proposed project. The objectives and presented below are consistent with the objectives, policies, and programs contained in the General Plans of Nevada County, Grass Valley, Nevada City, and the Town of Truckee. The Project objectives include:

- Provide for the safe and efficient movement of all people, goods, and services, on the roadway network.

- Reduce adverse impacts on the natural, social, cultural, and historical environment and the quality of life.
- Develop an economically sustainable transportation system.
- Create and maintain a comprehensive, multi-modal transportation system to serve the needs of the County.

B. ALTERNATIVES ANALYSIS IN EIR

Three alternatives to the proposed project were developed based on the technical analysis performed to identify the environmental effects of the proposed project. Due to the nature of the proposed project, there are elements common to each of the alternatives, with each alternative having the same approach and investment associated with goods movement, aviation, energy, land use strategies, and outreach and coordination objectives. The alternatives analyzed in this EIR include the following three regional alternatives in addition to the proposed 2016 RTP project.

1. NO PROJECT ALTERNATIVE:

The No Project Alternative is discussed on pages 5.0-2, through 5.0-11, of the Draft EIR. As required by CEQA, this alternative assumes that the adopted 2010 RTP would remain in place and would guide improvements to the transportation network.

Findings: The No Project Alternative is rejected as an alternative because it would not achieve the Project's objectives.

Explanation: This alternative would be out of compliance with federal and state requirements, including the California Transportation Commission Regional Transportation Plan Guidelines, it would not realize the transportation system benefits of the 2016 RTP (i.e. improvements to highways, local streets and roads, transit, bicycle, aviation, rail and goods movement), and it would not achieve the project objectives. Were transportation funding and improvements to continue to be guided by the 20010 RTP, the No Project Alternative would not achieve the objective associated with additional safety improvements. The Draft EIR does not identify any environmental benefits of this alternative over the proposed 2016 RTP.

2. FINANCIALLY UNCONSTRAINED ALTERNATIVE:

The Financially Unconstrained Alternative is discussed on pages 5.0-3 through 5.0-11 of the Draft EIR.

Findings: The Financially Unconstrained Alternative is rejected as an alternative because it is not considered fiscally feasible.

Explanation: As discussed on pages 5.0-2 through 5.0-5 of the Draft EIR, the Financially Unconstrained Alternative includes all of the individual projects identified under the Financially Constrained Alternative plus numerous additional projects that are needed

but not yet funded over the planning horizon. Under this alternative, total spending would need to increase by approximately \$219,602,273 million in western Nevada County and approximately \$52,500,000 in eastern Nevada County. Total county-wide spending would need to increase by \$272,102,273. This alternative includes all projects without regard to whether or not they can be funded. A complete list of the projects and their long-term project costs are provided in Table 5.2-1 and 5.2-2 of the Draft EIR. Environmental benefits of this alternative over the proposed 2016 RTP include the reduction of impacts from transportation and land use planning. The Financially Unconstrained Alternative would result in a transportation system that further reduces congestion to meet objectives stated in local general plans, and would result in the greatest potential to reduce impacts associated with regional roadway operational and safety conditions in comparison to the other alternatives.

3. TRANSIT ENHANCED ALTERNATIVE:

The Transit Enhanced Alternative is discussed on pages 5.0-6 through 5.0-11 of the Draft EIR.

Findings: The Transit Enhanced Alternative is rejected as an alternative because it is not considered fiscally feasible.

Explanation: As discussed on pages 5.0-6 of the Draft EIR, the Transit Enhanced Alternative focuses investment into transit modes, while also funding the locally-funded transportation improvements included in the Financially Constrained Alternative. This alternative would require shifting funds from the Financially Unconstrained Alternative to fund transit capital, operational, and maintenance. Funding under the Financially Unconstrained Alternative is not programmed at this time and it is not known if any funds identified under the Financially Unconstrained Alternative will become available. Therefore, this alternative is not considered fiscally feasible. Additionally, the increase in transit service under this alternative would not be expected result in a proportionate increase in ridership, particularly in the smaller communities and more rural areas. Environmental benefits of this alternative over the proposed 2016 RTP include the reduction of impacts from air quality, greenhouse gas emissions, land use planning, tribal resources and transportation.

4. ENVIRONMENTALLY SUPERIOR ALTERNATIVE:

CEQA requires that an environmentally superior alternative be identified among the alternatives that are analyzed in the EIR. If the No Project Alternative is the environmentally superior alternative, an EIR must also identify an environmentally superior alternative among the other alternatives (CEQA Guidelines Section 15126.6(e)(2)). The environmentally superior alternative is that alternative with the least adverse environmental impacts when compared to the proposed project.

Table 5.4-1 of the Draft EIR provides a comparison of the alternatives using a qualitative matrix that quantifies the impacts of each alternative relative to the other alternatives. As shown in Table

5.4-1 of the Draft EIR, the Transit Enhanced Alternatives has the lowest overall impact (score of 5). The Financially Unconstrained Alternative ranks second with a score of 10, while the Financially Constrained Alternative ranks third with a score of 11, and the No Project Alternative ranks last with a score of 14.

The Financially Unconstrained Alternative has greater transportation benefits related to congestion relief, vehicle delay and safety, while the Transit Enhanced Alternative has the greater emission (Air Quality/Greenhouse Gas) benefits. The Transit Enhanced Alternative is deemed the environmentally superior alternative because it provides the greatest reduction of potential impacts in comparison to the other alternatives. The feasibility of the environmentally superior alternative(s) is/are based on the funding availability over the planning horizon. At this time funding is programmed for a portion of these alternatives (constrained project list), while funding is not programmed for the unconstrained project list, or enhancement of transit. For these economic reasons, the environmentally superior alternative(s) are not feasible. The NCTC will need to consider the costs and benefits of additional regional roadway projects from the unconstrained list of projects vs. the enhancement of transit service for the region as additional funds become available in the future.

VII. STATEMENTS OF OVERRIDING CONSIDERATIONS RELATED TO THE 2016 NEVADA COUNTY REGIONAL TRANSPORTATION PLAN FINDINGS

As described in Section III of these Findings, the following significant and unavoidable impacts could occur with implementation of the Project:

- Impact 3.4-1: Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system

The adverse effects identified above are substantive issues of concern to NCTC. However, the challenges NCTC and the implementing agencies face in relation to transportation facilities and services, such as the need for roadway safety and addressing the increased roadway congestion and demand for use of existing transportation facilities that will occur based on projected increases in population, are far greater and could lead to a larger regional transportation effect. Implementation of the 2016 RTP projects will help to alleviate many of the problems associated with the larger transportation challenges, including increased roadway safety, relief of traffic congestion, and increased infrastructure to support alternative modes of transportation, all of which will ultimately improve the overall quality of life in Nevada County.

- A. Traffic Safety. The 2016 RTP would provide improvements that would result in increased roadway safety for vehicles, pedestrians, and bicycles.
- B. Decrease Roadway Congestion. The 2016 RTP will implement roadway improvements that will decrease roadway congestion and overall vehicle hours travelled.
- C. Improve Transit and Alternative Modes of Transportation. The 2016 RTP will provide funding for transit, bicycle, and pedestrian modes, which are intended to encourage

increased use of alternative modes of transportation. The increased use of these alternative modes of transportation will result in a decrease in emission of air pollutants and greenhouse gases and will assist the County in reducing its potential impact on climate change.

- D. Accommodating Regional Housing Needs Allocation. The State of California requires each county and city to accommodate its fair share of allocated state housing needs, including housing for extremely low, very low, low, moderate, and above moderate income groups. The 2016 RTP has been developed to be consistent with the adopted General Plans, including the housing and land use plans, of Nevada County Grass Valley, Nevada City, and Truckee. The 2016 RTP will assist in reducing traffic congestion and air quality impacts associated with accommodating planned growth, which includes housing growth that must be accommodated under Government Code Section 65580 et seq.

Based on the entire record and the EIR, the need for the improvement of the transportation system, the economic and social benefits of the proposed project in Nevada County outweigh and override any significant unavoidable environmental effects that would result from future implementation of the proposed project. The NCTC has determined that any environmental detriment caused by the 2016 RTP has been minimized to the extent feasible through the mitigation measures identified herein, and, where mitigation is not feasible, has been outweighed and counterbalanced by the significant social, environmental, and land use benefits to be generated to the region.

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



MICHAEL WOODMAN, Executive Director
 AARON HOYT, Deputy Executive Director

Grass Valley • Nevada City

Nevada County • Truckee

File: 1030.3.2.2

MEMORANDUM

TO: Nevada County Transportation Commission

FROM: Michael Woodman, Executive Director 

SUBJECT: Amendment 1 to the FY 2025/26 Overall Work Program, Resolution 25-32

DATE: November 12, 2025

RECOMMENDATION: Adopt Resolution 25-32 approving Amendment 1 to the FY 2025/26 Overall Work Program (OWP).

BACKGROUND: Resolution 25-32 approves the changes to the FY 2025/26 OWP work elements and budgets described below:

As part of completing the year-end financial reports and reconciliation of expenditures for the 2024/25 fiscal year, staff amends the FY 2025/26 OWP to update the estimated revenue carryover amounts. The FY 2025/26 OWP Budget Tables have been adjusted as shown in Table 1, Budget Summary:

- The amount of State Rural Planning Assistance (RPA) Formula Funds carried into FY 25/26 is \$46,528.48 based on year-end expenditures. Also, the amount of RPA grant funds carried into FY 2024/25 decreased by \$84,594.44 based on year-end expenditures.
- The State Transportation Improvement Program (STIP) Planning (PPM) Funds carried into FY 2024/25 decreased by \$70,292.20 based on year-end expenditures and PPM Contingency Funds increased by \$118,980.99.
- The Local Transportation Fund (LTF) Administration budget increased by \$35,243.84, the Planning budget decreased by \$31,029.01, and the total (FYs 2025/26 and 2024/25) LTF Contingency Funds increased by \$37,178.48.
- There was no change in Regional Transportation Mitigation Fee (RTMF) and Strategic Partnership Grant Funds.
- RCTF Dues were increased by \$13,400.06.
- Regional Surface Transportation Program (RSTP) funds were increased by \$17,406.95 based on year-end expenditures and Work Element budget modifications.
- Senate Bill 125 (SB 125) Planning and Administration funds increased by \$89,902.31 based on year-end expenditures and \$10,178.03 will held in Contingency.

These adjustments resulted in a total OWP net budget increase of \$182,903.50.

Table 2, Direct Costs Budget, shows the changes made to the identified projects based on Work Element modifications and year-end accounting and has a net increase of \$49,160.09.

Table 3, Indirect Costs Budget, shows adjustments that were made to four budget items. The changes resulted in a net increase of \$10,324.00

Tables 4, 5, and 6 show the details of the changes summarized in Tables 1, 2, and 3.

attachments

**RESOLUTION 25-32
OF THE
NEVADA COUNTY TRANSPORTATION COMMISSION**

APPROVAL OF AMENDMENT 1 TO THE FY 2025/26 OVERALL WORK PROGRAM

WHEREAS, the Nevada County Transportation Commission (NCTC), through the adoption of Resolution 25-15 approved the FY 2025/26 Overall Work Program (OWP); and

WHEREAS, Section 99233.2 of the California Public Utilities Code provides for the transportation planning agency to utilize up to 3% of the annual revenues for the conduct of the transportation planning and programming process; and

WHEREAS, NCTC has determined it is necessary to amend the OWP budget to accurately reflect activities that have occurred and will occur through the end of the fiscal year; and

WHEREAS, the requirements of the Master Fund Transfer Agreement No. 74A1642 are incorporated by reference as part of the FY 2025/26 OWP.

NOW, THEREFORE, BE IT RESOLVED, that the modifications recommended in the attached memorandum are adopted as Amendment 1 of the FY 2025/26 Overall Work Program.

BE IT FURTHER RESOLVED, that the budget of the FY 2024/25 Overall Work Program is approved as follows:

\$1,182,755.25	Local Transportation Funds (LTF)
\$ 513,028.48	Rural Planning Assistance (RPA) Formula Funds
\$ 98,645.56	Rural Planning Assistance (RPA) Grant Funds
\$ 7,500.00	Regional Transportation Mitigation Fees (RTMF)
\$ 50,253.87	Rural Counties Task Force Dues (RCTF)
\$ 178,972.51	State Transportation Improvement Program (STIP) Planning Funds (PPM)
\$ 15,000.00	Airport Land Use Commission (ALUC)
\$ 120,080.34	Senate Bill 125 Planning & Administration (SB125)
\$ 170,000.00	Strategic Partnership Grant (FTA 5304)
\$ 97,406.95	<u>Regional Surface Transportation Program (RSTP)</u>
\$2,433,642.97	Total Budget FY 2025/26

BE IT FURTHER RESOLVED, that NCTC does hereby allocate 3% of the annual Local Transportation Fund revenues for FY 2025/26 for transportation planning and programming, \$824,588 of FY 2025/26 revenues for administration of Transportation Development Act funds, and \$331,101.09 of FY 25/26 and prior year Local Transportation Funds as carryover and contingency.

BE IT FURTHER RESOLVED, that the Executive Director of NCTC, or his designee, is hereby authorized to apply for grants, sign certifications and assurances, and execute agreements to facilitate receipt of revenues and expenditure of funds as set forth in the Overall Work Program in accordance with NCTC's Administrative Operating Procedures.

PASSED AND ADOPTED by the Nevada County Transportation Commission on November 12, 2025, by the following vote:

Ayes:

Noes:

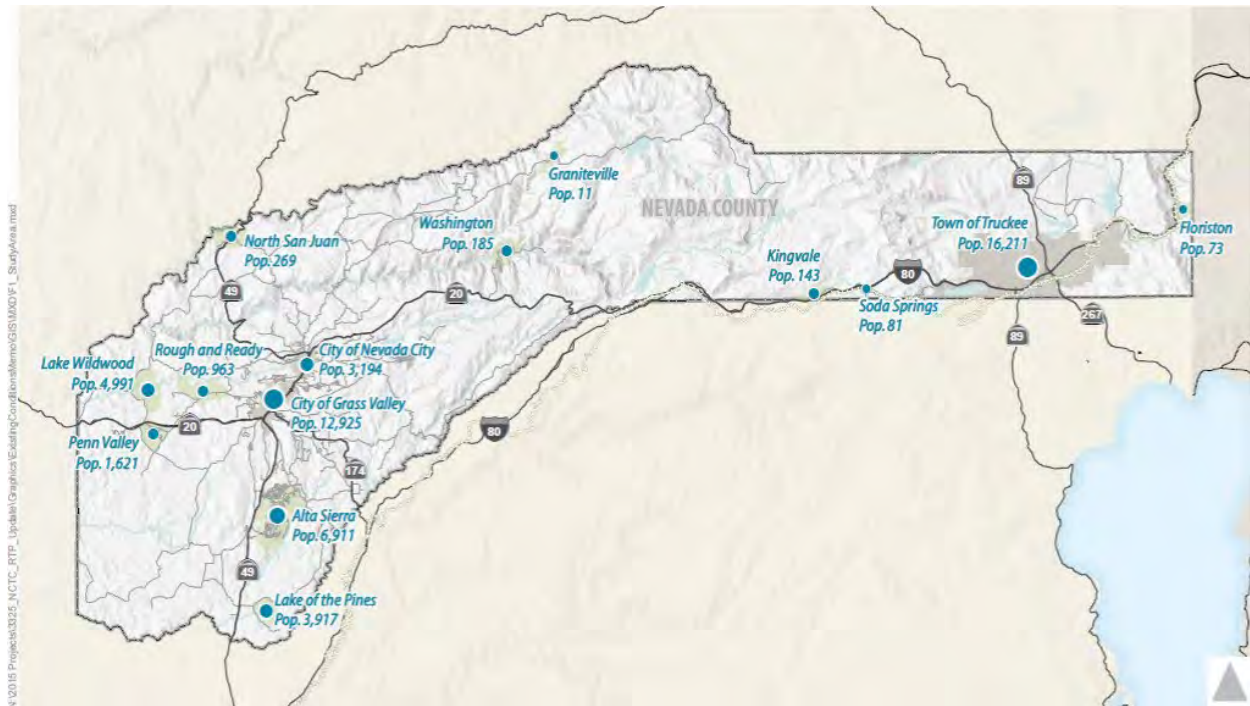
Absent:

Abstain:

Tom Ivy, Chair
Nevada County Transportation Commission

Attest: _____
Dale D. Sayles
Administrative Services Officer

Nevada County Transportation Commission



2025/26 Overall Work Program

Draft – March 19, 2025

Final – May 21, 2025

Amendment 1 – November 12, 2025

TABLE OF CONTENTS

	Page
EXECUTIVE SUMMARY	ES-1
NCTC MISSION STATEMENT.....	I-1
NCTC ORGANIZATION FLOW CHART	I-2
OVERALL WORK PROGRAM INTRODUCTION	I-3
WORK ELEMENT 1 – COMMUNICATION AND COORDINATION.....	1
Project 1.1 General Services and Communication	2
Project 1.2 Fiscal Administration	3
WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING	5
Project 2.1 Transportation Planning	7
Project 2.1.1 Nevada County Regional Transportation Plan Update	10
Project 2.2 Transportation Improvement Programs	12
Project 2.3 Transit and Paratransit Programs	14
Project 2.3.4 Reenvisioning Transit in Western Nevada County	16
Project 2.3.5 SB 125 Transit Planning and Administration	18
Project 2.4 Coordination of Regional Planning	20
Project 2.4.2 Airport Land Use Commission Planning and Reviews	22
Project 2.4.3 Zion St. Mobility/School Access Study	23
Project 2.4.5 Rural Counties Task Force.....	24
Project 2.4.5a RCTF California Academy for Regional Leaders (CARL) Program.....	25
Project 2.4.5b RCTF Administrative Support Manual Update and Training	26
WORK ELEMENT 3 - CALTRANS ACTIVITIES WITH NCTC.....	27
Glossary of Terms and Acronyms	28
BUDGET TABLES:	
TABLE 1 Budget Summary.....	B-1
TABLE 2 Direct Costs.....	B-2
TABLE 3 Indirect Costs	B-3
TABLE 4 Revenues.....	B-4
TABLE 5 Expenditures.....	B-5
TABLE 6 Budget Detail	B-6

NCTC FY 2025/26 Amendment #1

Overall Work Program

Executive Summary

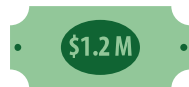
A Summary of the Overall Work Program

The Overall Work Program (OWP) and Budget is an annual statement of activities, priority planning studies, and financial resources available to the Nevada County Transportation Commission to implement ongoing state and regional transportation planning. Although the Overall Work Program is a requirement of Caltrans, the program serves to inform elected officials and residents about the upcoming transportation planning efforts in Nevada County.

Funding Sources

NCTC uses a variety of local and state formula and discretionary funding sources to deliver the OWP. The FY 2025/26 Amendment #1 budget is \$2.4 million to support the fiscal administration, planning activities, and consultant contracts.

Local Funding



Local Transportation Funds

- 1/4 of a cent of existing state sales tax

Regional Traffic Mitigation Fees

- Generated from regional development fees

Airport Land Use Commission Fees

- Generated from application reviews

State Funding



State Transportation Improvement Program

- Formula funds for planning activities

Rural Planning Assistance

- Formula and discretionary grants for rural counties such as Nevada

Caltrans Planning Grants

- Competitive discretionary grants for planning activities

Rural County Task Force (RCTF) Dues

- Dues paid by RCTF Member Agencies

OWP Development Process

The program is developed in coordination with member agencies to ensure continuous and comprehensive development of the county's transportation system.

Feb

NCTC Develops the Draft OWP Based on Known Funding Sources and Planning Activities

March

Local Agencies and Caltrans Review the OWP and Provide Comments or New Planning Studies for Consideration

April

NCTC Revises the OWP

May

NCTC Presents the OWP to the Commission and Caltrans for Approval

Annual Administration & Planning Activities (Work Elements = WE)

- General Services** (WE 1.1) - Agency administration, policy advocacy, and public outreach.
- Fiscal Administration** (WE 1.2) - Accounting and billing.
- Transportation Planning** (WE 2.1) - Regional planning and data collection.
- Transportation Improvement Program** (WE 2.2) - Monitoring and implementation of State Transportation Improvement Program funding and projects.
- Transit and Paratransit Programs** (WE 2.3) - Coordination, planning, tracking of transit service efficiencies in western and eastern Nevada County.
- Coordination of Regional Planning** (WE 2.4) - Planning studies and coordination with adjacent counties, Caltrans, and other state agencies on statewide studies and policies.
- Airport Land Use Commission Planning and Reviews** (WE 2.4.2) - Monitor and promote appropriate land uses within the vicinity of Nevada County and Truckee Tahoe Airports.
- Rural Counties Task Force Administration** (WE 2.4.5) - NCTC serves as the fiscal administrator and moderator for the rural advisory group to the California Transportation Commission.
- California Academy for Regional Leaders Administration** (WE 2.4.5.A.) - NCTC, serving as the fiscal administrator for the Rural Counties Task Force (RCTF), will identify RCTF candidates to participate in the California Association of Councils of Government's California Academy for Regional Leaders training program.
- RCTF Administrative Manual and Training** (WE 2.4.5.B.) - NCTC, serving as the fiscal administrator for the Rural Counties Task Force (RCTF), will coordinate with the Association of Monterey Bay Area Governments to update the RCTF Administrative Guidebook and host a training workshop for RCTF member agencies.

FY 2025/26 Carryover Planning Activities

- Regional Transportation Plan Update** (WE 2.1.1) - 20-year long-range transportation plan for Nevada County that identifies all needed improvements and anticipated funding.
- Reinvisioning Transit in Western Nevada County** (WE 2.3.4) - NCTC is funding a comprehensive review of existing transit services that will explore future service models that can more effectively and efficiently serve residents in the incorporated cities and rural communities.
- Zion St. Mobility/School Access Study** (WE 2.4.3) - NCTC is funding a planning study to analyze cost-effective improvements on Zion and Sacramento Streets in Nevada City to improve safety and pedestrian and bicycle connectivity to three nearby schools.

FY 2025/26 New Administration Activities

- SB 125 Planning and Administration** (WE 2.3.5) - NCTC is the funding administrator for Senate Bill 125 that flows to the Nevada County Transit Services Division and the the Town of Truckee for transit related capital improvements.



NEVADA COUNTY TRANSPORTATION COMMISSION

CREATING A BETTER FUTURE BY BUILDING UPON SUCCESSES OF THE PAST



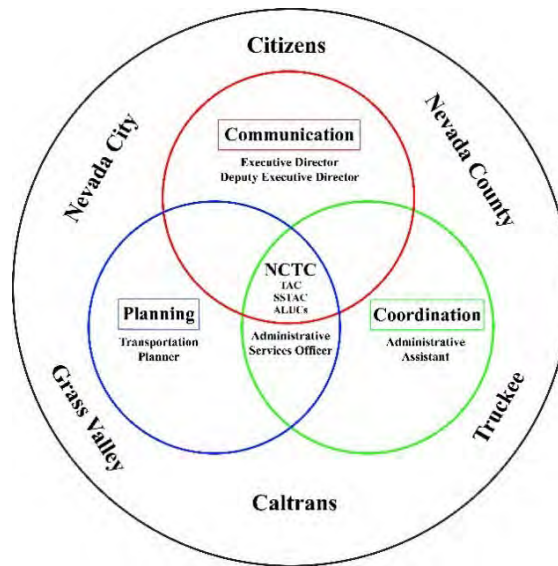
MISSION STATEMENT

The mission of the Nevada County Transportation Commission is to plan, communicate, and coordinate with the citizens and decision makers of Grass Valley, Nevada City, Nevada County, Town of Truckee, and with Caltrans to identify transportation needs, propose solutions, and assist in implementing projects to create a balanced regional transportation system, while protecting the rural qualities and historic character of Nevada County.

