Nevada County

Regional Transportation Plan

2025-2045

NEVADA • COUNTY • TRANSPORTATION
NCTC
COMMISSION

July 2025 Draft

Nevada County Transportation Commission

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Table of Contents

Appendices

List of Figures

List of Tables

1.0 EXECUTIVE SUMMARY

The 2025 Nevada County Regional Transportation Plan (RTP) has been developed by the Nevada County Transportation Commission (NCTC) to document the 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 twenty years. This document is designed to guide the systematic development of a comprehensive multi-modal transportation system for Nevada County. This 2025 update of the Nevada County RTP reflects the latest project funding and planning assumptions, updates regional issues and policies, and revises performance measures for tracking plan progress. This update pivots off the policy, action, financial, and environmental elements of the 2016 Nevada County RTP (adopted November 15, 2017, by the Nevada County Transportation Commission) while following the requirements outlined in the California Transportation Commission's 2017 RTP Guidelines.

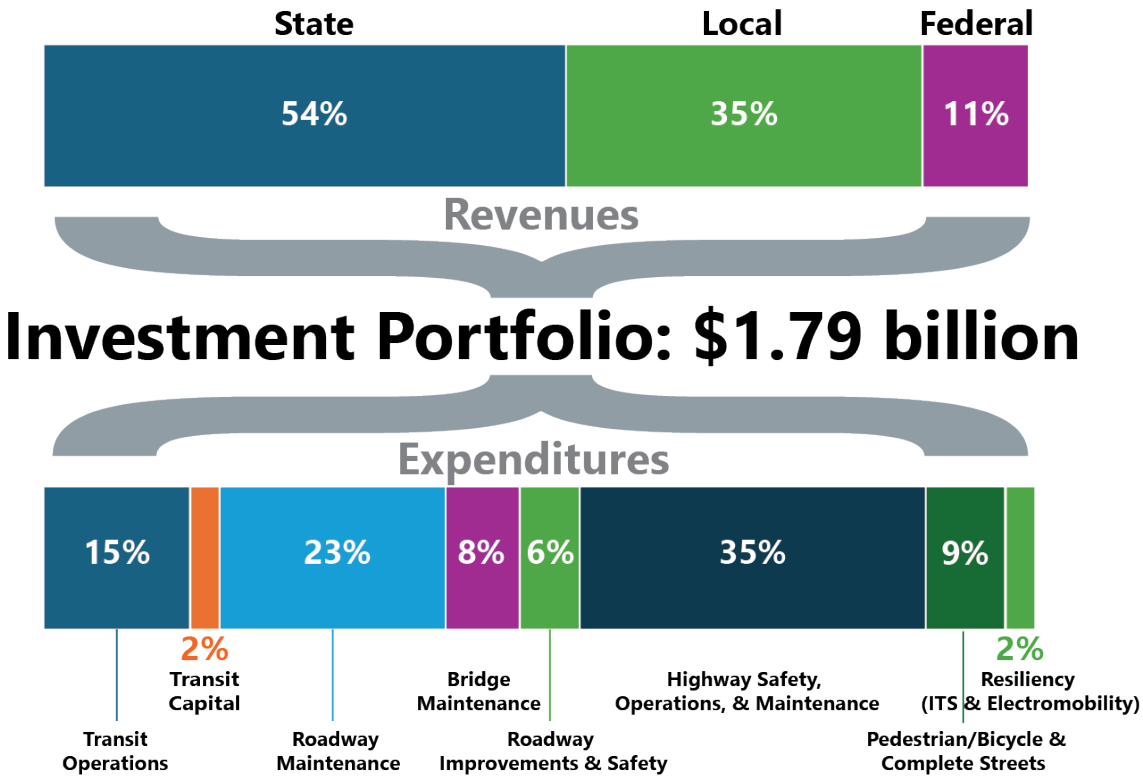
Population growth over the period of the plan is expected to be moderate. Combined with an aging population and expected employment and demographic trends as well as emerging transportation technologies, new demand on the roadway system is expected to be modest. However, the automobile and the roadway system will continue to be the dominant mode of transportation. Opportunities exist to improve roadway performance in several deficient locations, and stresses on the roadway system induced by climate change will add demands for investment in wildfire evacuation improvements and infrastructure hardening.

The aging population of the county, as well as increasing desire in the general population for non-automotive transportation options, is likely to increase the demand for transit. However, with the increasing share of the aging population, living outside of the incorporated jurisdictions, will add to the challenges of meeting this demand. The desire for non-automotive transportation options also points to needs for investing in bicycle facilities and sidewalks.

The passage of Senate Bill (SB) 1 in 2017 has improved the outlook for funding transportation maintenance and improvements in California including for Nevada County. However, due to greater fuel efficiency and the market penetration of electric vehicles, annual state gas taxes for transportation continue to winnow. This and other challenges at the state and federal funding levels, future investments needs in both automotive and non-automotive modes is likely to remain a challenge.

Residents of Nevada County have long enjoyed the rural and historic Gold-Rush towns of western Nevada County, with their forested, rugged hills and many streams. And residents of eastern Nevada County enjoy the abundance of year-round recreational opportunities. While there may be different amenities and draws to the two portions of the county, each share common mobility, travel options, and roadway infrastructure challenges. Addressing these challenges will maintain and enhance the quality of life for residents and visitors to Nevada County.

The RTP serves as a statement of future transportation needs to guide the systematic development of a comprehensive multi-modal transportation system in Nevada County. The investment portfolio of the RTP contains a balanced approach to maintaining the existing infrastructure, improving operational issues, enhancing safety for all users, and creating more multimodal options for residents. Over the 20-year period of the RTP, approximately $1.79 billion in transportation funding is reasonably anticipated to be available to deliver critical projects. The investment portfolio for the next 20 years was developed based on historical revenues and anticipated shares of new funding programs enacted since the last RTP update.



Roadway Improvements and Safety

Nevada County residents experience moderate levels of congestion that are most notable during the commute hours, on downtown streets, and during peak season for tourist travel. Congestion may be most notable at intersections and one way this plan attempts to address this issue is by constructing roundabouts at high volume intersections. Roundabouts have a proven track record at keeping traffic moving while reducing the severity of collisions by lowering traffic speeds. Lower cost options such as adding turn lanes and coordinating closely spaced traffic signals will help manage congestion. Widening roadways to facilitate traffic is a costly endeavor and many of the gold rush era roadways do not have sufficient space to accommodate additional roadway width.

Nevada County jurisdictions are constantly tracking roadway crashes and other safety concerns and evaluating the most appropriate improvements. Local Road Safety Plans are a comprehensive evaluation of collision types and location coupled with proven countermeasures to address the specific issue. These plans are also required to pursue competitive safety grants such as the Highway Safety Improvement Program.

Several projects to reduce congestion, improve travel and safety are highlighted below. The RTP estimates that $104 million, or 6% of the RTP budget, will be available over the next 20-years to address roadway improvements and safety on local roadways.

Unincorporated rural roadways have the 3rd highest fatal and serious injury crashes based on jurisdiction size in the State

2023 Vulnerable Road Users (VRU) Safety Assessment, Caltrans

Adding an additional southbound left turn lane on Pleasant Valley Rd. at SR 20 in Penn Valley will reduce traffic backups and improve the overall efficiency of the intersection.

The synchronization of traffic signals at the SR 20/49 northbound on/off ramps at Idaho Maryland Rd. and Railroad Ave. in Grass Valley will more efficiently handle traffic and ease backups.

Converting the existing one-lane roundabout Truckee Way at Pioneer Trail to a two-lane roundabout will better accommodate tourist traffic.

Improve the Dorsey Dr. at Sutton Wy. Intersection in Grass Valley by installing a traffic signal or roundabout.

Highway Safety, Operations and Maintenance

Nevada County is at the crossroads of multiple highways providing local, regional, and interregional connectivity for daily travel, tourists, and goods. There is approximately 129 miles of state highway system consisting of SR 20, SR 49, and SR 174 in western Nevada County and SR 89, SR 267, and Interstate 80 in eastern Nevada County. The SR 20 and SR 49 corridors serve the major east/west interregional movement for people and goods across the northern Central Valley, linking U.S. 101, Interstate 5, SR 99, SR 70, and Interstate 80. These routes are part of a North state "crossroads" or "hub" for agricultural goods movement in the North Valley and through the Yuba City/Marysville urbanized area for connections to SR 99 and SR 70; and connect the SR 49 corridor in Nevada and Placer County to Interstate 80. Both highways serve as "Emergency Detour Routes" when I-80, between Emigrant Gap and Colfax, is closed due to major accidents, wildfires, and construction. The commerce that travels over I-80 is immense, with estimates indicating that on average between $5.5 to $7.5 million worth of commerce travels over the Donner Pass, every hour, throughout the year.

Projects such as the SR 49 Corridor Improvement project will construct northbound and southbound truck climbing lanes between McKnight Way and La Barr Meadows Road to ensure that our highway system will be able to safely handle existing and future detour events while minimizing impacts on local residents' commutes and daily activities. This project will also eliminate the southbound lane drop just south of McKnight way that has been the cause for numerous rear-end and sideswipe collisions due to slowing traffic. The project is fully funded, and construction is anticipated to begin in 2027.

Regular maintance and upgrades to the state highway system is necessary to address not only the quality of pavement, vegetation management, aged culverts, storm damage, but also addressing the impacts of snow and heavy duty trucks and tire chains cause on higher elvevation freeways such as Interstate 80. Other more localized projects to enhance traffic and the quality of the regional highways are highlighted below. The RTP estimates that approximately $634 million, or 35% of the RTP budget, will be available over the next 20-years to address the existing and anticipated projects and maintain the integrity of the pavement.

Construct 2-lane roundabouts at the I-80 and SR 267 eastbound and westbound ramps in Truckee.

SR 20/49 at Uren Street in Nevada City is a location for a potential roundabout to be evaluated by Caltrans in the future.

Enhancing Multimodal Options

Affordable and convenient bus, vanpool, and biking options not only makes more efficient use of existing roads and highways but provides opportunities for residents and tourists to engage in healthy lifestyles and make short trips without getting in their cars. Investing in complete streets, sidewalks, bike lanes, and more frequent bus service protects the quality of life of people who may not be able to drive, including seniors, people with disabilities, low-income families, and young people.

Active Transportation and Complete Streets

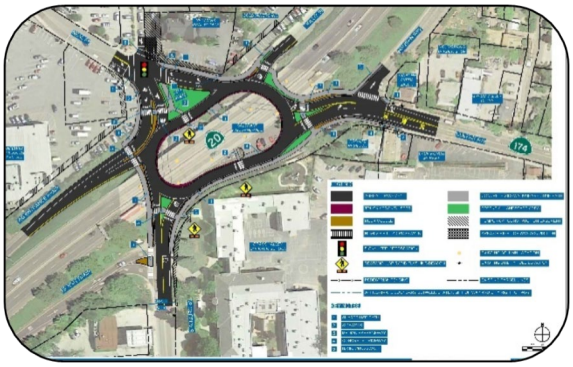
Reconstructing our roadways to incorporate bike lanes, sidewalks, and other features to slow traffic in high pedestrian areas removes the barriers that discourage people from getting out and walking, biking, or rolling around town. This is collectively referred to as active transportation. An interconnected network of bike lanes, sidewalks, and trails allows people of all ages and abilities to safely and confidently get to school, work, and transit stops. The concept of complete streets is the holistic approach of reconstructing roadways to incorporate all modes of transportation and can include amenities such as landscaping, lighting, and parking. Active transportation and complete streets infrastructure helps create interconnected transportation networks that can help reduce congestion and traffic fatalities when designed with all users in mind; improve access to economic opportunity; increase physical activity and improve human health; and tighten the social fabric of communities.

In 2019 the Nevada County Transportation Commission adopted the Countywide Active Transportation Plan (ATP) after a two-year data collection and public engagement process. The Countywide ATP is a comprehensive guide to developing the bicycle and pedestrian network. The plan identifies approximately 316 miles of paved bikeways and 64 miles of sidewalks totaling approximately $295 million in needed improvements. Many of the projects will rely on the statewide competitive Active Transportation Program grant funding to be delivered. A robust community engagement plan sought input from residents and cycling clubs through a series of five workshops and pop-up events throughout the County and was supplemented through an interactive map providing input on needed connections and areas of concern.

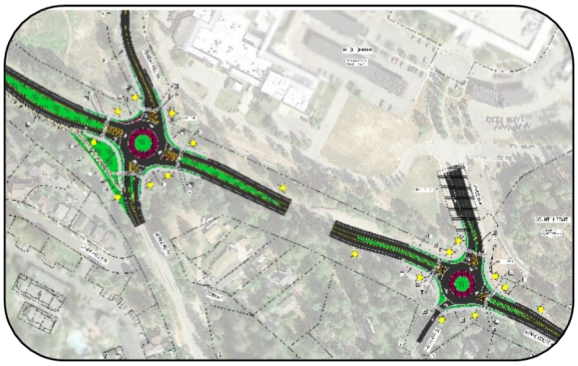
The resulting input led to a listing of projects are categorized by high, medium, and low priority based on community input and the potential competitiveness of the project in the statewide Active Transportation Program.

The RTP estimates that approximately $155 million, or 9% of the RTP budget, will be available over the next 20-years to deliver these projects to make our communities more walkable and bikeable. The majority of the funding for these projects comes from competitive grant sources. Proactively securing additional funding will be necessary to bridge the gap between the estimated $155 million of anticipated funding and the total active transportation needs of $295 million estimated by the 2019 Active Transportation Plan.

The Town of Truckee will reconsturct several roadways in the downtown core to incorporate landscaping, enhanced crosswalks, sidewalks, lighting, and parking improvements.



SR 174/49/20 Roundabout will eliminate the existing traffic signals and confusing turning movements. The project is fully funded and anticipated for construction in 2026.



The SR 49 Corridor from just west of SR 20 to Kahele St will be reconstructed with two roundabouts, ehanced crosswalks, and a multi-use trail.

The City of Grass Valley is actively pursuing funding to extend the Wolf Creek Trail by 1.75 miles from the Northstar Mining Museum to the Idaho Maryland Rd and Sutton Way Intersection.

Transit Services

Transit is a critical component in the overall transportation network in Nevada County by providing options for daily travel to work, school, and allowing visitors to travel without the use of their car. Transit may also be the only option for individuals without a car or those who cannot drive. Traditional fixed route bus service and dial-a-ride transit for individuals with a disability and seniors is offered in both western and eastern Nevada County.

Transit services in Nevada County are provided by Nevada County Transit in western Nevada County for the Cities of Grass Valley, Nevada City, and surrounding communities of Penn Valley, Rough and Ready, Lake Wildwood, Alta Sierra, Lake of the Pines with a regional connection to the Auburn Amtrak station in Placer County. Service is also provided to the Sierra College Campus in Grass Valley.

Future improvements to Nevada County Transit include increasing the frequency of the Nevada City Route 1 from the current 60-minute headways to 30-minutes. Route 1 ran on 30-minute headways prior to the COVID pandemic and had some of the highest ridership within the system. More frequent transit service will enable residents to arrive at their destinations quicker and have greater access to other routes in the County. Nevada County Transit in coordination with NCTC will be undertaking a Comprehensive Operational analysis is fiscal year 2025/26 and 2026/27 to comprehensively review the existing transit services offered and identify areas opportunities to transition to alternative operating models to provide greater system efficiency and ridership benefits. The results of the study could result in a full "reset" of the system to modify the traditional fixed route service, dial-a-ride service, or consider micro-transit service, micro-mobility options, and/or a combination of services to provide the most effective service for Nevada County Transit and residents fo western Nevada County.

Eastern Nevada County is served by the Tahoe Truckee Regional Transit (TART) system that provides service within the Town and connections throughout the Tahoe basin and Truckee region. Truckee sits at one of the "points" of the Tahoe-area "Resort Triangle," and TART provides connections to Palisades Tahoe, Northstar California, and the greater Lake Tahoe region. TART is free to all riders. The Town of Truckee introduced TART Connect On-Demand pilot program in 2021 to test the feasibility of providing residents and visitors with connections to destinations in town on their schedule via a smart phone application. By the end of FY 2021/22, more than 111,000 passengers were served, and the service boosted the overall Truckee Transit Ridership by 257%. Over the last three years, the microtransit service popularity continued to grow and was offered townwide in FY 2023/24 with more than 259,296 passengers being serviced since the inception.

Western Nevada County and the Town of Truckee combined transit operating costs are approximately $11 million annually.

In western Nevada County, the RTP assumes that transit services will maintain the current service levels with small improvements as funding allows. The passage of Measure E in November 2024 provides the Town of Truckee a long-term sustainable funding mechanism to continue providing townwide microtransit service. The RTP estimates that $266 million, or 15% of the RTP budget, will be available over the next 20-years to maintain existing traditional and dial-a-ride services in western Nevada County and the Town of Truckee..

Implementation of 30-minute bus service on Nevada County Connects Route 1.

Continue townwide Microtransit services in the Town of Truckee.

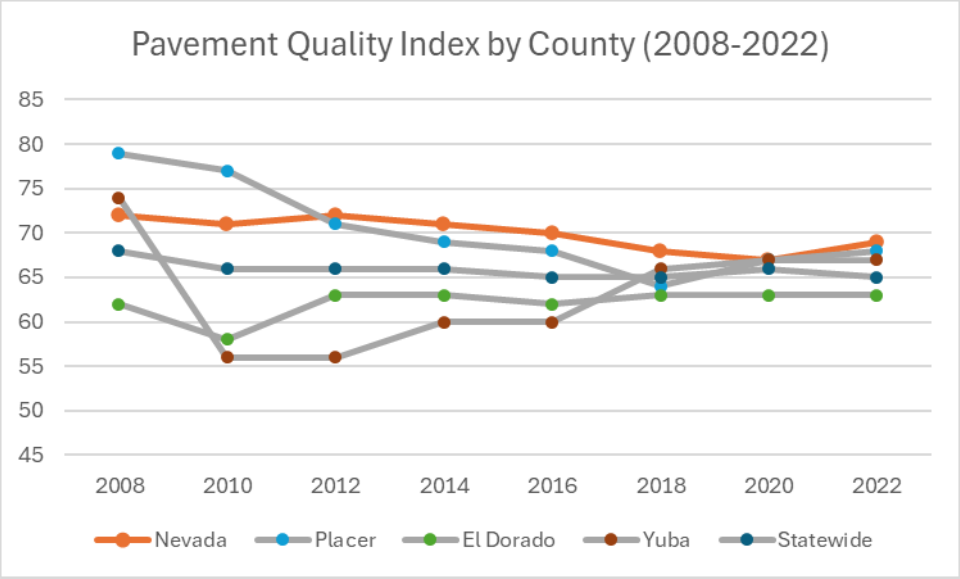
Maintaining Our Roads and Transit Fleets

Regular maintenance of our local roads and replacement of the regions' transit buses is an essential aspect of every jurisdiction and transit operator. Residents expect smooth roads and transit services they can count on for their daily trips. Regular maintenance of the 1,352 miles of roadways and 34 buses can actually reduce long-term costs with proper care. When roadways degrade past the point of maintenance, they often require more extensive work to dig out the asphalt and replace it rather than just resurfacing.

Roadway & Bridge Maintenance

The RTP dedicates $413 million, or 23% of the RTP budget, to roadway maintenance, primarily supplemented through Senate Bill 1 Road Repair and accountability Act (2017) over the next 20 years. A "Fix-it-First" approach to maintaining Nevada County roadway benefits all users and leads to less costly repairs in the future. Roadway maintenance is measured biannually at the state level through the California Statewide Local Streets and Roads Needs Assessment, dating back to 2008. Nevada County's roadway pavement quality index has ebbed and flowed from 72 in 2008 to 69 in 2022. The ideal pavement rating would be between 70 and 100, which is considered good to excellent pavement. The statewide average pavement quality index score for 2022 was 65.

Bridges are an integral part of our transportation system and provide critical connections across area rivers, valleys, and other roadways. There are 135 bridges in Nevada County dating back to 1895, with the average age approaching 52 years old, that need either regular maintenance or replacement. Many of the older bridges were not built to withstand today's vehicle weights which limits trucks and/or emergency vehicle traffic. The RTP dedicates $136 million, or 8% of the RTP budget, to bridge maintenance and repair. Additional state and/or federal funding will be necessary to fully address the backlog of maintenance needs of Nevada County's bridges.



Transit and Facility Upgrades

Similar to roadways, buses that are not replaced at the end of their useful life require more maintenance and even engine overhauls to keep them running. Nevada County Connects currently has two zero emission electric buses and a combination of 21 internal combustion powered buses for the fixed route and paratransit fleet that require replacement every 6-14 years. The Town of Truckee owns seven internal combustion powered buses. Due to the California Air Resources Board Innovative Clean Transit regulations, future bus replacements will be zero emissions buses. While zero emission buses will assist in improving air quality, the costs to replace those vehicles are approximately double of existing internal combustion powered buses.

Nevada County Connects First Battery Electric Bus

To facilitate the transition to zero emission buses, Nevada County Transit and the Town of Truckee will need to invest in new charging infrastructure. Nevada County Transit is investing in three in-ground inductive fast chargers at the Tinloy Transit Center in Grass Valley and five plug-in slow chargers at the Nevada County Operations Center. The Town of Truckee will invest in on-route charging infrastructure at the Public Services Center to support electrification of Truckee TART fleet as well as the expansion and upgrade of the Riverview Corporation Yard that houses the TART Connect fleet.

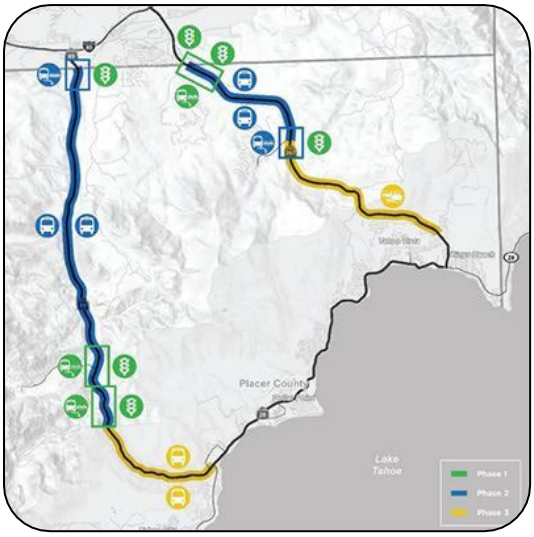
Approximately $42 million, or 2% of the RTP budget, is anticipated to be available for the replacement and upgrade of our transit system to zero emission buses over the next 20 years. The California Innovative Clean Transit Regulation adopted by the California Air Resources Board in 2018 requires transit operators to transition non internal combustion engines; however, the funding tied to this regulation is not sufficient to close an estimated $42 million dollar gap to fully transition. Nevada County transit operators will need to pursue competitive grants to close the funding gap.

Resiliency (Intelligent Transportation Systems & Electromobility)

Intelligent Transportation Systems

Tourism is an important economic driver in Nevada County. Tourists can make up 30 to 60% of the vehicles on area highways during the peak seasons according to the *Bay to Basin Recreation and Tourism Travel Impact Study (October 2014),* adventure tourism grew in popularity by 65% between 2009 and 2012. The popularity of outdoor activities will need to be met with a multitude of strategies to handle the existing and future travel demands of visitors on the local transportation system.

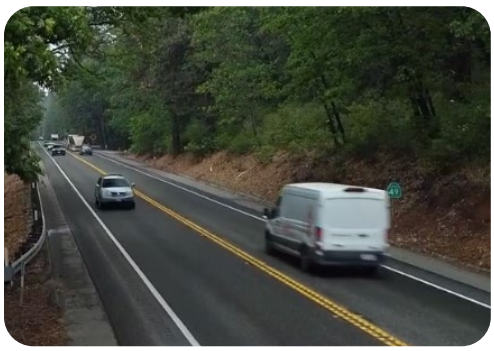
The Town of Truckee is intertwined with the Resort Triangle area that makes up the Lake Tahoe Basin and the SR 28, SR 89, and SR 267 corridors. These corridors are the primary access points to the Lake Tahoe Basin from Interstate 80 as well as the lifeline for residents and employees. The Town and Placer County are evaluating the opportunities and constraints of transit priority lanes on SR 89 and SR 267 to facilitate the movement of visitors to major destinations without the use of their cars. The transit priority lanes would be closely coordinated with higher frequency TART bus services to move visitors more efficiently to certain resort destinations. Approximately $5.2 million is committed to the overall joint project being led by Placer County.



