

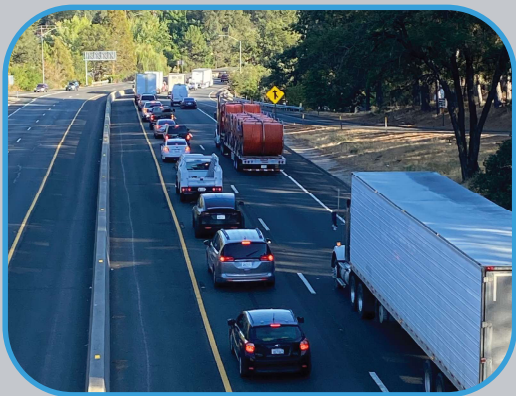


# NEVADA COUNTY TRANSPORTATION COMMISSION

2026

Regional Transportation  
Improvement Program (RTIP)

December 15, 2025



LOU CECI – Nevada City City Council  
SUSAN HOEK – Nevada County Board of Supervisors  
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JAY STRAUSS – Member-At-Large  
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JAN ZABRISKIE – Town of Truckee



MICHAEL WOODMAN, Executive Director  
AARON HOYT, Deputy Executive Director

Grass Valley • Nevada City

Nevada County • Truckee

File: 1390.1

TO: California Transportation Commission  
FROM: Nevada County Transportation Commission (NCTC)  
SUBJECT: NCTC 2026 Regional Transportation Improvement Program  
DATE: December 11, 2025

The Nevada County Transportation Commission hereby submits the following programming recommendations to the California Transportation Commission as NCTC's 2026 Regional Transportation Improvement Program:

1. NCTC requests the CTC program \$182,000,000 for STIP Planning, Programming, and Monitoring Activities - Apportioned as follows:

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

2. Carryover the remaining Regional Improvement Program formula balance for consideration of programming in future Regional Transportation Improvement Program cycles.



**NEVADA COUNTY TRANSPORTATION COMMISSION  
2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM  
(2026 RTIP)**

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## **A. Overview and Schedule**

### **Section 1. Executive Summary**

The Nevada County Transportation Commission hereby submits the following projects and programming recommendations to the California Transportation Commission as NCTC's 2026 Regional Transportation Improvement Program:

1. NCTC requests the CTC program \$182,000,000 for STIP Planning, Programming, and Monitoring Activities - Apportioned as follows:

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

2. Carryover the remaining Regional Improvement Program formula balance for consideration of programming in future Regional Transportation Improvement Program cycles.

### **Section 2. General Information**

- **Regional Agency Name**  
Nevada County Transportation Commission
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**

**Regional Agency Website Link:** <http://www.nctc.ca.gov>

**RTIP document link:** <https://www.nctc.ca.gov/Reports/Regional-Transportation-Improvement-Program/index.html>

**RTP link:** <https://www.nctc.ca.gov/Reports/Regional-Transportation-Plan/index.html>

- **Regional Agency Executive Director/Chief Executive Officer Contact Information**

Name Mike Woodman  
Title Executive Director  
Email [mwoodman@nccn.net](mailto:mwoodman@nccn.net)  
Telephone 530-265-3202

- **RTIP Manager Staff Contact Information**

Name Aaron Hoyt Title Deputy Executive Director  
Address 101 Providence Mine Road, Suite 102  
City/State Nevada City, California  
Zip Code 95959  
Email [ahoyt@nccn.net](mailto:ahoyt@nccn.net)  
Telephone 530-265-3202

- **California Department of Transportation Headquarter Staff Contact Information**

Name	Sudha Kodali	Title	Chief, Division of Financial Programming
Address	Department of Transportation. Mail Station 82. P.O. Box 942874		
City/State	Sacramento, CA		
Zip Code	94274		
Email	sudha.kodali@dot.ca.gov		
Telephone	916-216-2630		

**California Transportation Commission (CTC) Staff Contact Information**

Name	Kacey Moore-Gutierrez	Title	Associate Deputy Director
Address	1120 N Street		
City/State	Sacramento, CA		
Zip Code	95814		
Email	Kacey.Moore-Gutierrez@catc.ca.gov		
Telephone	916-707-1388		