Activities to Achieve the Mission Include, But are not Limited to, the Following:

- ✓ *NCTC develops a Regional Transportation Plan (RTP) which includes the actions, funding recommendations, and policy direction necessary to meet the needs of each transportation system component in the region.*
- ✓ *NCTC interacts with the community through workshops, news media outlets, the NCTC website, and through social media platforms.*
- ✓ *NCTC develops and adopts a Regional Transportation Improvement Program (RTIP) that is consistent with the RTP.*
- ✓ *NCTC conducts a comprehensive planning process in the development of its annual Overall Work Program so that funds expended on planning projects will implement the goals of the RTP.*
- ✓ *NCTC reviews transportation plans and programs of member agencies and endorses them based on consistency with the RTP and RTIP. In keeping with this responsibility, NCTC strives to be creative in assisting the region in developing the revenues to construct improvement projects.*
- ✓ *NCTC communicates and participates in workshops with Caltrans on proposed projects to be developed in the County of Nevada to ensure that the policies and goals of the RTP are implemented.*
- ✓ *NCTC coordinates with regional transportation planning agencies on legislation and statewide policy issues to ensure the region receives appropriate attention and funding from the State of California and the Federal government.*
- ✓ *NCTC participates in interregional planning projects to ensure Nevada County projects support both regional and statewide transportation goals.*
- ✓ *NCTC administers Transportation Development Act funds to ensure all statutory requirements are met, including the identification of the region's transit needs.*
- ✓ *NCTC manages Regional Surface Transportation Program funds, Regional Transportation Mitigation Fee funds, Congestion Mitigation and Air Quality Improvement Program funds, Carbon Reduction Program, and Regional Improvement Program funds in accordance with Federal acts and statutes promulgated by the State of California, selecting and funding eligible transportation improvement projects based upon those that are most effective and beneficial to the region.*

Nevada County Transportation Commission Organization Flow Chart



Nevada County Transportation Commission (NCTC)

NCTC is a Regional Transportation Planning Agency (RTPA) created pursuant to Title 7.88 of the State of California Government Code, Section 67920. As the RTPA for Nevada County, NCTC coordinates transportation planning for Grass Valley, Nevada City, Nevada County, and the Town of Truckee. The NCTC board has seven members. Four members are appointed by the Board of Supervisors and three are appointed by the incorporated municipalities in the County. The Board of Supervisors appoints two of its members and two County at-large representatives. The municipalities appoint three city/town council members; one each from Nevada City, Grass Valley, and the Town of Truckee.

Technical Advisory Committee (TAC)

The TAC is made up of representatives of public transit operators, local public works and planning departments, public airport operators, the air pollution control district, and Caltrans. The Committee provides technical input on transportation issues and ensures there is coordination and cooperation in the transportation planning process.

Social Services Transportation Advisory Council (SSTAC)

The SSTAC is made up of potential transit users who are representatives of the general public; seniors and/or disabled; social service providers for seniors, disabled, and persons of limited means; local social service and consolidated transportation providers; and Truckee residents who represent the senior and Latino communities. The goal of the SSTAC is to maintain and improve transportation services to the residents of Nevada County, particularly the underserved and under-represented members of the community, such as the elderly and disabled. The SSTAC recommends action to the Commission relative to the unmet transit needs findings, and advises the Commission on transit issues, including coordination and consolidation of specialized transportation services.

Airport Land Use Commissions (ALUCs)

The Nevada County Transportation Commission has been designated as the Airport Land Use Commission for the Nevada County Airport and provides staff for the Truckee Tahoe ALUC. The purpose of Airport Land Use Commissions is to protect public health, safety, and welfare by ensuring the orderly expansion of airports and adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within the areas around the airports, to the extent that these areas are not already devoted to incompatible uses.

Nevada County Demographics

As of January 1, 2024, the population of Nevada County was estimated at 100,177. The largest municipality is Truckee with a population of 16,778, followed by Grass Valley at 13,400 and Nevada City at 3,347. The population of the unincorporated portion of the County was 66,652. The Race and Ethnicity data for Nevada County on Census.gov reported the racial makeup of the county as 83.7% White, followed by 10.2% Hispanic, 1.4% Asian, 1.0% Native American, 0.4% Black or African American, 0.1% Native Hawaiian and Pacific Islander, and 3.4% Some Other Race. The data at Census.gov indicates that 11% of the population was below the poverty level.

OVERALL WORK PROGRAM INTRODUCTION

NCTC annually adopts a budget through the preparation of an Overall Work Program (OWP). This work program includes specific “Work Elements” that describe the planning projects and associated activities that are to be conducted, and identifies the type of funds that will pay for the expenditures, such as Rural Planning Assistance (RPA), Local Transportation Funds (LTF), Regional Surface Transportation Program (RSTP), Planning, Programming, and Monitoring (PPM), or Federal Transit Administration (FTA). A Memorandum of Understanding (MOU) between NCTC, the Cities of Grass Valley and Nevada City, the Town of Truckee, and the County of Nevada provides the framework for NCTC’s coordination of regional transportation planning with local governments in Nevada County. The Commission staff prepares a draft OWP and in accordance with the MOU, solicits and integrates comments from each of the jurisdictions. The proposed work program is then submitted to the Commission for approval and forwarded to Caltrans. Caltrans, as the grantor of Rural Planning Assistance funds and Federal Transit Assistance funds, approves the OWP. The budget reflects the on-going regional transportation planning process in Nevada County. Major concerns of each of the jurisdictions and Caltrans are reflected in the elements and levels of funding. The OWP is updated each year to report on the progress of identified projects, propose new or continuing projects for the ensuing year, and to provide an estimate of the required funding of the OWP work elements.

Public Participation

Public involvement is a major component of the transportation planning and programming processes. NCTC makes a concerted effort to solicit public input from all Nevada County residents, including under- represented groups, in many aspects of transportation planning within Nevada County. Specific examples are listed below:

- NCTC maintains a website (www.nctc.ca.gov), a Facebook page, and a Twitter account to keep the public informed of transportation planning and programming efforts underway in Nevada County. Agendas are posted on the bulletin boards of local jurisdictions and emailed to mobile home parks, residential homeowners associations, senior centers, environmental advocates, associations representing the private sector, and individuals that have asked to be included on the distribution list. Citizens are encouraged to attend and speak at NCTC meetings on any matter included for discussion on the agenda at that meeting.
- Articles on the preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP), as well as the public comment periods, are posted on the NCTC website.
- Copies of the Draft RTP are made available for review at the main public libraries in western and eastern Nevada County, as well as on the NCTC website.
- Press releases are sent to the media establishments in western and eastern Nevada County announcing the Draft RTP is available for review and comment and noting some key findings.
- Public hearings are held and noticed in the main newspapers in western and eastern Nevada County prior to adoption of the RTP and RTIP.
- Each year public notifications are sent out to encourage participation in transportation planning processes, such as the annual unmet transit needs public hearing and numerous public workshops relating to the transportation projects and planning activities of NCTC.
- In accordance with AB52, NCTC conducts outreach and Tribal Consultation on any projects for which NCTC is lead agency and files a Notice of Preparation, Notice of Mitigated Negative Declaration or Notice of Negative Declaration. While there are currently no federally recognized tribes located within Nevada County, NCTC consults with the Native American Heritage Commission to identify Native American tribal organizations with historic or cultural interests regarding lands in Nevada County. These groups include but are not limited to the Nisenan of the Nevada City Rancheria and United Auburn Indian Community (UAIC).
- NCTC consults with USDA Forest Service Tahoe National Forest and Bureau of Land Management.

Regional Issues, Needs, and Goals

The main transportation issues in western Nevada County are related to providing adequate multimodal transportation infrastructure and services to meet the needs of the County, while maintaining and enhancing the rural character and environmental qualities of the area. In western Nevada County, interregional traffic adds to the existing challenge and need to maintain and improve the transportation system.

In eastern Nevada County, the issues also stem from the challenges to meet the needs related to the high volumes of traffic generated by travelers taking advantage of the world-class recreational opportunities available in the Truckee-North Tahoe area. In addition to discretionary recreation demand travel, high housing costs have increased daily commuter trips into and out of the Truckee/North Tahoe region. To address these issues requires a multimodal and multijurisdictional approach to transportation planning in the region.

Acquiring adequate and timely funding for transportation improvements is the central need within all of the Nevada County issues. Implementation of highway and regional roadway improvements will be key to providing efficient operations, while improving safety and air quality. The 2020 Census reported that approximately 28.5% of the county population was over 65 years of age, between 2010 and 2020 that population increased from 19.6% to 28.5%, and it is projected that by 2030 this population is expected to increase to over 40%. As the population of residents over the age of 65 increases, it will result in increased demand for public transit services in Nevada County. Additional local, state, and federal transit operating and capital revenues, will be necessary in order to meet the additional demand placed on the public transit systems.

Transportation issues facing Nevada County which have been identified as regionally significant include the following:

- Insufficient state, federal, and local transportation revenues
- Air quality/greenhouse gas emission reductions
- Coordination of land use, air quality, and transportation planning
- Providing and maintaining a transportation system that enhances safety, the efficient movement of all people, goods, services, and information, and environmental quality
- Efficient implementation of new technologies, including zero-emission bus fleets and charging technology
- High cost of housing and short-term rentals increasing commute trips and distances
- Improvements to the regional transportation system to ensure safe and efficient emergency evacuation

Recognition of these issues leads to the overall goal of the Regional Transportation Plan, which is to provide and maintain a transportation system that enhances safety, the efficient movement of all people, goods, and services, and environmental quality. In the Policy Element this overarching goal is divided into the following four goals:

- 1) Provide for the safe and efficient movement of all people, goods, services, and information;
- 2) Reduce adverse impacts on the natural, social, cultural, and historical environment and the quality of life;
- 3) Develop an economically feasible multimodal transportation system;
- 4) Create and maintain a comprehensive, multi-modal transportation system to serve the needs of the County.

The following list of projects and planning efforts indicates progress made toward implementing the goals of the Regional Transportation Plan:

- Support of ongoing operation of Nevada County Connects, Truckee Tahoe Area Regional Transit, and associated paratransit services
- SR 49-La Barr Meadows Road Signalization and Widening project, constructed 2013
- SR 20/49 Dorsey Drive Interchange project, constructed 2014
- SR 49 Bicycle and Pedestrian Improvement project, constructed 2014
- SR 49 Signal Pre-emption, programmed 2012 STIP, constructed 2015/16
- SR 89 “Mousehole” Grade Separation, programmed 2012 STIP, constructed 2015/16
- Northeast Grass Valley Sidewalk Improvements, constructed 2015/16
- Newtown Road Class II/III Bike Lanes, constructed 2016/17
- Nevada County Active Transportation Plan, 2018/19
- SR 49 Multimodal Corridor Plan, 2019/20
- SR 174/20 Intersection Analysis, 2019/20
- NCTC Travel Demand Model Update, 2019/20
- Town of Truckee Transit Center Relocation Feasibility Study, 2020/21
- Western Nevada County Transit Development Plan 2021/22
- SR 49 Comprehensive Multimodal Corridor Plan 2021/22
- SR 49-La Barr Meadows to McKnight Way, Environmental Impact Report 2021/22, Plans, Specifications, and Estimates 2023/24
- SR-49 Interstate 80 to McKnight Way Safety Needs Assessment 2021/22
- Ready Nevada County Extreme Climate Event Mobility and Adaptation Plan, 2021/22
- Legacy Trail – Brockway Multi-use Path, Construction 2021/22
- Legacy Trail Phase 4, Plans, Specifications, and Estimate, 2021/22
- Church Street Extension and Trout Creek Restoration, Plans Specifications, and Estimates 2021/22
- Truckee Railyard Mobility Hub, Right of Way Acquisition, Plans Specifications, and Estimate, 2022/23
- West River Streetscape Improvement Project, Plans, Specifications, and Estimate, 2022/23
- Town of Truckee Microtransit Feasibility Study 2022/23
- Coldstream/I-80 Off Ramp Roundabout, Construction 2022/23
- SR 20 Omega Curve Correction, Planning, Environmental, and Design completed. Construction completion target: Winter 2025.
- SR 49 Multi-modal Corridor Improvement Project was awarded \$13.8 million from the Active Transportation Program, 2022/23. Construction to begin FY 2026/27.
- SR 174/49/20 Roundabout and Active Transportation Safety Project was awarded \$5.4 million from the Active Transportation Program, 2022/23. Construction to begin FY 2026/27.
- SR 49 Corridor Improvement Project: 2023/24 - \$14.6 million awarded of Trade Corridor Enhancement Program (TCEP) funding for southbound improvements between McKnight Way Interchange and La Barr Meadows Road. Construction to begin FY 2025/26.
- SR 49 Grass Valley Wildfire Evacuation Route Project: 2023/24 - \$35 million awarded of Local Transportation Climate Adaptation Program (LTCAP) funding. Construction to begin FY 2025/26.

Federal Planning Factors:

As shown in the chart below, the Federal Planning Factors have been integrated into NCTC's FY 2025/26 OWP:

1. Support the economic vitality of the region, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

<u>Planning Factors</u>	WE 1.1	WE 1.2	WE 2.1	WE 2.1.1	WE 2.2	WE 2.3	WE 2.3.4	WE 2.3.5	WE 2.4	WE 2.4.2	WE 2.4.3	WE 2.4.5	WE 2.4.5a	WE 2.4.5b
Economic Vitality	X	X	X	X	X	X	X	X	X			X		
Safety	X		X	X	X	X	X		X	X	X	X		
Security	X		X	X	X	X	X		X			X		
Accessibility	X		X	X	X	X	X		X		X	X		
Environment	X		X	X	X	X	X		X			X		
Connectivity	X		X	X	X	X	X		X	X		X		
System Management & Operation	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Preservation	X		X	X	X	X	X		X	X		X		
Resiliency & Reliability	X	X	X	X	X	X	X	X	X			X		
Travel & Tourism	X		X	X	X	X	X		X			X		

WORK ELEMENT 1 - COMMUNICATION AND COORDINATION

Public involvement is a major component of NCTC's planning process. The activities and products from Project 1.1, General Services and Communication, are intended to provide the public with complete information and timely notices, thereby giving full public access to key decisions.

Work Element 1 incorporates the following activities that are an integral part of accomplishing NCTC's Mission:

- *NCTC interacts with the community through workshops, news media outlets, NCTC webpage, and social media platforms.*
- *NCTC conducts a comprehensive planning process in the development of its annual Overall Work Program so that funds expended on planning projects will implement the goals of the RTP.*

NCTC has the statutory responsibility to administer Transportation Development Act (TDA) funds, and to ensure that all expenditures of TDA funds are in conformity with the Regional Transportation Plan (RTP). NCTC also administers funds received from the Regional Surface Transportation Program (RSTP) and the Regional Transportation Mitigation Fee (RTMF) program. The work performed under Project 1.2, Fiscal Administration, has been incorporated into the NCTC Mission as follows:

- *NCTC administers Transportation Development Act funds to ensure all statutory requirements are met, including the identification of the region's transit needs.*
- *NCTC manages Regional Surface Transportation Program funds, Regional Transportation Mitigation Fee funds and Regional Improvement Program funds in accordance with Federal acts and statutes promulgated by the State of California, selecting and funding eligible transportation improvement projects based upon those that are most effective and beneficial to the region.*

Through communication, collaboration, and public outreach activities, Work Element 1 incorporates the ten Federal Planning Factors (see page I-5) into the NCTC planning program.

Information and data developed through these activities are included in the Regional Transportation Plan and in transit planning documents.

WORK ELEMENT 1 - COMMUNICATION AND COORDINATION (continued)

Project 1.1 - General Services and Communication

Purpose: Conduct communication and public outreach activities. Provide administrative and financial support for the operation of the Nevada County Transportation Commission and its advisory committees through the activities listed below.

Additional/Continuing Work:

- Public information and outreach activities (LTF)
- Preparation of agendas, minutes, notices, and correspondence (LTF)
- Track legislation pertinent to the transportation planning process (LTF)
- Technical Advisory Committee (TAC) activities (LTF)
- Provide staff services to SSTAC (LTF)
- Personnel administration (LTF)
- Maintain and update the NCTC website (LTF)
- Office lease (LTF)
- Purchase equipment (LTF)
- Maintain the Commission's office and equipment (LTF)
- Press releases and social media platforms (LTF)
- Reports on legislative measures and monitor legislation that impacts transportation planning. (LTF)
- Update Conflict of Interest Code (LTF)
- Update DBE Program (LTF)
- Coordination with public safety agencies regarding the safety and security of the transportation system (LTF)
- Coordinate implementation of projects in the Regional Transportation Mitigation Fee (RTMF) Program. (LTF)
- Work with Nevada County, Grass Valley, and Nevada City to implement projects included in the multi-year Congestion Mitigation Air Quality (CMAQ) project listing. (LTF)
- Apply for FTA planning grants. (LTF)
- Annual Legislative Platform (LTF)

Products:

- Documentation of Commission and/or TAC meetings (Bimonthly)
- Executive Director's Reports (Bimonthly)
- Personnel reviews (Annual)
- FTA Section 5311 Program of Projects (Mar 26)

Budget 1.1

Revenues:		
	LTF	\$355,709.45
	RTMF	\$7,500.00
Total		\$363,209.45
Expenditures:		
	Staff	\$254,728.62
	Indirect	\$50,480.82
	Consulting	\$58,000.00
Total		\$363,209.45

Totals may not equal addition of amounts in columns due to rounding.

Indirect costs are paid with local funds (see Budget Table 5).

WORK ELEMENT 1 - COMMUNICATION AND COORDINATION (continued)

Project 1.2 - Fiscal Administration

Purpose: Administer funds held by NCTC in accordance with the provisions of the TDA Guidelines and State and Federal requirements through the activities listed below.

Previous Work:

- Develop and oversee Overall Work Program and annual budgets
- Oversee fiscal and performance audits, as required
- Provide assistance to claimants in completing claims and resolving audit findings and/or recommendations
- Preparation of State Controller's Annual Report
- Annual "Unmet Transit Needs" public hearing (SSTAC)
- Preparation of monthly financial reports
- Review and process claims for TDA funds
- Reports to Caltrans regarding FTA grants and RPA funds
- Update transportation/transit claim guidelines and forms
- Administer the Regional Surface Transportation Program
- Accounting/payroll
- Coordination of community transit services and funding with Consolidated Transportation Service Agencies
- Triennial Performance Audit for FYs 2021/22, 2022/23, and 2023/24

Additional/Continuing Work:

- Develop and oversee Overall Work Program and annual budgets (LTF)
- Oversee fiscal and performance audits, as required (LTF)
- Provide assistance to claimants in completing claims and resolving audit findings and/or recommendations (LTF)
- Preparation of State Controller's Annual Report (LTF)
- Annual "Unmet Transit Needs" public hearing (LTF)
- Preparation of monthly financial reports (LTF)
- Review and process claims for TDA funds (LTF)
- Reports to Caltrans regarding FTA grants and RPA funds (LTF)
- Update transportation/transit claim guidelines and forms (LTF)
- Administer the Regional Transportation Mitigation Fee Program (RTMF)
- Administer the Regional Surface Transportation Program (LTF)
- Accounting/payroll (LTF)
- Coordination of community transit services and funding with Consolidated Transportation Service Agencies (LTF)
- Administer Federal Transit Administration revenues (5311, Cares Act, and CRRSAA) (LTF)
- Monitor ridership, expenditures, and revenue data for each system. (LTF)
- Check operational performance indicators for each system. (LTF)
- Coordination of the Social Services Transportation Advisory Council (SSTAC) (LTF)
- Administer Federal Transit Administration 5311 revenues. (LTF)

Products:

- Closeout FY 2024/25 OWP (Sept 25)
- State Controller's Annual Report (Dec 25)
- Manage FY 2025/26 Overall Work Program (July 25-June 26)

WORK ELEMENT 1 - COMMUNICATION AND COORDINATION (continued)

Project 1.2 - Fiscal Administration (continued)

Products (cont.):

- Draft FY 2026/27 Overall Work Program (Mar 26)
- Final FY 2026/27 Overall Work Program (May 26)
- Completed Fiscal and Compliance Audit (Mar 26)
- Accounting Reports/Payroll/Payment Authorizations/Tax Reports (Ongoing)
- Financial reports (Monthly)
- Findings of Apportionment (Feb 26)

Budget 1.2

Revenues:		
	LTF	\$383,262.72
Total		\$383,262.72
Expenditures:		
	Staff	\$265,581.19
	Indirect	\$52,631.53
	Fiscal Audits	\$65,050.00
Total		\$383,262.72

Totals may not equal addition of amounts in columns due to rounding
Indirect costs are paid with local funds (see Budget Table 5).