Resiliency

Wildfire has long been a threat to foothill communities and has reached new levels with several significant wildfires in Northern California and 92% of Nevada County residents living in a High Wildfire Severity Zone. Nevada County has responded to these events through a coordinated effort at the local and regional levels to evaluate wildfire fuels, community engagement and education through Firewise Communities, and the identification of improvements to alleviate chokepoints in the roadway system during evacuations. NCTC completed the Ready Nevada County Extreme Climate Event Mobility & Adaptation Plan in 2022 planning effort to identify the climate-related weaknesses of the transportation system in Nevada County and identified actionable adaptation strategies for integration into transportation plans. Nevada County Office of Emergency Services and the Town of Truckee have also embarked on community level evacuation plans.

These efforts positioned Nevada County for success in the 2023 Local Climate Adaptation Program competitive grant program managed by the California Transportation Commission. NCTC was successful in securing $35,000,000 to remove the existing choke points on State Route 49 between Ponderosa Pines Way and Wolf Road/Combie Road. The project will widen the shoulders and construct a two-way left-turn lane to facilitate a three-lane southbound contraflow during evacuation events mitigating risks



to the communities of Grass Valley, Nevada City, and communities within SR 49 corridor. The project is fully funded, and construction is anticipated to occur in 2026.

Publicly available charging infrastructure will lessen "range anxiety" of zero emission vehicle owners and support the future growth of this vehicle sector as California approaches the 2035 mandate to eliminate all new internal combustion engine vehicle sales. Coordination between businesses and local government in Nevada County to locate charging stations will play an important role in securing federal and state funding dedicated to increasing the electric vehicle charging networks.

Approximately $39 million, or 2% of the RTP budget, is anticipated to be available for resiliency improvements over the next 20 years. Projects such as the SR 89/SR 267 transit priority lanes will require coordination amongst NCTC, Placer County Transportation Planning Agency, and the Taho Regional Planning Agency to secure additional funding for this multi-jurisdictional project.

The RTP contains the following chapters:

1. **Executive Summary**: Provides an overview of the plan and its components.
2. **Introduction**: Describes why and how the plan was developed, the regional setting and key characteristics of Nevada County and its population, and other trends likely to impact the future of transportation in Nevada County. Key characteristics identified include a population that is growing slowly but that is also aging.
3. **Demographics**: Describes existing and projected demographics within Nevada county including population, age, income, employment, housing, and environmental justice. This chapter will analyze population trends within Nevada County communities as well as the anticipated projected population of the county. The demographics chapter will provide indication of poverty in Nevada County and areas defined as disadvantaged communities.
4. **Policy Element**: Describes the key issues relevant to planning in Nevada County, other plans that affect the development of the RTP, and public participation in the development of the plan. The policy element also describes issues affecting transportation planning in the county. These issues include ongoing funding challenges, safety, potential future congestion on main roadway corridors, maintaining roadway networks, ongoing challenges of ozone pollution and greenhouse gases, and public desires for increased alternatives to driving. The policy element also presents the goals, objectives, and performance measures for the plan. The following goals are identified:
    - *Goal 1.0:* Provide for the safe and efficient movement of all people, goods, and services, on the roadway network.
    - *Goal 2.0:* Create and maintain a comprehensive, multi- modal transportation system to serve the needs of the County.
    - *Goal 3.0:* Reduce adverse impacts on the natural, social, cultural, and historical environment and the quality of life.
    - *Goal 4.0:* Develop an economically sustainable transportation system.

- *Goal 5.0*: Develop a future-ready transportation system.
- *Goal 6.0*: Ensure infrastructure resiliency and disaster preparedness.
- *Goal 7.0:* Ensure that the transportation planning participation process includes underrepresented and underserved groups.

Policies are then presented to achieve these goals.

5. **Travel Characteristics**: This chapter will examine existing roadway network conditions, existing commute patterns, origin and destinations, and vehicle miles traveled. The travel characteristics will also provide information on transit, active transportation, and aviation travel in Nevada County.

6. **System Performance**: The system performance chapter will outline this RTP horizon performance measures and targets. System performance will also analyze existing and projected roadway network performance through metrics such as level of service and travel time reliability.

7. **Action Element**: Identifies short- and long- term actions to address the needs of the transportation system and to meet the goals and objectives of the RTP. The Action Element addresses each of the following modes and topics:

   - *Roadway Network:* Identifies projects to improve roadway conditions and level of service across the county. Notable projects include:
     - Safety improvements on SR 174 from Maple Way to You Bet Road
     - Project development for SR 49 widening south of Grass Valley to Wolf and Combie Roads
     - Pioneer Trail and Bridge Street extension
     - Widening and adding bike lanes to Donner Pass Road from I-80 to Truckee Town limits

8. **Financial Element:** The financial element chapter will include Nevada County's constrained project lists for this RTP plan horizon as well as estimated revenue for 2025-2045. The financial element will provide indication of Nevada County's expected constrained project costs and available funds for this RTP horizon.

2.0 INTRODUCTION

This chapter details the purpose and process of the RTP. The chapter continues with a description of the local setting (Section 2.3), public participation information (Section 2.4), demographics (Chapter 3), and economic background (Section 3.3), and major factors to consider in transportation planning, such as journey to work trips, housing, land use, and projected growth.

2.1 PURPOSE

In accordance with California State law, the Nevada County Transportation Commission (NCTC), the designated regional transportation planning agency (RTPA) of Nevada County, must prepare a Regional Transportation Plan (RTP) every 5 years. The RTP is a long-range, multimodal plan, detailing 20 or more years of transportation improvement efforts in Nevada County. This 2025 RTP, covering short, medium (2025-2034), and long-term (2035-2045) transportation strategies for the County, serves as the update to the previous 2016 RTP.

The RTP must meet all state and federal requirements, including consideration of land use and population growth, adherence to the California Transportation Plan, the California Interregional Transportation Strategic Plan, the California Strategic Highway Safety Plan, the California Transportation Commission RTP Guidelines, and requirements for air quality, vehicle miles travelled (VMT), and fiscal responsibility. This RTP is also, unless otherwise stated, consistent with local general plans and local funding plans, including the Federal Statewide Transportation Improvement Plan (FSTIP) for Nevada County, the Regional Transportation Improvement Program (RTIP), and Caltrans Interregional Transportation Improvement Program (ITIP).

2.2 PROCESS

The Nevada County Transportation Commission is the agency responsible for preparing the Nevada County RTP. The process, and its timeline, are shown below in **Figure 1**.

FIGURE 1: RTP PROCESS AND TIMELINE

To facilitate plan development, community input was solicited from a wide range of regional stakeholders. Further details of the consulted stakeholders are listed in Section 2.3, and in **Appendix B**.

2.3 REGIONAL SETTING

Nevada County was established in 1851, when it was divided from Yuba County. Nevada County lies in the northern portion of California, stretching from the eastern end of the Sacramento Valley across the Sierra Nevada to the State of Nevada. Nevada County is located approximately forty miles northeast of Sacramento and 15 miles west of Reno, Nevada. The member agencies of NCTC include the County and the Cities of Grass Valley, Nevada City, and the Town of Truckee. A Census Designated Place (CDPs) is a population center used by the Census Bureau for statistical purposes and typically represent unincorporated communities but are locally recognized. While CDPs may lack municipal government, many otherwise resemble incorporated cities or towns. Nevada County contains 11 CDPs:

Alta Sierra	North San Juan
Floriston	Penn Valley
Graniteville	Rough and Ready
Kingvale	Soda springs
Lake Wildwood	Washington

Illustrated in **Figure 2** are the Cities and CDPs of Nevada County, as well as the position of the county within the State of California. Due to the county's rural and rugged terrain, development discussions revolve around the eastern and western halves of the county.

As shown in **Figure 2**, in the eastern part of the county, Truckee is connected to Reno and the Pacific Coast by Interstate 80 (I-80), to Sierra County in the north through State Route (SR) 89, and the Tahoe Basin through SR-89 and SR-267. In the western portion of the county, the cities of Grass Valley and Nevada City are connected to I-80 by SR-174 and SR-49 to the south, or SR-20 to the east. Moving west from Grass Valley along SR-20 or south from Nevada City along SR-49 connects those population centers to Yuba, Placer, and Sacramento Counties.

The rural character of western Nevada County, with its forested, rugged hills and many streams, presents challenges for the existing highway system and utilities. However, the charm of the historic Gold-Rush towns, natural feel, recreational opportunities, and quality of life in the region remain attractive to commercial and residential developers.

Eastern Nevada County is known for its many recreational opportunities. The Town of Truckee is the dominant settlement in the eastern portion of the county, with its proximity to the tourist and recreational hubs of Reno and Lake Tahoe. This mountainous area of the Sierra Nevada offers a full range of winter and summer activities, such as skiing, boating, camping, and hiking. The eastern portion of the county also supports a long-distance rail service, access to the Tahoe Basin, the Sierra Nevada Mountains, and Tahoe National Forest.

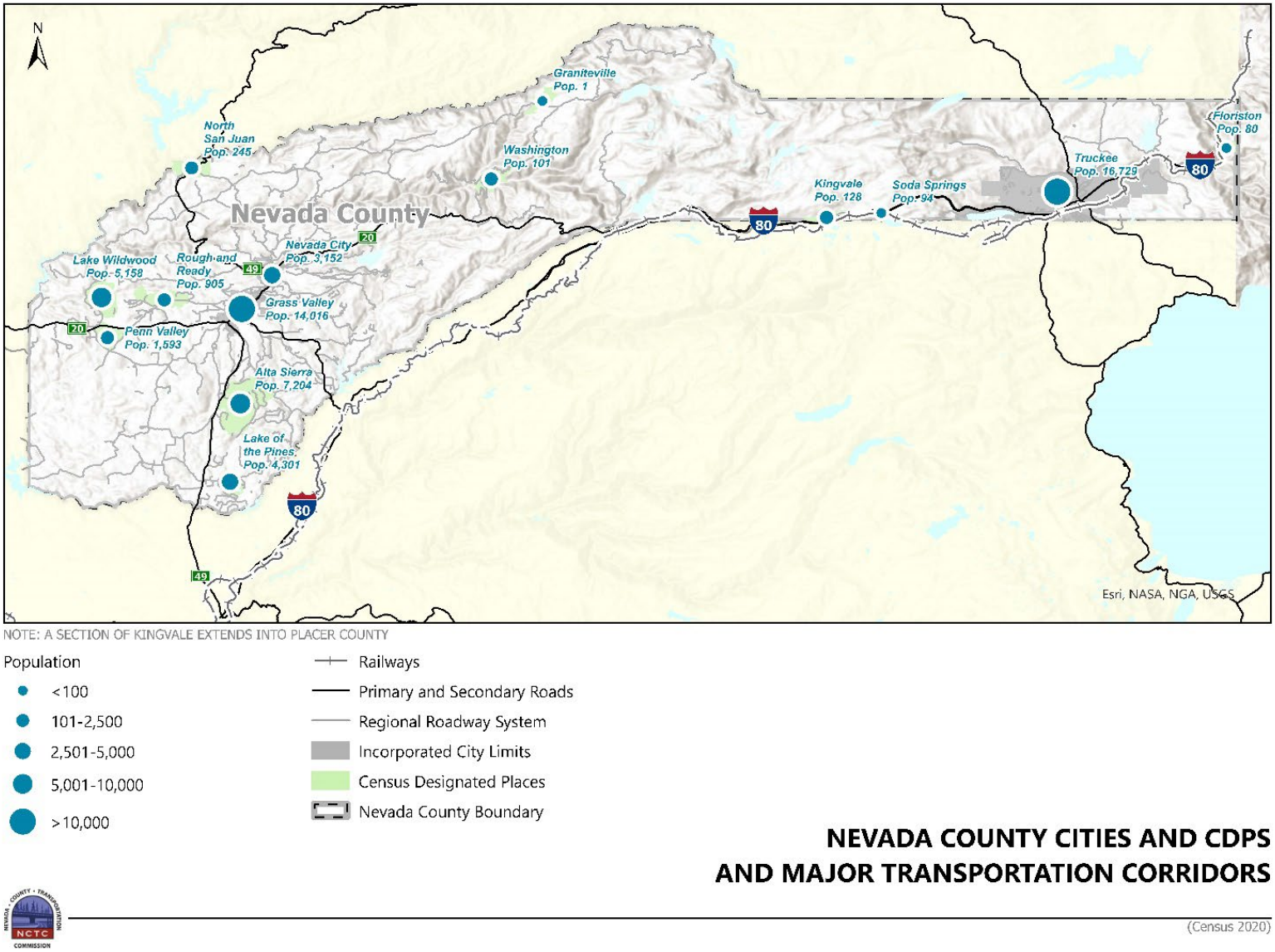


FIGURE 2: NEVADA COUNTY CITIES AND CENSUS DESIGNATED PLACES (CDPS).

2.4 PUBLIC OUTREACH

The planning and development of the county transportation system is accomplished through the coordination of various governmental agencies, advisory committees, and public input.

2.4.1 GOVERNMENT PARTICIPATION

The following government agencies and groups contributed to development of the RTP:

- The Nevada County Transportation Commission, serving as the Regional Transportation Planning Agency (RTPA), consists of seven Commissioners and five regular staff. The Commission includes the following representatives:
    - The Nevada County Board of Supervisors appoints two representatives from the Board of Supervisors.
    - The Nevada County Board of Supervisors appoints two county-at-large representatives.
    - The incorporated cities of Grass Valley, Nevada City, and the Town of Truckee each have one representative.
- The Technical Advisory Committee (TAC) provides technical input on transportation issues and ensures that there is interagency coordination and cooperation in the transportation planning process. The committee includes representatives of:
    - Local public works and planning departments
    - Caltrans
    - Public airport operators
    - The Northern Sierra Air Quality Management District
    - Public transit operators
- The Transit Services Commission (TSC) provides policy direction and advises the transit operator in western Nevada County on matters relating to the daily operations of the transit and paratransit services. The TSC includes the following representatives:
    - The Nevada County Board of Supervisors appoints two representatives from the Board of Supervisors.
    - The Nevada County Board of Supervisors also appoints two county-at-large representatives.
    - The City Councils of Grass Valley and Nevada City each have one representative.
    - The City Councils of Grass Valley and Nevada City also jointly appoint one city-at-large representative.
- The Western Nevada County Conformity Working Group provides interagency consultation and coordination on transportation conformity. The group includes representatives from the

following agencies:

- The Nevada County Transportation Commission
- Northern Sierra Air Quality Management District
- Caltrans
- California Air Resources Board
- U.S. Environmental Protection Agency
- Federal Highway Administration
- Federal Transit Administration

- Notice was also provided to local representatives of the US Forest Service and Bureau of Land Management.

2.4.2 CITIZEN PARTICIPATION

Public involvement is a major component of the transportation planning process. Every person in Nevada County is affected by transportation and as such, is an important component of the transportation planning process. The NCTC makes a concerted effort to solicit public input from all Nevada County residents, including underrepresented groups. Methods of outreach are outlined below:

- Two public outreach events for the RTP were held virtually on March 16 (Eastern County) and April 10 (Western County). During each event, NCTC and consultant staff talked to members of the public, solicited input through an interactive project website and verbal feedback from attendees. Additionally, attendees were directed to the RTP project website to complete an online survey and stay connected to the RTP update. This process is further described in **Appendix B**, which provides further details of inputs received via the outreach events and online surveys.
- The NCTC produced and maintains a website, www.nctc.ca.gov, to keep the public informed of transportation planning efforts in Nevada County. A project specific website, www.nctc2045rtp.com, was created for this RTP to provide relevant information, meeting information, and solicit feedback via an interactive map on Social Pinpoint (**Figure 3**). Planning documents, including the draft and final RTP, are posted to this site.
- Copies of the Draft RTP were made available for review at the main public libraries in western and eastern Nevada County, on the NCTC website, and the RTP website.
- Press releases were sent to the media establishments in western and eastern Nevada County announcing availability of the Draft RTP for review and comment and noting key findings.
- Public hearings were held and noticed in the main newspapers in western and eastern Nevada County prior to adoption of the RTP and Regional Transportation Improvement Program (RTIP).
- Notice of the Draft RTP was sent to local environmental, business, and freight organizations to

solicit additional feedback.

- The Social Services Transportation Advisory Council (SSTAC) consists of appointed citizens representing a wide range of transit dependent groups. The SSTAC recommends action to the NCTC relative to the unmet transit needs and advises the Commission on transit issues. In compliance with Public Utilities Code 99238, the current SSTAC consists of the following representatives:
    - One representative of potential transit users who are 60 years of age or older.
    - One representative of potential transit users who are disabled.
    - Two representatives of the local social service providers for seniors.
    - Two representatives of local social service providers for the disabled.
    - One representative of a local social service provider for persons of limited means.
    - Two representatives from the local consolidated transportation service agency.
    - One representative of transit users in western Nevada County.
    - One representative of the Hispanic community in the Truckee area.
- Accessible Transportation Coalition Initiative/Mobility Action Partners Coalition (ATCI-MAPCO) consists of individuals representing social services and transportation advocates focused on improving mobility, accessibility, and safety for all transportation users to in western and eastern Nevada County.
- Each year, public notifications are sent out to encourage participation in transportation planning processes, such as the annual Unmet Transit Needs public hearing held by the TSC as well as various public workshops relating to the transportation projects and planning activities of the NCTC.

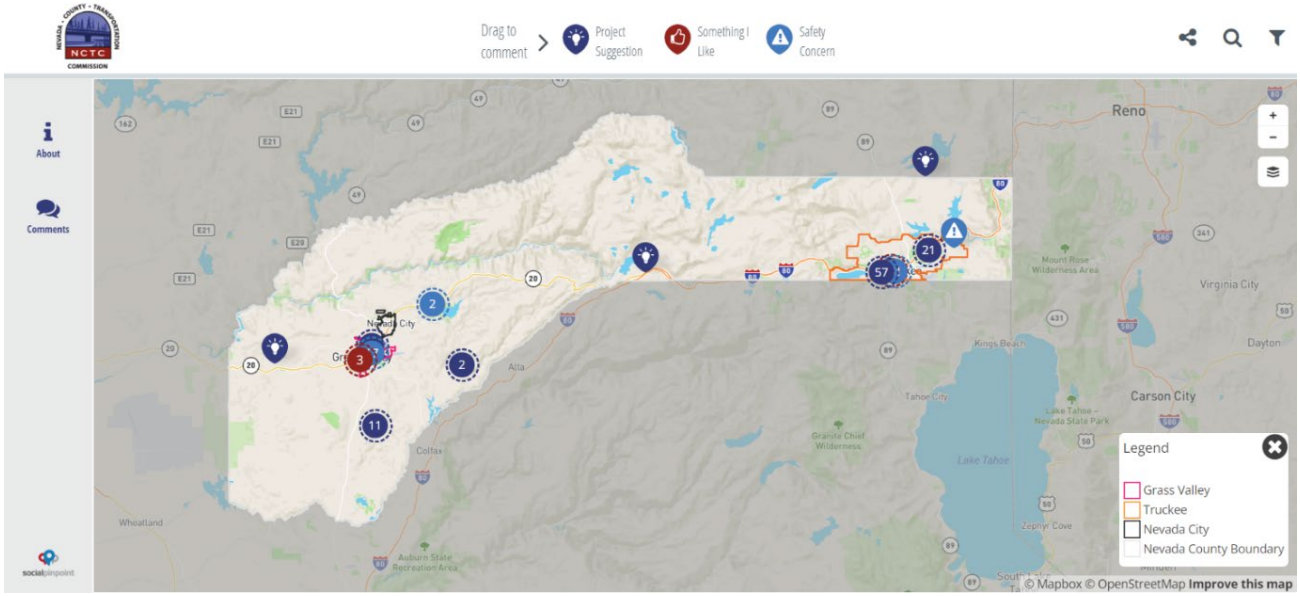


FIGURE 3: 2045 NEVADA COUNTY RTP SOCIAL PINPOINT PUBLIC OUTREACH TOOL

3.0 DEMOGRAPHICS

3.1 POPULATION TRENDS

In 2000, the total county population was reported at 92,033. The population climbed to 97,454 in 2010 then settled into a slight increase between 2020 and 2022 to a population of 101,242. This represents a roughly 0.27% annual compound growth in population between 2010 and 2020, and a -0.96% annual compound decline between 2020 and 2022. Population trends from 2000 to 2022 are illustrated in **Figure 4**.

The historic and current distribution of population for the county and incorporated cities since 1990 to 2022 is shown in **Table 1**. The shaded cells in **Table 1** show peak populations between 1990 and 2022. As shown in this table, the population of the county has increased from 1990 to 2020 and declined between 2020 and 2022. Illustrated in **Figure 5**, since 1981 overall population growth has increased with a majority of the growth centered in Truckee, Grass Valley, and the unincorporated county. Population in Nevada County has held stable since 2020, but declined slightly, with the bulk of the decline occurring in the unincorporated areas of the county.

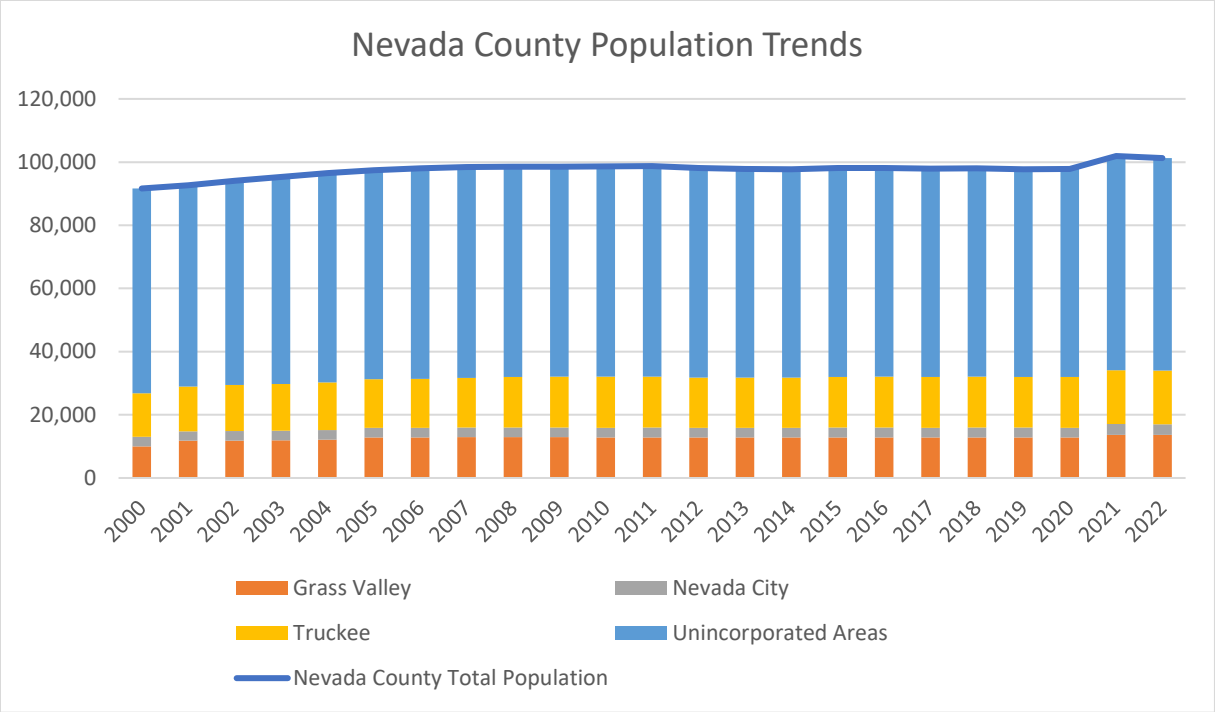


FIGURE 4: NEVADA COUNTY POPULATION TRENDS (2000-2022)

TABLE 1: NEVADA COUNTY POPULATION DISTRIBUTION (1990-2022)[1]

Area of Residence	Population+				
	Apr 1990	**Apr 2000**	**Apr 2010**	**Apr 2020**	**Jan 2022**
Grass Valley	9,048	10,922	12,860	13,617	13,617
Nevada City	2,855	2,996	3,068	3,349	3,334
Truckee	N/A*	13,864	16,180	16,776	17,100
Unincorporated Area	66,607	64,251	66,656	68,499	67,191
Total County	**78,510**	**92,033**	**97,454**	**102,241**	**101,242**

* City of Truckee was incorporated in 1993
+ April estimates are Census Bureau counts; January counts are Department of Finance Estimates.