**Section 3. Background of Regional Transportation Improvement Program (RTIP)**

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20-to-25-year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. Regional Agency's Historical and Current Approach to developing the RTIP

NCTC's RTIP historically is developed based on the regional priorities identified in 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 in order to gain consensus on the top multimodal regional priorities. Other regional planning documents that are developed through public input, such as the SR 49 Comprehensive Multimodal Corridor Plan and Nevada County Active Transportation Plan are also taken into consideration. NCTC staff develop recommendations for projects to be funded in the RTIP based on the RTP priorities and ensure consistency with other regional planning documents, such as the SR 49 CMCP and Nevada County ATP. The Nevada County Transportation Commission, after coordinating with Caltrans District 3, local jurisdictions, and consideration of public input received at the RTIP public hearing, approves the projects and funding amounts to be adopted into the RTIP. Completion of the Nevada 49 Corridor Improvement Project (CIP) Phase 2 and SR 49 Grass Valley Evacuation Route project are the top regional priorities of the NCTC and

there is strong local support for improvements that will improve safety, goods movement, evacuation egress, and operations for all users on SR 49. Both projects are currently programmed through construction. The SR 49 CIP was originally programmed for PA/ED and PS&E in the 2014 STIP. Caltrans District 3 is the implementing agency and PA/ED was completed in November 2021. NCTC's previous 2024 RTIP programmed additional Regional Improvement Program and Interregional Improvement Program funding for Construction Support and Construction Capital funding for the Nevada 49 Corridor Improvement Project – Phase 2. The construction phase is scheduled to start in the Spring of 2026. The SR 49 Grass Valley Evacuation Route project is funded with Local Transportation Climate Adaption Program (LTCAP) and State Highway Operations and Protection Program (SHOPP) funding and is currently in the Project Approval Environmental Documentation Phase.

#### **Section 4. Completion of Prior RTIP Projects (Required per Section 78)**

No other projects were programmed or completed between adoption of the 2024 RTIP and the 2026 RTIP.

#### **Section 5. RTIP Outreach and Participation**

##### **A. RTIP Development and Approval Schedule**

<b>Action</b>	<b>Date</b>
CTC adopts Fund Estimate and Guidelines	August 14-15, 2025
Caltrans identifies State Highway Needs	September 15, 2025
Caltrans submits draft ITIP	October 15, 2025
CTC ITIP Hearing, South	October 30, 2025
CTC ITIP Hearing, North	November 7, 2025
Regional Agency adopts 2024 RTIP	November 8, 2025
Regions submit RTIP to CTC	December 15, 2025
Caltrans submits ITIP to CTC	December 15, 2025
CTC STIP Hearing, North	January 28, 2026
CTC STIP Hearing, South	February 5, 2026
CTC publishes staff recommendations	February 27, 2026
CTC Adopts 2024 STIP	March 19-20, 2026

##### **B. Community Engagement**

Improving safety and operations within the SR 49 corridor have been a top priority of NCTC for over two decades and has been driven by public involvement. In June of 2006, following citizen concerns regarding the number of injury accidents and fatalities in the corridor, NCTC formed the *SR 49 Stakeholder Committee*. The *SR 49 Stakeholder Committee* includes representatives from NCTC, Citizens for Highway 49 Safety, Fix 49.org, County of Nevada, City of Grass Valley, Caltrans, citizens, first responders, and CHP that are collaboratively focused on implementing short-term and long-term safety and operational improvements. The group's involvement includes:

- 1) Identifying key community design principles.
- 2) Review and comment on planning and technical studies.

- 3) Recommend strategies for addressing community concerns.
- 4) Provide a collaborative approach to planning and implementing improvements.