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING

NCTC has the responsibility to prepare and adopt a Regional Transportation Plan (RTP) directed to the achievement of a coordinated and balanced regional transportation system. The plan is to be action-oriented and pragmatic, considering both the short-and-long term future, and is to present clear, concise policy guidance to local and state officials. Projects 2.1 (Transportation Planning), 2.1.1 (Nevada County Regional Transportation Plan Update), 2.2 (Transportation Improvement Programs), 2.3 (Transit and Paratransit Programs), and 2.4 (Coordination of Regional Planning), are tied to the NCTC Mission by the following activities:

- *NCTC develops a Regional Transportation Plan (RTP) which includes the actions, funding recommendations, and policy direction necessary to meet the needs of each transportation system component in the region.*
- *NCTC develops and adopts a Regional Transportation Improvement Program that is consistent with the RTP.*
- *NCTC reviews transportation plans and programs of member agencies and endorses them based on consistency with the RTP and RTIP. In keeping with this responsibility, the NCTC strives to be creative in assisting the region in developing the revenues to construct improvement projects.*
- *NCTC communicates and participates in workshops with Caltrans on proposed projects to be developed in the County of Nevada to ensure that the policies and goals of the RTP are implemented.*
- *NCTC coordinates with regional transportation planning agencies on legislation and statewide policy issues to ensure the region receives appropriate attention and funding from the State of California and the Federal government.*
- *NCTC participates in interregional planning projects to ensure Nevada County projects support both regional and statewide transportation goals.*

The following activities and products included in Work Element 2 are appropriate uses of Rural Planning Assistance Funds:

- ✓ Participate in Federal and State Clean Air Act transportation related air quality planning activities. (Projects 2.1 and 2.2)
- ✓ Develop and/or modify tools that allow for better assessment of transportation impacts on community livability and emergency preparedness (e.g. integration of GIS and census data into the regional traffic model and development of performance measurement tools and strategies). (Projects 2.1 and 2.4)
- ✓ Identify and document transportation facilities, projects, and services required to meet the regional and interregional mobility and access needs. (Projects 2.1, 2.2, and 2.3)
- ✓ Define solutions and implementation issues in terms of the multimodal transportation system, land use and economic impacts, financial constraints, air quality and environmental concerns (including wetlands, endangered species, and cultural resources). (Projects 2.1 and 2.2)
- ✓ Assess the operational and physical continuity of transportation system components within and between metropolitan and rural areas, and interconnections to and through regions. (Projects 2.1, 2.3, and 2.4)

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

- ✓ Conduct transit needs public hearings and prepare transit development plans and transit marketing plans as appropriate. (Project 2.3)
- ✓ Investigate methods to reduce vehicle travel and methods to expand and enhance travel services. (Projects 2.3 and 2.4)
- ✓ Incorporate transit and intermodal facilities, bicycle transportation facilities, and pedestrian walkways in projects where appropriate. (Projects 2.1, 2.2 and 2.3)
- ✓ Participate with regional, local and state agencies, the general public, and the private sector in planning efforts to identify and implement policies, strategies, programs and actions that maximize and implement the regional transportation infrastructure. (Projects 2.1, 2.2, 2.3, and 2.4)
- ✓ Conduct collaborative public participation efforts to further extend transportation planning to communities previously not engaged in discussion. (Project 2.1 and 2.3)
- ✓ Create, strengthen, and use partnerships to facilitate and conduct regional planning activities between Caltrans, RTPAs, Metropolitan Planning Organizations (MPOs), transit districts, cities, counties, the private sector, and other stakeholders. (All WE 2 Projects)
- ✓ Use partners to identify and implement policies, strategies, programs and actions that enhance the movement of people, goods, services, and information. (Projects 2.1 and 2.3)
- ✓ Ensure that projects developed at the regional level are compatible with statewide and interregional transportation needs. (Projects 2.2 and 2.4)
- ✓ Conduct planning and project activities (including corridor studies, and other transportation planning studies) to identify, develop, and monitor current and future STIP projects. (Projects 2.1 and 2.2)
- ✓ Implement ways to meet transportation needs by using existing transportation facilities more efficiently. Encourage owners and operators of transportation facilities/systems to work together to develop operational objectives and plans maximizing utilization of existing facilities. (Projects 2.1, 2.3 and 2.4)
- ✓ Document environmental and cultural resources and develop and improve coordination between agencies using Geographic Information Systems (GIS), Intelligent Transportation Management Systems (ITMS), and other computer-based tools. (Projects 2.1 and 2.4)

Work Element 2, Regional Transportation Planning, incorporates the ten Federal Planning Factors into the NCTC planning program (see page I-6).

Monitoring safety and operational data of transportation facilities and services in Projects 2.1 and 2.3 will aid NCTC efforts to incorporate “safety” and “security” within the planning process. Through expanded Technical Advisory Committee meetings, transportation planning will be coordinated with emergency preparedness plans in the region. Systems management and operational data will be used to identify opportunities to increase transit ridership and develop operational improvements for regional transportation facilities. Management and operations data will also be key components in guiding capital investment plans for regional transportation system facilities and services. Planning activities will include coordination with nonemergency human service transportation providers. NCTC will also provide information to regional transit operators to ensure appropriate safety, security, and operational training opportunities are provided.

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.1 - Transportation Planning

Purpose: Regional planning and implementation, monitoring the regional transportation system, and implementation of the Regional Transportation Plan through the activities listed below.

- Update travel demand models and circulation plans.
- Coordinate the RTP with Caltrans planning documents.
- Coordinate the RTP with county, town, and city general plans.
- Complete planning studies on projects in the RTP to be programmed in the RTIP.
- Plan and coordinate local, regional, state, and federal funding for RTP projects (e.g., RTMF, STIP, RSTP, SHOPP, CMAQ, and federal grants).

Previous Work:

- NCTC staff participated in meetings and workshops related to current State funding opportunities and provided input on State guidelines development and eligibility requirements for future grant funding cycles.
- NCTC staff participated in an I-80 Focus Group meeting with Nevada County OES and Sheriff's Office Staff, Truckee CHP, Truckee Fire, Caltrans and various affected local agencies to discuss short-term coordination, evacuation and detouring issues, and long-term Planning Opportunities to be prepared for future disasters.
- NCTC staff continued collecting and analyzing freight data on SR 49 in relation to I-80 emergency detours and continued coordinating with Caltrans District 3 to discuss potential wildfire evacuation climate adaptation projects that could help to reduce evacuation times in the SR 49 corridor.
- NCTC Staff researched and participated in meetings regarding evacuation initiatives and current climate related impacts.
- NCTC staff continued to meet with Nevada County OES staff and consultant firm Ladris to discuss evacuation routes and emergency evacuation scenarios and simulations.
- NCTC and the Nevada County Office of Emergency Services continued to discuss coordination and partnership opportunities in relation to a mutual desire to conduct coordinated wildfire/evacuation research with the University of California Los Angeles Environmental Engineering Department utilizing western Nevada County as a test bed region for the testing and further development of the latest technical modeling platforms.
- NCTC staff also participated in meetings with Nevada County OES regarding other current evacuation planning initiatives underway.
- NCTC coordinated with Caltrans District 3 Safety Division to analyze and review accident data in the SR 20 corridor between Grass Valley and the Yuba County line.
- NCTC monitored the development and status of all Caltrans projects located within the boundaries of the SR 49 Corridor System Management Plan (CSMP) and monitored accident data for regional roadways within Nevada County.
- NCTC continued to identify opportunities to enhance its public engagement activities and outreach efforts by expanding its social media footprint and identified disadvantaged and vulnerable community groups, in an effort to better serve those communities.
- NCTC staff prepared and issued a Congestion Mitigation Air Quality Improvement Program (CMAQ) and Carbon Reduction Program (CRP) call for projects and reviewed the project applications and prepared preliminary rankings. Staff also coordinated with the Technical Advisory Committee to discuss draft funding recommendations.

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.1 - Transportation Planning (continued)

- NCTC staff met with partnering agencies to discuss options for funding all submitted applications for CMAQ and CRP projects.
- NCTC staff coordinated with Caltrans to explore opportunities to implement the SR 49 Corridor System Management Plan and monitor existing traffic conditions and safety data. NCTC staff continue to monitor the development and status of all Caltrans projects located within the boundaries of the SR 49 Corridor System Management Plan (CSMP) and work with the design team to minimize right-of-way impacts.
- NCTC staff coordinated with Caltrans and CTC on the \$35 million funding awarded for the SR 49 Grass Valley Evacuation Route Project to widen Highway 49 between Ponderosa Pines Way and Wolf Road.

Additional/Continuing Work:

- Monitor implementation of the Comprehensive Multimodal Corridor Plan (CMCP) recommendations. (NCTC) (RPA, & PPM)
- Solicit input from citizens and transportation stakeholders, including the Native American community, disadvantaged communities, and agencies regarding transportation issues. (NCTC) (RPA)
- Update capital improvement needs lists. (NCTC) (RPA, & PPM)
- Coordinate with the Town of Truckee's update of the Trails Master Plan (NCTC)(RPA)
- Coordinate with the City of Nevada City on the preparation of the City's Active Transportation, Trails, and Complete Streets Master Plan (NCTC)(RPA)
- Work with Northern Sierra Air Quality Management District (NSAQMD) to determine air quality impacts of regional transportation plans and improvement programs. (NCTC) (RPA)
- NCTC staff will continue to coordinate with Caltrans, the Northern Sierra Air Quality Management District and other agencies regarding planning related to the Federal 8-hour ozone standards and air quality conformity. (NCTC) (RPA)
- Develop information to evaluate goods movement impacts on the region's transportation system and consider air quality issues related to goods movement. (NCTC) (RPA, & PPM).
- Update Highway Performance Monitoring System (HPMS) data. (NCTC) (RPA, & PPM)
- Incorporate local agency transportation CIPs and master plans into the RTP and RTIP as appropriate. (NCTC) (RPA, & PPM)
- Assist member agencies with review and update of transportation capital improvement programs (CIPs) and master plans. (NCTC) (RPA, & PPM)
- Update traffic model land use files. (NCTC) (RPA, & PPM)
- Participate in updates of Nevada County, Truckee, Grass Valley, Nevada City General Plans. (NCTC) (RPA, & PPM)
- Conduct and update planning studies as needed for regional projects identified by NCTC, TAC, and member agencies. (NCTC) (RPA, & PPM)
- Analyze alternative growth scenarios and report on related infrastructure needs and costs. (NCTC) (RPA, & PPM)
- Identify Right-of-Way needed for future transportation projects. (NCTC) (RPA, & PPM)
- Conduct technical studies necessary to support policies and projects included in the RTP. (NCTC) (RPA, & PPM)

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.1 - Transportation Planning (continued)

- Work with Nevada County's GIS staff to ensure the following airport information is included in the GIS database: airport locations, airport boundaries, noise contours, airport influence area, and ground access routes to airports. (NCTC) (RPA)
- Coordinate with public safety agencies. (NCTC) (RPA)
- Local participation in regional planning and updating traffic counts (NCTC, Grass Valley, Nevada City, Town of Truckee, Nevada County) (RPA)
- Monitor existing traffic conditions and safety data. (NCTC) (RPA)
- Coordinate with Caltrans to develop and implement performance measures in the regional planning process. (NCTC) (RPA)
- Coordinate with Northern Sierra Air Quality Management District (NSAQMD) and California Air Resources Board (CARB) to assist in development of the Statewide Implementation Plan (SIP) for western Nevada County. (NCTC) (RPA)
- Review and compare the California State Transportation Agency Final Climate Action Plan for Transportation Infrastructure (CAPTI) to the RTP policies, regional needs, and projects to determine if the projects align with proposed investment strategies. (NCTC) (RPA)
- When developing regional transportation projects and updating planning documents, NCTC will consider and incorporate transit services, intermodal facilities, and pedestrian bicycle facilities whenever appropriate. (NCTC) (RPA)
- Planning activities related to CMAQ program including preparation and releasing of call for projects, review and ranking applications, project selection, and programming. (NCTC) (RPA)
- Coordinate review of safety and design concerns of state highway projects. (NCTC) (RPA & PPM)
- Identify and analyze issues relating to integration of regional transportation and community goals and objectives in land use, housing, economic development, social welfare and environmental preservation. (NCTC) (RPA)
- SB743 VMT Forecasting Tool and Web Hosting. (NCTC/Consultant) (PPM)
- Analyze climate related impacts to the transportation system and identify strategies to address resiliency. (NCTC) (RPA)
- Coordinate with Caltrans District 3 on the development of the SR 20 Corridor Plan. (RPA)

Products:

- Documentation of Air Quality Conformity Process (As Needed)
- Traffic count updates (Annual)
- Reports on new issues and projects to be included in the RTP (Annual)
- Progress reports on project planning activities (Bimonthly)

Budget 2.1

Revenues:		
	LTF	\$13,502.98
	RPA Formula	\$144,133.35
	STIP Planning PPM	\$30,591.19
Total		\$188,227.52
Expenditures:		
	Staff	\$62,358.31
	Indirect	\$13,502.98
	Transportation Eng	\$72,366.23
	Local Agency	\$30,000.00
	Traffic Counts	\$10,000.00
Total		\$188,227.52

Totals may not equal addition of amounts in columns due to rounding

Indirect costs are paid with local funds (see Budget Table 5).

WORK ELEMENT 2 – REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.1.1 – Nevada County Regional Transportation Plan (RTP) Update

Purpose: Update the Nevada County Regional Transportation Plan (RTP) in compliance with California Government Code Section 65041.1. Every Regional Transportation Planning Agency (RTPA) is required by law to prepare a long-range transportation plan to ensure that the region's vision and goals are clearly identified. The long-range plan, known as the RTP, is an important policy document that is based on the unique needs and characteristics of a region, helps shape the region's transportation system, economy, and environment, and communicates the regional transportation vision to the state and federal government. As fundamental building blocks of the State's transportation system, the RTP also supports state goals for transportation, environmental quality, economic growth, and social equity.

Previous Work:

- NCTC staff prepared and distributed a Request for Proposals to qualified consultants to update the RTP.
- NCTC reviewed proposals, selected consultant, and executed the contract to update the RTP.
- Project initiation and baseline information/data collection.
- NCTC coordinated with the Town of Truckee staff to consolidate and create a social services outreach contact list to reach the more vulnerable communities for review and comments on their existing and future transportation needs.
- NCTC staff in coordination with the consultant staff developed presentations and held online public engagement workshops to obtain public opinions on projects located in both the Eastern and Western Nevada County areas.
- Review and confirm RTP goals and objectives.
- Analysis of previous performance measures.
- Identify trends and targets for each performance measure.
- RTP administrative draft and draft environmental document.
- Develop system performance report.
- Prepare forecast of future conditions and needs.
- Identify policies, strategies, and investments that will support attainment of performance targets and desired trends.
- Prepare financial plan regarding implementation of adopted strategies in RTP.
- NCTC staff finalized the capital improvement project lists from local jurisdictions and Caltrans.
- NCTC staff worked with local agencies, stakeholders, and the consultant team to develop draft criteria to define regional Disadvantaged Communities (DAC).
- Outreach efforts were continued to encourage transportation stakeholders to provide input utilizing the online interactive map and outreach survey.
- Integrate system safety and security elements into the RTP.
- Review and analyze data from the SR 49 Highway Safety Assessment report to be incorporated into the next update of the Regional Transportation Plan.
- NCTC staff in coordination with the consulting team reviewed and developed the combined local agency CIP lists into one final region CIP list.
- NCTC staff coordinated with the consultant team to map the proposed Tier 1 RTP project lists.
- NCTC staff provided past RTP environmental documentation to consultant to assess the type of environmental document needed for the RTP update.
- The Consultant team developed the draft RTP.
- NCTC staff prepared and submitted an extension of time request to complete the Final RTP Update.
- NCTC staff participated in bi-weekly project progress meetings to keep the project on schedule.

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)
Project 2.1.1 – Nevada County Regional Transportation Plan (RTP) Update (continued)

Additional/Continuing Work:

- Integrate system safety and security elements into the RTP. (NCTC/Consultant) (RPA)
- Review and analyze data from the SR 49 Highway Safety Assessment report to be incorporated into the next update of the Regional Transportation Plan. (NCTC/Consultant) (RPA)
- Project Advisory Committee activities. (NCTC/Consultant) (RPA)
- Project meetings and coordination. (NCTC/Consultant) (RPA)
- Project support and administration of grant. (NCTC/Consultant) (RPA)
- Prepare quarterly reports and invoices. (NCTC) (RPA)
- Project initiation and baseline information/data collection. (NCTC/Consultant) (RPA)
- Consultant to update content, graphics, and EIR for update of RTP. (NCTC/Consultant) (RPA)
- Review and confirm RTP goals and objectives. (NCTC/Consultant) (RPA)
- Analysis of previous performance measures. (NCTC/Consultant) (RPA)
- Identify trends and targets for each performance measure. (NCTC/Consultant) (RPA)
- RTP administrative draft and draft environmental document (NCTC/Consultant) (RPA)
- Develop system performance report. (NCTC/Consultant) (RPA)
- Prepare forecast of future conditions and needs. (NCTC/Consultant) (RPA)
- Identify policies, strategies, and investments that will support attainment of performance targets and desired trends. (NCTC/Consultant) (RPA)
- Prepare financial plan regarding implementation of adopted strategies in RTP. (NCTC/Consultant) (RPA)
- Prepare media releases and hold public workshops. (NCTC/Consultant) (RPA)
- Prepare Draft RTP and environmental documentation. (Consultant) (RPA)
- Conduct public hearing on Draft RTP and environmental documentation. (NCTC/Consultant) (RPA)
- Prepare Final RTP and environmental documentation. (Consultant) (RPA)

Products:

- Draft 2045 Nevada County Regional Transportation Plan (Sept. 25)
- Final 2045 Nevada County Regional Transportation Plan & Addendum EIR (Nov. 25)

Budget 2.1.1

Revenues:		
	LTF	\$5,778.37
	RSTP Funds	\$17,406.95
Total		\$23,185.32
Expenditures:		
	Staff	\$5,778.37
	Consultant	\$17,406.95
Total		\$23,185.32

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.2 – Transportation Improvement Programs

Purpose: To monitor implementation of the Regional Transportation Improvement Program (RTIP) and Interregional Transportation Improvement Program (ITIP) funding and provide policy analysis and recommendations regarding the RTIP and the State Transportation Improvement Program (STIP) through the activities listed below.

Previous Work:

- NCTC continued interagency coordination to identify and consider new RTIP projects and the need for future Project Initiation Documents.
- NCTC staff continued to monitor STIP projects and implementation of NCTC's Regional Transportation Improvement Program (RTIP).
- NCTC staff continued coordination as a member of the project development team and attended regular meetings with Caltrans Project Management regarding the SR 49 Corridor Improvement Project (CIP) and Caltrans SHOPP project 4E170 and 3H510.
- NCTC staff continued coordination as a member of the project development team and attended regular meetings with Caltrans Project Management regarding the SR 49 Grass Valley Evacuation Route Project 4J110.
- NCTC staff continued coordination with Caltrans to identify incremental projects to accelerate safety improvements in the SR 49 corridor between Grass Valley and the Combie Road/Wolf Road intersection.

Additional/Continuing Work:

- Participation in the State Transportation Improvement Program (STIP) Guidelines workshop. (NCTC) (RPA & LTF)
- NCTC staff will continue to work closely with Caltrans District 3 and Headquarters staff on Climate Adaptation projects that can be incorporated into the transportation infrastructure network within Nevada County. (NCTC) (RPA & LTF)
- Monitor STIP implementation. (NCTC) (RPA & LTF)
- Encourage interagency coordination necessary to identify and develop new RTIP and ITIP projects. (NCTC) (RPA & LTF)
- Communicate and coordinate with Caltrans to identify and implement incremental projects to accelerate the safety improvements to the SR 49 corridor between Grass Valley and the Combie/Wolf Road intersection. (NCTC) (RPA & LTF)
- Coordinate with Caltrans regarding Interregional Transportation Improvement Program (ITIP) participation in STIP funded projects in Nevada County. (NCTC) (RPA & LTF)
- Review and comment on ITIP funding criteria proposed in the Caltrans Strategic Investment Strategy (CSIS). (NCTC) (RPA & LTF)
- Begin preparation of draft 2026 RTIP - October 2025 (NCTC) (RPA & LTF)
- Public hearing and adoption of 2026 RTIP - November 2025 (NCTC) (RPA & LTF)
- Submittal of 2026 RTIP to the CTC - December 2025 (NCTC) (RPA & LTF)
- Review consistency of future RTIP projects with the Climate Action Plan for Transportation Infrastructure 2.0 and California Transportation Plan 2050 (NCTC) (RPA & LTF)
- NCTC will continue to participate with Caltrans District 3 in the preparation of the Design and Right-of-Way phases for the proposed improvements on SR 49 from La Barr Meadows Road to McKnight Way. (NCTC) (RPA & LTF)
- SR 49 Grass Valley Evacuation Route Project: NCTC will continue to participate in the preparation of the Project Approval/Environmental Documentation and Plans, Specifications, and Estimates and Right-of-Way for a future construction project.

WORK ELEMENT 2 – REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.2 – Transportation Improvement Programs (continued)

Products:

- Status reports on Nevada County’s STIP projects (Bimonthly)
- Reports regarding implementation of the Nevada County RTIP (Ongoing)
- Reports on implementation of Caltrans SR 49 Comp Multimodal Corridor Plan (Annual)
- 2025 Nevada County Regional Transportation Improvement Program (RTIP) (Nov 25)

Budget 2.2

Revenues:		
	LTF	\$16,442.70
	RPA Formula	\$82,970.62
Total		\$99,413.31
Expenditures:	Staff	\$82,970.62
	Indirect	\$16,442.70
Total		\$99,413.31

Totals may not equal addition of amounts in columns due to rounding

WORK ELEMENT 2 – REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.3 – Transit and Paratransit Programs

Purpose: Work with city, county, and town staff to improve efficiency, productivity, and cost effectiveness of existing transit and paratransit systems through the activities listed below.

Previous Work:

- NCTC staff continued to work with the Nevada County Transit Services Division to examine capital funding opportunities for planned improvements to the Nevada County Transit Operations Center and plans for Zero Emission Bus transition.
- NCTC staff also coordinated with Nevada County Transit Services to develop a proposed scope of work for a Comprehensive Operational Analysis to analyze the current fixed route/paratransit delivery model and examine alternative delivery options, such as demand response (i.e. micro-transit or dial-a-ride), micro-mobility options (i.e. electric bike and scooter share programs), and to determine the most cost-effective way to provide enhanced mobility.
- NCTC staff continued to work with the Town of Truckee to identify funding opportunities for long-term implementation of the Town’s microtransit pilot and construction of the new Transit Center at the Truckee Railyard.
- NCTC staff coordinated with the Placer County Transportation Planning Agency, Tahoe Regional Transportation Planning Agency, Washoe County Transportation Commission, Nevada County, Placer County, and Capitol Corridor Joint Powers Agency to explore opportunities to coordinate to help advance the mutual goal of expanding passenger rail service to Truckee/Reno and develop last mile transit connections.
- NCTC staff monitored transit and paratransit statistics and compliance with the requirements of the TDA and participated in the Accessible Transportation Initiative Coalition/Mobility Action Partners (ATCI/MAPCO) group and Social Service Transportation Advisory Council (SSTAC).
- NCTC staff also assisted transit operators with administrative challenges related to Cares Act and CRRSAA funding.
- NCTC staff coordinated and participated in the monthly Truckee Convene, Champion & Catalyze (CCC) meetings established by the Board of Supervisors, to discuss the Truckee area transportation/transit issues and improvement plans.
- Coordinated with Town on public polling effort in consideration of 2024 Transportation -Transit Ballot Measure
- Conducted the FY 2024/25 annual Unmet Transit Needs process.
- Coordinated with Nevada County Transit Services Division and the Town of Truckee to submit SB 125 Allocation Request.
- Monitored the implementation of SB 125 funded projects.