Source: *State of California, Department of Finance, Report E-4 Population Estimates for Cities, Counties, and the State, Sacramento, California, 2023.*
State of California, Department of Finance, E-4 Historical Population Estimates for City, County and the State, 1991-2000, with 1990 and 2000 Census Counts, 2000-2010 with Census Counts, 2022 Estimates with 2020 Census Counts.
U.S. Census Bureau.

[1] NOTE: Due to high non-response rates in 2020 driving up the American Community Survey's statistical error in 2020 and a new privacy methodology, the error rates in the 5-year 2017-2021 American Community Survey are much higher than in previous cycles. Therefore, the decennial census, considered more authoritative, was used. However, due to the new census privacy methodology, data for jurisdictions smaller than the county level are considered less accurate in the 2020 decennial census than in prior decennial censuses. This inaccuracy is particularly noticeable for very small jurisdictions, such as Graniteville.

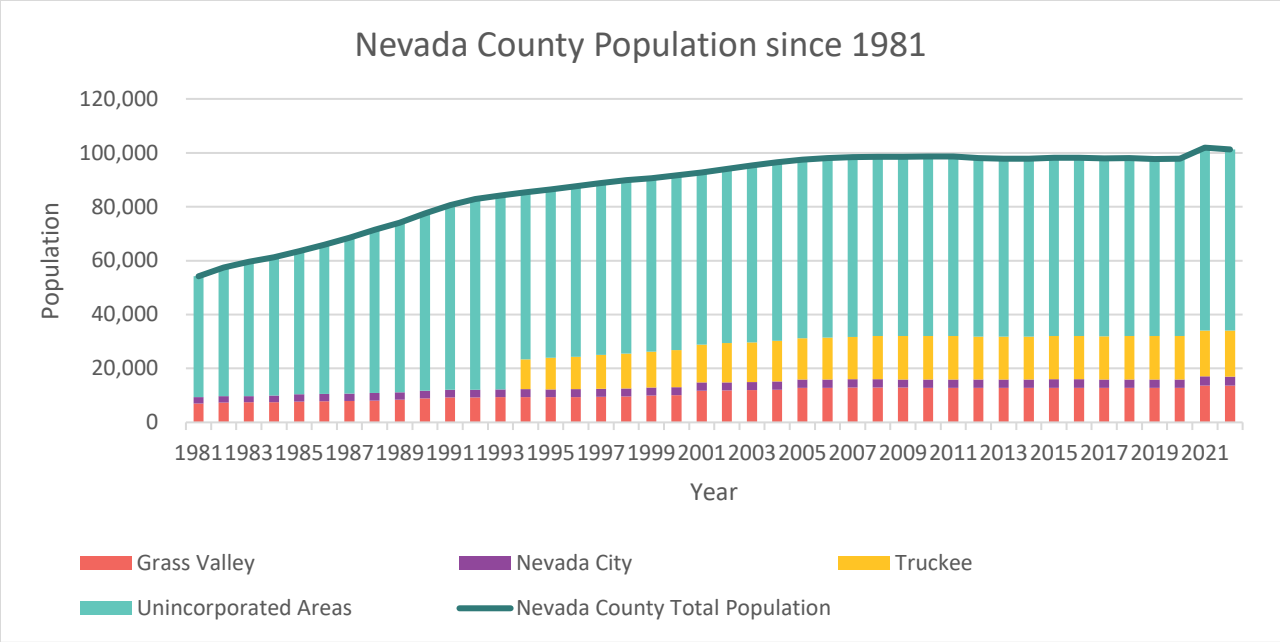


FIGURE 5: NEVADA COUNTY POPULATION SINCE 1981. SOURCE: STATE OF CALIFORNIA, DEPARTMENT OF FINANCE, REPORT E-4, HISTORICAL POPULATION ESTIMATES FOR CITIES, COUNTIES, AND THE STATE, 1980-2022.

ADDITIONALLY, AS SHOWN IN **TABLE 2** AND **FIGURE 6** MOST YOUTH AND ELDERLY DO NOT RESIDE WITHIN THE INCORPORATED AREAS, WHICH ARE BETTER SERVED BY TRANSIT THAN UNINCORPORATED AREAS. THIS FACT REPRESENTS ANOTHER CHALLENGE FOR TRANSIT SERVICES.

TABLE 2: YOUTH AND ELDERLY BY PLACE OF RESIDENCE

Area of Residence	Under 18 Years of Age		Over 65 Years of Age		Total
	Persons	%	Persons	%	
Grass Valley	2,756	20.3%	3,889	28.7%	13,550
Nevada City	268	8.7%	1,272	41.1%	3,097
Truckee	3,735	22.2%	2,675	15.9%	16,850
Unincorporated Area	10,818	16.6%	20,188	31.0%	65,024
Total County	**17,577**	**17.2%**	**28,024**	**27.4%**	**98,521**
State of California	*8,992,432*	*31.0%*	*5,964,946*	*15.12%*	*39,455,353*
Source: U.S. Census Bureau, 2017-2021 American Community Survey 5-year Estimate.					

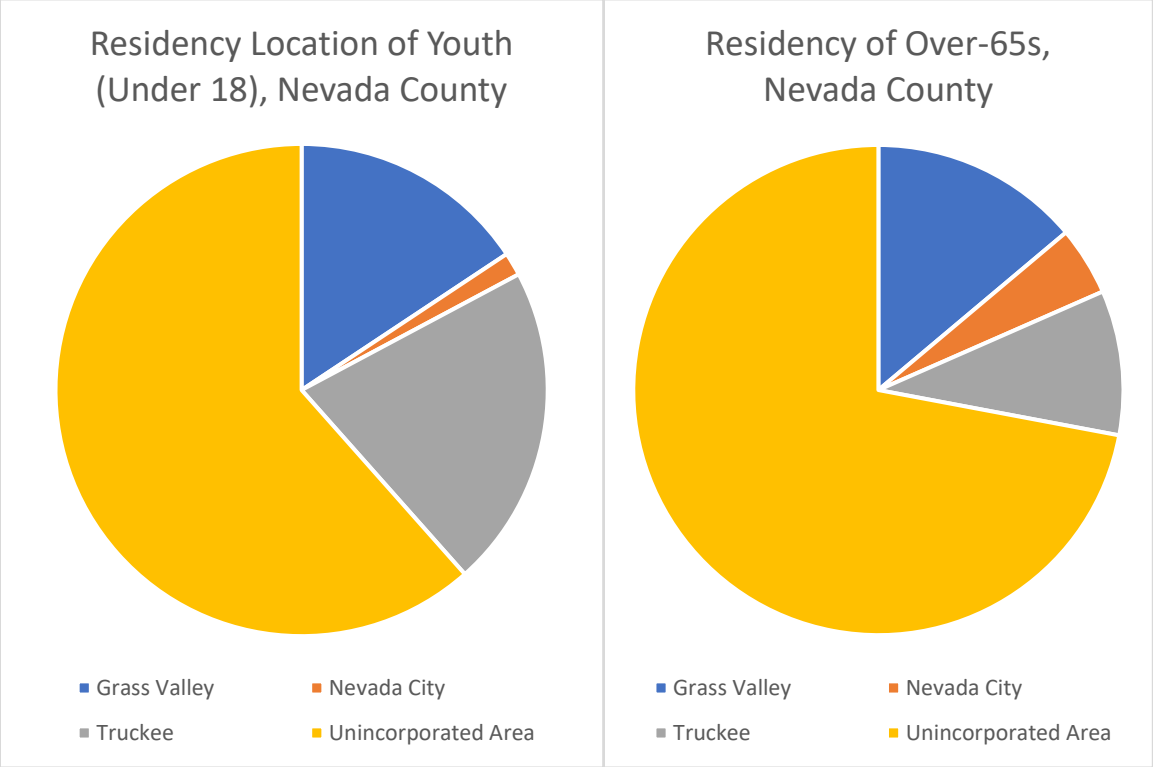


FIGURE 6: RESIDENCY OF ELDERLY AND YOUTH POPULATIONS. SOURCE: U.S. CENSUS BUREAU, 2017-2021 AMERICAN COMMUNITY SURVEY 5-YEAR ESTIMATE.

3.1.1 OTHER COMMUNITIES

There are eleven Census-Designated Place (CDP) in Nevada County (**Table 3**). A CDP is a concentration of population identified by the U.S. Census Bureau for statistical purposes. CDPs are delineated for each decennial census as the statistical counterparts of incorporated places such as cities, towns, and villages. CDPs are populated areas that lack separate municipal government, but which otherwise physically resemble incorporated places. **Table 3** shows the 2020 population for each CDP as reported in the 2020 decennial census.[1] Three CDPs (Alta Sierra, Lake Wildwood, and Lake of the Pines) have greater population than the incorporated city of Nevada City.

TABLE 3: CDPS IN NEVADA COUNTY AND THEIR 2020 CENSUS POPULATION

CDP	2020 Population
Alta Sierra	7,204
Floriston	80
Graniteville	1
Kingvale	128
Lake of the Pines	4,301

Lake Wildwood	5,158
North San Juan	245
Penn Valley	1,593
Rough and Ready	905
Soda Springs	94
Washington	101
Source: 2020 U.S. Census[2].	

3.1.2 POPULATION FORECASTS

As shown in **Table 4** and **Figure 7**, the population of Nevada County is projected to increase from 97,349 in 2020 to approximately 101,004 in 2030 and 103,193 in 2040. Note that these population estimates, from the California Department of Finance, exclude the COVID-19 era population spike. These estimates represent an increase of 5,844 people, or a 0.233% compound annual growth rate over 40 years. As Nevada County's population increases, additional demand will be placed on the existing transportation infrastructure. The analysis contained in this RTP reviews the need for improvements to existing facilities, as well as the need for new facilities.

As the residents of Nevada County age, their need for services is likely to increase. As shown in **Table 4** and **Figure 7**, the county's population over 65 years of age is expected to increase from 32,385 in 2025 to 33,526 in 2035 and decrease to 31,233 in 2045. This is an increase of 4% from 2025 to 2035, with the proportion of people over 65 expected to peak at roughly 1/3 of the population in the 2030s and declining to 28% by 2060. As shown in **Table 4**, the number of elderly aged 75 and older is projected to increase by 84% over 20 years, from 11,976 in 2020 to 22,045 in 2040. As persons aged 65 and older are a major transit market, this suggests that in the near term, increasing demand will be placed on fixed route transit and paratransit services in the western and eastern Nevada County that will be sustained through the timeline of this RTP and suggests the need to address the long-term expansion of transit operating revenues.

TABLE 4: FORECAST POPULATION OF ELDERLY IN NEVADA COUNTY

Year	65 Years and Older	75 Years and Older	Total
2025	16,205	16,180	32,385
2035	12,121	21,405	33,526
2045	10,384	20,849	31,233
Source: DOF Demographic Research Unit, 2019 Baseline.			

[2] NOTE: Due to high non-response rates in 2020 driving up the American Community Survey's statistical error in 2020 and a new privacy methodology, the error rates in the 5-year 2017-2021 American Community Survey are much higher than in previous cycles. Therefore, the decennial census, considered more authoritative, was used. However, due to the new census privacy methodology, data for jurisdictions smaller than the county level are considered less accurate in the 2020 decennial census than in prior decennial censuses. This inaccuracy is particularly noticeable for very small jurisdictions, such as Graniteville.

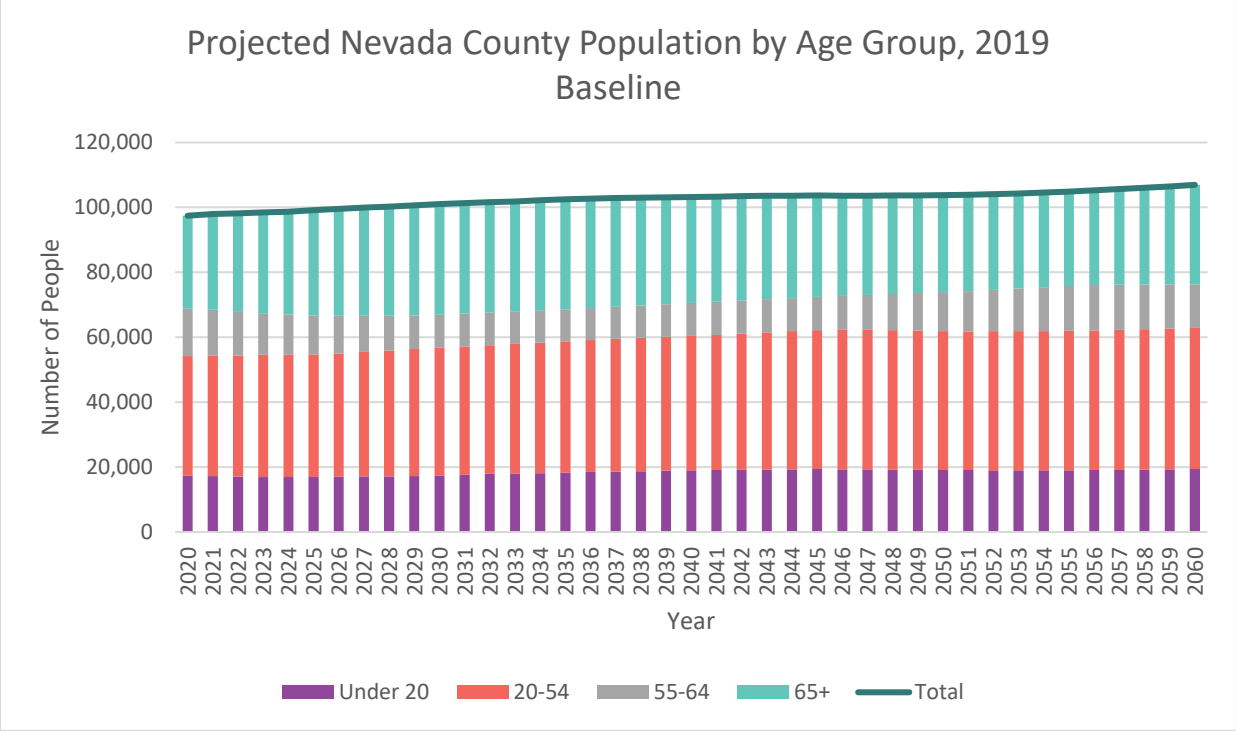


FIGURE 7: FORECAST POPULATION BY AGE GROUP IN NEVADA COUNTY. SOURCE: CALIFORNIA DEPARTMENT OF FINANCE DEMOGRAPHIC RESEARCH UNIT, 2021.

3.2 EMPLOYMENT

In 2021, 47,090 county residents 16 years of age and older were members of the labor force (**Table 5**). This represents approximately 46% of all residents 16 years and older. Since the 2008 financial crisis, labor force participation had been increasing, before dropping in 2020 due to the COVID-19 pandemic and recovering slightly in 2021. Statewide, in 2021, the labor force was represented by 39% of residents 16 years and older.

As shown in **Figure 8**, Nevada County's unemployment declined steadily through the 2010s as the 2008 financial crisis receded into history, dipping below the statewide unemployment rate in 2014. The unemployment rate spiked to 8.2% during the COVID-19 pandemic, then declined to 5.6%. The November 2022 unemployment rate for Nevada County was 3.2%.

TABLE 5: NOVEMBER 2022 EMPLOYMENT DATA FOR INCORPORATED AREAS AND LARGE CDPS IN NEVADA COUNTY

Area	Labor Force	Employment	Unemployment Rate
Total Nevada County	***47,840***	***46,330***	***3.2%***
Alta Sierra CDP	3,810	3,740	2%
City of Grass Valley	5,930	5,810	1.9%
Lake of the Pines CDP	3,600	3,300	6.4%
Lake Wildwood CDP	1,660	1,600	3.6%
Nevada City	1,380	1,360	1.5%
Penn Valley CDP	410	410	0.7%
Town of Truckee	9,490	9,280	2.2%

Source: State of California November 2022 Labor Market Benchmark. Data not seasonally adjusted.

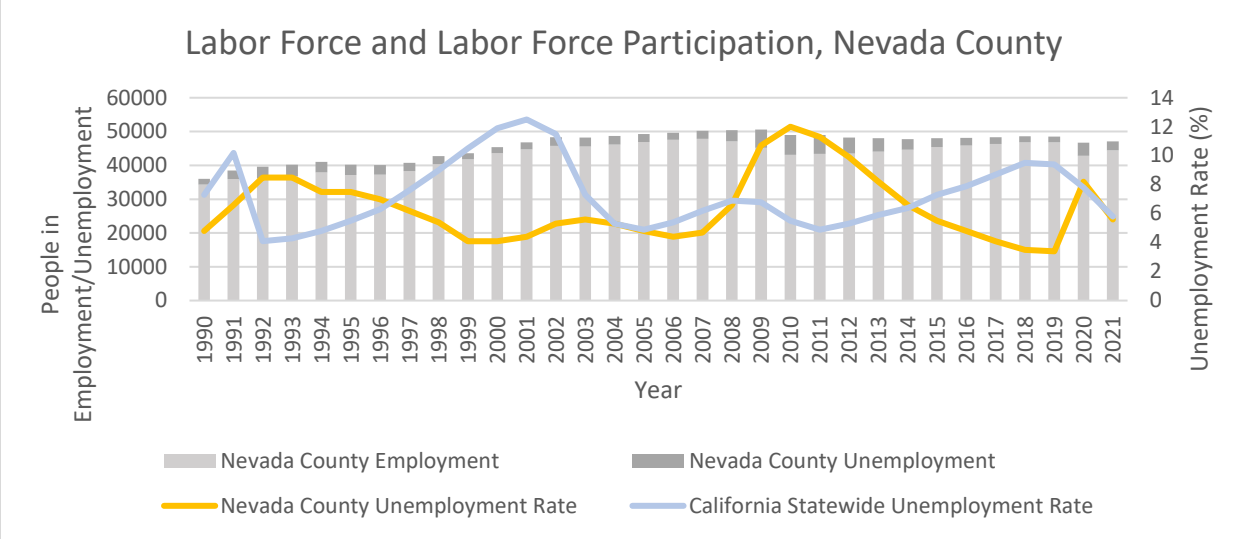


FIGURE 8: EMPLOYMENT AND UNEMPLOYMENT DATA. SOURCE: STATE OF CALIFORNIA, EMPLOYMENT DEVELOPMENT DEPARTMENT LABOR MARKET INFO, 2022.

The job growth by industry between November 2017 and 2022 is shown in **Table 6**. The county has experienced a 4.9% increase in wage and salary jobs, even after the job shocks of the COVID-19 pandemic. Farm employment rose from 70 to 190, the largest increase, retail trade, government (state and federal), other services, and manufacturing showed declines in employment.

TABLE 6: NEVADA COUNTY LARGEST INDUSTRIES BY EMPLOYMENT

Industry	2017	2022	Change from 2017
Government	6,620	6,600	-0.3%
Education	5,630	5,510	0.2%
Trade, Transportation, and Utilities	4,970	5,080	2.2%
Goods Producing	4,410	4,800	8.8%
Retail Trade	4,080	4,000	-2.0%
Source: State of California March 2022 Labor Market Benchmark.			

Table 7 provides the major employers in Nevada County, in alphabetical order. This information was obtained from the Employment Development Department (EDD).

TABLE 7: NEVADA COUNTY MAJOR EMPLOYERS

AJA Video	Networked Insurance Agents LLC
American Rivers Inc	Nevada Irrigation District
B & C Ace Home & Garden Ctr	Nevada Union High School
Briarpatch Community Market	Raley's
Clear Capital	Robinson Enterprises Inc

Donner Ski Ranch	Safeway
Golden Empire Nurse & Rehab	Sierra NV Memorial Hospital
Grass Valley USA LLC	Spring Hill Manor Rehab
Interfaith Food Ministry	Sugar Bowl Ski Area
Jehovah's Witnesses	Tahoe Forest Hospital District
Lodge At Tahoe Donner	Track At Truckee Donner Rec
Milhous School Inc	
Source: EDD, America's Labor Market Information System (ALMIS), Employer Database, 2022.	

3.3 INCOME

In 2021, the per capita income in Nevada County was $43,777, compared to the statewide average of $41,276. The 2021 median household income for the county was $74,617, compared to the state median of $84,097. Income by jurisdiction is shown in **Table 8**.

TABLE 8: NEVADA COUNTY HOUSEHOLD INCOME

Area	Median Income	Mean Income	Households Receiving Social Security	
			Count	%
Truckee	$103,772	$59,141	1,501	24%
Grass Valley	$44,906	$32,575	2,643	40.7%
Nevada City	$53,534	$45,734	822	57.2%
Nevada County Total	**$74,617**	**$43,777**	**17,497**	**42.8%**
California	*$84,097*	*$41,276*	*3,673,578*	*27.8%*
Source: US Census Bureau, Selected Economic Characteristics 2017-2021 American Community Survey 5-Year Estimates.				

A summary of households with income below the poverty line (which varies by household size) and households receiving food stamps is provided in **Table 9**. The table illustrates that the highest number of impoverished households is in the unincorporated county, while the highest share is in Nevada City, as highlighted in **Table 9**.

TABLE 9: SELECT POVERTY INDICATORS, NEVADA COUNTY

Area	People Below Poverty Line			Households						
				Receiving Food Stamps		Receiving SSI		Receiving Cash Public Asst.		Total
	Count	%	Total	Count	%	Count	%	Count	%	
Truckee	1,678	10.0%	16,850	219	3.5%	111	1.8%	111	1.8%	6,247
Grass Valley	2,036	15.7%	12,973	947	14.6%	644	9.9%	212	3.3%	6,495
Nevada City	462	16.1%	2,871	150	10.4%	138	9.6%	46	3.2%	1,438
Unincorporated.	6,391	9.4%	68,186	906	3.4%	1,486	5.6%	429	1.6%	26,697

Nevada County Total	**10,567**	**10.5%**	**100,880**	**2,222**	**5.4%**	**2,379**	**5.8%**	**798**	**2.0%**	**40,877**
California	*4,741,175*	*12.3%*	*38,701,532*	*1,259,489*	*9.5%*	*788,556*	*6.0%*	*480,154*	*3.6%*	*13,217,586*
Source: US Census Bureau, Selected Economic Characteristics 2017-2021 American Community Survey 5-Year Estimates.										

Several communities within Nevada County qualify as Disadvantaged Communities (DAC) according to the California Transportation Commission 2023 Active Transportation Plan Guidelines. Communities with populations below 15,000 that have a median income below 80% of the statewide median, or $60,188, qualify for this designation. Thus, Grass Valley, Nevada City, North San Juan ($34,714), and Rough and Ready ($51,799) all qualify, other areas of the county also qualify at a census-tract level[3]. Additionally, areas with at least 75% of public-school students eligible for free or reduced-price meals also qualify as disadvantaged. Grizzly Hill Elementary School (86.2%) meets this criterion.

3.4 HOUSING

As shown in **Table 10**, since 2019, Nevada County has seen an increase of 0.7% in total housing units. This growth can be attributed to an increase in remote workers moving to the county for its recreation destinations or lower housing costs. The county has experienced a significant increase in multi-family housing units available (6.7%) while single-family housing has slight growth of 0.3% and mobile homes have seen a decline of 3.7%.

TABLE 10: NEVADA COUNTY HOUSING UNITS

Year	Single Family	Multi-Family	Mobile Homes	Total Housing Units
2019	45,612	5,196	3,176	53,984
2023	45,769	5,544	3,056	54,369
Change	157 (0.3%)	348 (6.7%)	-120 (-3.7%)	385 (0.7%)
Source: State of California, Department of Finance, Report E-5, Table 2: Population and Housing Estimates, Sacramento, California, May 2023; California Department of Finance Demographic Research Unit.				

The Regional Housing Needs Assessment (RHNA) is a required statewide process to address housing issues related to future growth. The RHNA identifies an allocation of jurisdictions' "fair share" of Nevada County's current unmet housing needs as well as future projected housing needs by income group. The RHNA identifies and quantifies both existing and anticipated housing needs for each jurisdiction. Each jurisdiction (County of Nevada, City of Grass Valley, City of Truckee) is required to update their Housing Element by June 30, 2024, to address how they will meet their allocated need. The RHNA is subject to approval by the State Department of Housing and Community Development (HCD). The 2025 RTP baseline and future year land use assumptions are consistent with the County's recent Regional Housing Needs Allocation (RHNA) targets.