Public involvement is a major component of the transportation planning process conducted by the NCTC in coordination with Caltrans District 3. Every person in Nevada County is affected by transportation and therefore is an important component of the transportation planning process. NCTC makes a concerted effort to solicit public input regarding transportation planning from all Nevada County residents including underrepresented groups. Information on the SR 49 Corridor Improvement Project was provided to interested citizens and environmental groups, such as the Citizens for Highway 49 Safety, SR 49 Stakeholder Committee, Highway 49 Safety.org, Nevada County Coalition of Firewise Communities, and the Sierra Fund. Information for public meetings was also distributed to the three mobile home parks adjacent to the SR 49 corridor (Tall Pines, Forest Springs, Ponderosa Pines).

Information on meetings and workshops, as well as presentations are provided to the Social Service Advisory Committee (SSTAC) and Accessible Transportation Coalition Initiative Mobility Action Partners Coalition (ATCI-MAPCO) consisting of representatives underserved populations. Spanish translation services were available upon request for all public workshops. While there are no lands held in trust of federally recognized tribes within Nevada County, a number of tribes and Native American individuals with historic or cultural interests regarding lands in Nevada County have been consulted on the Nevada County Regional Transportation Plan and SR 49 Corridor Improvement Project Environmental Impact Report. This consultation was based on the of interested parties pertaining to Nevada County, maintained by Native American Heritage Commission.

Public outreach efforts for the SR 49 Corridor Improvement Project included an initial public workshop on August 4, 2015, to collect input on design alternatives to be further evaluated in the Draft Environmental Document for the SR 49 Corridor Improvement Project. November 18, 2015, NCTC held a public hearing on the adoption of Regional Transportation Improvement Program, which included additional funding for the project. On September 16, 2015, Caltrans hosted an Open House at Grass Valley City Hall to provide information and receive input on the project alternatives. In addition, a public workshop was held in the Summer of 2017 with state and local officials with 300+ concerned citizens at the Bear River High School following a fatality involving two high school students were citizens passionately demanded improvements be made in the corridor. NCTC and state officials discussed the planned improvements and contemplated interim safety improvements.



Public outreach was also held as part of development of the 2045 Nevada County Regional Transportation Plan (2025), SR 49 Comprehensive Multimodal Corridor Plan (2022), and Ready Nevada County Extreme Climate Event Mobility Adaptation Plan (2022) to get input on proposed transportation improvements, including the SR 49 Corridor Improvement Project, and held in-person and online public

workshops attended by a broad cross-section of the population at transit accessible locations.

To kick-off the development of the 2045 RTP, 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.

Staff presented an overview of the Draft 2045 RTP to the Commission on July 9, 2025 and sought comments on the draft plan. The Draft 2045 RTP and associated Addendum to the 2017 Supplemental Environmental Impact Report was released for a 45-day public review period on August 8, 2025 and a public hearing was held on September 17, 2025. The Draft 2045 RTP and Addendum was also distributed through stakeholder emails, posted to the NCTC website, distributed to local, regional, state, and federal agencies, and hard copies were made available at the local libraries in Nevada County. All written and oral comments received from the public, partner agencies, and stakeholders were incorporated into the final 2045 RTP. The Final 2045 RTP was adopted at the November 12, 2025 Commission meeting. A noticed public hearing on the NCTC 2026 RTIP was also conducted at the November 12, 2025 Commission meeting.

*Effect of Public Participation:*

Public participation has informed the SR 49 Corridor Improvement Project in a variety of ways, through many planning documents and public engagement opportunities, particularly during preparation of the environmental document. Public



input was received on the preferred project alternatives and incorporated into the design. Public engagement during the development of Regional Transportation Plan (2018) and Active Transportation Plan (2019) identified the need for adequate shoulders in the SR 49 corridor improve safety and connectivity for pedestrians and bicyclists. Public participation as Part of the SR 49 Safety Needs Assessment (2019) and SR 49 Comprehensive Multimodal Corridor Plan (2022) confirmed the public desire for safety and

operational improvements in the related to daily operations, I-80 detour events, and evacuation needs. Community support has led to planning and securing funding for improvements in the SR 49 corridor to be the top regional priority of NCTC.