Additional/Continuing Work Activities:

- Assist in implementation of Transit Development Plans and Nevada County Coordinated Public Transit-Human Services Transportation Plan. (NCTC) (RPA & LTF)
- Hold planning meetings with transit and paratransit providers. (NCTC) (RPA & LTF)
- Develop and present information regarding alternative forms of transportation that are practical for Nevada County. (NCTC) (RPA & LTF)
- Coordinate with human service transportation providers. (NCTC) (RPA & LTF)
- Distribute press releases and other educational information regarding alternative forms of transportation. (NCTC) (RPA & LTF)
- Participate on the Accessible Transportation Coalition Initiative-Mobility Action Partners Coalition. (NCTC) (RPA & LTF)

WORK ELEMENT 2 – REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.3 – Transit and Paratransit Programs (continued)

- Assist transit operators with feasibility analysis of transit electrification mandate. (NCTC) (RPA & LTF)
- Conduct the FY 2025/26 annual Unmet Transit Needs process (NCTC) (LTF & RPA)
- Conduct planning to identify opportunities to enhance and integrate multimodal connectivity. (NCTC) (LTF & RPA)
- Identify opportunities and challenges associated with transition to a zero emission transit fleet. (NCTC) (LTF & RPA)
- Planning and coordination with transit operators in the development of grant applications for the Transit Intercity Rail Capital Program (TIRCP) competitive program. (NCTC) (LTF & RPA)

Products:

- Reports to the Commission regarding staff participation in the transit and paratransit planning processes (Bimonthly)
- Quarterly ridership, expenditure, and revenue reports for each system
- Quarterly operational performance reports for each system
- Bi-monthly minutes of the Accessible Transportation Coalition Initiative-Mobility Action Partners Coalition.

Budget 2.3

Revenues:		
	LTF	\$20,709.34
	RPA Formula	\$55,368.51
Total		\$76,077.86
Expenditures:		
	Staff	\$55,368.51
	Indirect	\$20,709.34
Total		\$76,077.86

Totals may not equal addition of amounts in columns due to rounding

Indirect costs are paid with local funds (see Budget Table 5).

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.3.4 – Reenvisioning Transit in Western Nevada County/Comprehensive Operational Analysis (COA)

Purpose: The Reenvisioning Transit in Western Nevada County / Comprehensive Operational Analysis (COA) will comprehensively review the existing transit services offered and identify areas and opportunities to transition to alternative operating models to provide greater system efficiency and ridership benefits. Similar to many other transit systems across the nation, Nevada County Connects (fixed route transit service) has not rebounded from the impacts of the COVID 19 Pandemic and it is imperative to identify the most cost effective and efficient services with the limited operational funding streams available to meet the needs of the residents and visitors of Western Nevada County. NCTC will manage this study in coordination with Nevada County Connects, the Cities of Nevada City and Grass Valley, key stakeholders, and residents to capture the vision that most successfully explores the relationships between effective transit and land-use, population growth and employment patterns, as well as social equity and areas of high transit need. The COA will generate recommendations based on extensive data analysis, public outreach, and industry best practices for deploying various public transportation modes and integrating with the Statewide Transit and Rail Plans, and the COA shall consider an entire spectrum of service options ranging from minor modifications to a full “reset” of the system. These options may include traditional fixed route service, dial-a-ride service, micro-transit service, micro-mobility options, and/or a combination to address the challenges of meeting the transit needs outside the fixed route/ADA service areas and outlying communities.

Previous Work:

- NCTC staff prepare and distribute a Request for Proposals to qualified consultants to prepare the COA. (NCTC) (FTA 5304/RPA)
- NCTC review proposals, select consultant, and execute contract to prepare the COA. (NCTC) (FTA 5304/RPA)

Additional/Continuing Work Activities:

- Project support and administration of grant. (NCTC/Consultant) (FTA 5304/RPA)
- Project meetings and coordination. (NCTC/Consultant) (FTA 5304/RPA)
- Project Advisory Committee (PAC) activities. (NCTC/Consultant) (FTA 5304/RPA)
- Public outreach activities. (NCTC/Consultant) (FTA 5304/RPA)
- Collect baseline information/data. (NCTC/Consultant) (FTA 5304/RPA)
- System Analysis (Consultant) (FTA 5304/RPA)
- Development of Financial Plan. (Consultant/FTA 5304)
- Development of Draft Report (Consultant) (FTA 5304/RPA)
- Presentation of Draft Report (NCTC/Consultant) (FTA 5304/RPA)
- Development of Final Report (Consultant) (FTA 5304/RPA)
- Presentation of Final Report (NCTC/Consultant) (FTA 5304/RPA)

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

Products:

- Existing Conditions Working paper (Oct 25)
- Financial Plan (Jan 26)
- Draft Comprehensive Operational Analysis COA (Nov 26)
- Final Comprehensive Operational Analysis COA (Jan 27)

Budget 2.3.4

Revenues:		
	RPA Formula	\$39,229.50
	Strategic Partnership Grant (FTA 5304)	\$170,000.00
Total		\$209,229.50
Expenditures:		
	Staff	\$39,229.50
	Consulting	\$170,000.00
Total		\$209,229.50

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)
Project 2.3.5 – SB 125 Transit Planning and Administration

Purpose: Monitor usage of SB 125 funding and implementation of SB 125 funded projects.

Work Activities:

- Administration of Senate Bill (SB) 125 funding
- Monitor implementation of SB 125 funded projects.
- Develop a SB 125 Long-term Financial Plan in coordination with Nevada County Transit Services Division and the Town of Truckee. (SB 125)

Products:

- Prepare monthly financial reports regarding SB 125 funds.
- Prepare and release an RFP for Consultant Services to prepare an SB 125 Long-term Financial Plan. (November 2025)
- Prepare Draft SB 125 Long-term Financial Plan. (April 2026)
- Prepare Final SB 125 Long-term Financial Plan. (June 2026)

Budget 2.3.5

Revenues:		
	SB 125	\$109,902.31
Total		\$109,902.31
Expenditures:		
	Staff	\$9,902.31
	Consulting	\$100,000.00
Total		\$109,902.31

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.4 - Coordination of Regional Planning

Purpose: Enhance NCTC's regional planning efforts through the following activities:

- Coordinate local land use planning with regional transportation planning.
- Analyze regional transportation impacts of proposed development projects, including VMT.
- Improve Transportation Systems Management (TSM) and Transportation Demand Management (TDM) efforts in the region.
- Provide for Commission participation in studies done by other agencies.
- Promote cooperation between regional planning agencies.
- Promote regional transportation services (e.g. connections to Capitol Corridor rail service).
- Participate and coordinate in regional evacuation planning efforts.

Previous Work:

- Review of local development projects and environmental documents.
- Traffic model analyses of development projects, and modifications to regional and local transportation facilities proposed by public agencies.
- Study to extend Capitol Corridor train service to Truckee/Tahoe area.
- Participate in the SR 49 Corridor Study with Placer County Transportation Planning Agency (PCTPA) and Caltrans.
- Participate with Caltrans and RTPAs to pursue rail projects that will improve goods movement and enhance passenger rail service.
- Work with the Northern Sierra Air Quality Management District (NSAQMD) to develop and implement transportation control measures consistent with the region's air quality non-attainment plan and Regional Transportation Plan.
- In conjunction with PCTPA and Caltrans, actively pursue, develop, and implement funding for SR 49 corridor improvements.
- Coordinate with member agencies to reestablish and enhance Transportation Demand Management (TDM) programs in Nevada County.
- Assist with modeling and traffic analyses as requested by jurisdictions and approved by NCTC.
- Analyze transportation impacts of development proposals.
- Analyze proposed modifications to city and county land use plans.
- Review updates of the Circulation and Land Use Elements of General Plans for the Town of Truckee to ensure consistency with the adopted Airport Land Use Compatibility Plans (ALUCPs) for the Truckee Tahoe airport.
- Participate in inter-regional planning projects (e.g. North State Super Region (NSSR), I-80 Corridor Management Plan, and Trans-Sierra Transportation Coalition).
- Participated with PCTPA and Caltrans to develop update of Sacramento to Reno Passenger Rail Service Planning Study – Truckee/Tahoe/Reno

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.4 - Coordination of Regional Planning (continued)

Additional/Continuing Work:

- Participate in Regional Transportation Planning Agency group meetings, California Rural Counties Task Force, and North State Super Region meetings. (NCTC) (LTF)
- Participate in Federal and State Clean Air Act transportation related air quality planning activities. (NCTC) (LTF)
- Participate in the Truckee/North Tahoe Transportation Management Association (TNT/TMA) and Resort Triangle Transportation Planning Coalition (RTTPC) meetings. (NCTC) (LTF)
- Review and comment on Caltrans Systems Plans and related documents. (NCTC) (LTF)
- Coordination with the Nevada County Economic Resource Council. (NCTC) (LTF)
- Monitor and review planning efforts in Grass Valley, Nevada City, Nevada County, Truckee. (LTF)
- Present information to local civic groups regarding regional transportation planning. (NCTC) (LTF)
- Participate in local ad hoc committees. (NCTC) (LTF)
- Maintain formal consultation with Native American Tribal Governments. (NCTC) (LTF)
- Maintain formal consultation with the U.S Forest Service & Bureau of Land Management. (NCTC) (LTF)
- Monitor implementation of the Nevada County Active Transportation Plan. (NCTC) (LTF)
- Participate in Critical Freight Corridors Working Group. (NCTC) (LTF)
- Participate in SR 49 Stakeholders Committee. (NCTC) (LTF)
- Distribute press releases. (NCTC) (LTF)
- California Local Streets and Roads Needs Assessment Oversight Committee Participation. (NCTC) (LTF)
- Coordinate with partner agencies to implement the federal performance-based approach in the scope of the transportation planning process. (NCTC) (LTF)
- Participate in the California Federal Programming Group (CFPG). (NCTC) (LTF)
- Participate in the Transportation Cooperative Committee. (NCTC) (LTF)
- Participate on the Truckee Transit Center Study Project Advisory Committee. (NCTC) (LTF)
- Coordinate with local jurisdictions in the identification of pedestrian and bicycle projects that meet the requirements for Active Transportation Program grant funding and plan to resubmit grant applications. (NCTC) (LTF)
- Coordinate with partners to identify policies, strategies, programs, and actions that enhance the movement of people, goods, services and information on the regional, interregional, and state highway systems. (NCTC) (LTF)
- Participate in Federal Rescission working group. (NCTC) (LTF)
- Participate with North Tahoe SSTAC and Placer County SSTAC in coordination of joint unmet needs hearings. (NCTC) (LTF)
- Participate with CalSTA in development and implementation of the Climate Action Plan for Transportation Infrastructure 2.0 (CAPTI). (NCTC) (LTF)
- Coordinate with California State Association of Counties and Rural County Representatives of California regarding transportation policy. (NCTC) (LTF)
- Participate in quarterly meetings of the Trans-Sierra Transportation Coalition.
- Coordinate with Western Region Institute of Transportation Engineers on development of Induced Demand White Paper. (NCTC) (LTF)
- Participate and coordinate evacuation planning with the Nevada County Office of Emergency Services, Nevada County Sheriff's Department, CAL FIRE NEU, California Highway Patrol, and other local emergency responders. (NCTC) (LTF)
- Outreach activities and presentations regarding Induced Demand/Vehicle Miles Traveled in rural contexts. (NCTC) (LTF)
- Participate in and monitor the development of the California Transportation Commission Active Transportation Program Cycle 8 Guidelines Development (NCTC) (RPA)

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.4 - Coordination of Regional Planning (continued)

Products:

- Reports regarding participation in regional coordination activities (e.g., Critical Freight Corridors Working Group, ITSP Workshops, Sacramento to Reno Passenger Rail Service Planning Study – Truckee/Tahoe/Reno, and Critical Freight Corridors Working Group). (Bimonthly)
- Reports on coordination with the Nevada County Economic Resource Council. (Bimonthly)
- Reports on SR 49 Corridor improvements. (Bimonthly)
- Reports to the Commission regarding Rural Counties Task Force and North State Super Region meetings and activities. (Bimonthly)
- Reports regarding RTPA and RCTF meetings. (Bimonthly)
- Reports regarding TNT/TMA and RTTPC activities. (Bimonthly)
- Prepare up to two Active Transportation Program Cycle 8 applications (June 2026)

Budget 2.4

Revenues:		
	LTF	\$37,366.62
	RPA Formula	\$111,328.30
	RSTP	\$80,000.00
Total		\$228,694.93
Expenditures:		
	Staff	\$111,328.30
	Indirect	\$36,566.62
	Consulting	\$80,000.00
	Statewide Local Streets and Roads	\$800.00
Total		\$228,694.93

Totals may not equal addition of amounts in columns due to rounding

Indirect costs are paid with local funds (see Budget Table 5).

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.4.2 – Airport Land Use Commission Planning and Reviews

Purpose: Enhance NCTC's regional planning efforts through the following activities:

- Coordinate local land use planning with airport land use compatibility plans.
- Promote cooperation between land use planning agencies and airport land use commissions.
- Conduct reviews of projects near Nevada County and Truckee Tahoe Airport for consistency with adopted ALUCPs.
- Provide staff support to Nevada County and Truckee Tahoe Airport Land Use Commissions.
- Participate in statewide ALUC meetings.

Previous Work:

- Review airport land use compatibility issues.
- Conduct reviews of projects near Nevada County and Truckee Tahoe Airport for consistency with adopted ALUCPs. (ALUC Fees, LTF)

Additional/Continuing Work:

- Review airport land use compatibility issues.
- Conduct reviews of projects near Nevada County and Truckee Tahoe Airport for consistency with adopted ALUCPs. (ALUC Fees, LTF)

Products:

- Reports on airport land use compatibility issues. (Ongoing)

Budget 2.4.2

Revenues:		
	LTF	\$18,881.98
	ALUC Fees	\$15,000.00
Total		\$33,881.98
Expenditures:		
	Staff	\$18,881.98
	ALUC Reviews	\$15,000.00
Total		\$33,881.98

Totals may not equal addition of amounts in columns due to rounding

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.4.3 – Zion St. Mobility/School Access Study

Purpose: The Zion St. corridor in Nevada City is heavily used by vehicular, pedestrian, and bicycle traffic due to three schools in the vicinity. This project will analyze cost-effective improvements in the Zion Street Corridor related to improving safety and pedestrian and bicycle connectivity to school facilities. The need for improvements in this corridor are identified in the 2019 Nevada County Active Transportation Plan. This project is being funded with a FY 2024/25 RPA Grant.

Previous Work:

- Prepare and distribute a Request for Proposal to qualified consultants (RPA) (NCTC)
- Review proposals, select consultant, and execute a contract (RPA) (NCTC)
- Finalize the work program and refine the scope of work (RPA) (NCTC/Consultant)
- Project initiation public workshop. (RPA) (NCTC/Consultant)

Project Work Activities:

- Project meetings and coordination (RPA) (NCTC/Consultant)
- Public Outreach (RPA) (NCTC/Consultant)
- Project Advisory Committee activities (RPA) (NCTC)
- Project support and administration of grant (RPA) (NCTC)
- Prepare quarterly reports and invoices (RPA) (NCTC)
- Project initiation and data collection (RPA) (NCTC/Consultant)
- Develop potential improvement alternatives (RPA) (NCTC/Consultant)
- Prepare Draft Report (RPA) (Consultant)
- Presentations related to Draft Report (RPA) (NCTC/Consultant)
- Public workshops (RPA) (NCTC/Consultant)
- Prepare Final Report (RPA) (Consultant)

Products:

- Consultant Procurement Process (Sep 24)
- Consultant Contract (Jan 25)
- Administrative Draft Report (Sep 25)
- Draft Report (Nov 25)
- Final Report (Mar 26)

Budget 2.4.3

Revenues:		
	FY 24/25 RPA Grant Carryover	\$51,917.69
	RPA Formula	\$33,469.72
	RPA Formula Carryover	\$46,528.48
	STIP PPM	\$29,400.33
Total		\$161,316.22
Expenditures:		
	Staff	\$29,400.33
	Consulting	\$131,915.89
Total		\$161,316.22

WORK ELEMENT 2 – REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.4.5 – Rural Counties Task Force Chair Activities

Purpose: To coordinate the participation of the twenty-six Rural Transportation Planning Agencies (RTPA) in the statewide issues pertinent to transportation planning, programming, and funding. This work element is in the first year of a two-year NCTC planning effort. This work element provides the resources necessary for the NCTC Deputy Director to fulfill the responsibilities of Chair of the Rural Counties Task Force (RCTF). The RCTF is an advisory committee to the California Transportation Commission (CTC). The RCTF provides a forum for the RTPAs in California to coordinate information, discuss issues, and present their unique perspective and input into the statewide decision-making process. In addition, the RCTF provides a venue to pool financial and knowledge-based resources. The Chair position provides access to policy makers from state government putting the rural counties, including NCTC, in a unique position to protect and enhance our projects and funding.

Previous and Continuing Work:

- Participate in RTPA group meetings and California RCTF meetings.

Additional Work Activities:

- Develop, organize, and distribute the RCTF meeting agendas. (NCTC) (Bi-Monthly)
- Represent the RCTF at ad hoc and standing Caltrans and CTC policy and technical advisory committees. (NCTC) (Ongoing)
- Represent the RCTF at government forums and workshops. (NCTC) (As needed)
- Represent the RCTF at CTC meetings and workshops. (NCTC) (Monthly)
- Coordinate efforts and provide technical assistance on transportation issues with the Regional Council of Rural Counties, California State Association of Counties, and League of California Cities. (NCTC) (Ongoing)
- Communicate with RCTF members on issues of shared interest, such as policy and procedural changes or funding opportunities. (NCTC) (Ongoing)

Products:

- RCTF agendas. (Bi-Monthly or as needed)
- RCTF Bi-Monthly reports and annual report to the CTC. (Ongoing)
- Correspondence and communications to Caltrans, California Transportation Commission, Regional Council of Rural Counties, California State Association of Counties, and League of California Cities. (As needed)
- Billings to RCTF member agencies for voluntary dues. (January 25)

Budget 2.4.5

Revenues:		
	RCTF Dues	\$50,253.87
Total		\$50,253.87
Expenditures:		
	Staff	\$24,906.29
	RCTF Travel	\$25,347.58
Total		\$50,253.87

WORK ELEMENT 2 – REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.4.5a –RCTF California Academy for Regional Leaders (CARL) Program

Purpose: The California Association of Councils of Governments (CALCOG) California Academy for Regional Leaders (CARL) supports participants in their efforts to strengthen their organizations and increase their personal effectiveness by helping them develop leadership skills, expand their knowledge of the systems that impact their agencies, and build state-wide professional networks. The California Rural Counties Task Force (RCTF) has dedicated Rural Planning Assistance Grant funding for participation of staff from RCTF member agencies to be administered by NCTC.

Previous Work:

- FY 2024/25 administration and invoicing for CARL tuition costs.
- Administration and invoicing for FY 2024/25 CARL participant travel costs. (NCTC) (RPA)

Work Activities:

- In coordination with California Association of Councils of Governments (CALCOG) the Rural Counties Task Force Chairman will identify FY 2025/26 RCTF candidates for the CARL program. (NCTC) (RPA)
- Administration and invoicing for FY 2025/26 tuition costs. (NCTC) (RPA)
- Administration and invoicing for FY 2025/26 CARL participant travel costs. (NCTC) (RPA)

Products:

CALCOG tuition invoices and participant travel reimbursement invoices. (Annually)

Budget 2.4.5a

Revenues:		
	FY 24/25 RPA Grant	\$8,487.87
	FY 25/26 RPA Grant	\$25,000.00
Total		\$33,487.87
Expenditures:		
	CARL Scholarships	\$33,487.87
Total		\$33,487.87

WORK ELEMENT 2 – REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.4.5b – RCTF Administrative Support Manual Update and Training

Purpose: Preparation of an update to the RCTF Administrative Guidebook first developed in 2015 and last updated in 2022 funded with FY 2025/26 Rural Planning Assistance (RPA) grant funding. The Guidebook included sections on: Administration, Accounting systems, Procurement, Employee Handbooks, and Personnel Policies and Procedures. The purpose of this planning effort is to identify updated requirements and highlight best practices related to the administrative functions and duties of rural Regional Transportation Planning Agencies to help ensure compliance and serve as a consolidated resources for rural agencies.

Previous Work:

- No Previous Work

Work Activities:

- Prepare and execute contract for preparation of an update to the RCTF Administrative Guidebook. (NCTC) (RPA)
- Project Advisory Committee activities (RPA) (NCTC)
- Project support and administration of grant (RPA) (NCTC)
- Prepare quarterly reports and invoices (RPA) (NCTC)
- Project initiation and data collection (RPA) (NCTC/Consultant)
- Prepare Draft Report (RPA) (Consultant)
- Prepare Final Report (RPA) (Consultant)
- Coordinate with consultant and RCTF to facilitate training on use of the guidebook and highlighting updated procedures (RPA) (NCTC/Consultant)

Products:

- Draft Guidebook (Feb 2026)
- Final Guidebook (May 2026)
- Training Materials/PowerPoint (June 2026)

Budget 2.4.5b

Revenues:		
	RPA Grant FY25/26	\$13,240.00
Total		\$13,240.00
Expenditures:		
	Consulting	\$13,240.00
Total		\$13,240.00

Totals may not equal addition of amounts in columns due to rounding

WORK ELEMENT 3 - CALTRANS ACTIVITIES WITH NCTC FOR FY 2025/26

ACTIVITY	DESCRIPTION	PRODUCTS
System Planning	Completion of system planning products used by Caltrans and its transportation partners	Caltrans District 3 System Planning documents consistent with the Caltrans District 3 System Planning Five-Year Work Plan.
Advance Planning	Completion of pre-programming studies (e.g., Project Initiation Documents) so as to be ready to program resources for capital projects	Project Initiation Documents (PID), as indicated in the Two-Year PID Work Plan.
Regional Planning	Participate in and assist with various regional planning projects and studies	Participation in the following projects and studies: • Rural Counties Task Force Rural Induced Demand Study • SR 49 CSMP Update • Assisting with SR 49 TCEP, SCCP, RAISE, Rural Surface Transportation Program Grant Applications • Oversight of Planning Studies/ Conceptual Projects pertaining to the State Highway System
Local Development Review Program	Review of local development proposals potentially impacting the State Highway System	Assistance to lead agencies to ensure the identification and mitigation of local development impacts to the State Highway System that is consistent with the State's smart mobility goals.

Glossary of Terms and Acronyms

Active Transportation Plan: Identifies a network of pedestrian and bicycle facilities and projects to support pedestrian and bicycle safety for people of all ages and abilities. Specifically, the Active Transportation Plan aims to:

- Identify barriers and innovative solutions to encourage walking and bicycling as viable travel modes
- Effectively build on recently completed and current active transportation planning efforts
- Develop walking/bicycling networks supportive of existing and future land uses and projects
- Develop a clearly defined implementation strategy with specific, creative, yet practical and financially feasible projects matched to specific funding opportunities

Active Transportation Program (ATP): Created in 2013 by the passage of SB 99 and AB 101, the Active Transportation Program consolidates existing federal and state transportation programs into a single program with a focus to make California a national leader in active transportation. The purpose of the Active Transportation Program is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking,
- Increase safety and mobility for non-motorized users,
- Advance the active transportation efforts of regional agencies to achieve Greenhouse Gas (GHG) reduction goals, pursuant to SB 375 (of 2008) and SB 341 (of 2009),
- Enhance public health and ensure that disadvantaged communities fully share in the benefits of the program, and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Airport Land Use Commission (ALUC): The fundamental purpose of ALUCs is to promote land use compatibility around airports. As expressed in state statutes, this purpose is “... to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public’s exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.” The statutes give ALUCs two principal powers by which to accomplish this objective:

1. ALUCs must prepare and adopt an airport land use plan; and
2. ALUCs must review the plans, regulations, and other actions of local agencies and airport operators for consistency with that plan.