[3] https://catc.ca.gov/-/media/ctc-media/documents/programs/atp/2022/adopted-2023-active-transportation-program-guidelines-a11y.pdf

3.5 ENVIRONMENTAL JUSTICE & EQUITY

Environmental Justice (EJ) is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. It is the identification and assessment of adverse effects of programs, policies, or activities on minority and low-income population groups. NCTC's goal is to ensure that all people, regardless of race, color, national origin or income, are protected from disproportionate negative or adverse impacts of transportation projects and that all populations share in the benefits of transportation improvements in Nevada County. The emphasis on EJ is intended to protect low-income and minority individuals across Nevada County by identifying and addressing any disproportionately high and adverse effects of the Plan on minority and low-income populations (i.e., EJ communities).

There are several web-based interactive mapping database tools that can enhance NCTC'S 2022 RTP/SCS GIS based analysis for both social equity as well as health that shed light on Nevada County's disadvantaged communities and at-risk population. These include ESRI demographic profiles, Justice 40 mapping of disadvantage communities (federal definitions), and California specific CalEnviroScreen mapping of at-risk populations. **Figure 9** shows the ESRI at-risk population profiles for Nevada County. This includes at-risk populations; poverty and language barriers; and population and business profiles.

Figure 10 shows the Justice40 mapping of Nevada County census tracts that are identified as disadvantaged based on the number of criteria met. The Justice40 Initiative was launched in 2021 by Executive Order 14008 to address long-standing climate and environmental inequities. Justice40 requires federal agencies to work with states and local communities to ensure that at least 40% of the benefits from federal climate, clean energy, water, and infrastructure investments go to disadvantaged communities that are marginalized, underserved, and overburdened by pollution.

As illustrated in **FIGURE 10**, northern Nevada County meets two Justice40 criteria, Climate Change and Legacy Pollution. Near Grass Valley, a Nevada County census tract meets three Justice40 criteria, Climate Change, Housing and Workforce Development. The Climate Change category identifies census tracts that are 90th percentile for expected agriculture loss, or expected building loss, or population, or flood and wildfire risk, and are at or above the 65th percentile for low income. Census tracts that meet Legacy Pollution criteria include those that have at least one abandoned mine or are at or above the 90th percentile for proximity to hazardous waste facilities and are at or above the 65th percentile. Census tracts who meet the Housing criteria include those that have experienced historic underinvestment or are at or above the 0th percentile for housing cost, or lack of green space, or plumbing. The Workforce Development criteria considered census tracts to be disadvantaged if they are at the low median income, or poverty, or unemployment, and fewer than 10% of people ages 25 or older have a high school degree. The remainder of the county does not meet the Justice40 criteria thresholds to be considered disadvantaged.

Figure 11 is a screen shot from the on-line mapping tool CalEnviroScreen 4.0. This tool was designed to help CalEPA identify disadvantaged communities as required by Senate Bill 535 (De León, Chapter 830,

Statutes of 2012). SB 535 calls for CalEPA to identify disadvantaged communities based on geographic, socioeconomic, public health and environmental hazard criteria. It identifies communities that are most affected by sources of pollution, and where people are often especially vulnerable to pollution's effects. The tool uses environmental, health, and socioeconomic information to produce scores for every census tract in the state.

The scores are mapped so that different communities can be compared. An area with a high score is one that experiences a much higher pollution burden than areas with low scores. CalEnviroScreen ranks communities based on data that are available from state and federal government sources. Understanding which socioeconomic groups benefit or not from a given land use and/or transportation investment allocation – particularly disadvantaged and underserved communities is a key Federal and State objective. The degree of transportation equity or inequity of Nevada County's disadvantaged communities is assessed across a number of performance metrics, including multimodal access (i.e., access to transit and low stress ped/bike facilities), proximity to freeway on/off ramps, and allocation of transportation funding for multimodal improvements. As illustrated in Figure 11, Nevada County consists of a low CalEnviroScreen score compared to surrounding regions and no census tracts in Nevada County are designated as a disadvantaged community.

3.6 REGIONALLY DISADVANTAGED COMMUNITIES

The 2025-2045 RTP takes a deeper evaluation of at-risk communities by going beyond the definitions outlined in federal and state law, or environmental justice identifiers (e.g., CalEnviroScreen, Justice 40, etc.) by considering other population and socioeconomic characteristics throughout the incorporated cities and small communities of Nevada County that may lead to disproportionate access to essential services, jobs, and upward mobility. The lack of mobility can be exacerbated in rural areas that have limited access to transit or active transportation modes due to the lower density of land use development and/or lack of suitable active transportation facilities. The lack of identification of disadvantaged communities in Nevada County through the existing state and federal definitions limits the competitiveness of grant applications through many of the existing transportation funding programs. Thus, limiting the funding options to improve accessibility and mobility throughout Nevada County.

To ensure that NCTC and local jurisdictions have the ability to address the accessibility and mobility needs of at-risk communities in Nevada County, an extensive data analysis was conducted to understand the needs of communities that are not considered "underserved" by existing disadvantaged community definitions. For purposes of defining a regional disadvantaged community, NCTC uses the following social and demographic data to illustrate locations where individuals experience greater societal cumulative impacts of:

- Share of Non-White Population
- Language Proficiency
- Poverty and Unemployment
- Housing Cost Burden
- Single Parent Households
- Young and Elderly

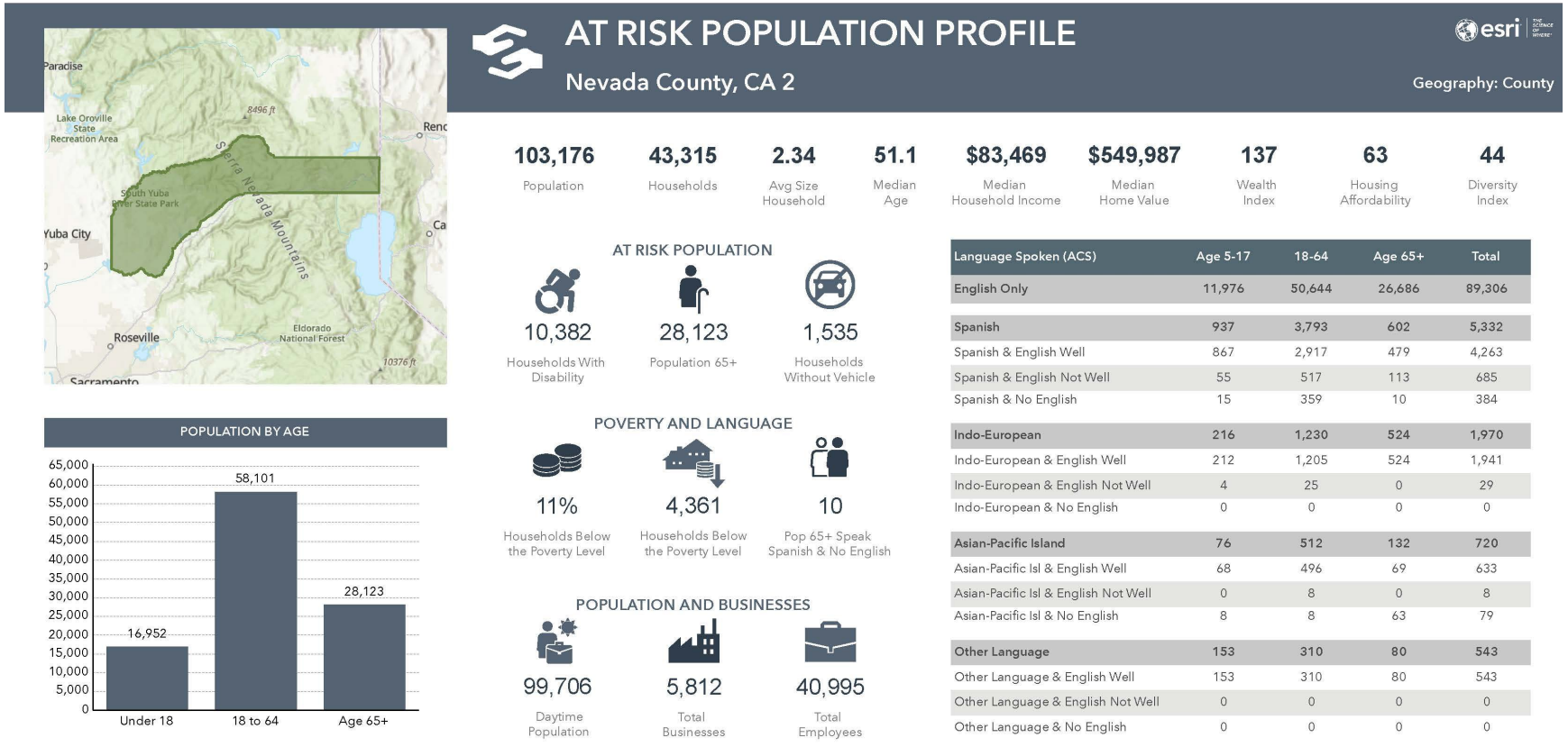
- Disability Status
- Educational Attainment
- Mobility Options
- Internet Access

The social and demographic factors listed above do not conclusively define all at-risk populations that could be used to define disadvantaged communities within the County; rather it expresses the variables that were identified as prominent factors common among the region's programs and support networks.

At Risk Population

Nevada County, CA 2 (Nevada County...)
Nevada County, CA (06057)
Geography: County

Prepared by Esri



Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	11,976	50,644	26,686	89,306
Spanish	937	3,793	602	5,332
Spanish & English Well	867	2,917	479	4,263
Spanish & English Not Well	55	517	113	685
Spanish & No English	15	359	10	384
Indo-European	216	1,230	524	1,970
Indo-European & English Well	212	1,205	524	1,941
Indo-European & English Not Well	4	25	0	29
Indo-European & No English	0	0	0	0
Asian-Pacific Island	76	512	132	720
Asian-Pacific Isl & English Well	68	496	69	633
Asian-Pacific Isl & English Not Well	0	8	0	8
Asian-Pacific Isl & No English	8	8	63	79
Other Language	153	310	80	543
Other Language & English Well	153	310	80	543
Other Language & English Not Well	0	0	0	0
Other Language & No English	0	0	0	0

Source: This infographic contains data provided by Esri (2023, 2028), ACS (2017-2021), Esri-Data Axle (2023).

FIGURE 9: AT RISK POPULATION PROFILE NEVADA COUNTY SOURCE: ESRI

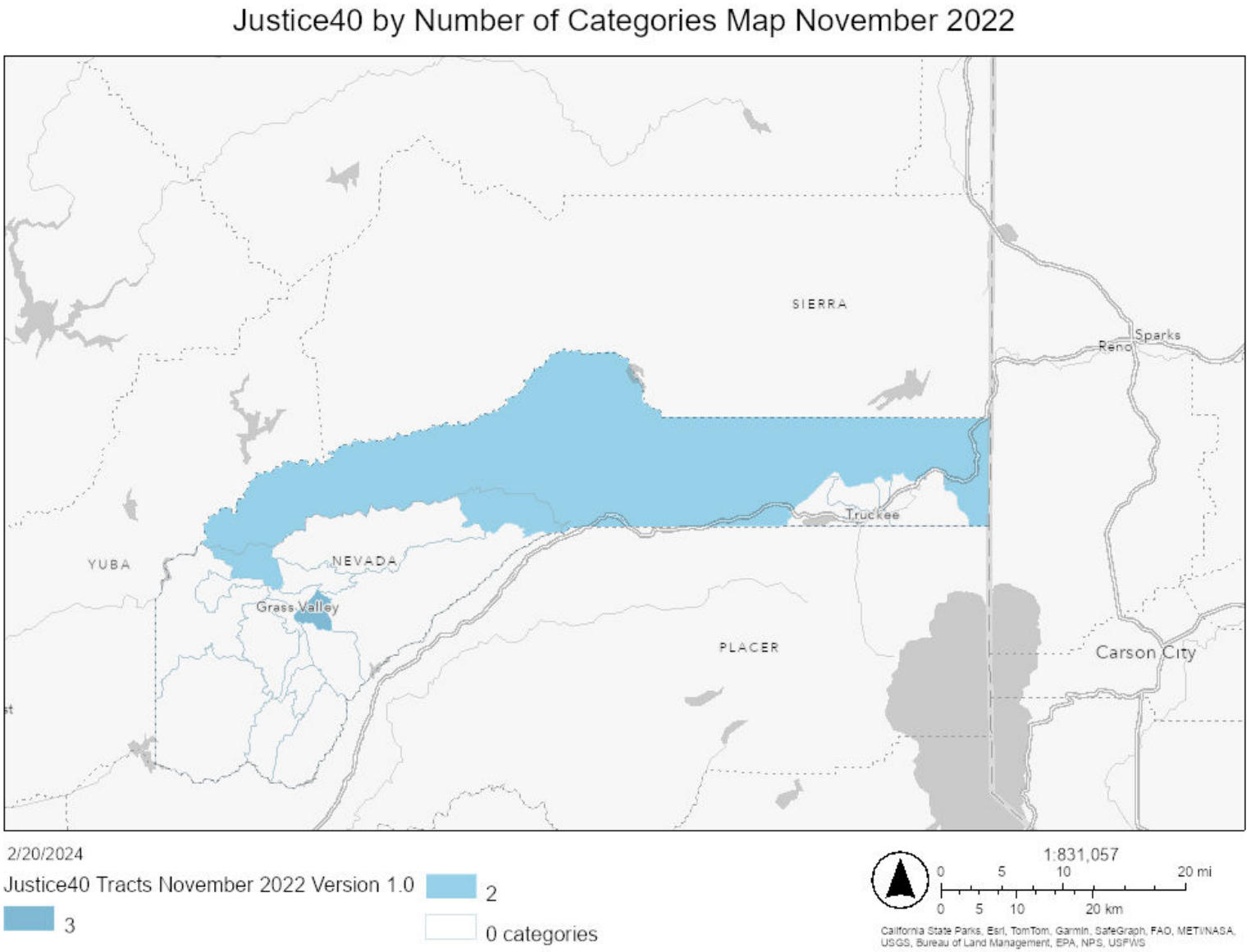


FIGURE 10: DISADVANTAGED COMMUNITIES, NEVADA COUNTY JUSTICE 40 SOURCE: JUSTICE 40 MAPPING TOOL

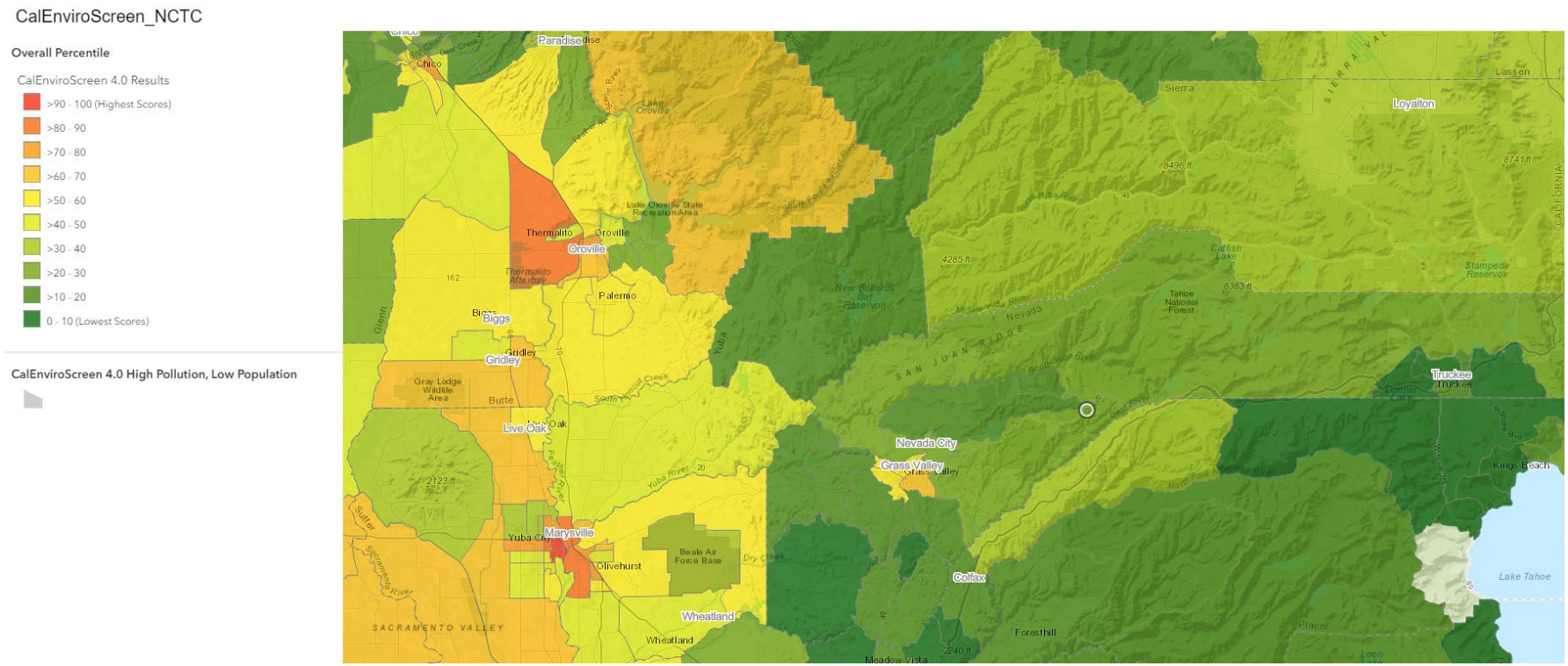


FIGURE 11: DISADVANTAGED COMMUNITIES, NEVADA COUNTY JUSTICE 40 SOURCE: CALENVIROSCREEN 4.0

NCTC used readily available data from the 2022 American Community Survey (ACS) five-year estimates for census block groups to analyze locations throughout the County for the Regional Disadvantage Community factors listed below. 2022 ACS 5-year estimates were also used to determine the countywide average for each factor to determine whether a census block group exceeded the countywide average for each factor.

Factor	**Metric Used**	**Countywide Average**
Racial Minority	Share of Non-White Population	12.0%
Household Income	80% or less than the statewide median household income (80% of $91,905 = $73,524)	$73,524
Language Proficiency	Share of Population 5 Years and Over Where English is Not the Primary Language and English is Spoken Less Than "Very Well"	32.3%
Unemployment	Share of the labor force that is unemployed	4.4%
Poverty	Share of households below the poverty level	11.1%
Housing Cost Burden (Owner)	Share of Households Spending 30% or More of Household Income on a Mortgage	45.3%
Housing Cost Burden (Renter)	Share of Households Spending 30% or More of Household Income on Rent	55.0%
Single Family Household	Share of households with single mother with children under 18	19.2%
Age (Youth)	Share of seniors, under 17	17.0%
Age (Seniors)	Share of seniors, 65 and older	28.4%
Individuals with a Disability	Share of civilian noninstitutionalized population with a disability	13.7%
Limited Mobility	Share of renter occupied housing with no vehicle available	8.6%
Households without Internet Service	Share of households without internet service	7.6%
Education Attainment	Share of population 25 or older without a high school diploma	1.6%
Source: 2022 American Communities Survey 5-Year Estimates Block Groups, US Census Bureau		

A two-step methodology was developed to assess whether the cumulative socioeconomic characteristics of each census block group would be considered a regionally disadvantaged community. Block Groups with higher than countywide average share of racial minority population, and/or have a median income lower than 80% of the statewide median household income, and/or satisfies the "Other Vulnerabilities" criteria will be considered as a regionally disadvantaged community.

- **Race**: A census block group where the non-white resident population is greater than 12%; 33 census block groups qualify.
- **Low Income**: A census block group where households earn less than 80% of the statewide median household income of $73,524; 23 census block groups qualify.
- **Other Vulnerability**: A census block group where at least six of the following exceed the respective countywide average; 27 census block groups qualify.

- Language Proficiency
- Unemployed
- Poverty Level
- Owner Housing Burden Cost
- Renter Housing Burden Cost
- Single Family Household
- Age (Youth)
- Age (Seniors)
- Individuals with Disability
- Renters with Limited Mobility
- Households without Internet Service
- Low Education Attainment

Using the methodology above, census block groups were defined and shown in Figures 12a, 12b, 12c, and 12d. Approximately 34.7% of Nevada County residents live in a regionally defined disadvantaged census block group and have an average median household income of 48% less than residents living in non-regional defined census blocks.

Transportation policies, programs, and investments play a limited and, in some cases, an indirect role in expanding opportunity in low-resource communities. Fortunately, transit services in Western Nevada County have been developed to provided services entirely within the regional disadvantaged census block groups within the cities of Nevada City, Grass Valley, and select unincorporated communities such as Penn Valley, Rough and Ready, and North San Juan. Not all regionally disadvantaged census block groups have transit service due to the challenges of providing cost-effective transit in the dispersed rural development patterns outside of the incorporated cities. The Town of Truckee provides Townwide on-demand microtransit and fixed route services that connect residents to employment centers in the greater Resort Triangle area. See section 5.5 for more details on transit services. However, each community has multiple contributing factors and complexities beyond the reach of transportation initiatives that need to be considered and addressed. This data can be used to understand where targeted investments may have greater benefits to the local population leading to greater mobility, safety of active transportation users, and increasing accessibility to jobs, higher education, and everyday needs. Additionally, this analysis can also help in understanding how to best engage residents and promote projects and funding in communities that need it most.