*Continued Public Engagement:* Caltrans and NCTC will continue to coordinate public extensive public outreach immediately before and during construction for previously programmed STIP projects. This suite of community engagement activities will include: 1) **Weekly Construction Emails:** Project updates and information about anticipated delays due to construction will be distributed to a list of interested parties. 2) **Electronic Signage and WAZE Mobile Phone App:** Updates and navigation for local and regional travelers moving through the corridor during construction. 3) **Joint News Releases:** News releases with partner agencies regarding upcoming activities or critical closures will be provided to the local media and shared online through official websites. 4) **Social Media Updates:** News and photos of the project will be posted on Caltrans and NCTC's social media platforms, such as, Facebook and Twitter. 5) **Stakeholder Updates:** Continued communication with stakeholders associated with goods-movement businesses and other important groups to spread knowledge about the project, as well as mitigate freight impacts to the surrounding communities. 6) **Local Meetings:** Verbal updates at NCTC meetings, Accessible Transportation Initiative Coalition and Mobility Action Partners, Social Services Transportation Advisory Council, and community events to share project information. 7) **Community Events:** Ribbon Cutting and Groundbreaking events to highlight the benefits of the project.

C. Consultation with Caltrans District (Required per Section 20)

The Nevada County Transportation Commission is located within Caltrans District: 3.

Caltrans District 3 is the implementing agency and NCTC maintains regular communication with staff and the District Director regarding planned and programmed improvements and planning activities in relation to implementation of the RTP, SR 49 Comprehensive Multimodal Corridor Plan, and RTIP. Caltrans District 3 in coordination with NCTC will conduct Project Development Team (PDT) meetings for the SR 49 Corridor Improvement Project on a regular basis to coordinate the actions necessary for delivery of the project. Caltrans also participates as a member of the SR 49 Stakeholder Committee. NCTC coordinates with both Caltrans District 3 regarding both the development of the draft RTIP and draft ITIP to discuss NCTC's regional and interregional programming needs and priorities to develop consensus and partnerships.

## **B. 2026 STIP Regional Funding Request**

### **Section 6. 2026 STIP Regional Share and Request for Programming**

#### **A. 2026 Regional Fund Share Per 2026 STIP Fund Estimate**

NCTC has a total of \$4,473,000 available through FY 2028/29 to program in the 2026 STIP. Planning, Programming, and Monitoring (PPM) Limitations, NCTC has a total of \$182,000 of PPM available in the 2026 STIP for planning, programming, and monitoring activities.

- B. Summary of Requested Programming – Insert information in table below. Identify any proposals for the Advanced Project Development Element (APDE) share, if identified in the fund estimate, by including “(APDE)” after the project name and location. Identify requests to advance future county shares for a larger project by including “(Advance)” after the project name and location.

<b>Project Name and Location</b>	<b>Project Description</b>	<b>Requested RIP Amount</b>
Planning, Programming, and Monitoring Funding (PPM)	PPM	\$182,000

NCTC requests the CTC program \$182,000,000 for STIP Planning, Programming, and Monitoring Activities - Apportioned as follows:

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

### **Section 7. Overview of Other Funding Included With Delivery of Regional Improvement Program (RIP) Projects**

NCTC will only be requesting programming of the identified available Planning, Programming, and Monitoring funds and no other funds are included.

Proposed 2026 RTIP	Total RTIP	Other Funding					Total Project Cost
		ITIP	STBG/ CMAQ	TCEP	Fund Source 2	Fund Source 3	
Planning, Programming, & Monitoring (PPM)	\$182,000						\$182,000
							-
							-
							-
							-
							-
							-
							-
							-
							-
Totals	\$182,000	-	-	-	-	-	\$182,000

**Notes:** Click here to enter text.

## **Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs**

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

**If requesting ITIP funding, provide narrative on your request in the text field below. Or state that no ITIP funding was requested.**

No ITIP Funding Requested

**Include a discussion of what the region believes are the most significant interregional highway and intercity rail needs within the region (see section 24G).**

Safety and operational Improvements in the SR 49 Corridor for the segment between the Placer/Nevada County line and the McKnight Way Interchange are the most significant interregional highway need within the region. Improving safety, goods movement, evacuation efficiency, operations, and multimodal options in the corridor are critical to providing connectivity to employment, specialized medical facilities, passenger rail and interregional transit, improved safety and accessibility for AB 1550 populations adjacent to the corridor, operational and safety improvements to facilitate I-80 emergency detour events, as well as provide emergency readiness for wildfire or other evacuation events. The most significant intercity rail need within the region would be the desired expansion of Capital Corridor Passenger service to the Truckee/Tahoe region and Reno to facilitate significant mode shift and reduce vehicle miles traveled on I-80, SR 49, and SR 20.