Airport Land Use Compatibility Plan (ALUCP): A document referred to by ALUCs and individuals seeking to review standards for land use planning in the vicinity of an airport. The ALUCP defines compatible land uses for noise, safety, airspace protection, and overflight within the Airport Influence Area (AIA).

Allocation: A distribution of funds by formula or agreement. With regard to Transportation Development Act funds, allocation is the discretionary action by the RTPA which designates funds for a specific claimant for a specific purpose.

Apportionment: Distribution of funds by a formula. Apportionment under the Transportation Development Act is the determination by the RTPA of each area’s share of anticipated LTF for the ensuing fiscal year.

California Environmental Quality Act (CEQA): A statute that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible.

Capital Improvement Program (CIP) or Capital Improvement Plan: A short-range plan, which identifies capital projects and equipment purchases, provides a planning schedule and identifies options, for financing the plan.

Congestion Mitigation and Air Quality (CMAQ): A federal funding program that is available in western Nevada County for transportation projects that demonstrate emission reductions to help attain federal air quality standards. Western Nevada County was classified in 2004 as “non-attainment” for 8-hour ozone standards. Project categories eligible for CMAQ funding include:

- Alternative fuels and vehicles
- Congestion reduction and traffic flow improvements
- Transit improvements
- Bicycle and pedestrian facilities
- Public education and outreach
- Diesel engine retrofits
- Carpooling and vanpooling

Projects are submitted by local jurisdictions for consideration and are ranked based on air quality benefits and project readiness. NCTC then reviews the ranking and chooses projects to be funded.

Corridor System Management Plan (CSMP): Foundational documents supporting a partnership-based, integrated management of all travel modes (cars, trucks, transit, bicycles, and pedestrians) and infrastructure (highways, roads, rail tracks, information systems and bike routes) so that mobility along a corridor is provided in the most efficient and effective manner possible.

Federal Highway Administration (FHWA): An agency within the U.S. Department of Transportation that supports state and local governments in the design, construction, and maintenance of the Nation's highway system (Federal Aid Highway Program) and various federally and tribal owned lands (Federal Lands).

Federal Transit Administration (FTA): A federal agency that provides financial and technical assistance to local public transit systems, including buses, subways, light rail, commuter rail, trolleys and ferries.

Findings of Apportionment: Prior to March 1 of each year, Nevada County Transportation Commission (NCTC), pursuant to the California Code of Regulations Section 6644, transmits “Findings of Apportionment” for all prospective claimants. The apportionments are determined from the Nevada County Auditor-Controller's estimate of Local Transportation Funding (LTF) for the ensuing fiscal year, less those funds allocated for Transportation Development Act (TDA) administration, transportation planning and programming, pedestrian/ bicycle projects, and community transit services. The remaining funds are then apportioned according to the population of each applicant's jurisdiction in relation to the total population of the County.

Fixing America's Surface Transportation (FAST) Act: A federal law enacted in 2015 to provide long-term funding for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs.

FTA Section 5310: This program set forth in United States Code (U.S.C.) Title 49 Section 5310 provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.

FTA Section 5311: This program set forth in United States Code (U.S.C.) Title 49 Section 5311 provides grants for Rural Areas providing capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000 where many residents often rely on public transit to reach their destinations.

Interregional Transportation Improvement Program (ITIP): The ITIP is a five-year program of projects funded through the State Transportation Improvement Program (STIP) that obtains funding primarily through the per-gallon State tax on gasoline. The ITIP is prepared by the California Department of Transportation (Caltrans) and is submitted to the California Transportation Commission (CTC) for approval.

Level of Service (LOS): A qualitative measure used to relate the quality of traffic service. LOS is used to analyze highways by categorizing traffic flow and assigning quality levels of traffic based on performance measures like speed, density, etc. North American highway LOS standards use letters A through F, with A being the best and F being the worst, similar to academic grading.

Local Transportation Fund (LTF): Pursuant to California Public Utilities Code (PUC) 99401.5 and PUC 99401.6, LTF funding is derived from a 1/4-cent general sales tax collected statewide. The State Board of Equalization, based on the sales tax collected in each county, returns the sales tax revenues to each county's LTF. The LTF was created in 1971 when legislation was passed to provide funding to counties for transit and non-transit related purposes.

Memorandum of Understanding (MOU): An agreement between two (or more) parties. It expresses a convergence of will between the parties, indicating an intended common line of action. Many government agencies use MOUs to define a relationship between agencies.

Metropolitan Planning Organization (MPO): MPOs are the regional planning entities in urbanized areas, usually an area with a population of 50,000 or more. There are 18 MPOs in California, accounting for approximately 98% of the state's population.

Nevada County Airport Land Use Commission (NCALUC): The Nevada County Transportation Commission was designated by the Nevada County Board of Supervisors and the city selection committee as the ALUC for the Nevada County Airport in May 2010. The NCTC Executive Director serves as the NCALUC Executive Director with support from the NCTC staff.

Nevada County Airport Land Use Compatibility Plan (NCALUCP): The basic function of this plan is to promote compatibility between the airport and surrounding land uses. The plan serves as a tool for use by the NCALUC in fulfilling its duty to review airport and adjacent land use development proposals. Additionally, the plan sets compatibility criteria applicable to local agencies and their preparation or amendment of land use plans and ordinances and to land owners in their design of new developments.

North State Super Region (NSSR): Regional transportation planning agencies from 16 counties in Northern California came together on October 20, 2010, to sign a memorandum of agreement. This agreement created an alliance between the agencies to work together and support each other on issues related to transportation and to have a unified voice representing the North State.

Northern Sierra Air Quality Management District (NSAQMD): The Northern Sierra Air Quality Management District was formed in 1986 by the merging of the Air Pollution Control Districts of Nevada, Plumas and Sierra Counties. The District is required by state law to achieve and maintain the federal and state Ambient Air Quality Standards, which are air quality standards set at levels that will protect public health. The District is composed of three primary entities, each with a specific purpose: District staff, Governing Board of Directors, and Hearing Board.

Overall Work Program (OWP): NCTC annually adopts a budget through the preparation of an Overall Work Program. This work program describes the planning projects and activities or work elements that are to be funded, and the type of funds that will pay for the expenditures.

Planning, Programming, and Monitoring (PPM): PPM is funding allocated by the California Transportation Commission (CTC) through the State Transportation Improvement Program (STIP). Designated uses of PPM include:

- Regional transportation planning – includes development and preparation of the regional transportation plan;
- Project planning – includes the development of project study reports or major investment studies conducted by regional agencies or by local agencies, in cooperation with regional agencies;
- Program development – includes the preparation of regional transportation improvement programs (RTIPs) and studies supporting them; and
- Monitoring the implementation of STIP projects – includes project delivery, timely use of funds, and compliance with state law and CTC guidelines.

Plans, Specifications, and Estimates (PS&E): In this stage of project development, the scope of the selected alternative is refined; design surveys and photogrammetric mapping is obtained; and reports including traffic data, hydrology and hydraulics, geotechnical design, pavement design, and materials and sound wall design reports are completed. Final right-of-way requirements are determined, and

procurement is initiated. At the completion of the PS&E stage, a complete set of project plans have been developed that will allow a competent contractor to bid and build the project. These plans include a refined estimate of the construction costs and any required specifications on how the work is to proceed.

Project Approval and Environmental Documentation (PA/ED): The PA/ED step of project development reinforces the philosophy of balancing transportation needs with community goals and values. Outputs of the PA/ED step are the project report and environmental document. The project report is an engineering document that evaluates the various alternatives for selection of a preferred alternative. The environmental document is a disclosure document that assesses the potential impacts of the project on the environment.

Project Initiation Document (PID): a report that documents the purpose, need, scope, cost, and schedule for a transportation project. The PID identifies and describes the viable alternatives to a transportation problem.

Project Study Report (PSR): A report of preliminary engineering efforts, including a detailed alternatives analysis, cost, schedule, and scope information for a transportation project. A PSR also includes estimated schedule and costs for environmental mitigation and permit compliance.

Public Transportation Modernization Improvement & Service Enhancement Account (PTMISEA): PTMISEA was created by Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Of the \$19.925 billion available to Transportation, \$3.6 billion dollars was allocated to PTMISEA to be available to transit operators over a ten-year period. PTMISEA funds may be used for transit rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements, or rolling stock (buses and rail cars) procurement, rehabilitation or replacement. Funds in this account are appropriated annually by the Legislature to the State Controller's Office (SCO) for allocation in accordance with Public Utilities Code formula distributions: 50% allocated to Local Operators based on fare-box revenue and 50% to Regional Entities based on population.

Regional Improvement Program (RIP): The RIP is one of two funding programs in the State Transportation Improvement Program (STIP). The RIP receives 75% of the STIP funds and the second program, the Interregional Improvement Program receives 25% of STIP funds. RIP funds are allocated every two years by the California Transportation Commission (CTC) to projects submitted by Regional Transportation Planning Agencies (RTPAs) in their Regional Transportation Improvement Programs (RTIPs).

Regional Surface Transportation Program (RSTP): The RSTP was established by the State of California to utilize federal Surface Transportation Program funds for a wide variety of transportation projects. The State exchanges these federal funds for less restrictive state funds to maximize the ability of local agencies to use the funds for transportation purposes including planning, construction of improvements, maintenance and operation of public streets, and pedestrian and bicycle projects.

Regional Transportation Improvement Program (RTIP): NCTC submits regional transportation projects to the California Transportation Commission (CTC) for funding in a list called the RTIP. The RTIP is a five-year program that is updated every two years. Projects in the RTIP are funded from the Regional Improvement Program (RIP).

Regional Transportation Mitigation Fee (RTMF): The Western Nevada County Regional Transportation Mitigation Fee Program was established in 2001 through a partnership of Nevada County, City of Nevada City, City of Grass Valley, and the Nevada County Transportation Commission (NCTC). The RTMF Program was developed to collect impact fees from new development to help fund transportation improvement projects needed to accommodate growth in the region of western Nevada County.

Regional Transportation Plan (RTP): The Regional Transportation Plan has been developed to document transportation policy, actions, and funding recommendations that will meet the short- and long-term access and mobility needs of Nevada County residents over the next 20 years. This document is designed to guide the systematic development of a comprehensive multi-modal transportation system for Nevada County.

Regional Transportation Planning Agency (RTPA): County or multi-county entities charged by state

law in meeting certain transportation planning requirements. As the RTPA for Nevada County, NCTC coordinates transportation planning for Grass Valley, Nevada City, Nevada County, and the Town of Truckee.

Request for Proposal (RFP): A document that solicits proposals, often made through a bidding process, by an agency or company interested in procurement of a commodity, service, or valuable asset, to potential suppliers to submit business proposals.

Rural Counties Task Force (RCTF): There are 26 rural county Regional Transportation Planning Agencies (RTPAs) or Local Transportation Commissions represented on the Rural Counties Task Force (RCTF). The RCTF is an informal organization with no budget or staff that generally meets every other month. A member of the CTC, usually acts as liaison to the RCTF, and CTC and Caltrans staff typically attend these meetings to explain and discuss changing statewide transportation issues that may be of concern to the rural counties.

Rural Planning Assistance (RPA): Annually the 26 rural RTPAs receive state transportation planning funding, known as RPA, on a reimbursement basis, after costs are incurred and paid for using local funds.

Social Services Transportation Advisory Council (SSTAC): Pursuant to California Public Utilities Code 99238 the SSTAC consists of representatives of potential transit users including the general public, seniors and/or disabled; social service providers for seniors, disabled, and persons of limited means; local consolidated transportation service agencies; and Truckee residents who represent the senior and Hispanic communities. The SSTAC meets at least once annually and has the following responsibilities:

- To maintain and improve transportation services to the residents of Nevada County, particularly the elderly and disabled.
- Review and recommend action to the NCTC relative to the identification of unmet transit needs and advise the Commission on transit issues, including coordination and consolidation of specialized transportation services.
- Provide a forum for members to share information and concerns about existing elderly and handicapped transportation resources.

State Highway Operations and Protection Program (SHOPP): The SHOPP is a four-year listing of projects prepared by Caltrans.

State Transit Assistance (STA): These funds are provided by the State for the development and support of public transportation needs. They are allocated by the State Controller's Office to each county based on population and transit performance.

State Transportation Improvement Program (STIP): The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. STIP programming generally occurs every two years. The STIP has two funding programs, the Regional Improvement Program and the Interregional Improvement Program.

Technical Advisory Committee (TAC): The Technical Advisory Committee (TAC) is made up of representatives of local public works and planning departments, Caltrans District 3, public airport operators, the air pollution control district, public transit operators, and the NCTC consultant engineer on retainer. Members are assigned by staff of local jurisdictions and other participating organizations. Any decisions made or actions proposed by the TAC shall be subject to the review and approval of the NCTC.

TAC responsibilities include:

- Provide technical input, assistance, and recommendations to the Commission to ensure there is comprehensive coordination and cooperation in the transportation planning process for Nevada County.
- Review and comment on comprehensive regional transportation plans for the area, which include the Regional Transportation Plan (RTP), the Regional Transportation Improvement Program (RTIP), and the Overall Work Program (OWP).
- Coordinate efforts and discussions to create and maintain circulation elements of the General

Plan and specific plans of the member governments.

Transit Development Plan (TDP): Transit Development Plans study the County's transit services. They help identify transit service needs, prioritize improvements and determine the resources required for implementing modified or new service. The plans also provide a foundation for requests for State and federal funding.

Transit Services Commission (TSC): This commission oversees and advises as necessary the daily operations of the western Nevada County transit system. The TSC has the following responsibilities:

- Establish fares;
- Adopt the level of transit and paratransit services, including route structure and service areas;
- Monitor public response;
- Approve proposed purchase of additional vehicles;
- Review and approve the annual budget for transit and paratransit operations.

Transportation Development Act (TDA): The Transportation Development Act was enacted in 1971 and provides two major sources of funding for public transportation: the Local Transportation Fund (LTF) and the State Transit Assistance fund (STA). The TDA funds a wide variety of transportation programs, including planning and programming activities, pedestrian and bicycle facilities, community transit services, and public transportation projects. One of NCTC's major responsibilities is the administration of TDA funding in Nevada County.

Travel Demand Model (also Traffic Model): A computer model used to estimate travel behavior and travel demand for a specific future time frame, based on a number of assumptions. In general, travel analysis is performed to assist decision makers in making informed transportation planning decisions. The strength of modern travel demand forecasting is the ability to ask critical "what if" questions about proposed plans and policies.

Truckee North Tahoe Transportation Management Association (TNT/TMA): The Truckee North Tahoe Transportation Management Association is dedicated to fostering public-private partnerships and resources for the advocacy and promotion of innovative solutions to the unique transportation challenges of the Truckee-North Lake Tahoe Resort Triangle. The TNT/TMA is a planning stakeholder and partner with NCTC.

Truckee Tahoe Airport Land Use Commission (TTALUC): The Truckee Tahoe Airport is an "intercounty" airport situated in both Nevada County and Placer County; therefore, a special ALUC with representatives from both counties was formed. Six members are selected, one each, by Placer and Nevada Counties' Board of Supervisors, City Selection Committees, and Airport Managers of each county. A seventh member is chosen by the other six members to represent the general public. NCTC authorized its staff on May 19, 2010, to provide staff support to the TTALUC.

Truckee Tahoe Airport Land Use Compatibility Plan (TTALUCP): A document referred to by the TTALUC and individuals seeking to review standards for land use planning in the vicinity of the Truckee Tahoe Airport. The plan defines compatible land uses for noise, safety, airspace protection, and overflight. The TTALUC performs consistency determinations for proposed projects in the area covered by the Compatibility Plan as needed.

Vehicle Miles Traveled (VMT): VMT is a metric of the total miles traveled by vehicles in a defined area over a defined period of time and is often used to estimate the environmental impacts of driving, such as Greenhouse Gases and air pollutant emissions. Factors that influence VMT include travel mode, number of trips, and distance traveled. California jurisdictions are transitioning from a Level of Service (LOS) metric to a Vehicle Miles Traveled (VMT) metric within the California Environmental Quality Act's (CEQA) transportation analysis.

Table 1

Budget Summary FY2025/26 OWP Amendment 1

Revenues	Amendment 1	FINAL	Difference
	FY 2025/26	FY 2025/26	
LTF Administration	738,972.17	703,728.33	35,243.84
LTF Planning	112,681.99	143,711.00	-31,029.01
LTF Contingency	331,101.09	293,922.61	37,178.48
Rural Planning Assistance (RPA) <i>Formula</i>	466,500.00	466,500.00	0.00
Rural Planning Assistance (RPA) <i>Formula</i> Carryover	46,528.48	0.00	46,528.48
Rural Planning Assistance (RPA) Grants	38,240.00	38,240.00	0.00
Rural Planning Assistance (RPA) G rants Carryover	60,405.56	145,000.00	-84,594.44
Regional Transportation Mitigation Fees (RTMF)	7,500.00	7,500.00	0.00
Strategic Partnership Grant (FTA 5304)	170,000.00	170,000.00	0.00
RCTF Dues	50,253.87	36,853.81	13,400.06
STIP Planning Funds (PPM)	59,991.52	130,283.72	-70,292.20
PPM Contingency	118,980.99	0.00	118,980.99
Regional Surface Transportation Program (RSTP)	97,406.95	80,000.00	17,406.95
ALUC Fees	15,000.00	15,000.00	0.00
Senate Bill 125 (SB125) Planning & Administration	109,902.31	20,000.00	89,902.31
Senate Bill 125 (SB125) Contingency	10,178.03	0.00	10,178.03
TOTAL	2,433,642.97	2,250,739.47	182,903.50

Expenditures	Amendment 1	FINAL	Difference
	FY 2025/26	FY 2025/26	
Salary	724,295.31	719,915.72	4,379.59
Benefits	236,139.03	236,329.88	-190.85
Direct (Table 2)	822,614.52	773,454.43	49,160.09
Indirect (Table 3)	190,334.00	180,010.00	10,324.00
Contingency	460,260.11	341,029.44	119,230.67
TOTAL	2,433,642.97	2,250,739.47	182,903.50

	Estimated	Actual	Difference
Fund Balance	FY 2025/26	FY 2024/25	
	\$460,260.11	\$214,456.25	\$245,803.86

Table 2**Direct Costs Budget FY 2025/26 OWP Amendment 1**

Work Element		Amendment 1 25/26	Final 25/26	Difference	Source
1.1	Intergovernmental Advocacy	\$52,000.00	\$52,000.00	\$0.00	LTF
1.1	Human Resources Consulting	\$6,000.00	\$5,000.00	\$1,000.00	LTF
1.2	Fiscal Auditor	\$65,050.00	\$60,050.00	\$5,000.00	LTF
2.1	Traffic Counts	\$10,000.00	\$10,000.00	\$0.00	RPA, PPM
2.1	Transportation Engineering	\$72,366.23	\$72,366.23	\$0.00	RPA, PPM
2.1	Local Agencies Participation in Regional Planning	\$30,000.00	\$30,000.00	\$0.00	RPA, PPM
2.1.1	Regional Transportation Plan Update (consultant work completed in 24/25)	\$17,406.95	\$0.00	\$17,406.95	RPA
2.3	SB 125 Financial Plan	\$100,000.00	\$0.00	\$100,000.00	SB 125
2.3.4	Reenvisioning Transit in Western Nev Co.	\$170,000.00	\$170,000.00	\$0.00	FTA 5304
2.4	Consultant Prepared ATP Applications	\$80,000.00	\$80,000.00	\$0.00	RSTP
2.4	Statewide Local Streets and Roads Needs Assessment	\$800.00	\$800.00	\$0.00	RPA
2.4.2	Airport Land Use Commission Planning & Reviews	\$15,000.00	\$15,000.00	\$0.00	ALUC, LTF
2.4.3	Zion St. Mobility/School Access study	\$131,915.89	\$199,998.20	(\$68,082.31)	PPM & RPA Grant
2.4.5	Rural Counties Task Force Chairman Travel Mileage Meals Lodging	\$25,347.58	\$15,000.00	\$10,347.58	RCTF Dues
2.4.5a	Calcog Academy for Regional Leadership Administration	\$33,487.87	\$50,000.00	(\$16,512.13)	RPA Grant
2.4.5b	Rural Counties Task Force Administrative Manual and Training	\$13,240.00	\$13,240.00	\$0.00	RPA Grant
	TOTAL	\$822,614.52	\$773,454.43	\$49,160.09	

Table 3**Indirect Costs Budget FY 2025/26 OWP Amendment 1**

ACCT	ITEM	Amendment 1 FY 25/26	Final FY 25/26	Variance	Variance %
13.2	Nevada County Auditor/Controller	\$30,000	\$30,000	\$0	0.00%
13.1	Legal Counsel	\$15,000	\$15,000	\$0	0.00%
13.3	TNT/TMA Membership	\$4,685	\$4,600	\$85	1.85%
13.21	Website Update/Maintenance	\$17,170	\$12,670	\$4,500	35.52%
13.17	Nevada County ERC Membership	\$1,000	\$1,000	\$0	0.00%
	Insurance	\$24,000	\$22,250	\$1,750	7.87%
1.1	General Liability & Errors and Omissions	\$20,000	\$18,250	\$1,750	9.59%
1.3	Workers' Compensation	\$4,000	\$4,000	\$0	0.00%
	Office Expenses	\$32,590	\$32,590	\$0	0.00%
2.1	Phones	\$900	\$900	\$0	0.00%
2.2	Equipment Rental	\$500	\$500	\$0	0.00%
2.3	Records Storage	\$2,000	\$2,000	\$0	0.00%
2.4	Equipment Maintenance Agreements	\$1,000	\$1,000	\$0	0.00%
2.5	Publications/Legal Notices	\$2,500	\$2,500	\$0	0.00%
2.6	Janitorial Services	\$1,500	\$1,500	\$0	0.00%
2.7	Payroll Service	\$5,000	\$5,000	\$0	0.00%
2.8	Supplies	\$2,500	\$2,500	\$0	0.00%
2.9	Printing & Reproduction	\$250	\$250	\$0	0.00%
2.10	Subscriptions	\$320	\$320	\$0	0.00%
2.11	Computer Software & Network Maintenance	\$11,500	\$11,500	\$0	0.00%
2.12	Postage	\$300	\$300	\$0	0.00%
2.13	Telework Reimbursement	\$4,320	\$4,320	\$0	0.00%
3	Equipment	\$4,800	\$4,800	\$0	0.00%
	Copier/Printer	\$800	\$800	\$0	0.00%
	Office Furniture	\$500	\$500	\$0	0.00%
	Laptop /Computer	\$3,000	\$3,000	\$0	0.00%
	Miscellaneous	\$500	\$500	\$0	0.00%
5	Training and Conferences	\$2,000	\$2,000	\$0	0.00%
6	Office Lease	\$28,000	\$28,000	\$0	0.00%
7	Utilities	\$3,000	\$3,000	\$0	0.00%
8	Travel - Meals & Lodging	\$10,000	\$10,000	\$0	0.00%
9	Travel - Mileage/Fares/Parking	\$10,000	\$10,000	\$0	0.00%
10	Professional & Service Organization:	\$8,089	\$4,100	\$3,989	97.29%
	TOTAL	\$190,334	\$180,010	\$10,324	5.74%

Table 4

Revenues - FY 2025/26 OWP Amendment 1

Work Element		25/26 LTF	LTF Carryover	RPA Grants FY 25/26	RPA Grant Carryover FY 24/25	RPA Formula	RPA Formula Carryover	ALUC Fees	RTMF	STIP Planning PPM	RSTP	Strategic Partnership Grant (FTA 5304)	SB 125	RCTF Dues (Current year plus Carryover)	TOTAL
1.1	General Services	355,709.45							7,500.00						363,209.45
1.2	Fiscal Administration	383,262.72													383,262.72
2.1	Transportation Planning	13,502.98				144,133.35				30,591.19					188,227.52
2.1.1	Regional Transportation Plan Update	5,778.37									17,406.95				23,185.32
2.2	Transportation Improvement Program	16,442.70				82,970.62									99,413.31
2.3	Transit & Paratransit Programs	20,709.34				55,368.51									76,077.86
2.3.4	Reenvisioning Transit in Western Nev Co.					39,229.50						170,000.00			209,229.50
2.3.5	SB 125 Transit Planning and Administration												109,902.31		109,902.31
2.4	Coordination of Regional Planning	37,366.62				111,328.30					80,000.00				228,694.93
2.4.2	Airport Land Use Commission Planning & Reviews	18,881.98						15,000.00							33,881.98
2.4.3	Zion St. Mobility/School Access study				51,917.69	33,469.72	46,528.48			29,400.33					161,316.22
2.4.5	Rural Counties Task Force Chair Activities	0.00												50,253.87	50,253.87
2.4.5a	Calcog Academy for Regional Leadership Administration	0.00		25,000.00	8,487.87										33,487.87
2.4.5b	Rural Counties Task Force Admin Manual and Training	0.00		13,240.00	0.00		0.00								13,240.00
	Contingency	116,644.84	214,456.25							118,980.99			10,178.03		460,260.11
Totals (2)		968,299.00	214,456.25	38,240.00	60,405.56	466,500.00	46,528.48	15,000.00	7,500.00	178,972.51	97,406.95	170,000.00	120,080.34	50,253.87	2,433,642.97

Notes: Totals may not equal addition of amounts in columns due to rounding.