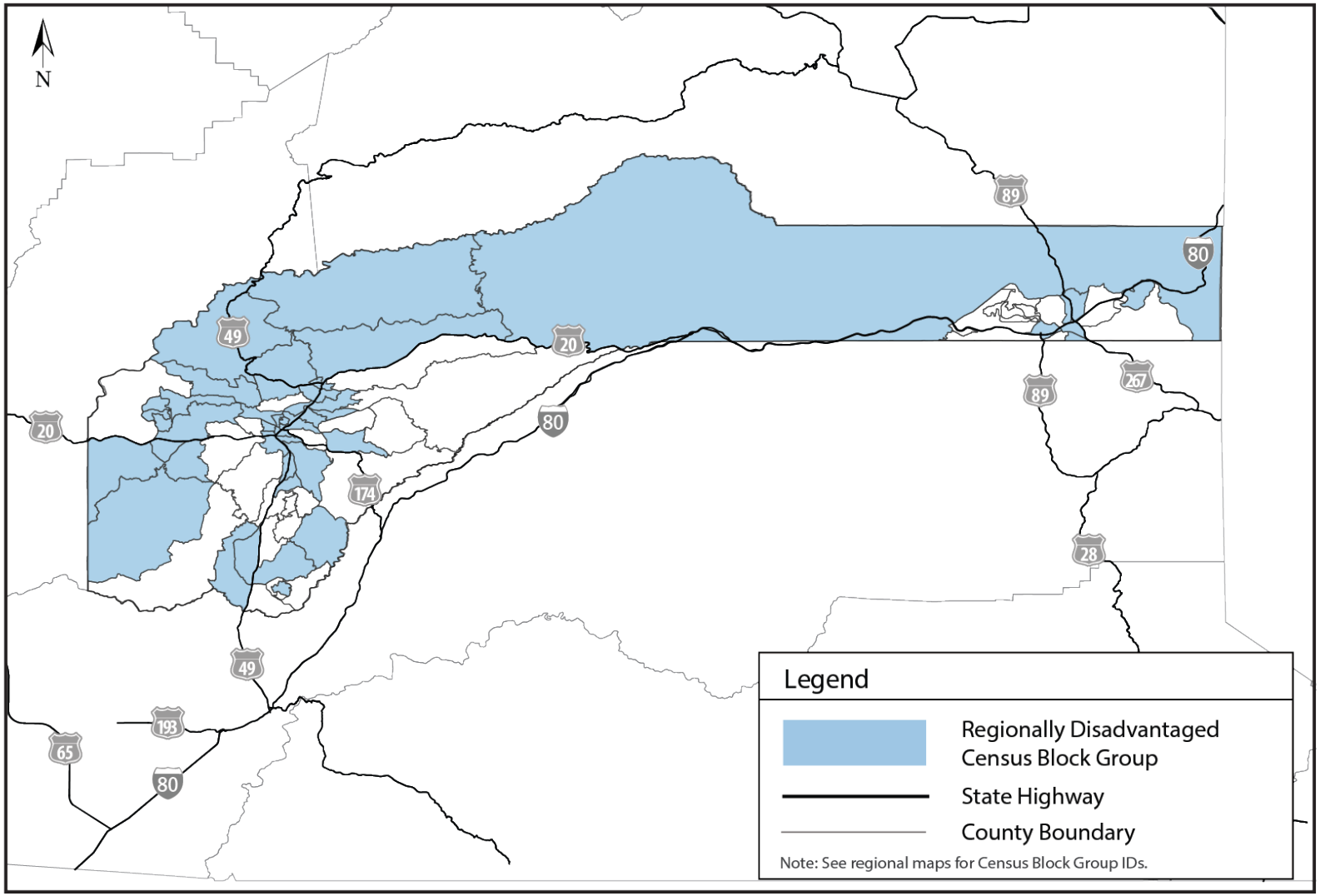


Figure 12a: Countywide Regional Disadvantaged Census Block Groups

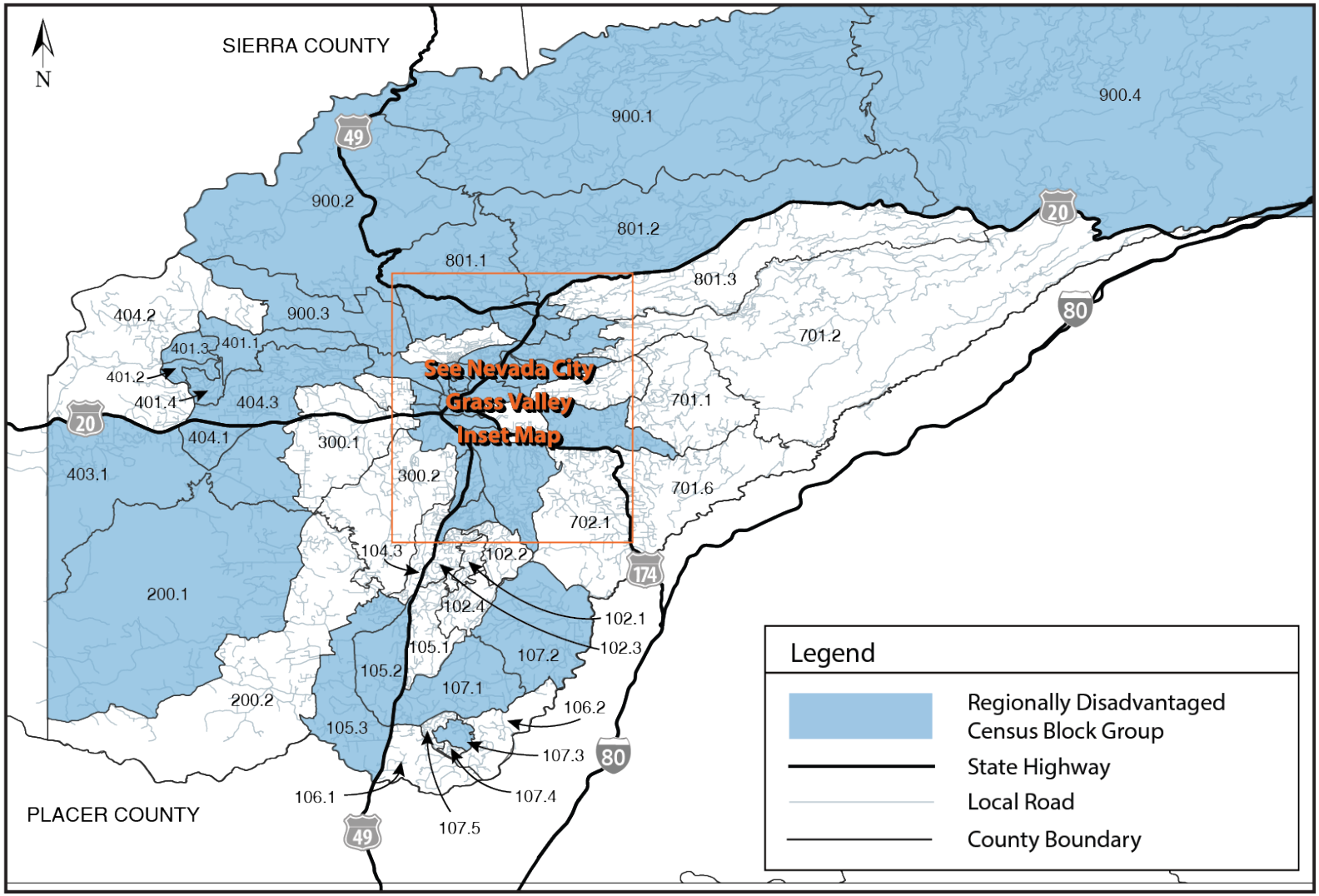


Figure 12b: Western Nevada County Regional Disadvantaged Census Block Groups

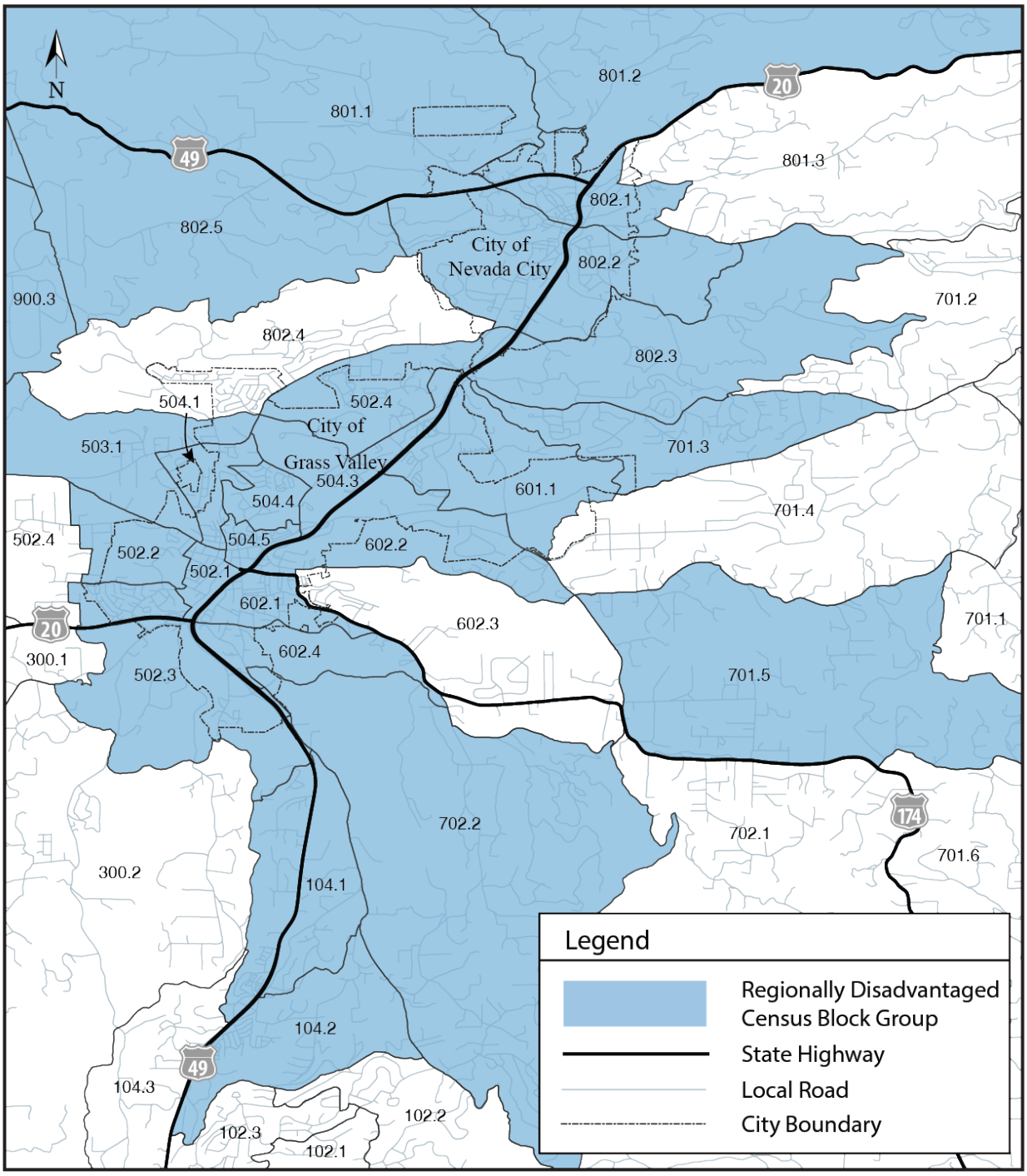


Figure 12c: Nevada City and Grass Valley Regional Disadvantaged Census Block Groups

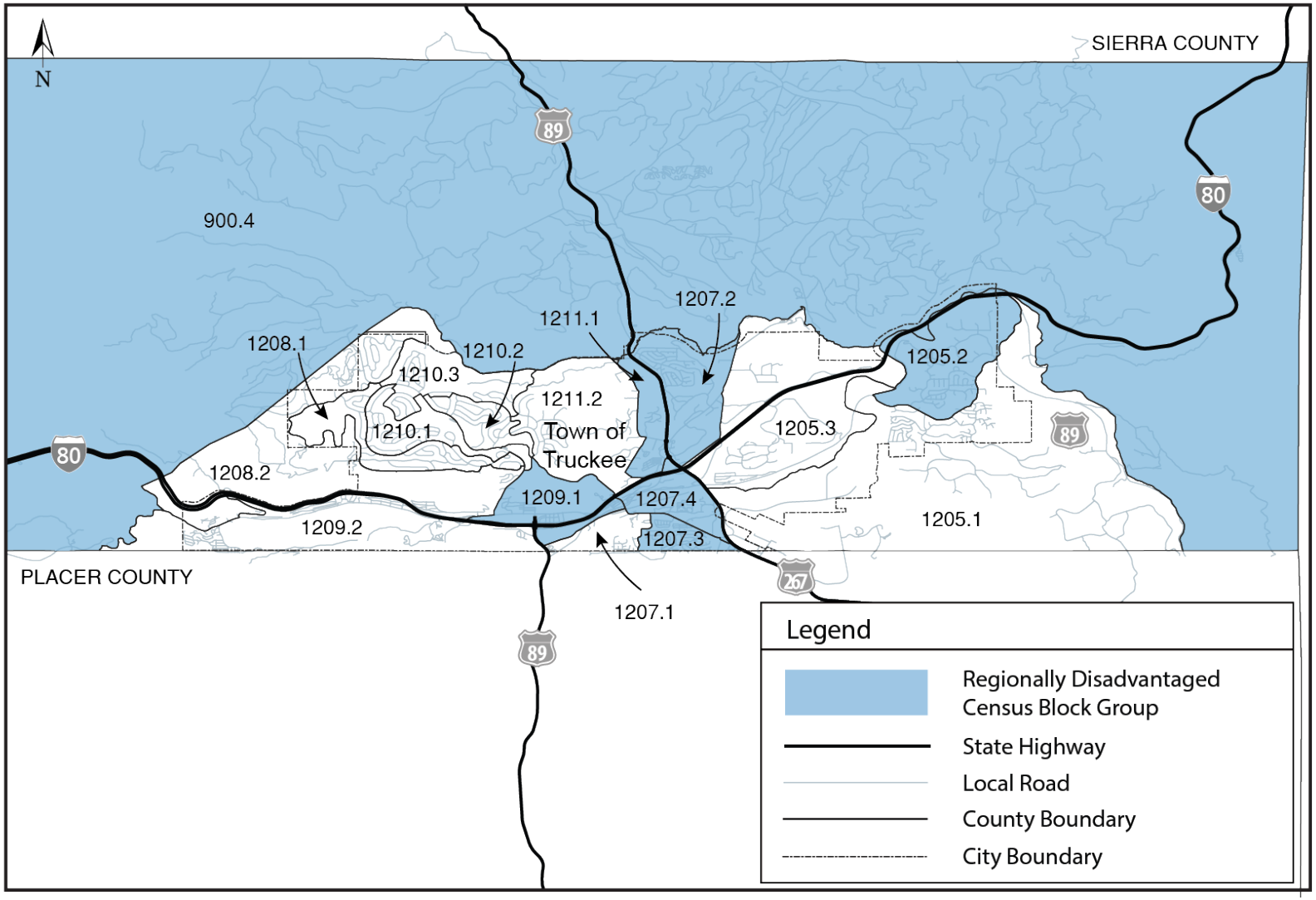


Figure 12d: Truckee Area Regionally Disadvantaged Census Block Groups

4.0 POLICY ELEMENT

The goals, objectives, and policies in the 2045 RTP are intended to guide the development of the transportation system and improve the quality of life for the citizens of Nevada County. Comprehensive goals, objectives, and policies that meet the needs of the region and are consistent with the County's regional vision and priorities for action have been developed for this RTP.

- Goals are a vision of circulation conditions toward which the County will direct planning and implementation. A goal is the end toward which effort is directed; it is general and timeless.
- Objectives are specific conditions that represent intermediate steps in attaining goals; several objectives can relate to a single goal. An objective is a point to be attained, and the best objectives are measurable. They are capable of being quantified and realistically attained considering probable funding and political constraints. Objectives represent levels of achievement in movement toward a goal. Objectives may be tied to specific performance measures.
- Policies are specific statements that guide decision-making and suggest actions to be carried out to meet objectives and attain goals. Policies reflect all relevant effects, including the natural environment, social, and economic factors. Together, policies serve as a planning guideline for local and state officials when making decisions.

Nevada County is typical of many rural counties in California in that the County's existing transportation system and dispersed population centers, topography, and lack of funding limit alternative solutions to transportation-related problems. The automobile is the primary mode of moving people in the county, and trucking is the primary mode of moving goods and commodities. The use of other modes of transportation for daily travel has been limited because of lack of facilities, distance between communities, and difficult rural terrain.

A transportation system provides mobility to sustain social, economic, and recreational activities. An improperly developed transportation system can result in ineffective mobility and cause adverse and undesirable conditions, such as safety hazards, long delays, air pollution, and unnecessary energy consumption. The goals, objectives, policies, and implementation measures of this RTP are intended to guide the development of a transportation system that will maintain and improve the quality of life in Nevada County over the next 20 years. To this end, consistency with the California Interregional Transportation Strategic Plan, the California Transportation Plan, and the California Strategic Highway Safety Plan strategies are important parts of the overall goals and policies of this RTP. In addition, the 2017 RTP

Guidelines for addressing GHG emissions and VMT reduction is considered as part of the overall transportation investment strategies for the plan.

The goals, objectives, and policies for each component of the Nevada County Transportation System are provided below. They cover both short-range and long-range desired outcomes. They are consistent with the policy direction of the General Plans for Nevada County and the cities of Grass Valley, Nevada City, and Truckee, the updated transit policies for western and eastern Nevada County, the bicycle and pedestrian plans for Nevada County and Truckee, and the federal Infrastructure Investment and Jobs Act (IIJA). They also reflect input provided by the public. Given the limited transportation dollars available, the goals, objectives, and policies reflect a balanced approach and focus on the most feasible desired outcomes.

GOAL 1.0 PROVIDE FOR THE SAFE AND EFFICIENT MOVEMENT OF ALL PEOPLE, GOODS, AND SERVICES, ON THE ROADWAY NETWORK.

- **Objective**
  - 1.A Improve safety for all modes.
  - 1.B Minimize VMT.
  - 1.C Maintain levels of service adopted by local jurisdictions.
- **Policies**
  - 1.1 Coordinate across local, state, and regional jurisdiction in plan development to ensure an integrated transportation system, maximize regional network efficiency, and minimize duplication of effort for transportation planning.
  - 1.2 Support the use of Intersection Control Evaluation (ICE) to create intersection alternatives that promote safety and operational efficiency, per Caltrans Traffic Operations Policy Directive #13-02, and support roadway and street designs that avoid bicycle-auto, pedestrian-auto, and bicycle- pedestrian conflicts.
  - 1.3 Coordinate with Caltrans and the SR 49 Stakeholders Committee to ensure development, implementation, and funding of projects within the SR 49 Corridor System Management Plan (CSMP) that improve safety and operations.
  - 1.4 Work with both the public and private sectors to enhance transit, ridesharing, telecommuting, and other means of increasing vehicle occupancy and reducing congestion on the regional roadway network.
  - 1.5 Program improvements that support the planned development of the region in a coordinated manner within the framework of the local general plans.
  - 1.6 Provide jurisdictions technical support for local roadway improvement efforts through transportation studies and analyses to meet plan goals, as requested.
  - 1.7 Improve the provision of, and accessibility to, traveler information systems.

- 1.8 Regularly review the Nevada County VMT guidelines to ensure that development guidelines remain consistent with County trip management and sustainability goals.
- 1.9 Continue to support regular review of local agency impact fees to ensure that new development and private sector activities fully mitigate their impacts to the transportation system through the provision of streets and roads, transit, pedestrian, and bicycle facilities as planned by local agencies.
- 1.10 Where appropriate, support efforts to lower speed limits in incorporated areas and CDPs, particularly in relation to the provisions of AB 43.

GOAL 2.0 CREATE AND MAINTAIN A COMPREHENSIVE, MULTI-MODAL TRANSPORTATION SYSTEM TO SERVE THE NEEDS OF THE COUNTY.

- **Objectives**
  - 2.A Reduce dependence on the automobile by emphasizing transit, ridesharing, working from home, and pedestrian and bicycle travel.
  - 2.B Create bicycle, pedestrian, and transit networks that provide access and connections between key destinations including schools and commercial centers.
  - 2.C Support safe aviation access at our airports.
- **Policies**
  - 2.1 Maintain existing and proposed facilities for pedestrians, bicyclists, and motorists, and regularly clear these facilities of debris.
  - 2.2 Regularly review the provision of public transportation in the County to ensure that accessibility to essential services is available to the general public and to those with limited mobility options, such as those with lower incomes, are mobility impaired, or elderly.
  - 2.3 Support the funding of operational improvements, maintenance, and modernization of public transit services and facilities.
  - 2.4 Support the provision of micro transit, improved paratransit, or other on-demand services that may assist in the provision of shared mobility in rural areas and have measures to ensure that access to a mobile device is not a prerequisite for service.
  - 2.5 Encourage transit services along the SR 49 corridor as recommended in the State Route 49 Corridor System Management Plan.
  - 2.6 Develop connections between the eastern and western County and usable commuter service to neighboring regions by expanding and connecting transit and rail networks.
  - 2.7 Annually conduct the Unmet Transit Needs process in accordance with Section 99401.5 of the Public Utilities Code and address unmet needs.

- 2.8 Encourage jurisdictions to review and assess the impact of new development proposals on transit system, and to consider the proximity to transit and multi-modal facilities when siting educational, social service, major employment sites, or commercial facilities.
- 2.9 Encourage the completion of existing non-motorized transportation systems and facilities (including bikeways and sidewalks), with an emphasis on connectivity and safety.
- 2.10 Encourage improved pedestrian facilities in high density areas.
- 2.11 Existing general aviation facilities should be maintained and improved. Participate with the state in development of the California Aviation System Plan as a means of planning for future development of aviation facilities.
- 2.12 Review development proposals for consistency with adopted Airport Land Use Compatibility Plan to identify potential safety issues and conflicts.
- 2.13 Encourage increased passenger service on existing rail lines by participation in regional rail studies and seeking improvements to existing rail transportation facilities within the County.
- 2.14 Regularly review connectivity between regional airports and population centers to ensure sufficient ground transportation options exist for airport users.

GOAL 3.0 REDUCE ADVERSE IMPACTS ON THE NATURAL, SOCIAL, CULTURAL, AND HISTORICAL ENVIRONMENT AND THE QUALITY OF LIFE.

- **Objective**
  - 3.A All projects in the RTP are consistent with management and conservation strategies of regional resources contained in the General Plans.
  - 3.B Reduce regional emissions of criteria pollutants and greenhouse gases.
  - 3.C Minimize the impact of the transportation system on existing agricultural and greenfield uses.
- **Policies**
  - 3.1 Establish and protect "scenic highways" in accordance with local general plans.
  - 3.2 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.
  - 3.3 Encourage the use of alternative fuels and electric vehicles to reduce impacts on air quality as feasible. *(Formerly 3.8)*
  - 3.4 Assist in the implementation of transportation control measures as requested by the cities of Grass Valley and Nevada City, the Town of Truckee, and Nevada County.
  - 3.5 Ensure transportation facilities are compatible with adjacent land uses,

management, and conservation strategies of the jurisdictions' general plans.

- 3.6 Support transportation projects that minimize vehicle emissions while providing cost effective movement of people and goods.
- 3.7 Support efforts to reduce pollution within the County as well as in the upwind emitting regions of the Sacramento and San Francisco Bay areas.
- 3.8 Encourage the use of appropriate native plant landscapes in shoulders and median strips to increase carbon uptake while minimizing water use.
- 3.9 Support use of reflective aggregate where feasible to reduce heat absorption and greenhouse gases.
- 3.10 Support maintenance and noise abatement projects at local airports
- 3.11 Support smart growth measures in Nevada County

GOAL 4.0 DEVELOP AN ECONOMICALLY SUSTAINABLE TRANSPORTATION SYSTEM.

- **Objectives**
  - 4.A Minimize the capital and operating costs of all travel modes.
  - 4.B Balance farebox recovery with transit service.
- **Policies**
  - 4.1 Pursue new sources of funds for maintenance, expansion, and improvement of transportation facilities and services.
  - 4.2 Educate the public about the limitations of state and federal transportation funding and the need to seek new revenue sources for transportation projects.
  - 4.3 Support innovative alternative transportation improvements that provide equivalent solutions or benefits at a reduced cost compared to accepted standard improvements.
  - 4.4 Support federal legislation increasing funds available for all transportation modes by formal resolution and petitioning local representatives in Congress.
  - 4.5 Encourage responsible agencies to consider formation of assessment districts for assisting in the financing of projects and programs included in the Regional Transportation Plan, when feasible.
  - 4.6 Develop viable alternative fund sources such as a local transportation sales tax, local option motor vehicle fuel tax, public/private partnerships, peak hour congestion pricing, and bond measures.
  - 4.7 Facilitate the equitable distribution of Surface Transportation Program funds among the County of Nevada, Town of Truckee, and cities of Grass Valley and Nevada City.
  - 4.8 The fares on all public transportation systems should be set to minimize the subsidy

per ride, provided the amount of the fare does not cause major reductions in ridership.

- 4.9 Support continued return of fair share of motor vehicle fuel taxes to local agencies in Nevada County.
- 4.10 Withhold Transportation Development Act allocations to a local entity if the entity's proposed expenditures are not in conformity with the Regional Transportation Plan.
- 4.11 Maximize use of federal and state transportation funding sources and advocate for full funding of transportation programs, including the State Transportation Improvement Program (STIP).
- 4.12 Work with the California Transportation Commission, Caltrans, jurisdictions, and other regional agencies to maximize allocations of statewide funds, such as, State Highway Operation Protection Program (SHOPP), Active Transportation Program (ATP), and Interregional Transportation Improvement Program (ITIP), for Nevada County.
- 4.13 Work with local, state, and federal officials to stop attempts to divert or reduce transportation funding.
- 4.14 Construction of additional streets and roads with public funds should be secondary to improving, maintaining, and realigning existing streets and roads, unless determined to be necessary for safety, operational improvements, or facilitate implementation of adopted General Plans.
- 4.15 Fund maintenance at an appropriate level to minimize future repair and replacement costs.

GOAL 5.0 DEVELOP A FUTURE-READY TRANSPORTATION SYSTEM.

- **Objectives**
  - 5.A Connect households to broadband across Nevada County.
  - 5.B Support expansion of an alternative fuel refueling network that serves residents and visitors.
- **Policies**
  - 5.1 Continue to support a last-mile broadband program, as well as the State's Middle-Mile Broadband Initiative, in order to ensure broadband access for residents of Nevada County.
  - 5.2 Support local efforts to identify opportunities to expand the broadband network and local connectivity during the systematic review of transportation projects.
  - 5.3 Support continued expansion of electric vehicle charging station networks, and ensure equitable access to all charger types, particularly for residents of multifamily dwelling units.
  - 5.4 Support the provision of clean vehicle grant or rebate programs as provided by the State or Northern Sierra AQMD.
  - 5.5 Maintain and support regional and statewide Intelligent Transportation System (ITS)

programs.

- 5.6 Review transportation design guidelines, such as retro reflectivity requirements or striping width, to be able to accommodate autonomous and/or connected vehicles.
- 5.7 Support roadway design features that facilitate V2X (vehicle to infrastructure) communications.
- 5.8 Support the streamlining of information dissemination using mobile communications that covers varying modes, including park-and-ride, ticketing, payment, and schedules to support trips and trip-chaining and improve mobility and accessibility.

