

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

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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.

Commissioner Strauss expressed that it is a complicated issue without an easy solution. He suggested, like Alexander the Great "cutting the Gordian knot", to do away with the Road User Charge entirely and increase the state income tax instead, since everybody benefits from the roads, whether or not they are actually driving on them. Goods arrive to homes by way of trucks traveling on the roads, so there is no one in the state that is not benefiting in some way from the roads. Increasing the state income tax would spread the cost evenly.

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: Jan 21, 2026
By: 
Chair
Nevada County Transportation Commission