123336.00 total for Admin

Table 5**Expenditures - FY 2025/26 OWP Amendment 1**

Work Elements		PY	Staff	Indirect	Transportation Engineering	Consulting		Local Agency	Other	Total
1.1	General Services	1.72	254,728.62	50,480.82		58,000.00	(1)			363,209.45
1.2	Fiscal Administration	1.66	265,581.19	52,631.53					65,050.00 (2)	383,262.72
2.1	Transportation Planning	0.32	62,358.31	13,502.98	72,366.23			40,000.00 (3)		188,227.52
2.1.1	Regional Transportation Plan Update	0.03	5,778.37			17,406.95				23,185.32
2.2	Transportation Improvement Program	0.40	82,970.62	16,442.70						99,413.31
2.3	Transit & Paratransit Programs	0.28	55,368.51	20,709.34						76,077.86
2.3.4	Reenvisioning Transit in Western Nev Co.	0.23	39,229.50			170,000.00				209,229.50
2.3.5	SB 125 Transit Planning and Administration	0.00	9,902.31			100,000.00				109,902.31
2.4	Coordination of Regional Planning	0.53	111,328.30	36,566.62		80,000.00	(4)		800.00 (4)	228,694.93
2.4.2	Airport Land Use Commission Planning & Reviews	0.10	18,881.98			15,000.00				33,881.98
2.4.3	Zion St. Mobility/School Access study	0.14	29,400.33			131,915.89				161,316.22
2.4.5	Rural Counties Task Force Chair Activities	0.00	24,906.29						25,347.58 (5)	50,253.87
2.4.5a	Calcog Academy for Regional Leadership Admin.								33,487.87 (6)	33,487.87
2.4.5b	Rural Counties Task Force Admin Manual and Training		0.00			13,240.00				13,240.00
	Contingency								460,260.11	460,260.11
	TOTAL	5.59	960,434.34	190,334.00	72,366.23	585,562.84		40,000.00	584,945.56	2,433,642.97

Totals may not equal addition of amounts in columns due to rounding.

Notes:

(1) \$52,000 Intergovernmental Advocacy, \$6,000 Human Resources Consulting

(2) \$65,050 Fiscal Audit Contract

(3) \$10,000 Traffic Counts, Local Agency (WE 2.1): Nev. Co. \$7,500; Truckee \$7,500; Nevada City \$7,500; Grass Valley \$7,500.

(4) \$80,000 ATP Application preparation, \$800 Statewide Local Streets and Roads

(5) \$25,347.58 RCTF Travel Expense

(6) \$25,000+\$8,487.87 RCTF CALCOG Leadership Academy

Indirect Costs are paid with local funds, no RPA or STIP planning funds are used.

ACCT	Table 6 Budget Detail FY 2025/26 OWP Amendment 1	ALLOCATION
1	Insurance	24,000.00
1.1	General Liability & Errors and Omissions	20,000.00
1.3	Workers' Compensation	4,000.00
2	Office Expenses	32,590.00
2.1	Phones	900.00
2.2	Equipment Rental	500.00
2.3	Records Storage	2,000.00
2.4	Equipment Maintenance Agreements	1,000.00
2.5	Publications/Legal Notices	2,500.00
2.6	Janitorial Services - carpets, blinds, interior painting, etc.	1,500.00
2.7	Payroll Service	5,000.00
2.8	Supplies	2,500.00
2.9	Printing & Reproduction	250.00
2.10	Subscriptions	320.00
2.11	Computer Software & Network Maintenance	11,500.00
2.12	Postage	300.00
2.13	Telework Reimbursement	4,320.00
3	Equipment	4,800.00
5	Training and Conferences	2,000.00
6	Office Lease	28,000.00
7	Utilities	3,000.00
8	Travel - Meals & Lodging	10,000.00
9	Travel - Mileage/ Fares/ Parking	10,000.00
10	Professional & Service Organizations	8,089.00
	Subtotal Items 1-10	122,479.00
11	Contingency	460,260.11
12	Salaries, Wages, & Benefits	960,434.34
12.1	Executive Director	246,433.68
12.11	Deputy Executive Director	217,454.76
12.2	Administrative Services Officer	157,461.36
12.3	Transportation Planner	151,587.10
12.4	Administrative Assistant	108,235.54
12.8	Temporary Employee	79,261.89
13	Other Services	890,469.52
8.1 & 9.1	Rural Counties Task Force Chairman Travel Mileage Meals Lodging (2.4.5)	25,347.58
13.1	Legal Counsel	15,000.00
13.2	Nevada County Auditor/Controller	30,000.00
13.3	TNT/TMA Membership	4,685.00
13.4	Fiscal Audits (WE 1.2)	65,050.00
13.7	Traffic Counts (WE 2.1)	10,000.00
13.8	Transportation Engineering (WE 2.1)	72,366.23
13.9	CalCog Academy for Regional Leadership Administration(2.4.5a)	33,487.87
13.11a	Local Agencies (WE 2.1)	30,000.00
13.16a	Rural Counties Task Force Membership (WE 2.4)	0.00
13.16b	Statewide Local Streets and Roads Needs Assessment (WE 2.4)	800.00
13.17	Nevada County ERC Membership	1,000.00
13.21	Website Update/Maintenance	17,170.00
13.23	Regional Transportation Plan Update (WE 2.1.1)	17,406.95
13.27	Consultant Prepared ATP Applications (WE 2.4)	80,000.00
13.30	Airport Land Use Commission Project Reviews (WE 2.4.2)	15,000.00
13.48	Human Resources Consulting (WE 1.1)	6,000.00
13.59	Intergovernmental Advocacy (WE 1.1)	52,000.00
13.61	Zion St .Mobility/School Access study (WE 2.4.3)	131,915.89
13.62	Reenvisioning Transit in Western Nev Co.(WE 2.3.4)	170,000.00
13.63	Rural Counties Task Force Administrative Manual and Training (2.4.5b)	13,240.00
	SB 125 Financial Plan	100,000.00
	TOTAL Budget Items 1-13	2,433,642.97
	Indirect Costs	
	Accounts 1 through 10	122,479.00
	Legal	15,000.00
	Nevada Co. Auditor/Controller	30,000.00
	TNT/TMA	4,685.00
	Nevada Co. ERC Membership	1,000.00
	Website Update/Maintenance	17,170.00
	Total Indirect Costs	190,334.00
	Calculated Indirect Rate Indirect Cost / Salaries & Benefits	19.82%

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



MICHAEL WOODMAN, Executive Director
 AARON HOYT, Deputy Executive Director

Grass Valley • Nevada City

Nevada County • Truckee

File: 1390.1

MEMORANDUM

TO: Nevada County Transportation Commission

FROM: Michael Woodman, Executive Director 

SUBJECT: PUBLIC HEARING: FY 2025/26 Regional Transportation Improvement Program, Resolution 25-33

DATE: November 12, 2025

RECOMMENDATION: Approve Resolution 25-33 adopting the FY 2025/26 Regional Transportation Improvement Program (RTIP) for inclusion in the 2026 State Transportation Improvement Program (STIP).

BACKGROUND: As the Regional Transportation Planning Agency (RTPA) for Nevada County, the Nevada County Transportation Commission (NCTC) is required to prepare and submit a Regional Transportation Improvement Program (RTIP) every two years to the California Transportation Commission (CTC) by December 15 of every odd numbered year. The purpose of the RTIP is to provide the RTPA with the opportunity to submit a programming request for their bi-annual formula share of Regional Improvement Program (RIP) funding for priority regional transportation improvement projects and Planning, Programming, and Monitoring (PPM) activities to be included in the State Transportation Improvement Program (STIP).

NCTC's RTIP historically is developed based on the regional priorities identified through the development of the Nevada County Regional Transportation Plan (RTP). Development of the RTP includes a significant public outreach process to engage the public and local and state officials to identify the multimodal regional transportation improvement priorities. Other regional planning documents that are developed through public input, such as the SR 49 Comprehensive Multimodal Corridor Plan (CMCP) and the Nevada County Active Transportation Plan (ATP) are also taken into consideration. NCTC staff develop recommendations for projects to be funded in the RTIP that are based on the RTP priorities and to ensure consistency with other regional planning documents. NCTC, after consideration of public input received at the RTIP public hearing, adopts the projects and funding amounts to be submitted in the RTIP.

The FY 2025/26 RTIP identifies NCTC's plan for programming the available RIP formula funding for regional transportation projects beginning with Fiscal Year (FY) 2028/29 through FY 2031/32. NCTC's RTIP funding recommendations for programming in the 2026 STIP will be considered for adoption by the CTC at their March 2026 meeting. Once the CTC adopts regional agencies' RTIP proposals into the STIP, a schedule and commitment to the proposed funding is established and these projects are then considered "programmed." A project must be programmed into the STIP to receive RIP funding from the CTC.

As shown in the attached Table 2 – Summary of Targets and Shares, NCTC has a total of \$4,473,000 available through FY 2031/32 to program in the 2026 STIP. However, as reported at NCTC’s July 9, 2025 NCTC meeting the amount available to NCTC is reduced by \$400,000 to address the construction cost increase associated with State Route (SR) 49 Corridor Improvement Project located on SR 49 between the McKnight Way Interchange and La Barr Meadows Road in accordance with the funding cooperative agreement with Caltrans. After this adjustment, NCTC has \$4,073,000 available for programming in NCTC’s RTIP.

During each STIP cycle, each RTPA may program up to 5% of its RIP funds for Planning, Programming, and Monitoring (PPM) activities. Utilizing PPM funds reduces the need for NCTC to use Local Transportation Funds (LTF) for planning activities approved in the annual Overall Work Program (OWP), and the net result is there is more LTF available to fund transit operations in western Nevada County and the Town of Truckee.

As shown in the attached Table 5 – Planning, Programming, and Monitoring (PPM) Limitations, NCTC has a total of \$182,000 of PPM available for programming in the 2026 STIP for planning, programming, and monitoring activities for FY 2028/29, FY 2029/30, and FY 2030/31.

FY 2025/26 RTIP Programming Recommendation:

In consideration of ongoing NCTC planning activities, as well as the programming and monitoring activities associated with the ongoing coordination of the construction of improvements on State Route 49 between Grass Valley and La Barr Meadows Road and SR 49 between Alta Sierra Drive and Combie Road/Wolf Road, **staff recommend programming PPM funds as shown below in the FY 2025/26 RTIP, totaling \$182,000:**

FY 2028/29	FY 2029/30	FY 2030/31
\$60,000	\$61,000	\$61,000

After programming \$182,000 for Planning, Programming, and Monitoring, NCTC’s remaining available balance of RIP formula funding totals \$3,891,000. Staff recommend that NCTC carry the balance of \$3,891,000 of RIP formula funding forward into future STIP cycles.

attachments

Table 2 - Summary of Targets and Shares
(\$ in thousands)

County	2026 STIP Programming	
	Total Target	Maximum
	Share through 2030-31	Estimated Share through 2031-32
Alameda	11,252	25,844
Alpine	0	0
Amador	2,423	3,372
Butte	3,099	5,730
Calaveras	1,514	2,623
Colusa	3,569	4,313
Contra Costa	13,618	23,596
Del Norte	0	0
El Dorado LTC	0	0
Fresno	14,611	25,316
Glenn	1,153	1,932
Humboldt	2,523	5,293
Imperial	30,772	35,842
Inyo	6,082	10,067
Kern	26,371	40,980
Kings	0	614
Lake	7,226	8,447
Lassen	4,351	6,116
Los Angeles	134,483	218,369
Madera	4,535	6,444
Marin	0	0
Mariposa	3,168	3,885
Mendocino	0	485
Merced	4,834	8,376
Modoc	3,404	4,353
Mono	4,882	7,860
Monterey	19,367	24,345
Napa	0	0
Nevada	2,946	4,473
Orange	24,718	51,467
Placer TPA	824	4,687
Plumas	0	826
Riverside	32,749	56,746
Sacramento	50,396	64,236
San Benito	0	0
San Bernardino	37,351	64,719
San Diego	0	0
San Francisco	9,887	17,132
San Joaquin	10,370	17,969
San Luis Obispo	8,573	13,885
San Mateo	46,627	53,851
Santa Barbara	8,981	14,998
Santa Clara	52,730	69,604
Santa Cruz	3,817	6,613
Shasta	9,201	12,243
Sierra	2,574	3,099
Siskiyou	2,944	5,080
Solano	0	0
Sonoma	7,030	12,156
Stanislaus	8,876	14,234
Sutter	3,857	5,071
Tahoe RPA	1,943	2,601
Tehama	7,817	9,367
Trinity	6,972	8,095
Tulare	0	6,652
Tuolumne	4,401	5,628
Ventura	113,783	122,529
Yolo	2,656	5,242
Yuba	16,518	17,496
Statewide Regional	781,778	1,144,902
Interregional	169,872	306,748
TOTAL	951,650	1,451,650
	New Capacity	
Statewide SHA Capacity	1,261,908	
Statewide PTA Capacity	(310,258)	
Total STIP Capacity	951,650	

2026 STIP FUND ESTIMATE

Table 5 - Planning, Programming, and Monitoring (PPM) Limitations
(\$ in thousands)

County	2024 STIP FY 2028-29	2026 STIP 2028-29 through 2030-31	Total 2028-29 through 2030-31	5% PPM Limitation 2028-29 through 2030-31
Alameda	14,859	19,916	34,775	1,739
Alpine	426	572	998	50
Amador	965	1,295	2,260	113
Butte	2,679	3,591	6,270	314
Calaveras	1,129	1,514	2,643	132
Colusa	757	1,016	1,773	89
Contra Costa	10,161	13,618	23,779	1,189
Del Norte	693	929	1,622	81
El Dorado LTC	1,976	2,651	4,627	231
Fresno	10,899	14,611	25,510	1,276
Glenn	792	1,063	1,855	93
Humboldt	2,819	3,781	6,600	330
Imperial	5,147	6,919	12,066	603
Inyo	4,042	5,439	9,481	474
Kern	14,844	19,937	34,781	1,739
Kings	2,042	2,737	4,779	239
Lake	1,243	1,668	2,911	146
Lassen	1,795	2,409	4,204	210
Los Angeles	85,396	114,483	199,879	9,994
Madera	1,943	2,604	4,547	227
Marin	2,610	3,499	6,109	305
Mariposa	730	980	1,710	86
Mendocino	2,693	3,613	6,306	315
Merced	3,605	4,834	8,439	422
Modoc	965	1,295	2,260	113
Mono	3,021	4,065	7,086	354
Monterey	5,067	6,794	11,861	593
Napa	1,697	2,276	3,973	199
Nevada	1,554	2,083	3,637	182
Orange	27,403	36,504	63,907	3,195
Placer TPA	4,043	5,273	9,316	466
Plumas	1,080	1,449	2,529	126
Riverside	24,414	32,749	57,163	2,858
Sacramento	14,093	18,888	32,981	1,649
San Benito	996	1,319	2,315	116
San Bernardino	27,868	37,351	65,219	3,261
San Diego	31,526	42,222	73,748	3,687
San Francisco	7,378	9,887	17,265	863
San Joaquin	7,736	10,370	18,106	905
San Luis Obispo	5,396	7,249	12,645	632
San Mateo	7,356	9,860	17,216	861
Santa Barbara	6,116	8,211	14,327	716
Santa Clara	17,182	23,028	40,210	2,011
Santa Cruz	2,847	3,817	6,664	333
Shasta	3,096	4,152	7,248	362
Sierra	534	716	1,250	63
Siskiyou	2,172	2,914	5,086	254
Solano	4,544	6,091	10,635	532
Sonoma	5,218	6,996	12,214	611
Stanislaus	5,456	7,313	12,769	638
Sutter	1,236	1,657	2,893	145
Tahoe RPA	611	899	1,510	76
Tehama	1,577	2,116	3,693	185
Trinity	1,142	1,532	2,674	134
Tulare	6,833	9,176	16,009	800
Tuolumne	1,249	1,675	2,924	146
Ventura	8,897	11,936	20,833	1,042
Yolo	2,632	3,528	6,160	308
Yuba	995	1,335	2,330	117
Statewide	418,175	560,405	978,580	48,929

Note: Limitation amounts include amounts already programmed.

**RESOLUTION 25-33
OF THE
NEVADA COUNTY TRANSPORTATION COMMISSION**

**ADOPTION OF THE
FY 2025/26 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Nevada County Transportation Commission (NCTC) is responsible for the preparation of the Regional Transportation Plan and Regional Transportation Improvement Program (RTIP); and

WHEREAS, prior to the adoption of the FY 2025/26 RTIP, a public hearing was conducted on November 12, 2025; and

WHEREAS, NCTC has considered the relationship between the proposed RTIP, Caltrans recommendations for the Interregional Transportation Improvement Program, and the Nevada County Regional Transportation Plan; and

WHEREAS, NCTC is responsible for the programming of Regional Improvement Program funds, and Caltrans is responsible for the programming of Interregional Improvement Program funds.

NOW, THEREFORE, BE IT RESOLVED, that the Nevada County Transportation Commission hereby submits the following projects and recommendations to the California Transportation Commission as NCTC's FY 2025/26 Regional Transportation Improvement Program:

1. \$182,000 for STIP Planning, Programming, and Monitoring Activities - Apportioned as follows:

**FY 2028/29
\$60,000**

**FY 2029/30
\$61,000**

**FY 2030/31
\$61,000**

2. Carryover the remaining Regional Improvement Program formula balance in the amount of \$3,891,000 for consideration of programming in future Regional Transportation Improvement Program cycles.

BE IT FURTHER RESOLVED, that the Executive Director of the Nevada County Transportation Commission is authorized and directed to complete the necessary information regarding the FY 2025/26 Regional Transportation Improvement Program to the California Transportation Commission for inclusion in the 2026 State Transportation Improvement Program.

PASSED AND ADOPTED by the Nevada County Transportation Commission on November 12, 2025, by the following vote:

Ayes:

Noes:

Absent:

Abstain:

Tom Ivy, Chair
Nevada County Transportation Commission

Attest: _____
Dale D. Sayles
Administrative Services Officer

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



MICHAEL WOODMAN, Executive Director
 AARON HOYT, Deputy Executive Director

Grass Valley • Nevada City

Nevada County • Truckee

2026 NCTC MEETING SCHEDULE

JANUARY 21, 2026

MARCH 18, 2026

MAY 20, 2026

JULY 15, 2026 - Truckee Town Council Chambers, 10:00 am

SEPTEMBER 16, 2026

NOVEMBER 18, 2026

Meetings will be held at 10:00 am in the Grass Valley City Council Chambers
 unless otherwise stated

[Back to Top](#)



MALIA M. COHEN
CALIFORNIA STATE CONTROLLER

September 16, 2025

County Auditors Responsible for State of Good Repair Program Funds
Transportation Planning Agencies
County Transportation Commissions
San Diego Metropolitan Transit System

SUBJECT: Fiscal Year 2024-25 Fourth Quarter State of Good Repair Program Allocation

Enclosed is a summary schedule of State of Good Repair (SGR) program funds allocated for the fourth quarter of Fiscal Year (FY) 2024-25 for each Transportation Planning Agency (TPA), county transportation commission, and the San Diego Metropolitan Transit System for the purposes of Public Utilities Code (PUC) section 99312.1(c). Allocations for the SGR program are calculated pursuant to the distribution formulas in PUC sections 99313 and 99314. Also enclosed is a schedule detailing the amount calculated pursuant to PUC section 99314 for each TPA by operator.

PUC section 99313 allocations are based on the latest available annual population estimates from the Department of Finance. Pursuant to PUC section 99314.10, the PUC section 99314 allocations are based on the State Controller's Office transmittal letter, Reissuance of the FY 2020-21 SGR Program Allocation Estimate, dated August 1, 2023.

This is the fourth allocation for FY 2024-25. The total amount allocated to all agencies for the fourth allocation is \$33,978,300.00. The payment is scheduled to issue on September 17, 2025. Please refer to the schedule for the amounts that relate to your agency.

Please contact Lucas Rasmussen by telephone at (916) 323-1374 or email at LRasmussen@sco.ca.gov with any questions, or for additional information. Information for the SGR program can be found on the California Department of Transportation website at: <https://dot.ca.gov/programs/rail/state-transit-assistance-state-of-good-repair>. Thank you.