GOAL 6.0 ENSURE INFRASTRUCTURE RESILIENCY AND DISASTER PREPAREDNESS.

- **Objectives**
  - 6.A Conduct planning efforts to identify climate change impacts to transportation infrastructure.
  - 6.B Identify transportation improvements to support emergency evacuation planning.
- **Policies**
  - 6.1 Continually assess whether solutions and concepts in the READY Nevada County plan are being implemented to ensure readiness during disaster events.
  - 6.2 Convene a coalition of Caltrans District 3, Nevada County OES, CalFIRE, Nevada County Sherriff's Office and other agencies to assess wildfire risk and develop evacuation infrastructure improvements projects to adequately and safely evacuate Nevada County residents.
  - 6.3 Organize a statewide effort to spotlight the critical funding and infrastructure needs in high wild-fire prone areas and advocate for state and federal funding assistance.
  - 6.4 Support and participate in regional disaster planning and mitigation by engaging with CalFire, the US Forest Service, and other regional partners to inform the public about best practices, such as best construction and maintenance practices at the wildland-urban interface and, in forested areas, to conduct where appropriate forest management and wildfire mitigation measures such as controlled burns, and to construct rockfall and landslide management infrastructure, particularly in burns scars.
  - 6.5 Support the undergrounding of new power infrastructure to prevent wildfires.
  - 6.6 Support local agencies with technical guidance when pursuing flood, landslide, or wildfire prevention and mitigation grants.
  - 6.7 Coordinate social media campaigns about disaster preparedness with local agencies.

GOAL 7.0 ENSURE THAT THE TRANSPORTATION PLANNING PARTICIPATION PROCESS INCLUDES UNDERREPRESENTED AND UNDERSERVED GROUPS.

- **Objectives**
  - 7.A Identify underserved populations in Nevada County and begin tracking their accessibility to essential services.
  - 7.B Ensure that underrepresented populations have access to information they can understand about countywide transportation changes.
- **Policies**
  - 7.1 Incorporate an equity-focused approach towards public outreach by considering policies that allow underrepresented and underserved populations greater voice in planning efforts.
  - 7.2 Establish equity objectives to be met, and regularly review progress towards those objectives.
  - 7.3 Ensure that planning with partner agencies addresses the needs of rural communities, Tribes, traditionally underserved communities, or those who lack reliable transportation connections to access medical care, health care, and other vital services.
  - 7.4 Ensure that planning and public outreach documents are available in other languages consistent with the NCTC Title VI plan to maximize the ability of the public to comment.
  - 7.5 Where appropriate, encourage the development of transportation demand and parking management strategies and plans to reduce VMT and ensure efficient operation of the transportation system, and work with local partner agencies to support transportation system management and transportation demand management programs.

5.0 TRAVEL CHARACTERISTICS

5.1 ROADWAY NETWORK

The primary mode of travel in Nevada County is by automobile. The rural and rugged terrain of the unincorporated county intersects with a roadway network that primarily serves small communities, tourism, recreation, and agriculture uses. I-80 and State Routes 20, 49, 89, 174, and 267 are the primary transportation corridors extending through the county and serve all of the county's major population centers, including Grass Valley, Nevada City, and Truckee. Other county arterials and a network of federal, state, local public, and private roads constitute the remainder of the roadway system. Public roads include approximately 181 miles of U.S. Forest Service roads, 8 miles of California State Parks, and 2 miles of U.S. Bureau of Reclamation road. The state highway network serves primarily intercity and inter-county regional travel and interregional tourism, while the county's roadways primarily serve local trips. **Table 11** lists existing maintained miles by jurisdiction and **Figure 12** illustrates maintained miles by jurisdiction from 2018 to 2022. **Figure 13** shows the major routes in the regional roadway system according to federal operational classifications.

TABLE 11: MAINTAINED ROADWAY MILES BY JURISDICTION

Jurisdiction	Miles
City of Grass Valley	58.59
City of Nevada City	24.66
Town of Truckee	151.92
Bureau of Indian Affairs	0.05
Nevada County	858.22
State Highways	129.09
State Park Service	7.80
US Bureau of Land Management	2.28
US Bureau of Reclamation	10.66
US Forest Service	200.43
Total	**1,443.69**

Source: 2022 California Public Road Data

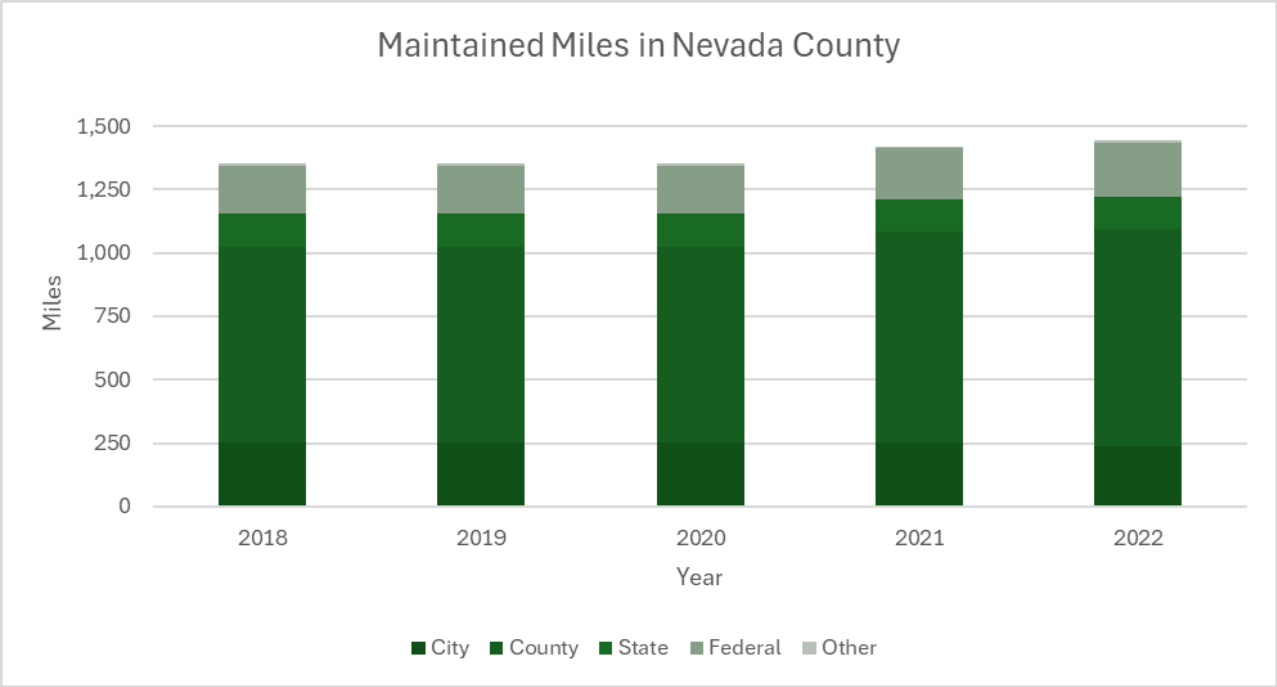


FIGURE 12: MAINTAINED MILES IN NEVADA COUNTY BY JURISDICTION. **SOURCE: HPMS.**

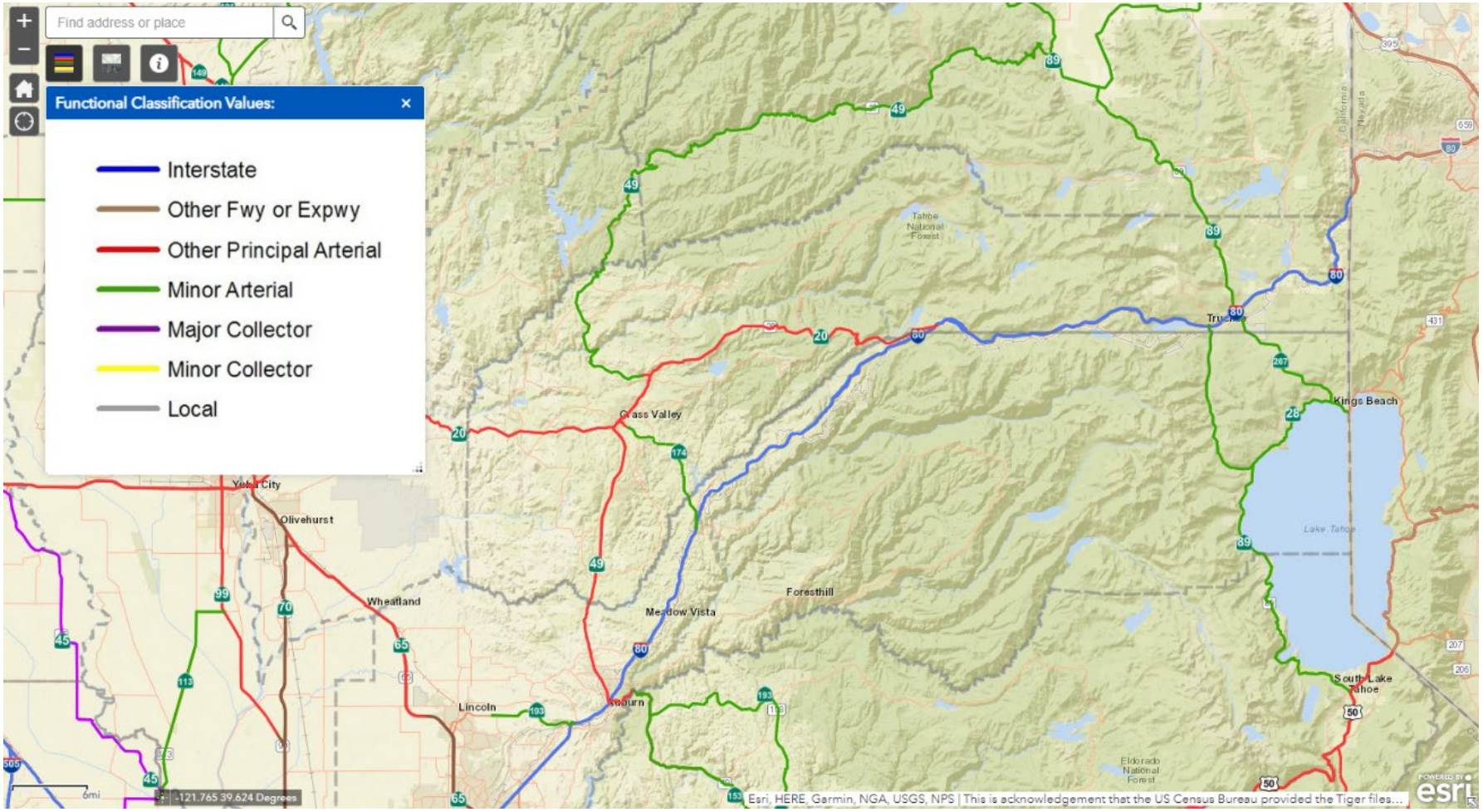


FIGURE 13: NATIONAL HIGHWAY SYSTEM ROADWAY CLASSIFICATION. SOURCE: NATIONAL HIGHWAY SYSTEM MAP.

5.1.1 STATE HIGHWAYS

State highways in Nevada County are listed below and include freeways and conventional highways, both of which are operated and maintained by Caltrans. Interstate routes are also part of the state highway system that is maintained by Caltrans. Nevada County has one Interstate route, I-80.

- **Interstate 80 (I-80)** is a major route on the Federal Interstate System that runs in California from its western limits in the San Francisco Bay area to the eastern California/Nevada Border. It continues eastward outside of California toward the northeastern United States and terminates in New Jersey. As one of three major all-weather trans-Sierra routes in the winter (others include U.S. 50 and SR 88), I-80 serves commercial traffic, tourists, skiers, commuters, and others. Interstate 80 eastbound crosses the Donner Summit, one of the highest points on the freeway, and then descends into Truckee, a gateway to scenic Lake Tahoe. Passing by a few small towns, I-80 westbound enters Nevada just east of Farad.

- **State Route 20 (SR 20)** connects the City of Grass Valley with Yuba County to the west of Grass Valley and continues north of Nevada City, connecting to I-80. The highway portion between SR 20 to the west of Grass Valley and SR 20 north to Nevada City is signed as shared SR 49/20 and is a principal arterial. This shared route is named the "Golden Center Freeway" between Route 49 south of Grass Valley and SR 20 north of Nevada City.

- **State Route 49 (SR 49)** runs north/south and is a principal arterial for Nevada County, connecting the cities of Grass Valley and Nevada City with I-80 in Auburn (Placer County) to the south. SR 20 and SR 49 also serve as an emergency detour route for I-80. SR 49 is the lifeline for much of Nevada County's freight and lumber traffic and also provides access to recreational and tourist attractions. To the west of Nevada City, this route continues in a northerly direction to the Nevada/Yuba County line.

- **State Route 174 (SR 174)** extends approximately 13 miles northward from I-80 near Colfax in Placer County providing a connection to SR 20/49 in Grass Valley. This route is a minor arterial and serves mostly local rural residential populations and some regional traffic traveling to the Grass Valley or Nevada City area. SR 174 is also an alternative to SR 49 for access to I-80 for residents in the Grass Valley and Nevada City area. SR 174 also serves as an emergency detour route when I-80 is closed.

- **State Route 89 (SR 89)** is a north/south route, which serves as a key facility for interregional travel. From I-80 in Truckee heading south, SR 89 provides the primary access to the Tahoe Basin's North/West Shore as well as Squaw Valley and Alpine Meadows. SR 89 to the north of I-80 provides a connection to Sierra County.

- **State Route 267 (SR 267)** is a north/south undivided two-lane conventional highway approximately 13 miles in length that connects I-80 near Truckee to SR 28 near Kings Beach in Placer County, as well as access to the NorthStar ski resort. The route is of local and regional significance providing access to residential, commercial, industrial, and recreational land uses and serves interregional, local commuter, and recreational traffic traveling between the Tahoe Basin, Martis Valley, Truckee, and I-80. Access to Truckee-Tahoe Airport is also provided via SR

267.

For each of its facilities, Caltrans prepares and shares a Transportation Concept Report (TCR) or Corridor System Management Plans (CSMP). The TCR is a long-term planning document that each Caltrans district prepares for every state highway or portion that is in its jurisdiction and typically outlines Caltrans initial approach to long-range corridor planning. The TCR is intended to determine how a highway will be managed and developed to ensure it reaches the desired LOS and operations needs that are feasible to achieve over a 20-year period. In addition to the 20-year concepts, the TCR includes an ultimate concept, which is the goal for the route beyond a 20-year planning horizon. Similar to the TCR, the CSMP is a long-term planning document that considers mobility of the corridor and parallel routes with consideration to other travel modes such as transit or bicycles.

In addition, new guidance has been published by the State to inform the development of corridor studies with the ultimate goal of being eligible to pursue competitive grant applications provided by SB-1. These include Corridor Planning Guidebook (Caltrans, 2019); Comprehensive Multimodal Corridor Plan Guidelines (California Transportation Commission, 2019); SB-1 Accountability and Transparency Guidelines (California Transportation Commission, 2019); and Health in Transportation Corridor Planning Framework (2019). These corridor planning guidance documents were all based on the Caltrans Smart Mobility Framework (Caltrans, 2010). The State Route 49 Comprehensive Multimodal Corridor Plan (Caltrans, 2021) and the Nevada City SR 49 Multimodal Corridor Plan (NCTC, 2019) were each developed for this purpose.

5.2 VEHICLE MILES TRAVELED (VMT) TRENDS

Vehicle Miles Traveled (VMT) is a method of measuring travel demand and identifying transportation impact under CEQA. SB 743, established in 2013, has phased out the previous metric Level of Service (LOS) in favor of VMT. VMT is often calculated by adding all miles driven by cars and trucks on all jurisdiction roadways. VMT allows a refocus on roadway analysis from delay-based LOS assessments to the number of roads that are used and impacted associated with the number of road users.

Figure 14 depicts the rural and urban road VMT in Nevada County. VMT was estimated using 2018 to 2022 Highway Performance Monitoring System (HPMS) for public roads. While Nevada County is a rugged and rural county, most of the daily vehicle miles traveled are on urban roads, this can be attributed to recreational gateways such as the Town of Truckee. **Figure 15** illustrates the vehicle miles traveled by each jurisdiction, Truckee consists of the most annual vehicle miles traveled for the county, which can be attributed to a portion of I-80.

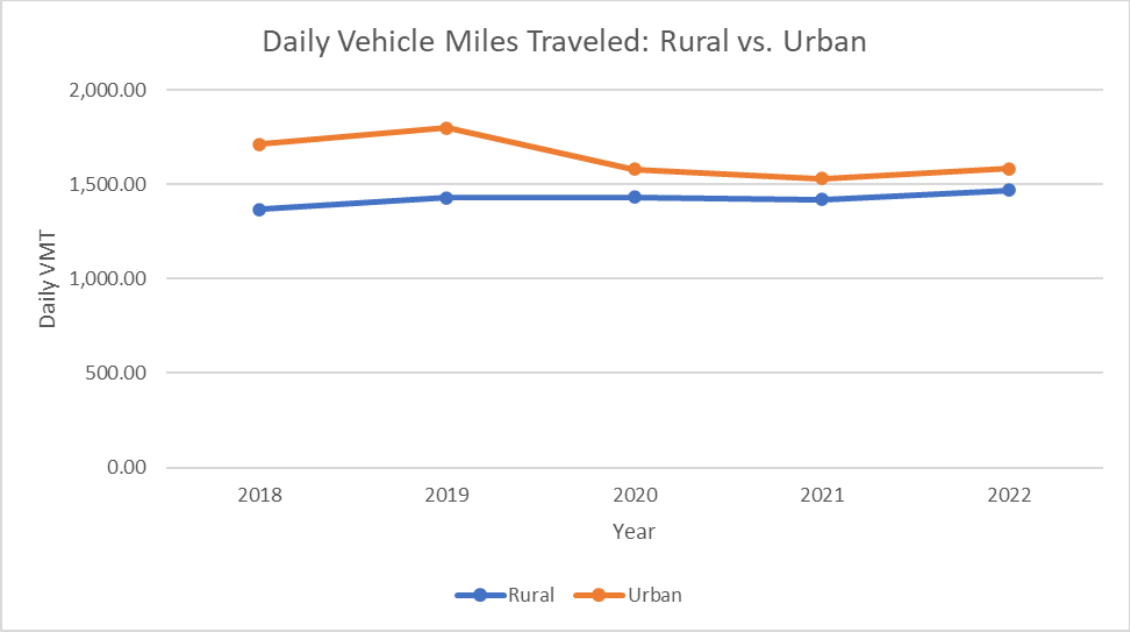


FIGURE 14: DAILY VEHICLE MILES TRAVELED; RURAL VS URBAN. SOURCE: HPMS PRD.

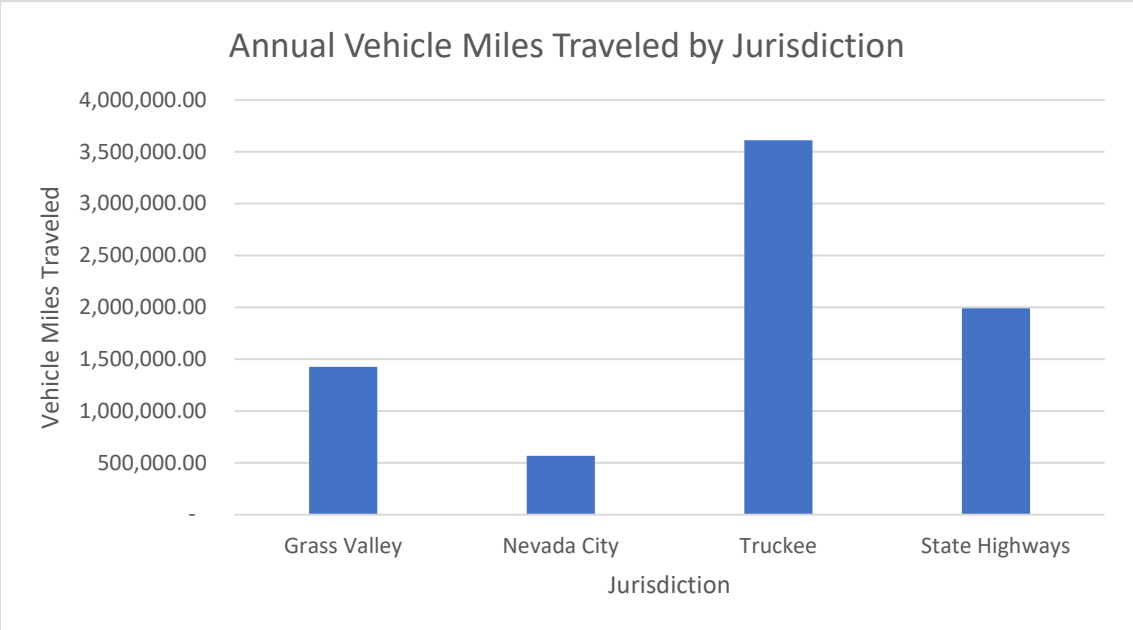


FIGURE 15: ANNUAL VEHICLE MILES TRAVELED BY JURISDICTION. SOURCE: HPMS PRD, 2021.

Figure 16 depicts the Daily VMT per capita within Nevada County from 2011 to 2020. Average annual daily VMT has varied over the ten-year time frame but has remained relatively flat with daily VMT per capita being between 29 and 33 VMT.

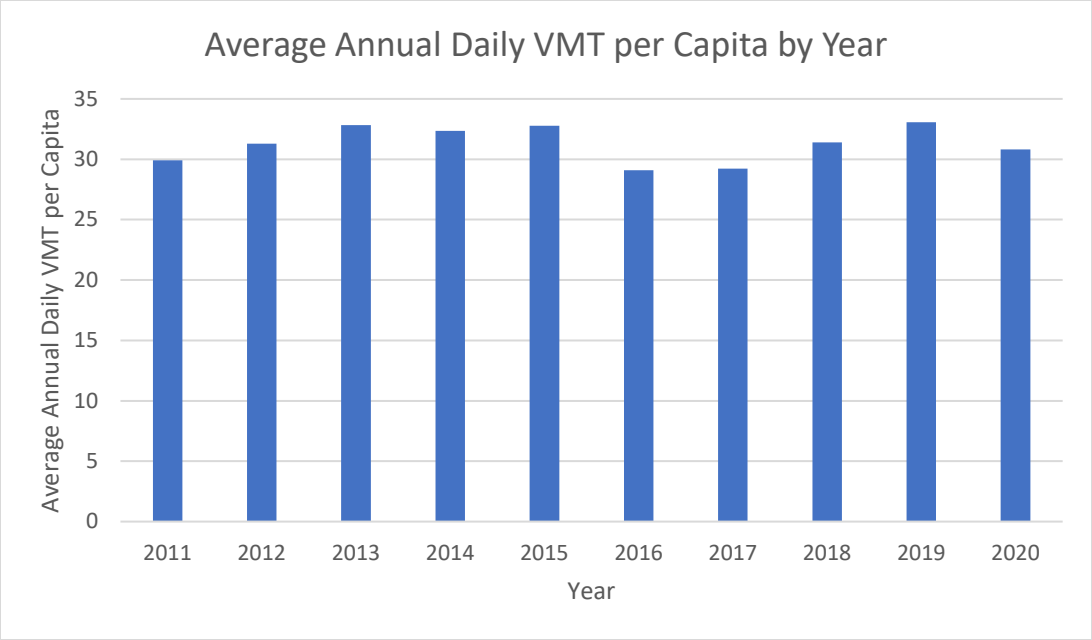


FIGURE 16: AVERAGE ANNUAL DAILY VEHICLE MILES TRAVELED PER CAPITA. SOURCE: HPMS PRD, CALIFORNIA DEPARTMENT OF FINANCE.

The Nevada County Transportation Commission has developed a Travel Demand Model (TDM) which generates travel forecasts for the western slope of Nevada County. To account for travel in and around the Town of Truckee, the TDM 2045 VMT projection was factored using Highway Performance Monitoring System (HPMS) VMT estimates. **Figure 17** illustrates VMT projections from 2018 to 2045 for the entire county and its incorporated cities. VMT is expected to increase by 23% from between 2018 to 2045.