## **Section 9. Projects Planned Within Multi-Modal Corridors**

**Provide a description of the project's impact on other projects planned or underway within the corridor as required per Section 24(e) of the STIP Guidelines.**

N/A

## **Section 10. Highways to Boulevards Conversion Pilot Program**

One potential candidate for the Highways to Boulevards Conversion Pilot Program would be the segment of SR 174 within the Grass Valley City limits that just recently completed the relinquishment process. This relinquishment will facilitate the City of Grass Valley's ability to plan and implement multimodal and complete street improvements to restore this segment to a more pedestrian and bicycle friendly roadway segment.



## **Section 11. Complete Streets Consideration (per Section 26)**

N/A

## **C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP**

### **Section 12. Regional Level Performance Evaluation (per Section 22A of the guidelines)**

Provide an evaluation of system performance and how your RTIP furthers the goals of the region's RTP, and if applicable, your Sustainable Communities Strategy as required per Section 22A of the STIP Guidelines. Each region that is a Metropolitan Planning Organization (MPO) or within an MPO shall include an evaluation of overall (RTP level) performance using, as a baseline, the region's existing monitored data. To the extent relevant data and tools are available, the performance measures listed in Table B1 below may be reported.

Regions outside a MPO shall include any of the measures listed in Table B1 (below) that the region currently monitors. A region outside a MPO (or a small MPO) may request, and Caltrans shall provide, data on these measures relative to the state transportation system in that region.

As an alternative, a region outside a MPO (or a small MPO) may use the Performance Monitoring Indicators identified in the Rural Counties Task Force's Rural and Small Urban Transportation Planning study dated June 3, 2015. These include: Total Accident Cost, Total Transit Operating Cost per Revenue Mile, Total Distressed Lane Miles, and Land Use Efficiency (total developed land in acres per population).

The evaluation of overall performance shall include a qualitative or quantitative assessment of how effective the RTIP or the ITIP is in addressing or achieving the goals, objectives and standards which correspond to the relevant horizon years within the region's RTP or Caltrans ITSP that covers the 5-year STIP period. Caltrans' evaluation of the ITIP shall also address ITIP consistency with the RTPs.

In addition, each region with an adopted Sustainable Communities Strategy (SCS) or Alternate Planning Scenario (APS) shall include a discussion of how the RTIP relates to its SCS or APS. This will include a quantitative or qualitative assessment of how the RTIP will facilitate implementation of the SCS or APS and also identify any challenges the region is facing in implementing its SCS or APS. In a region served by a multi-county transportation planning organization, the report shall address the portion of the SCS or APS relevant to that region. As part of this discussion, each region shall identify any proposed or current STIP projects that are exempt from SB 375.

[Click here to enter text.](#)

A. Regional Level Performance Indicators and Measures (per Appendix B of the STIP Guidelines).

N/A (Programming PPM Only)

**Section 13. Regional and Statewide Benefits of RTIP**

N/A (Programming PPM Only)

## **D. Performance and Effectiveness of RTIP**

### **Section 14. Evaluation of Cost Effectiveness of RTIP (Required per Section 22B)**

#### **Investment Analysis: Summary of Results**

N/A - PPM only

### **Section 15. Project Specific Evaluation (Required per Section 22D)**

**Not Applicable:** N/A – PPM only

## **E. Detailed Project Information**

### **Section 16. Overview of Projects Programmed with RIP Funding**

The Nevada County Transportation Commission hereby submits the following projects and programming recommendations to the California Transportation Commission as NCTC's 2026 Regional Transportation Improvement Program:

1. NCTC requests the CTC program \$182,000,000 for STIP Planning, Programming, and Monitoring Activities - Apportioned as follows:

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

2. Carryover the remaining Regional Improvement Program formula balance for consideration of programming in future Regional Transportation Improvement Program cycles.