Sincerely,

MELMA DIZON
Manager, Local Apportionments Section

Enclosure: 2024-25 Fourth Quarter State of Good Repair Summary Schedule

Local Government Programs and Services Division
Mailing Address P.O. Box 942850, Sacramento, CA 94250
3301 C Street, Suite 740, Sacramento, CA 95816

[Back to Top](#)

STATE CONTROLLER'S OFFICE
2024-25 STATE OF GOOD REPAIR PROGRAM FOURTH QUARTER ALLOCATION SUMMARY
September 17, 2025

Regional Entity	Amount Based on PUC 99313 Allocation Fiscal Year 2024-25 Quarter 4	Amount Based on PUC 99314 Allocation Fiscal Year 2024-25 Quarter 4	Total Fiscal Year 2024-25 Quarter 4
	A	B	C= (A + B)
Metropolitan Transportation Commission	\$ 3,295,090.00	\$ 9,137,484.00	\$ 12,432,574.00
Sacramento Area Council of Governments	861,653.00	295,532.00	1,157,185.00
San Diego Association of Governments	413,237.00	101,576.00	514,813.00
San Diego Metropolitan Transit System	1,015,777.00	418,210.00	1,433,987.00
Tahoe Regional Planning Agency	47,006.00	2,695.00	49,701.00
Alpine County Transportation Commission	0.00	0.00	0.00
Amador County Transportation Commission	17,199.00	611.00	17,810.00
Butte County Association of Governments	89,415.00	4,862.00	94,277.00
Calaveras County Local Transportation Commission	19,471.00	238.00	19,709.00
Colusa County Local Transportation Commission	9,441.00	422.00	9,863.00
Del Norte County Local Transportation Commission	11,439.00	612.00	12,051.00
El Dorado County Local Transportation Commission	75,732.00	5,180.00	80,912.00
Fresno County Council of Governments	441,774.00	79,737.00	521,511.00
Glenn County Local Transportation Commission	12,477.00	356.00	12,833.00
Humboldt County Association of Governments	57,793.00	9,809.00	67,602.00
Imperial County Transportation Commission	79,408.00	7,433.00	86,841.00
Inyo County Local Transportation Commission	8,187.00	0.00	8,187.00
Kern Council of Governments	395,257.00	24,229.00	419,486.00
Kings County Association of Governments	66,271.00	2,651.00	68,922.00
Lake County/City Council of Governments	29,092.00	1,493.00	30,585.00
Lassen County Local Transportation Commission	12,243.00	559.00	12,802.00
Los Angeles County Metropolitan Transportation Authority	4,265,673.00	5,585,637.00	9,851,310.00
Madera County Local Transportation Commission	69,181.00	2,279.00	71,460.00
Mariposa County Local Transportation Commission	7,367.00	219.00	7,586.00
Mendocino Council of Governments	38,851.00	2,867.00	41,718.00
Merced County Association of Governments	124,749.00	5,940.00	130,689.00
Modoc County Local Transportation Commission	3,684.00	322.00	4,006.00
Mono County Local Transportation Commission	5,584.00	8,454.00	14,038.00
Transportation Agency for Monterey County	190,014.00	58,785.00	248,799.00
Nevada County Local Transportation Commission	43,497.00	2,072.00	45,569.00
Orange County Transportation Authority	1,368,110.00	493,312.00	1,861,422.00
Placer County Transportation Planning Agency	138,406.00	19,780.00	158,186.00
Plumas County Local Transportation Commission	8,181.00	1,278.00	9,459.00
Riverside County Transportation Commission	1,060,494.00	173,588.00	1,234,082.00
Council of San Benito County Governments	28,594.00	453.00	29,047.00
San Bernardino County Transportation Authority	947,190.00	201,314.00	1,148,504.00
San Joaquin Council of Governments	343,634.00	77,256.00	420,890.00
San Luis Obispo Area Council of Governments	120,913.00	8,397.00	129,310.00
Santa Barbara County Association of Governments (SBCAG)	192,624.00	48,560.00	241,184.00
Santa Cruz County Transportation Commission	114,010.00	104,431.00	218,441.00
Shasta Regional Transportation Agency	77,807.00	4,065.00	81,872.00
Sierra County Local Transportation Commission	1,377.00	53.00	1,430.00
Siskiyou County Local Transportation Commission	18,848.00	812.00	19,660.00
Stanislaus Council of Governments	238,268.00	13,585.00	251,853.00
Tehama County Transportation Commission	27,923.00	583.00	28,506.00
Trinity County Transportation Commission	6,910.00	228.00	7,138.00
Tulare County Association of Governments	207,949.00	21,877.00	229,826.00
Tuolumne County Transportation Council	23,624.00	608.00	24,232.00
Ventura County Transportation Commission	357,726.00	58,706.00	416,432.00
State Totals	\$ 16,989,150.00	\$ 16,989,150.00	\$ 33,978,300.00

STATE CONTROLLER'S OFFICE
2024-25 STATE OF GOOD REPAIR PROGRAM FOURTH QUARTER ALLOCATION
BASED ON PUC 99314 ALLOCATION DETAIL
SEPTEMBER 17, 2025

Regional Entity and Operator(s)	Revenue Basis	Amount Based on PUC 99314 Allocation
		Fiscal Year 2024-25 Quarter 4
Modoc County Local Transportation Commission		
Modoc Transportation Agency	107,653	322.00
Mono County Local Transportation Commission		
Eastern Sierra Transit Authority	2,824,223	8,454.00
Transportation Agency for Monterey County		
Monterey-Salinas Transit District	19,637,486	58,785.00
Nevada County Local Transportation Commission		
County of Nevada	369,077	1,105.00
City of Truckee	323,083	967.00
Regional Entity Totals	692,160	2,072.00
Orange County Transportation Authority		
City of Laguna Beach	1,910,271	5,718.00
Orange County Transportation Authority	110,748,483	331,529.00
Regional Entity Subtotals	112,658,754	337,247.00
Orange County Transportation Authority - Corresponding to SCRRA***	NA	156,065.00
Regional Entity Totals	112,658,754	493,312.00
Placer County Transportation Planning Agency		
City of Auburn	21,830	65.00
County of Placer	5,410,141	16,195.00
City of Roseville	1,175,827	3,520.00
Regional Entity Totals	6,607,798	19,780.00
Plumas County Local Transportation Commission		
County Service Area 12 - Specialized Service	80,198	240.00
County of Plumas	346,829	1,038.00
Regional Entity Totals	427,027	1,278.00
Riverside County Transportation Commission		
City of Banning	208,349	624.00
City of Beaumont	318,557	954.00
City of Corona	426,555	1,277.00
Palo Verde Valley Transit Agency	175,762	526.00
City of Riverside - Specialized Service	493,635	1,478.00
Riverside Transit Agency	18,329,390	54,870.00
Sunline Transit Agency	11,506,078	34,444.00
Regional Entity Subtotals	31,458,326	94,173.00
Riverside County Transportation Commission - Corresponding to SCRRA***	NA	79,415.00
Regional Entity Totals	31,458,326	173,588.00

*** The amounts allocated to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.



MALIA M. COHEN
CALIFORNIA STATE CONTROLLER

September 16, 2025

County Auditors Responsible for State Transit Assistance Funds
Transportation Planning Agencies
County Transportation Commissions
San Diego Metropolitan Transit System

SUBJECT: Fiscal Year 2024-25 Fourth Quarter State Transit Assistance Allocation

Enclosed is a summary schedule of State Transit Assistance (STA) funds allocated for the fourth quarter of Fiscal Year (FY) 2024-25 for each Transportation Planning Agency (TPA), county transportation commission, and the San Diego Metropolitan Transit System for the purposes of Public Utilities Code (PUC) sections 99313 and 99314. Also enclosed is a schedule detailing the amount calculated pursuant to PUC section 99314 for each TPA by operator.

PUC section 99313 allocations are based on the latest available annual population estimates from the Department of Finance. Pursuant to PUC section 99314.10, the PUC section 99314 allocations are based on the State Controller's Office transmittal letter, Reissuance of the FY 2020-21 STA Allocation Estimate, dated August 1, 2023. Pursuant to PUC section 99314.3, each TPA is required to allocate funds to the STA-eligible operators in the area of its jurisdiction.

This is the fourth allocation for FY 2024-25. The total amount allocated to all agencies for the fourth allocation is \$189,969,206.00. The payment is scheduled to issue on September 17, 2025. Please refer to the schedule for the amounts that relate to your agency.

Please contact Lucas Rasmussen by telephone at (916) 323-1374 or email at LRasmussen@sco.ca.gov with any questions, or for additional information.

Sincerely,

Melma Dizon Digitally signed by Melma Dizon
Date: 2025.09.16 14:48:24 -07'00'

MELMA DIZON
Manager, Local Apportionments Section

Enclosure: 2024-25 Fourth Quarter State Transit Assistance Summary Schedule

STATE CONTROLLER'S OFFICE
2024-25 STATE TRANSIT ASSISTANCE ALLOCATION FOURTH QUARTER ALLOCATION SUMMARY
SEPTEMBER 17, 2025

Regional Entity	PUC 99313		PUC 99313		PUC 99314 Fiscal Year 2024-25 Quarter 4	Total Fiscal Year 2024-25 Quarter 4
	Funds from RTC Sections 7102(a)(3), 6051.8(a), and 6201.8(a)		Funds from RTC Sections 6051.8(b), and 6201.8(b)			
	Fiscal Year 2024-25 Quarter 4		Fiscal Year 2024-25 Quarter 4			
	A	B	C	D= (A+B+C)		
Metropolitan Transportation Commission	\$	10,366,769	\$	8,055,186	\$	69,319,053
Sacramento Area Council of Governments		2,710,868		2,106,398	1,646,148	6,463,414
San Diego Association of Governments		1,300,095		1,010,200	565,796	2,876,091
San Diego Metropolitan Transit System		3,195,764		2,483,172	2,329,486	8,008,422
Tahoe Regional Planning Agency		147,886		114,910	15,009	277,805
Alpine County Transportation Commission		1,611		1,252	213	3,076
Amador County Transportation Commission		54,111		42,045	3,403	99,559
Butte County Association of Governments		281,311		218,584	27,078	526,973
Calaveras County Local Transportation Commission		61,257		47,598	1,324	110,179
Colusa County Local Transportation Commission		29,702		23,079	2,349	55,130
Del Norte County Local Transportation Commission		35,989		27,964	3,410	67,363
El Dorado County Local Transportation Commission		238,261		185,133	28,853	452,247
Fresno County Council of Governments		1,389,877		1,079,962	444,150	2,913,989
Glenn County Local Transportation Commission		39,255		30,502	1,985	71,742
Humboldt County Association of Governments		181,823		141,280	54,634	377,737
Imperial County Transportation Commission		249,827		194,121	41,405	485,353
Inyo County Local Transportation Commission		25,759		20,015	0	45,774
Kern Council of Governments		1,243,529		966,247	134,962	2,344,738
Kings County Association of Governments		208,498		162,007	14,765	385,270
Lake County/City Council of Governments		91,528		71,119	8,318	170,965
Lassen County Local Transportation Commission		38,519		29,930	3,115	71,564
Los Angeles County Metropolitan Transportation Authority		13,420,350		10,427,879	31,463,464	55,311,693
Madera County Local Transportation Commission		217,652		169,120	12,698	399,470
Mariposa County Local Transportation Commission		23,177		18,009	1,217	42,403
Mendocino Council of Governments		122,230		94,975	15,969	233,174
Merced County Association of Governments		392,475		304,961	33,082	730,518
Modoc County Local Transportation Commission		11,590		9,006	1,795	22,391
Mono County Local Transportation Commission		17,569		13,652	47,093	78,314
Transportation Agency for Monterey County		597,809		464,510	327,443	1,389,762
Nevada County Local Transportation Commission		136,848		106,334	11,542	254,724
Orange County Transportation Authority		4,304,246		3,344,485	2,747,818	10,396,549
Placer County Transportation Planning Agency		435,442		338,347	110,181	883,970
Plumas County Local Transportation Commission		25,738		19,999	7,121	52,858
Riverside County Transportation Commission		3,336,448		2,592,486	966,901	6,895,835
Council of San Benito County Governments		89,960		69,900	2,524	162,384
San Bernardino County Transportation Authority		2,979,980		2,315,504	1,121,344	6,416,828
San Joaquin Council of Governments		1,081,115		840,048	430,324	2,351,487
San Luis Obispo Area Council of Governments		380,407		295,584	46,775	722,766
Santa Barbara County Association of Governments (SBCAG)		606,018		470,888	272,221	1,349,127
Santa Cruz County Transportation Commission		358,691		278,710	581,693	1,219,094
Shasta Regional Transportation Agency		244,792		190,208	22,641	457,641
Sierra County Local Transportation Commission		4,332		3,367	297	7,996
Siskiyou County Local Transportation Commission		59,300		46,077	4,524	109,901
Stanislaus Council of Governments		749,620		582,470	75,669	1,407,759
Tehama County Transportation Commission		87,849		68,260	3,245	159,354
Trinity County Transportation Commission		21,741		16,893	1,271	39,905
Tulare County Association of Governments		654,233		508,352	121,865	1,284,450
Tuolumne County Transportation Council		74,324		57,751	3,389	135,464
Ventura County Transportation Commission		1,125,451		874,498	326,996	2,326,945
Subtotals	\$	53,451,626	\$	41,532,977		
State Totals			\$	94,984,603	\$	189,969,206

STATE CONTROLLER'S OFFICE
2024-25 STATE TRANSIT ASSISTANCE ALLOCATION FOURTH QUARTER PUC 99314 ALLOCATION DETAIL
SEPTEMBER 17, 2025

Regional Entity and Operator(s)	Revenue Basis	Fiscal Year 2024-25	Fiscal Year 2024-25	Fiscal Year 2024-25
		Funds from RTC Sections 7102(a)(3),	Funds from RTC Sections	Fiscal Year 2024-25
		6051.8(a), and 6201.8(a)	6051.8(b), and 6201.8(b)	Quarter 4 Paid
		Quarter 4 Gross Allocation	Quarter 4 Gross Allocation	Quarter 4 Paid
		A	B	C= (A+B)
Modoc County Local Transportation Commission				
Modoc Transportation Agency	107,653	1,010	785	1,795
Mono County Local Transportation Commission				
Eastern Sierra Transit Authority	2,824,223	26,501	20,592	47,093
Transportation Agency for Monterey County				
Monterey-Salinas Transit District	19,637,486	184,265	143,178	327,443
Nevada County Local Transportation Commission				
County of Nevada	369,077	3,463	2,691	6,154
City of Truckee	323,083	3,032	2,356	5,388
Regional Entity Totals	692,160	6,495	5,047	11,542
Orange County Transportation Authority				
City of Laguna Beach	1,910,271	17,925	13,928	31,853
Orange County Transportation Authority	110,748,483	1,039,190	807,471	1,846,661
Regional Entity Subtotals	112,658,754	1,057,115	821,399	1,878,514
Orange County Transportation Authority - Corresponding to SCRRA***	NA	489,192	380,112	869,304
Regional Entity Totals	112,658,754	1,546,307	1,201,511	2,747,818
Placer County Transportation Planning Agency				
City of Auburn	21,830	205	159	364
County of Placer	5,410,141	50,765	39,446	90,211
City of Roseville	1,175,827	11,033	8,573	19,606
Regional Entity Totals	6,607,798	62,003	48,178	110,181
Plumas County Local Transportation Commission				
County Service Area 12 - Specialized Service	80,198	753	585	1,338
County of Plumas	346,829	3,254	2,529	5,783
Regional Entity Totals	427,027	4,007	3,114	7,121
Riverside County Transportation Commission				
City of Banning	208,349	1,955	1,519	3,474
City of Beaumont	318,557	2,989	2,323	5,312
City of Corona	426,555	4,003	3,110	7,113
Palo Verde Valley Transit Agency	175,762	1,649	1,281	2,930
City of Riverside - Specialized Service	493,635	4,632	3,599	8,231
Riverside Transit Agency	18,329,390	171,991	133,640	305,631
Sunline Transit Agency	11,506,078	107,965	83,891	191,856
Regional Entity Subtotals	31,458,326	295,184	229,363	524,547
Riverside County Transportation Commission - Corresponding to SCRRA***	NA	248,930	193,424	442,354
Regional Entity Totals	31,458,326	544,114	422,787	966,901

*** The amounts allocated to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.

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



MICHAEL WOODMAN, Executive Director
 AARON HOYT, Deputy Executive Director

Grass Valley • Nevada City

Nevada County • Truckee

File: 950.6

MEMORANDUM

TO: Nevada County Transportation Commission

FROM: Michael Woodman, Executive Director 

SUBJECT: Executive Director's Report

DATE: November 12, 2025

PROJECT UPDATE ZION STREET / SACRAMENTO STREET CORRIDOR PEDESTRIAN AND BICYCLE MOBILITY / SCHOOL ACCESS IMPROVEMENT STUDY

The Nevada County Transportation Commission (NCTC) in coordination with the City of Nevada City contracted with the consulting firm GHD Inc. to conduct a planning study and facilitate public outreach necessary to analyze potential improvements and develop recommendations to improve pedestrian and bicycle mobility, safety, and access to schools in the Zion Street/Sacramento Street Corridor from the intersection of Ridge Road/Nevada City Highway/Zion Street to the Sacramento Street/S. Pine Street intersection.

The first in a series of public workshops was held on March 25, 2025, in the Forest Charter School – Multipurpose Room to kick-off the planning study. The goal of the first workshop was to gather initial input on existing corridor conditions and concerns, as well as the types of improvements that residents may be interested in. Following the first workshop, the consultant team began developing potential improvement concepts that considered the initial public input received along with right-of-way constraints and utilities to be reviewed by the public.

The potential improvement concepts were presented to the public at a Community Workshop held at the Miners Foundry on October 23, 2025 from 5:30 PM to 7:30 PM. The workshop was attended by approximately 25+ community members. Following an introductory presentation of the project and overview of improvement concepts, attendees worked collaboratively at tables to discuss the potential improvement options for different segments of the project corridor. At the end of the exercise each group reported out general items of support and key considerations.

The project progress to date and a summary of the input received will be presented to the Nevada City Council at their November 12, 2025 meeting to be held at 6:30 PM, located at Nevada City City Hall, 317 Broad Street, Nevada City, CA 95959.

For members of the community that were unable to attend the recent Community Workshop, information on the project, as well as opportunities for input can be found on the project website located at <https://ghd.mysocialpinpoint.com/zion-sac-mobility-plan>.

PUBLIC OPEN HOUSE: STATE ROUTE 49 MULTI-MODAL CORRIDOR IMPROVEMENTS (NEVADA CITY)

On December 7, 2022, the California Transportation Commission (CTC) awarded NCTC in coordination with Nevada City, \$13.8 million of state Active Transportation funding for the construction of the *State Route 49 Multi-modal Corridor Improvement Project*. The improvements are intended to help reduce speeds through the corridor and allow active transportation users to travel along and across this section of the SR 49 corridor more safely and comfortably, while accessing important destinations along the segment of SR 49 between the intersection of SR 20/49/Uren Street and County Juvenile Hall driveway/SR 49. Caltrans District 3 has been designated as the implementing agency for the project and is working in coordination with NCTC and Nevada City. The project is currently in the Project Approval/Environmental Documentation phase. Funding for the Right-of-Way and Design phases are programmed in FY 2025/26 and construction funding in FY 2026/27.

A Public Open House was held October 2, 2025 in the Nevada County Board of Supervisors Chambers, to present an overview of the improvements to be constructed and the project schedule. The workshop was attended by approximately 45 community members. The comments received included consideration for installing downward directed lighting to limit light pollution and installing landscaping appropriate for the scenic nature of the corridor. Residents from Orchard Street indicated that they were concerned that the proposed roundabout at SR 49/Maidu Avenue/Orchard Street might result in increased traffic on their street from traffic desiring to access the Eric Rood Government Center. Several of the neighbors on Orchard Street requested that NCTC and Caltrans consider not including entrance to the roundabout from Orchard Street and instead provide a right turn bypass with access to SR 49 eastbound only. Residents from the North Bloomfield Road area expressed appreciation for the proposed Coyote Street/SR 49 intersection improvements maintaining the existing turning movements. Some residents from lower Coyote Street requested closing public access from SR 49. Other participants voiced support of the multimodal improvements to make travel in the corridor safer for residents and children trying to access downtown and/or the trails. Comment letters that have been received by NCTC on the project are attached.

NCTC staff have been working with the Caltrans project team and Nevada City staff to determine if the comments received can be accommodated into the project within the grant funding approved for the project. Any modifications to the project concept approved in the grant application would need to be approved by the California Transportation Commission. In addition, any change to public access would need to be approved by the City of Nevada City in accordance with adopted policies and procedures. NCTC is scheduled to provide a presentation to the Nevada City Council at their December 11, 2025 city council meeting to provide an update on the project and discuss input received at the public open house.

attachments



To the Grass Valley City Council and the Nevada County Transportation Commission:

Public Comment re: SR49 Multimodal Corridor Plan 11/12

Thank you for calling this important meeting around the SR-49 Multimodal Corridor Plan. There is obvious need for better traffic control through the portion of SR49 that this review covers. The intersection of Cement Hill Rd and HWY49 is dangerous and there is no one on using our road that hasn't had a close call entering HWY49. Roundabouts are a proven good solution to modifying traffic patterns, but we have some concerns regarding its effectiveness here. Our concerns:

- Two traffic circles within a few hundred yards of each other
- Proper consideration of colors for hardscape that blends with the neutral, natural landscape
- Light pollution from signs
- Pedestrian and bicycle mobility through the roundabout
- Adequate landscaping of the island to enhance our efforts for the HWY49 Scenic Corridor
- Evacuation considerations to not create a choke point at the roundabouts if lanes are modified to increase traffic flow in one direction during an emergency

Thank you for your consideration,

Will Hart, President Greater Cement Hill Neighborhood Association

October 14, 2025

Orchard Street and the State Route 49 Multimodal Corridor Project

To Whom It May Concern,

I live on Orchard Street, a short one-way residential street in Nevada City that begins at East Broad and ends at Highway 49 where the new roundabout is proposed. Our street has 15 homes, no sidewalks, and lots of everyday neighborhood activity, kids playing, people walking to town, and pets out with their owners.

Right now, many drivers use Orchard as a shortcut to the Rood Center to avoid the East Broad and Highway 49 light. Connecting Orchard Street directly into the roundabout would greatly increase traffic, change the feel of our neighborhood, and create real safety concerns. Over time, this could also mean added costs and risks for the City, such as the need for speed bumps, sidewalks, and other safety measures.

Here are a few practical options to consider, especially with other major Nevada City projects moving forward nearby:

1. Move the roundabout. The intersection at the Highway 49/20 split and Uren Street would be a better location. It's already a known safety issue and could benefit more from a roundabout than Orchard Street.
2. If it stays as planned, block direct access from Orchard Street. Allow residents to exit only onto Highway 49 eastbound with a small merge lane and stop or yield sign. We can continue using the East Broad light for westbound access.
3. Keep new projects in mind. The planned courthouse at Highway 49 and Coyote Street, along with the new mental health facility at the Rood Center, will already increase traffic and pedestrian activity in the area.
4. Simplify crosswalks and lighting. Not every planned crosswalk connects to a sidewalk. At Orchard, one well-placed crosswalk with a pedestrian-activated signal (like the one at Brock and Zion) would be safer and more effective.
5. Be consistent with lighting. Please follow Nevada City's outdoor lighting guidelines to preserve the character of our community and reduce light pollution for nearby homes.

I fully support improving safety and access for everyone who uses this corridor. I simply ask that these changes take into account the safety, livability, and small-town feel of Orchard Street.