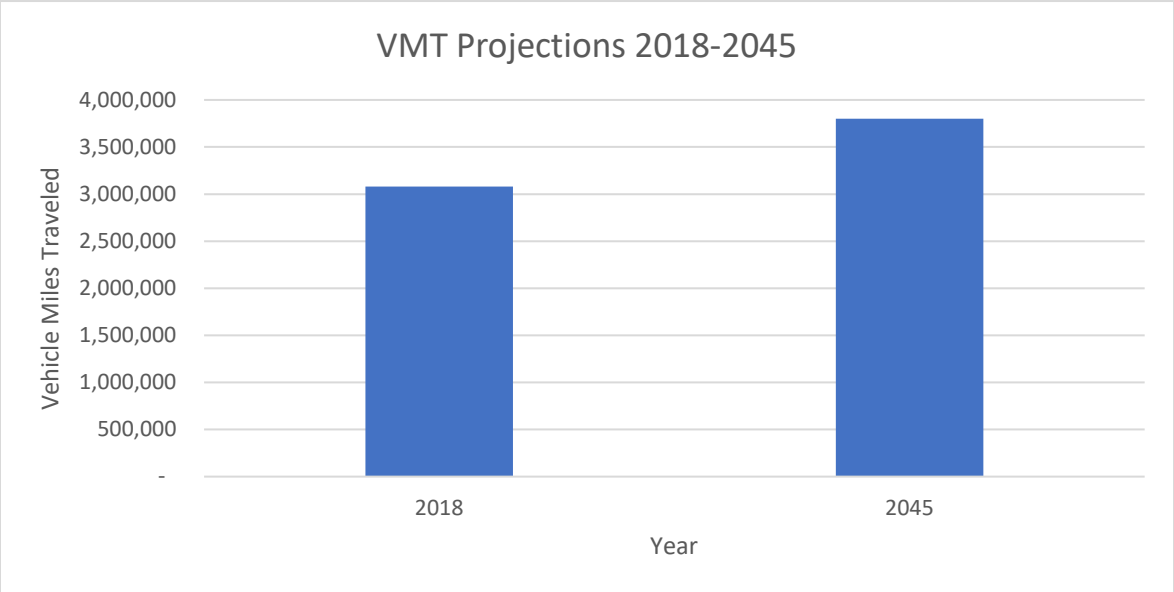


FIGURE 17: VEHICLE MILES TRAVELED PROJECTIONS. SOURCE: NCTC TRAVEL DEMAND MODEL AND HPMS.

5.3 COMMUTING

5.3.1 COMMUTE PATTERNS FROM U.S. CENSUS

Due to Nevada County's rural nature, the majority of workers commute to work by driving alone **(Table 12)** **Table 12** and **Figure 18** compare the commuting mode split for Nevada County to the State of California, based on the 2017-2021 American Community Survey and show historical data from the 2010 U.S. Census. Of the workers in Nevada County, approximately 70.3% commute to work by car (alone or in a carpool), which is similar to the state as a whole. As shown in **Figure 18**, commuting by driving alone has decreased among the county while working from home has experienced a large increase, largely in part due to the effects of the COVID-19 pandemic. The effects of COVID-19 can also be attributed to the decline in carpooling and public transportation as more workers work from home.

TABLE 12: COMMUTE TO WORK MODE SPLIT

Mode	Nevada County 2010	Nevada County 2021	California 2021
Drive Alone	75.6%	70.3% ± 2.7%	70.1% ± 0.1%
Carpool	9.9%	6.6% ± 1.1%	9.6% ± 0.1%
Public Transportation	0.8%	0.4% ± 0.3%	4.5% ± 0.1%
Walked	3.3%	1.9% ± 0.5%	2.4% ± 0.03%
Bicycle	0.5%	0.5% ± 0.4%	0.8% ± 0.02%
Work at Home	9.2%	19.3% ± 1.8%	11.4% ± 0.1%
Other	0.7%	1.2% ± 0.6%	1.2% ± 0.02%
Source: U.S. Census Bureau, 2017-2021 American Community Survey and 2010 U.S. Census.			

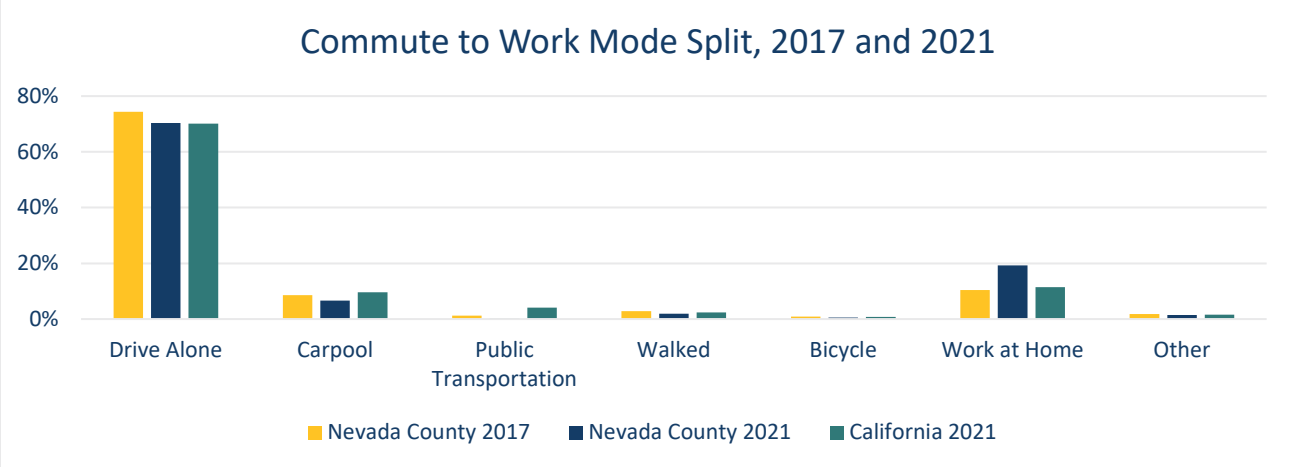


FIGURE 18: COMMUTE TO WORK MODE SPLIT, 2017 AND 2021. SOURCE: U.S. CENSUS BUREAU, AMERICAN COMMUNITY SURVEY (2017-2021)

Table 13 compares commute times within the county for 2010 and 2021. The mean travel time to work for Nevada County was reported as 25.0 ± 4.3 minutes, less than the state as a whole, 30.7 ± 0.2 minutes and comparable to the 2010 reported time, 23 minutes. The distribution of travel time has remained relatively stable since the previous RTP update.

TABLE 13: NEVADA COUNTY TRAVEL TIME TO WORK

Travel Time	Nevada County 2010	Nevada County 2021	California 2021
Less than 10 minutes	20.5%	20.3% ± 3.0%	9.3% ± 0.1%
10 to 14 minutes	15.3%	16.8% ± 2.0%	12.1% ± 0.1%
15 to 19 minutes	17.4%	16.1% ± 1.9%	14.9% ± 0.1%
20 to 24 minutes	15.4%	10.6% ± 1.3%	14.2% ± 0.1%
25 to 29 minutes	6.1%	5.1% ± 1.0%	6.2% ± 0.1%
30 to 34 minutes	8.9%	10.0% ± 1.5%	15.0% ± 0.1%
35 to 39 minutes	0.9%	2.7% ± 0.8%	2.8% ± 0.1%
40 to 44 minutes	3.4%	3.5% ± 1.0%	4.3% ± 0.1%
45 to 59 minutes	4.6%	6.1% ± 1.0%	8.8% ± 0.1%
60 or more minutes	7.4%	8.9% ± 1.8%	12.3% ± 0.1%
Source: U.S. Census Bureau, 2017-2021 American Community Survey and 2010 U.S. Census.			

As illustrated in **Figure 19**, Nevada County residents experience slighter shorter commutes, approximately five minutes shorter, than the statewide average. Compared to 2017, residents have experienced an increase in very short and medium-length commute times.

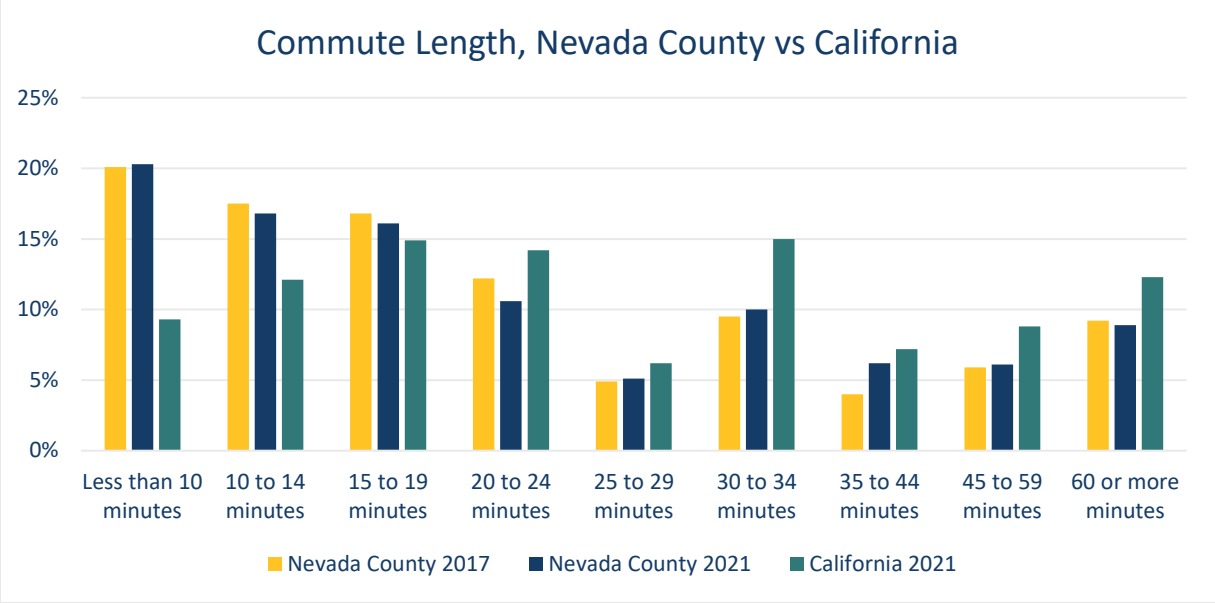


FIGURE 19: COMMUTE TO WORK LENGTH. SOURCE: U.S. CENSUS BUREAU, AMERICAN COMMUNITY SURVEY (2017-2021).

The place of work data from the 2017-2021 American Community Survey is shown in **Table 14** for Nevada County and for California. Approximately 22% of Nevada County residents work outside the county, comparable to the 24% share determined from the 2009-2013 American Community Survey and reported in the previous RTP update.

TABLE 14: NEVADA COUNTY RESIDENTS PLACE OF WORK

Place of Work	Nevada County (all workers)	California (all workers)
County of residence	75.4% ± 2.7%	83.5% ± 0.1%
Another California county	22.2% ± 1.3%	16.0% ± 0.1%
Outside state of residence	2.5% ± 0.7%	0.4% ± 0.1%
Source: U.S. Census Bureau, 2017-2021 American Community Survey.		

Vehicles per household data from the 2017-2021 American Community Survey are shown in **Table 15**. Approximately 1,535 or 3.8% of Nevada County households have no vehicles available, comparable to the 5.1% share reported in the 2010 U.S. Census.

TABLE 15: NEVADA COUNTY VEHICLES PER HOUSEHOLD

Number of Vehicles Available	Nevada County 2010	Nevada County 2021	California 2021
None	5.1%	3.8% ± 0.9%	6.9% ± 0.1%
1	27.1%	27.6% ± 1.9%	30.0% ± 0.1%
2	37.9%	39.3% ± 1.8%	36.8% ± 0.1%
3	19.2%	19.7% ± 1.5%	16.5% ± 0.1%
4 or more	10.6%	9.7% ± 1.1%	9.8% ± 0.1%
Source: U.S. Census Bureau, 2017-2021 American Community Survey and 2010 U.S. Census.			

5.3.2 COMMUTE TRAVEL PATTERNS FROM BIG DATA

This section examines commute travel patterns derived from cellular Streetlight data. The metric analyzed represents person trips made primarily by private vehicles for the "home to work" trip purpose[4].

Table 16 summarizes an analysis of weekday (Monday-Thursday) trips starting in Nevada County during the early morning and peak morning time periods.

Based on pre-pandemic travel data from the Spring and Fall of 2019, approximately 78% of these home-work trips had destinations within Nevada County, approximately 22% had California destinations outside Nevada County, and about 2% had destinations in the State of Nevada. Additionally, more residents work outside the county (56%) than come to the county to work (44%). Based on travel patterns during Fall 2021 and Spring of 2022, the percentage of home-work trips with destinations outside Nevada County falls to about 17%. This reduction in commuting to locations outside the county may reflect increased remote work for Nevada County residents during and after the pandemic.

Based on the 2021-2022 data, the top ten destination zones for work trip destinations outside Nevada County were in Placer, Sacramento, and Yuba Counties.

[4] The Streetlight "All Vehicle Trips" mode represents person trips (personal device trips) taken predominantly by private vehicle. However, this metric also includes person trips that may have been taken by bus or bicycle where the travel speed approximates the expected private vehicle speed. The "home to work" trip purpose includes both trips to and from the workplace.

TABLE 16: WORK TRIPS ORIGINATING IN NEVADA COUNTY BY DESTINATION

Destination Geography [1]	2019 [3]		2021-22 [4]	
	Trips[2]	Percent	Trips	Percent
Nevada County	10,614	75.4%	11,676	83.0%
Adjacent California County TAZ	3,154	22.4%	2,222	15.8%
State of Nevada	305	2.2%	161	1.1%
Total	14,073	100%	14,059	100%

Source: Streetlight and DKS Associates, 2023.
Notes: 1) Destination geography analyzed by 2010 Census Transportation Analysis Zone (TAZ); 2) Trips starting in Nevada County jurisdictions, Monday-Thursday, 12am – 10am; 3) Based on travel data from Spring and Fall 2019; 4) Based on travel data from Fall 2021 and Spring 2022.

Streetlight data also captured pre-pandemic, 2019 home-work trips ending in Nevada County, a majority of those trips (82%) originated within Nevada County. Roughly 13% of home-work trips originated outside of Nevada County within California and about 5% originated from the State of Nevada. As shown in **Table 17**, these patterns remained similar when looking at travel data from Fall 2021 and Spring 2022.

TABLE 17: WORK TRIPS IN NEVADA COUNTY BY ORIGIN

Origin Geography [1]	2019 [3]		2021-22 [4]	
	Trips[2]	Percent	Trips	Percent
Nevada County	11,952	81.5%	13,050	83.7%
Adjacent California County TAZ	1,925	13.1%	1,943	12.5%
State of Nevada	783	5.3%	596	3.8%
Total	14,660	100%	14,059	100%

Source: Streetlight and DKS Associates, 2023.
Notes: 1) Destination geography analyzed by 2010 Census Transportation Analysis Zone (TAZ); 2) Trips ending in Nevada County jurisdictions, Monday-Thursday, 12am – 10am; 3) Based on travel data from Spring and Fall 2019; 4) Based on travel data from Fall 2021 and Spring 2022.

5.3.3 ALL TRIP PURPOSES

This section summarizes the characteristics of travel to and from the Nevada County jurisdictions and regions for all trip purposes depicted in **Figure 20**. Travel characteristics were derived from cellular data from Streetlight collected during a pre-pandemic, Fall/Spring 2019 condition and represent all vehicle trips.

Table 18 summarizes the daily average trip length in miles by destination geography in 2019 and 2021 for all trip purposes. The overall length of trips originating from Nevada County has decreased since 2019. Among the destinations, the trips to other adjacent California County TAZs declined the most from 38.28 miles to 31 miles, which indicates that the long-distance trips have decreased compared to pre-COVID conditions.

TABLE 18: AVERAGE TRIP LENGTH ORIGINATING IN NEVADA COUNTY BY DESTINATION

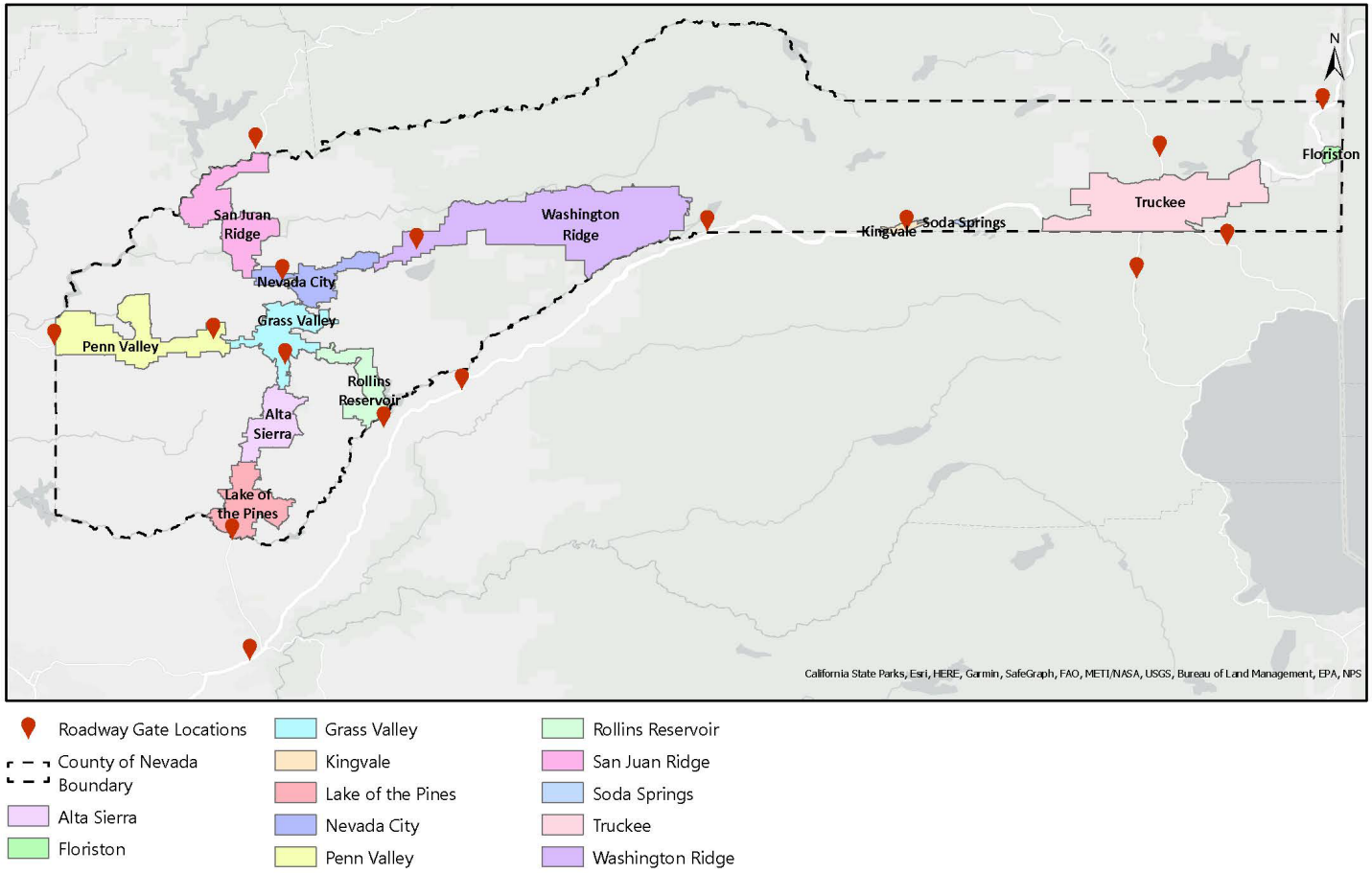
Destination Geography[5]	2019[6] Average Trip Length (Miles)	2021-22[7] Average Trip Length (Miles)
Nevada County	0.04	0.04
Adjacent California County TAZ	38.28	31.37
State of Nevada	23.55	23.48
All Trips	4.27	3.07
Source: Streetlight and DKS Associates, 2023.		

Table 19 and **Table 20** provide the estimated number of daily trips originating from and destinating to each Nevada County study zone along with the type of destination or origin. The geographic distribution of these trip ends is also illustrated in **Figure 21** and **Figure 22**. 78.9% of daily trips originating from the jurisdiction study zones are within Nevada County, 17.5% of the trips are heading to other parts of California, and 3.7% are to the State of Nevada. The distribution of daily trips destinating to Nevada County share a similar pattern.

TABLE 19: 2019 DAILY TRIPS ORIGINATING IN NEVADA COUNTY BY DESTINATION

Origin Geography[8] [1]	To Nevada County		Adjacent California County TAZs		To Nevada State	
	Trips[92]	Percent	Trips	Percent	Trips	Percent
Grass Valley	55,579	41.7%	6428	21.8%	176	2.8%
Truckee	34,023	25.5%	10613	35.9%	5887	94.4%
Nevada City	11,755	8.8%	1343	4.5%	44	0.7%
Penn Valley	11,451	8.6%	2297	7.8%	30	0.5%
Lake of the Pines	8,769	6.6%	4885	16.5%	9	0.1%
Alta Sierra	7,443	5.6%	2482	8.4%	8	0.1%
Rollins Reservoir	2,781	2.1%	813	2.8%	1	0.0%
San Juan Ridge	696	0.5%	169	0.6%	0	0.0%
Washington Ridge	538	0.4%	162	0.5%	23	0.4%
Kingvale	192	0.1%	152	0.5%	10	0.2%
Soda Springs	165	0.1%	194	0.7%	40	0.6%
Floriston	37	0.0%	2	0.0%	8	0.1%
Total	**133,429**	**100%**	**29,540**	**100%**	**6,236**	**100%**
Total Percentage	*78.9%*		*17.5%*		*3.7%*	
Source: Streetlight and DKS Associates, 2023.						

[5] Destination geography analyzed by 2010 Census Transportation Analysis Zone (TAZ); Trips starting in Nevada County jurisdictions, Monday-Sunday, 12am – 12am
[6] Based on travel data from Spring and Fall 2019
[7] Based on travel data from Fall 2021 and Spring 2022.
[8]Origin geography created by DKS based on locations of jurisdictions,
[9] Trips starting in Nevada County jurisdictions, Monday-Sunday, 12am – 12am



BIG DATA ANALYSIS ZONES

FIGURE 20: BIG DATA ANALYSIS ZONES. SOURCE: STREETLIGHT.

TABLE 20: 2019 DAILY TRIPS DESTINATING TO NEVADA COUNTY BY ORIGIN

Destination Geography [1]	From Nevada County		Adjacent California County TAZs		From Nevada State	
	Trips[2]	Percent	Trips	Percent	Trips	Percent
Grass Valley	54950	41.3%	6497	22.3%	149	2.3%
Truckee	34018	25.6%	10310	35.4%	6253	94.8%
Nevada City	11775	8.9%	1361	4.7%	38	0.6%
Penn Valley	11494	8.6%	2200	7.6%	23	0.3%
Lake of the Pines	8759	6.6%	4793	16.5%	17	0.3%
Alta Sierra	7504	5.6%	2474	8.5%	15	0.2%
Rollins Reservoir	2793	2.1%	819	2.8%	3	0.0%
San Juan Ridge	716	0.5%	174	0.6%	0	0.0%
Washington Ridge	560	0.4%	163	0.6%	31	0.5%
Kingvale	223	0.2%	119	0.4%	23	0.3%
Soda Springs	173	0.1%	209	0.7%	39	0.6%
Floriston	40	0.0%	2	0.0%	8	0.1%
Total	**133,005**	**100.0%**	**29,121**	**100.0%**	**6,599**	**100.0%**
Total Percentage	*78.8%*		*17.3%*		*3.9%*	
Source: Streetlight and DKS Associates, 2023[10]						

For trips originating from the study zones, the top three destination zones are within Nevada County such as Grass Valley, Truckee, Nevada City, Penn Valley, and Lake of the Pines. The top five destination zones outside of Nevada County include North of Placer County (5,795 trips), North Auburn (4, 054 trips), Tahoe City (595 trips), Colfax (538 trips), and Kings Beach (527 trips). For trips with a destination to the study zones, the top five destination zones are within Nevada County. The top five destination zones outside of Nevada County include North Auburn (4,165 trips), Tahoe City (632 trips), Kings Beach (521 trips), Colfax (487 trips), and Pine Croft (462 trips).

Table 21 and **Table 22** summarize the daily origin and destination (OD) trips from and to Nevada County jurisdictions in 2019 and 2021. It shows that Grass Valley is the most popular origin and destination, and most of the trips are to and from Nevada City, Penn Valley, and Alta Sierra. According to Streetlight, pre-pandemic traffic volumes within Grass Valley, Nevada City, and Truckee had more outbound trips than inbound trips. Grass Valley has the largest difference between inbound and outbound trips, and the outbound trip difference is mainly from Grass Valley to Alta Sierra, Penn Valley, and Rollins Reservoir.