Project Location Nevada County

## **F. Appendices**

**Section 17. Projects Programming Request Forms**

**Section 18. Board Resolution or Documentation of 2026 RTIP Approval**



Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/15/2025 10:43:10
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
03		0325000250	0L83	Nevada County Transportation Commission		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Nevada County						
				MPO	Element	
				NON-MPO	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Aaron Hoyt			916-759-7432	ahoyt@nccn.net		

Project Title

Planning, Programming and Monitoring

Location (Project Limits), Description (Scope of Work)

Planning, programming and monitoring - Nevada County, CA

Component	Implementing Agency
PA&ED	
PS&E	
Right of Way	
Construction	Nevada County Transportation Commission

Legislative Districts

Assembly:	1	Senate:	1	Congressional:	1,4
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document	Document Type	
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		
Begin Design (PS&E) Phase		
End Design Phase (Ready to List for Advertisement Milestone)		
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		
End Construction Phase (Construction Contract Acceptance Milestone)		
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		

Date 12/15/2025 10:43:10

Purpose and Need

NHS Improvements

☐ YES ☒ NO

Roadway Class

Reversible Lane Analysis

☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals

☐ YES ☒ NO

Reduce Greenhouse Gas Emissions

☐ YES ☒ NO

Project Outputs			
Category	Outputs	Unit	Total

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change



District	County	Route	EA	Project ID	PPNO
03	Nevada County			0325000250	0L83
Project Title					
Planning, Programming and Monitoring					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Nevada County Transportation Comm
R/W									
CON	1,920	100	65	65				2,150	Nevada County Transportation Comm
TOTAL	1,920	100	65	65				2,150	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,920	100	65	60	61	61		2,267	
TOTAL	1,920	100	65	60	61	61		2,267	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Nevada County Transportation Comm
PS&E									\$55 CON voted 01/03/00
R/W SUP (CT)									\$55 CON voted 07/01/00
CON SUP (CT)									\$55 CON voted 07/01/01
R/W									\$55 CON voted 10/03/02
CON	1,920	100	65	65				2,150	\$55 CON voted 02/26/04
TOTAL	1,920	100	65	65				2,150	\$85 CON voted 03/03/05
									\$85 CON voted 08/18/05
									\$85 CON voted 07/20/06
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,920	100	65	60	61	61		2,267	
TOTAL	1,920	100	65	60	61	61		2,267	

Complete this page for amendments only				Date 12/15/2025 10:43:10	
District	County	Route	EA	Project ID	PPNO
03	Nevada County			0325000250	0L83

SECTION 1 - All Projects

Project Background

NCTC's proposed 2026 RTIP consists of \$182,000 of PPM and is programmed as follows:  
-FY 2028/29: \$60,000  
-FY 2029/30: \$61,000  
-FY 2030/31: \$61,000.

Programming Change Requested

NCTC is requesting the programming change to amend the the 2024 RTIP funding to include FY 2026 RTIP PPM funding for FY 2028/29, 2029/30, and 2030/31.

Reason for Proposed Change

To add 2026 RTIP funding for PPM.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

N/A

Other Significant Information

N/A

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

N/A

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date
Aaron Hoyt	<i>Aaron Hoyt</i>	Deputy Executive Director	12/15/2025

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

**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.

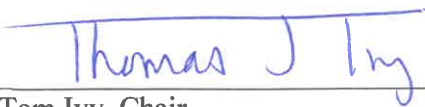
PASSED AND ADOPTED by the Nevada County Transportation Commission on November 12, 2025, by the following vote:

Ayes: Commissioner Ceci, Commissioner Hoek, Commissioner Strauss, Commissioner Strawser, Commissioner Tucker, Commissioner Zabriskie, Chair Ivy

Noes:

Absent:

Abstain:

  
\_\_\_\_\_  
Tom Ivy, Chair  
Nevada County Transportation Commission

Attest:   
\_\_\_\_\_  
Dale D. Sayles  
Administrative Services Officer