Thank you for your consideration,

Debra Plass
Nevada City, California

October 18, 2025
Nevada City Council
Nevada County Transportation Committee
Cal Trans
Regarding: State Route 49 Multimodal Corridor Project

After attending the Open House at the Rood Center October 2nd regarding the State Route 49 Multimodal Corridor Project, I was struck that so much work has been completed on this project without any user or neighbor feedback. The residents of Nevada City and the neighbors are the most frequent users of these roadways, as drivers and pedestrians so their input should have value. A project of this size should consider the current situation including the future courthouse location, accidents that have occurred at the Hwy 20/49 intersections, and the cross streets along the highway, specifically Coyote and Orchard. They are small city streets not meant to accommodate through traffic. The accessory improvements should be sensitive to the pedestrians, bikers and daily users. Lighting, during construction and post construction should take into account our neighborhoods. High use of these areas at night is rare and the current improvements are over-kill to what is needed.

Orchard street is a narrow single lane road for walking to town and where people walk their dogs. Currently the street is inundated by cars using it as a shortcut to the Rood Government Center. As a neighbor to the project on Orchard Street I would prefer to see no Roundabout at the Orchard, Maidu, and Highway 49 Intersection. It would seem that if a traffic circle was built at Cement Hill and West Broad Street, where vehicle speed is an issue, and with the traffic light at East Broad Street, the traffic flow will be slower and easily accommodate the traffic to and from the Government Center. If this option is not available I would like to see a dedicated Right Turn off of Orchard Street that doesn't participate in the Maidu Roundabout. This way the traffic that is currently generated by mapping devices and people who don't want to stop at the light on East Broad will not choose Orchard Street as a bypass to the Rood Government Center.

Please, please, please be sensitive to the neighbors when building this huge project. Be courteous with light at night and shorten the tall light structures to restrict light pollution. Highway 49 is virtually empty through most of the night and early morning hours. There are very few hours in any given day where there is any real traffic congestion. Nevada City is still a small town that doesn't need such large improvements to accommodate one or two hours of weekday traffic.

Christine Foster
129 Orchard Street
Nevada City CA 95959
530-277-0848
cfoster57@gmail.com

From: Don Joy <donjoy1946@gmail.com>
Sent: Sunday, October 19, 2025 1:54 PM
To: Lou.ceci@nevadacityca.gov; duanestrawser@gmail.com; Robb.tucker@co.nevada.ca.us; jrs@wintonstrauss.com; jzabriskie@townoftruckee.com; tomi@cityofgrassvalley.com; Mike Woodman; sue.hoek@nevadacountyca.gov
Subject: State Route 49 Multimodal Corridor Project
Attachments: Roundabout Residents Survey.pdf

October 20, 2025

To Whom It May Concern:

My name is Don Joy and I am a resident of Nevada City residing at 129 Orchard Street. Many of the residents of our street have been in touch with you and your staff, members of the NCTC, and county government officials regarding the State Route 49 Multimodal Corridor Project and the adverse effects that the roundabout at Highway 49 and Maidu Avenue will have on our neighborhood.

Orchard Street is a single lane, residential one-way street with 14 single family dwellings. There are no sidewalks and the street is used by children, pedestrians, and cyclists as a safe, quiet place to access local trails, the historical St. Canice Cemetery, or simply a quiet place to walk the dog or push their strollers. There are also several elderly and/or disabled City residents who navigate Orchard Street with their walkers and canes. Currently, the majority of non-resident traffic uses Orchard Street as a shortcut to access the Rood Center via Maidu Avenue. We feel that the proposed roundabout will increase traffic flow and create a situation that will be detrimental to the safety and quality of life on our street.

The results of a survey of residents on October 10 showed a unanimous vote in favor of Orchard being isolated from the Maidu/Hwy 49 roundabout, and supported a proposed provision for a single lane residential egress for access to Hwy 49 east. I've attached a copy of that survey with its results for your review. Currently, pedestrians crossing Hwy 49 from Orchard utilize the southwest side corner of the intersection to access the sidewalk and adjacent foot paths along Maidu Ave. There are no sidewalks along Maidu on the east side of the intersection and there's no reason for crossing the highway there. Eliminating the proposed sidewalks and crosswalks on the east side could free up enough space for an egress lane from Orchard to Hwy 49 eastbound with minimal changes to the current dimensions of the plan. Through traffic for 49 eastbound would continue on the roundabout but access from Orchard would be denied. Orchard Street residents understand that they would have to use traffic light at East Broad and 49 for access to westbound 49.

If you haven't personally walked our street, I invite you to do so at your earliest convenience. It would be a shame to diminish the beauty and quietude of this beautiful tree-lined residential neighborhood used by so many residents and visitors to Nevada City. I'd be happy to meet with anyone interested for a personal tour!

Thank you for your attention,
Sincerely,
Don Joy
129 Orchard Street
Nevada City
donjoy1946@gmail.com
530/264-6593

I am writing in opposition to “The State Route 49 Multimodal Corridor Improvement Project”, specifically the Orchard St roundabout, which is ill-conceived at best and will exacerbate already unsafe conditions on Orchard St.

I own a home at 121 Orchard St in Nevada City. I lived there for 15 years (1989-2004). My brother, Chris, and his wife, Diseree, have rented the home from me since 2004.

First, I have some issues with the process:

- 1) The “Project Background” states (in part) “...Project was initiated following concerns from Nevada City residents’ voiced at the May 2018 Nevada County Transportation Commission (NCTC) meeting...” The minutes of the May 2018 NCTC meeting shows 3 speakers, all focused on Hwy 49 at W Broad St re: access to Hirschman’s Pond and Trailhead. 3 people is hardly an accurate representation of “Nevada City residents”. I assume there was other input provided to NCTC, but those details are not identified anywhere. Apparently, there was no input from any other Nevada City residents, including Orchard St, at NCTC meetings.
- 2) Throughout the project there has been no direct notification of public hearings or project plans to Orchard St residents, who are the most directly impacted. Anyone can find the Orchard St addresses in a few minutes from County parcel maps, yet no effort was made to inform Orchard St residents.
- 3) Caltrans is planning traffic studies as part of the Project Approval and Environmental Design phase which has not started yet. Why were these studies not done earlier? There have been no safety statistics cited, and no safety assessment of the additional traffic on Orchard St residents, despite “safety” being a major theme of the project goals.

Orchard St is essentially a one-lane road. See attached pictures for detail. While there are One-Way signs at the Hwy 49 end, residents travel both ways: out to Hwy 49 and into Nevada City via Orchard and E Broad. Many residents do not have off-street parking and routinely park on the street, especially on the E Broad St end, leaving room for on-lane/one-way traffic only. Visitors also use the available on-street parking. Making it easier to use Orchard St to get to the Rood Center creates safety issues for Orchard residents, visitors, anyone travelling on Orchard and will likely impede emergency vehicles.

An ad hoc traffic count at the Hwy 49/Orchard St intersection (done by one of the residents during morning commute hours) shows two-thirds of the traffic on Orchard St crosses over to the Rood Center. The balance of the traffic is residents turning right to Hwy 49.

There are 14 homes on Orchard St, including mine. All 14 have signed a petition IN OPPOSITION TO the current plan. All 14 are IN SUPPORT OF isolating Orchard St from the roundabout including a single lane for right turns onto Hwy 49 that is not connected to the roundabout.

Please listen to the people who know Orchard St the best, the existing residents. There are other major issues with the project and its design, not the least of which are changes to the scenic corridor and the small town feel of Nevada City.

Thank you for the work you do and your consideration of this serious issue.

John Vaughan, owner: 121 Orchard St.
11793 Lower Colfax Rd, Grass Valley, CA 95945
916-807-0430







October 10, 2025

To Whom It May Concern.

We, the undersigned residents of Orchard Street in Nevada City, Ca, do request that Orchard Street be isolated from the roundabout proposed at the intersection of Highway 49 and Maidu Avenue in the State Route 49 Multimodal Corridor Improvement Project. We make this request to eliminate the volume of traffic that will utilize our residential neighborhood as a shortcut to the Rood Center via the new roundabout. We also request the construction of a single lane on-ramp from Orchard Street to Highway 49 eastbound to provide an egress for residents. For west bound access to Hwy 49, we understand that we will use either the traffic light at East Broad and Hwy 49 or the new roundabout at West Broad and Hwy 49.

<u>Print Name</u>	<u>Street Number</u>	<u>Signature</u>
<u>Don Joy</u>	<u>129</u>	<u>Don Joy</u>
<u>Mindy Sealander</u>	<u>130</u>	<u>Mindy Sealander</u>
<u>Nathan Bonar</u>	<u>130</u>	<u>Nathan Bonar</u>
<u>Elad Ganiguy</u>	<u>144</u>	<u>Elad Ganiguy</u>
<u>Shawn Dixon</u>	<u>114</u>	<u>Shawn Dixon</u>
<u>Debra Plarr</u>	<u>111</u>	<u>Debra Plarr</u>
<u>G. Pokal</u>	<u>110</u>	<u>G. Pokal</u>
<u>Desiree Vayle</u>	<u>121</u>	<u>Desiree Vayle</u>
<u>Melody Lawrence</u>	<u>133</u>	<u>Melody Lawrence</u>
<u>MICHELLE J. FOASBERG</u>	<u>123</u>	<u>mjfoasberg</u>
<u>Cathy FARGO</u>	<u>571</u>	<u>Cathy Fargo</u>
<u>PATRICK RAE</u>	<u>126</u>	<u>Patrick Rae</u>
<u>Diane G. Nowland</u>	<u>112</u>	<u>Diane G. Nowland</u>
<u>STEPHEN SHEPPARD</u>	<u>144</u>	<u>verbal</u>
<u>KATHY DOTSON</u>	<u>128</u>	<u>Kathy Dotson</u>

★ Received ★

NOV 07 2025

M. KATHLEEN BUTZ BERARDI
519 Coyote Street
Nevada City, CA 95959
kathleenberardi@sbcglobal.net cell (916) 201-9604

November 5, 2025

Honorable Members of the Nevada County
Transportation Commission (NCTC)
Michael Woodman, Executive Director
101 Providence Mine Road, Suite 102
Nevada City, CA 95959

Honorable Members of the Nevada City Council
City of Nevada City
Mayor Adam Kline
317 Broad Street
Nevada City, CA 95959

Jeremy Linder, CalTrans Public Information Officer
jeremy.linder@DOT.ca.gov

Re: Coyote Street & SR-49 impact of Multimodal Corridor Improvement Project

Dear Honorable Members:

I write to address the significant impact on Coyote Street of the proposed improvements along the Highway 49 Multimodal Corridor Project, scheduled for construction beginning in the spring of 2028. Please consider this input for the scheduled December 2025, Nevada City Council meeting.

Background

My husband and I moved into our home at 519 Coyote Street 44 years ago. Leonard passed away last year, but I continue to live in our Coyote Street home.

When the Golden Center Freeway was constructed through Nevada City in the late 1960s, homes and businesses along the segment of Coyote Street from Washington Street to the new freeway's on/off ramps (Exit 186) were lost. Nevertheless, a historic

neighborhood was preserved along the portion of Coyote Street from Dean Alley to the intersection of Coyote Street and Highway 49. I refer to that segment as the “affected neighborhood.” The portion of Coyote Street that continues the other side of Highway 49 (“Upper Coyote Street”) was a dirt and gravel road. To preserve the affected neighborhood, a sign “No Thru Trucks” was posted across from Dean Alley to help limit traffic and the impact on residents. As traffic volume increased, the sign has been ignored.

When the county government administration center (Rood Center) and new jail facility were built in 1987, the automobile traffic on Coyote Street increased dramatically, particularly with Orchard Street made into a one-way street, closing that access into the downtown. The traffic, noise and size of the vehicular traffic (large fire engines, emergency vehicles, sirens, etc.) further increased with the U.S. Forest Service offices and the fire station on Upper Coyote Street. Although a stop sign was erected at Coyote and Alexander Streets for traffic headed into the downtown, vehicles exiting Highway 49 onto Coyote Street frequently do not stop. It is treacherous for all of us with driveway access onto Coyote Street (and our families and guests). The situation is further aggravated as the portion of Coyote Street in the affected neighborhood is very narrow and without sidewalks beyond the intersection with Alexander Street.

Coyote Street at Highway 49 as a Cul-de-Sac

Some years ago, our neighbors, Ken and Kay Baker, urged the City’s consideration of closing Coyote Street at Highway 49, for safety and noise concerns, in essence creating a cul-de-sac at the intersection of Coyote Street and Highway 49. My husband and I endorsed this request. I urge the City Council and the NCTC to study this proposal.

The selected new courthouse site across Highway 49 and now the State Route 49 Multimodal Corridor Improvement Project both underscore the need for the State and City to give thoughtful consideration to the cul-de-sac proposal. The time to travel from Highway 49 to Highway 20 and the Coyote Street off ramp on Highway 20 (Exit 186) rather than using Coyote Street directly from Highway 49 is insignificant. Coyote Street should not be a frontage road. It is narrow, with no sidewalks past Alexander Street. It is dangerous: the homes along this section of Coyote Street (from Dean Alley to Highway 49) are accessible by at least nine driveways. There is the risk of significant injury in attempting to access one’s property or even walk across the street to see a neighbor, made even more perilous when so many drivers ignore the stop sign at Alexander and Coyote Streets.

Addition of Dedicated Turn Lanes at Coyote Street

The proposed addition of two dedicated turn lanes with arrows (one in each direction) on Highway 49 in the Multimodal Corridor Improvement Project will funnel even more traffic onto already over-burdened Coyote Street. There is an excellent alternative. Close Coyote Street at Highway 49 to through vehicular traffic (preserving pedestrian and bicycle access) and let the Coyote Street/Exit 186 off ramp do its job: provide access over the lower portion of Coyote Street which is much wider and has homes or businesses on just one side of the street.

In summary, the safety and quality of life for residents of the affected neighborhood are at a critical juncture. Thoughtful planning and proactive measures are essential to ensure that Coyote Street remains a safe and livable environment. I urge all stakeholders to prioritize community well-being and long-term preservation in future development decisions. Please examine the current Multimodal Corridor Project and the significant impact it would have on this old Nevada City neighborhood and seek a revised design that would protect the safety of residents, guests, service providers, pedestrians and bicyclists, and preserve the Highway 49 Scenic Corridor.

Thank you for your consideration.

Sincerely,



M. Kathleen Butz Berardi

MKB

cc via E-mail:

Adam Kline, Mayor

adam.kline@nevadacityca.gov

Lou Ceci

lou.ceci@nevadacityca.gov

Daniela Fernandez

Daniela.Fernandez@nevadacityca.gov

Doug Fleming

doug.fleming@nevadacityca.gov

Gary Petersen

gary.petersen@nevadacityca.gov

cc: Joan Philipe, Interim City Manager

cc via *E-mail*:

Ken and Kay Baker
Bob and Peggy Wright

cc: Suellen Brattin and John Antonsen
Patricia Dunne



Caltrans District 3 Project Status Report

November 2025

Highway 20		
0J520 NEV 20 CAPM	CO-RTE-PM	NEV - 20 - 20 / 46.119
	Location	Pavement CAPM and drainage improvements in Nevada County east of Nevada City from Rim Rock Road to Jct20/80.
	Description	Class II Pavement CAPM on Mainline and ramps, rehabilitate or replace poor conditions drainage systems. Evaluate /rehabilitate/replace poor condition lighting, sing panels, and TMS elements.
	Funding Source	SHOPP - Asset Management (121)
	Total Cost	\$38,010,000
	Planning	COMPLETE
	Environmental	COMPLETE.
	Design	COMPLETE.
	Construction	Fall 2025. Target completion Fall 2026.

Highway 49		
4E170 Nev-49 Corridor Improvement Project	CO-RTE-PM	NEV - 49 - 11.1/13.3
	Location	In Nevada County, from La Bar Meadows Road to McKnight Way.
	Description	NB and SB Truck Climbing Lanes, 22' Median with Barrier, 10" Shoulders, 4 right right turn lanes at Crestview Drive, Smith Road, Bethel Church Way, and Wellswood Way and two at-grade access-controlled roundabout intersections at Wellswood Way and Smith Road.
	Funding Source	STIP - RIP (NCTC)
	Total Cost	\$79,130,000
	Planning	COMPLETE
	Environmental	COMPLETE
	Design	COMPLETE
	Construction	Target Start Winter 2025. Completion Summer 2029.
3H510 Nev-49 Corridor Improvement Project (SHOPP)	CO-RTE-PM	NEV - 49 - 10.8/13.3
	Location	In Nevada County, from La Bar Meadows Road to McKnight Way.
	Description	Widen shoulders, construct two way left turn lane (TWLTL), SB right turn lane, and NB truck climbing lane.
	Funding Source	SHOPP - Safety (015)
	Total Cost	\$78,770,000
	Planning	COMPLETE
	Environmental	COMPLETE
	Design	COMPLETE
	Construction	Target Start Winter 2025. Completion Summer 2029.
4H600 49 Safety Barrier	CO-RTE-PM	PLA - 49 - 8.7/10.6
	Location	In Placer County on Route 49 from 0.2 miles south of Lorensen Road to 0.4 miles north of Lone Star Road.
	Description	Construct concrete median barrier with roundabouts.
	Funding Source	SHOPP - Safety (010)
	Total Cost	\$26,340,000
	Planning	COMPLETE
	Environmental	COMPLETE
	Design	COMPLETE
	Construction	COMPLETE
4J460 Pla 49 Pavement Rehab	CO-RTE-PM	PLA - 49 - 7.4/R8.9, R10.6/11.37/10.6
	Location	In Placer County on Route 49, from approximately 0.02 miles South of Dry Creek Rd. to approximately 0.4 miles South of Lorensen
	Description	Rehab Pavement, drainage systems, ground mounted signs, and pedestrian facilities
	Funding Source	SHOPP - Pavement Rehab (122)
	Total Cost	\$24,470,000
	Planning	COMPLETE
	Environmental	Winter 2026
	Design	Spring 2027
	Construction	Begin Winter 2027. Completion Winter 2028.
4J110 Nev 49 Evacuation	CO-RTE-PM	NEV - 49 - 2.1/9.8
	Location	In Placer County on Route 49 from 0.2 miles south of Lorensen Road to 0.4 miles north of Lone Star Road.
	Description	Add TWLTL, and Standard Shoulders
	Funding Source	SHOPP - Sustainability (999)
	Total Cost	\$68,200,000
	Planning	COMPLETE
	Environmental	Winter 2026
	Design	Winter 2027
	Construction	Begin Summer 2027. Completion Winter 2030.

0N780 Nev 49 Multimodal Corridor	CO-RTE-PM	NEV - 49 - 15.07/16.10
	Location	In Nevada County on State Route 49 from SR 20 to the Nevada County Juvenile Hall driveway.
	Description	Construct two roundabouts, pedestrian crossings, shared-use paths, sidewalks, lighting, and signage
	Funding Source	Local ATP
	Total Cost	\$17,357,000
	Planning	COMPLETE
	Environmental	Winter 2025
	Design	Fall 2026
4J890 Nev 49 Vision Zero Shoulder Widening	Construction	Begin Summer 2027. Completion Fall 2028.
	CO-RTE-PM	NEV - 49 - 17.4/17.95
	Location	in Nevada County on Route 49, North of Nevada City from 0.4 mile north of old Downieville Highway to Crooked Arrow Lane.
	Description	Widen shoulders, rehab drainage systems, and upgrade signs and lighting.
	Funding Source	SHOPP - Safety (010)
	Total Cost	\$8,665,000
	Planning	COMPLETE
	Environmental	Spring 2026
	Design	Spring 2027
	Construction	Begin Fall 2027. Completion Winter 2028.

Interstate 80		
3H560 Yuba Pass SOH Bridge Replacement	CO-RTE-PM	NEV - 080 - 58.7 /60.2
	Location	In Nevada County near Emigrant Gap at the Yuba Pass Separation OH Bridges (Br#17-0023L/R).
	Description	Replace bridges, widen WB direction for truck climbing lane, install TMS elements and communications.
	Funding Source	SHOPP - Bridge Rehabilitation (110)
	Total Cost	\$101,780,000
	Planning	COMPLETE
	Environmental	COMPLETE
	Design	COMPLETE
1H990 Soda Pavement Repair	Construction	Completion Fall 2027.
	CO-RTE-PM	VAR - VAR - VAR
	Location	In Placer and Nevada Counties near Soda Springs from Troy Rd UC to East of Soda Springs OC.
	Description	Rehabilitate Roadway, Construct truck climbing lane on EB I-80 direction, widen Jingvale UC, replace sign panels, upgrade lighting,
	Funding Source	SHOPP -Pavement Preservation and Rehabilitation, Drainage System Restoration, Safety Signs and Lighting (121, 122, 151, 170)
	Total Cost	\$85,590,000
	Planning	COMPLETE
	Environmental	COMPLETE
2J910 Safety Improvements	Design	COMPLETE
	Construction	Completion Summer 2027.
	CO-RTE-PM	NEV - 80 - 26.0/27.4
	Location	In Nevada County on Route 80 at Floriston
	Description	Grind existing concrete pavement, place polyester concrete overlay, groove existing concrete pavement, remove/repair concrete barrier
	Funding Source	SHOPP Safety Improvement (010)
	Total Cost	\$3,750,000
	Planning	COMPLETE
0J560 Drum Bay Drainage Restoration	Environmental	COMPLETE
	Design	COMPLETE
	Construction	Target Fall 2025 / Target completion Fall 2029
	CO-RTE-PM	NEV - 80 - Various
	Location	In Nevada County from west of Yuba Gap OC to Placer County line
	Description	Rehabilitate drainage systems and upgrade Transportation Management System (TMS) elements
	Funding Source	SHOPP Safety Improvement (151)
	Total Cost	\$15,390,000
3J790 Donner Summit Rest Area Restoration	Planning	COMPLETE
	Environmental	COMPLETE
	Design	Fall 2025
	Construction	Fall 2027
	CO-RTE-PM	NEV - 80 - R5.60/R5.60
	Location	In Nevada County on I-80 at the Donner Summit Safety Roadside Rest Area
	Description	Rehabilitate the existing irrigation and sewer system to extend the service life and minimize maintenance costs.
	Funding Source	SHOPP Safety Improvement (010)
	Total Cost	\$2,633,000
	Planning	COMPLETE
	Construction	Target Spring 2028 / Target completion Fall 2029

Highway 89		
1J170 CAPM & Drainage Improvements	CO-RTE-PM	PLA - 89 - 13.1/21.667
	Location	In Placer and Nevada Counties on Route 89, 9.0 miles south of Truckee from Truckee River Bridge (Br # 19-0032) to Junction of
	Description	Class 2 pavement CAPM, rehabilitate drainage, upgrade ADA facilities, guardrail, and TMS elements.
	Funding Source	SHOPP - Roadway Preservation (121)
	Total Cost	\$14,242,000
	Planning	COMPLETE
	Environmental	COMPLETE
	Design	COMPLETE
	Construction	Target Construction start Fall 2025. Target completion Fall 2026.