In 2021, most of the areas have decreased outbound trips, except for Alta Sierra, Lake of the Pines, Soda Springs, and Truckee.

[10] Notes: 1) Destination geography created by DKS based on locations of jurisdictions, as shown in Figure 7; 2) Trips starting in Nevada County jurisdictions, Monday-Sunday, 12am – 12am

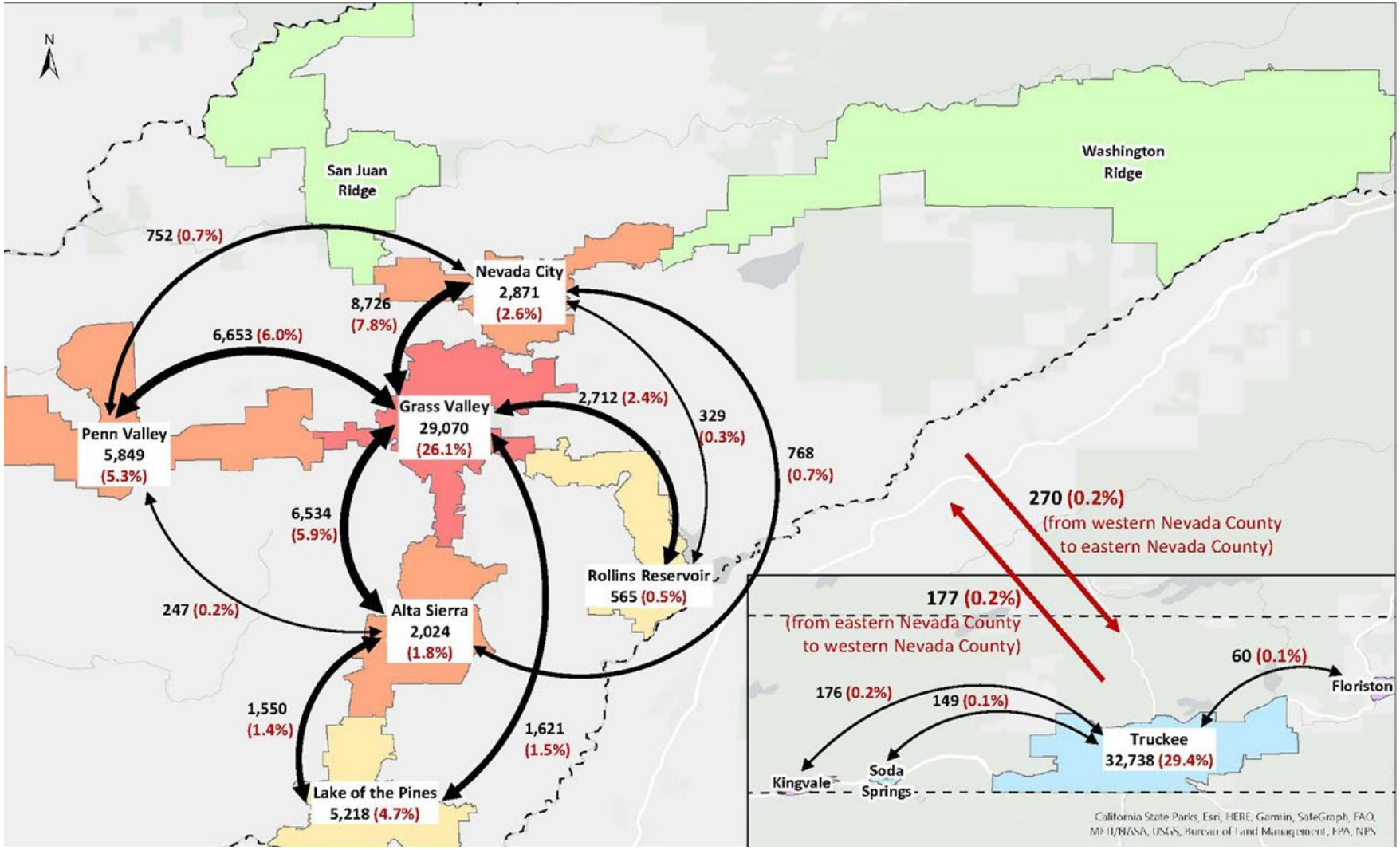


FIGURE 21: 2019 TRIP ORIGINS AND DESTINATIONS. **SOURCE: STREETLIGHT.**

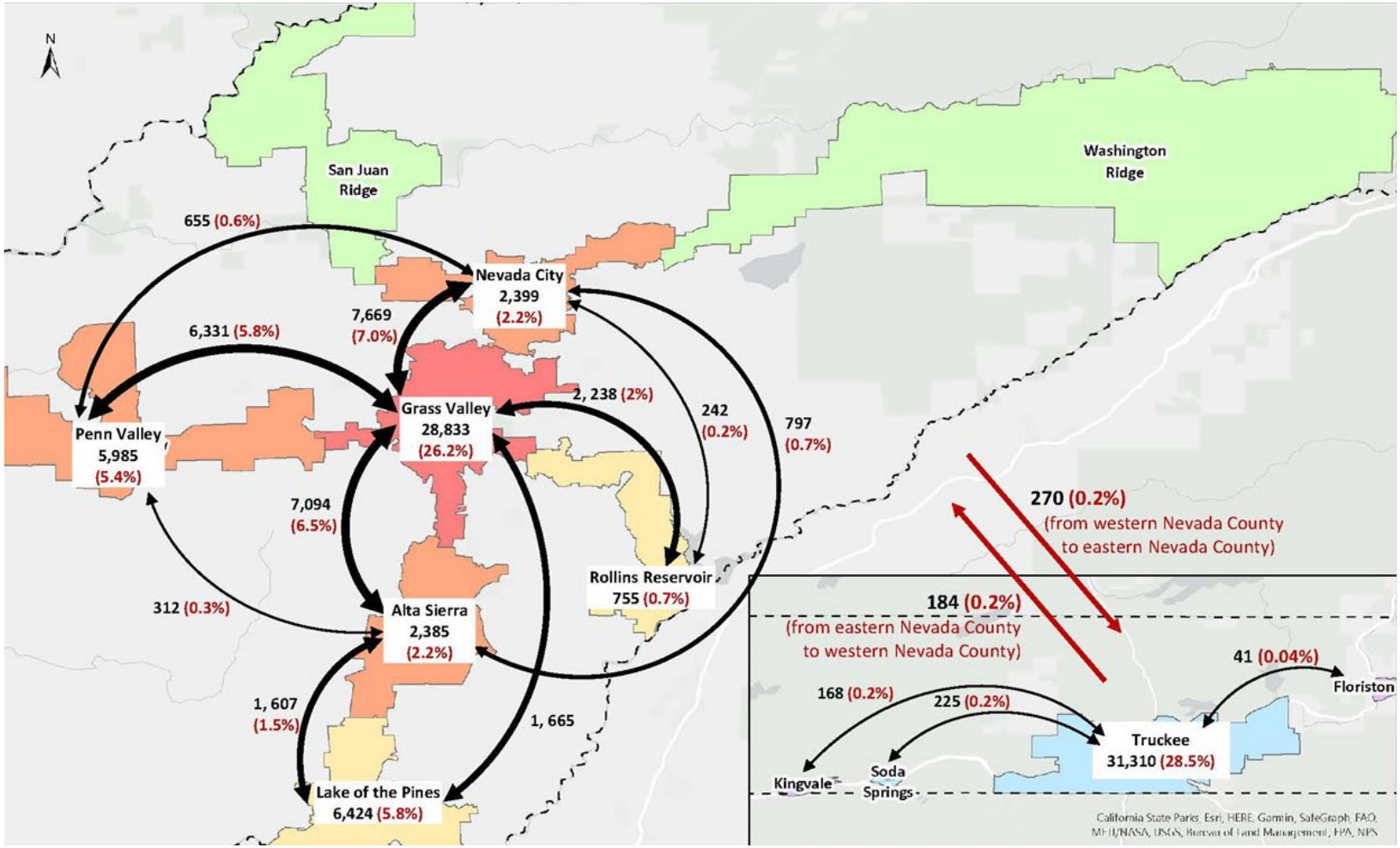


FIGURE 22: 2021 TRIP ORIGINS AND DESTINATIONS. **SOURCE: STREETLIGHT.**

TABLE 21: 2019 DAILY TRIPS DESTINATING TO NEVADA COUNTY BY ORIGIN

	Alta Sierra	Floriston	Grass Valley	Kingvale	Lake of the Pines	Nevada City	Penn Valley	Rollins Reservoir	San Juan Ridge	Soda Springs	Truckee	Washington Ridge	**Outbound Total**
Alta Sierra	2,024		3,194	2	777	406	128	70	16		14	14	**4,621**
Floriston		4	-								29		**29**
Grass Valley	3,340		29,070	4	796	4,312	3,397	1,387	217	1	72	164	**13,690**
Kingvale	2		4	77		-	-	-		6	83	-	**95**
Lake of the Pines	773		825		5,218	144	103	25	4	-	8	4	**1,886**
Nevada City	362		4,414	1	141	2,871	358	161	81	1	36	77	**5,632**
Penn Valley	119		3,256		112	394	5,849	61	23	-	13	11	**3,989**
Rollins Reservoir	86		1,325	-	29	168	62	565	3	-	6	3	**1,682**
San Juan Ridge	10		222		6	67	21	2	160		3	1	**332**
Soda Springs	-		3	7	-	2	1			19	69	-	**82**
Truckee	15	31	64	93	10	33	12	8	2	80	32,738	21	**369**
Washington Ridge	13	-	153	-	4	76	14	3	1	1	19	122	**284**
Inbound Total	**4,720**	**31**	**13,460**	**107**	**1,875**	**5,602**	**4,096**	**1,717**	**347**	**89**	**352**	**295**	

TABLE 22: 2021 OD TRIPS BY DESTINATION

	Alta Sierra	Floriston	Grass Valley	Kingvale	Lake of the Pines	Nevada City	Penn Valley	Rollins Reservoir	San Juan Ridge	Soda Springs	Truckee	Washington Ridge	**Outbound Total**
Alta Sierra	2,024		3,194	2	777	406	128	70	16		14	14	**4,621**
Floriston		4	-								29		**29**
Grass Valley	3,340		29,070	4	796	4,312	3,397	1,387	217	1	72	164	**13,690**
Kingvale	2		4	77		-	-	-		6	83	-	**95**
Lake of the Pines	773		825		5,218	144	103	25	4	-	8	4	**1,886**
Nevada City	362		4,414	1	141	2,871	358	161	81	1	36	77	**5,632**
Penn Valley	119		3,256		112	394	5,849	61	23	-	13	11	**3,989**
Rollins Reservoir	86		1,325	-	29	168	62	565	3	-	6	3	**1,682**
San Juan Ridge	10		222		6	67	21	2	160		3	1	**332**
Soda Springs	-		3	7	-	2	1			19	69	-	**82**
Truckee	15	31	64	93	10	33	12	8	2	80	32,738	21	**369**
Washington Ridge	13	-	153	-	4	76	14	3	1	1	19	122	**284**
Inbound Total	**4,720**	**31**	**13,460**	**107**	**1,875**	**5,602**	**4,096**	**1,717**	**347**	**89**	**352**	**295**	

5.4 ROADWAY TRAFFIC AT KEY LOCATIONS

This section summarizes roadway traffic at the key gateway locations in Nevada County. Key gateway locations are illustrated in **Figure 20**. Roadway traffic for daily trips originating from Nevada County in 2019 (pre-pandemic) and 2021 at key locations depicted in **Figure 23**.

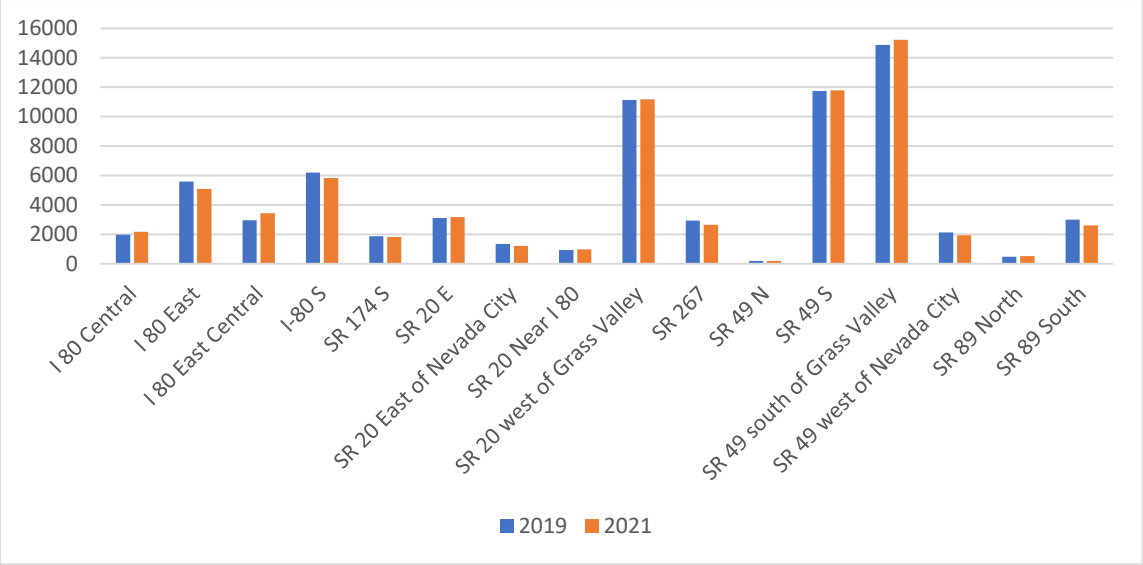


FIGURE 23: DAILY TRIPS ORIGINATING FROM KEY ROADWAY GATES

Figure 24 demonstrates the amount of roadway traffic with destinations in Nevada County jurisdictions. As shown below, a majority of destination trips arrived through Grass Valley and Truckee. The highest destinations trips to Nevada County occur in Grass Valley and Truckee, both jurisdictions seeing a decline in destination trips can be attributed to the tourism effects of the COVID-19 pandemic.

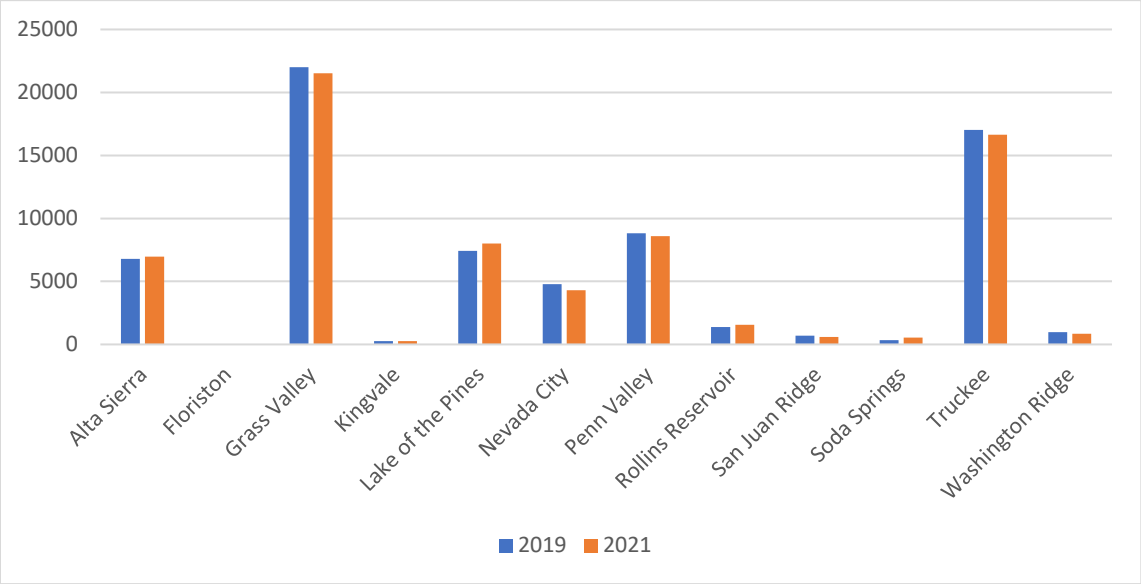


FIGURE 24: KEY ROADWAY TRAFFIC DESTINATING TO NEVADA COUNTY JURISDICTIONS

5.5 TRANSIT

5.5.1 BUS TRANSIT

The NCTC is the regional planning agency responsible for allocation funds from the Transportation Development Act (TDA), conducting annual unmet transit needs, and preparing Transit Development Plans.

The Social Services Transportation Improvement Act of 1979 requires Consolidated Transportation Services Agencies (CTSAs) coordinate social services and implement the intents of the act. The act serves as a guide for transportation to improve their quality to limited mobility groups while improving cost-savings and efficiently using resources. The County of Nevada and the Town of Truckee are the designated CTSAs for Nevada County. Specialized transit services are coordinated through the Nevada County Coordinated Public Transit-Human Services Transportation Plan (June 2021). This plan identified available public, private, and non-profit services. It also assessed transportation needs and strategies to address gaps between current services and needs.

Within the last 10 years four significant factors have collectively had a negative effect on the ability to provide public transit in California. They are:

1. the emergence of transport network companies (TNCs) that provide transportation as a service usually through the use of a smartphone based service providers such as Uber and Lyft being the most prominent. However; TNC providers are limited in Nevada County and have a lesser impact on transit in comparison to more populated regions;
2. the passage of AB 60 (Chapter 524: Statutes of 2013) which has enabled undocumented citizens to obtain a driver's license in California;
3. the COVID-19 pandemic and the resulting shelter-in-place requirements significantly reduced transit ridership with growing uncertainty that pre-pandemic ridership levels would ever return; and,
4. TDA law governing eligibility of LTF TDA funding for transit operators based on meeting farebox recovery ratio requirements (20% in urban areas and 10% in rural areas).

The first three factors have served to reduce transit ridership particularly among smaller transit providers which in turn has compromised many transit provider's ability to meet their TDA fair-box recovery targets that consequently can lead to reduced funding and ultimately services. Nevada County's transit providers are not immune to these factors. Ridership has generally declined in Nevada County. TDA funding (comprised of LTF and STA funds) is critical to simply maintaining the existing level of transit service provided today. With the passage of SB 743 – the importance of transit to reduce VMT impacts caused by discretionary land use developments may grow. This could create challenges for transit operators in Nevada County to meet public expectations.

Although the state farebox recovery ratio requirements for transit operators have been diluted over time; they remain the closet thing the state has to holding transit operators accountable for effectively spending state dollars. TDA Reform and the need for updated transit performance measures continues to be an issue. Farebox recovery ratios may not be the best measure of a transit operator's performance or how they are serving their communities.

Transit services in western Nevada County are provided through a Joint Powers Agreement between Nevada County and the cities of Grass Valley and Nevada City. The Nevada County Transit Services Divisions (Nevada County Connects) is the responsible agency for the operation and management of two public transit systems in western Nevada County. Nevada County Transit Services operates Nevada County Connects fixed route services, connecting the cities of Grass Valley and Nevada County, with service to the Nevada Street Amtrak Station in Auburn. The seven routes, including a Saturday only route, are shown in **Figure 25** and provide local and regional connections with the Cities, towns, and unincorporated areas of Western Nevada County, including Nevada City, Grass Valley, Penn Valley, Rough and Ready, Lake Wildwood, Alta Sierra, Lake of the Pines, and the regional hub at the Auburn Amtrak station in Placer County. Service operates Monday through Friday between 5:30 AM and 8:00 PM and Saturdays 7:30 AM to 5:00 PM.

Nevada County Now is Nevada County's complimentary paratransit program. It operates as an on-demand service within the ADA Corridor – within ¾ mile of the core fixed-route service and to outlying areas. The service provides public transportation service for people who are unable to access the fixed route bus due to a disability or disabling health condition or that are seniors who live within the fixed route boundaries.

Nevada County Transit Services is guided by the Transit Services Commission, a seven-member board that executes the following powers and duties:

- Establish transit fares.
- Approve level of service
- Hear and monitor public response.
- Provide recommendations on proposed fleet purchases.
- Oversee and advise on daily operations of transit system.
- Review and provide recommendations to TSD staff regarding annual budgets for operations.
- Recommend grants for application.

Eastern Nevada County is served by the Tahoe Truckee Regional Transit (TART), a four-fixed-route transit system that provides connections throughout the Tahoe basin and Truckee region. TART primarily serves portions of the Tahoe Basin located within Placer County but two fixed routes in the Town of Truckee, one during normal operating hours and one night service route. Paratransit service is also offered in the Town Limits. TART also provides transfer services to Placer County transit services and paratransit services as well as Truckee Dial-a-Ride. Truckee is home to a rail intermodal station serviced by the California Zephyr and private intercity bus services (e.g. Flixbus). Figure 2X highlights the TART system.

The Town of Truckee implemented a micro transit service, referred to as the TART Connect, as a demonstration project in the summer of 2022. The Truckee TART Connect pilot project was well received by the community, prompting Town officials to extend and expand the service. Currently, funding has been

allocated for the service through the fall of 2024. The service operates daily within the Town limits between 8AM-10PM daily (and starting at 6:30AM during peak seasons). Since the introduction of the service, over 111,000 passenger trips have occurred, serving residents and visitors to Truckee. Although the service has funding through Fall 2024, a dedicated and reliable funding source is necessary to sustain the ongoing service costs. At this time, the formula funding received from the local transportation fund, state transit assistance, and Federal Transit Administration rural transit operating funding is insufficient to maintain the existing transit operations and capital needs in addition to expanding the microtransit services.

Transit ridership statistics are shown in **Table 23**. Similar to many other transit agencies across the state and nation, ridership dropped in 2020 due to the COVID-19 pandemic. Countywide transit ridership decreased 56% between FY 2019/20 and 2020/21 but rebounded with approximately 29% increase in FY 2021/22. Ridership has not fully rebounded to pre-pandemic levels by the end of FY 2022/23. The introduction of TART Connect in Truckee led to a 257 percent increase in ridership between 2021/22 and 2022/23.

TABLE 23. 5 YEAR TRANSIT RIDERSHIP STATISTICS (2018/2019-2022/2023)

Operator and Service	**2018/19**	**2019/20**	**2020/21**	**2021/22**	**2022/23**
Nevada County Transit Services Division Total					
Nevada County Connects (fixed route)	204,795	165,708	78,302	99,321	115,093
Nevada County Now (DAR)	34,345	24,785	12,197	18,057	20,950
Nevada County Transit Services Division Total Ridership	***239,140***	***190,493***	***90,499***	***117,378***	***136,043***
Truckee TART					
Truckee TART (fixed route and night service)	17,055	22,428	21,621	26,794	36,582
DAR	7,171	6,064	3,698	4,815	5,331
TART Connect (microtransit)	N/A[1]	N/A[1]	N/A[1]	N/A[1]	70,914
Truckee TART Total Ridership	***24,226***	***28,492***	***25,319***	***31,609***	***112,827***
Countywide Total Ridership	**263,366**	**218,985**	**115,818**	**148,987**	**248,870**
Note: [1] TART Connect began service in Summer 2024.					

The Town of Truckee is part of the Resort Triangle area comprised of the SR 28, 89, and 267 corridors that link the Truckee to the Tahoe Basin. In 2020, Placer County developed the Resort Triangle Transportation Plan to create a unified vision for North Lake Tahoe's three main transportation corridors and the adjacent lakeside and mountain resort communities that make up the Resort Triangle. The plan was developed in collaboration with partner agencies such as Placer County Transportation Planning Agency, Tahoe Transportation District, Tahoe Regional Planning Agency, Town of Truckee, Nevada County Transportation Commission, Truckee North Tahoe Transportation Management Association, Tahoe Truckee Area Regional Transit, Caltrans, California Highway Patrol, North Lake Tahoe Resort Association, special districts and others.

The plan prioritized programs that reduce traffic, get people out of their cars, encourage alternative commuting options and address congestion. Proposed programs and projects in the plan include a transit-only lane for the state Route 89 and 267 corridors, a paid parking program, a micro-transit program and more frequent transit services. The Plans recommendations include:

- Enhance transit operations on SR 89 and SR 267 corridors by providing a transit-only lane and/or high occupancy vehicle (HOV) lane
- Enhance overall operations of steep grades on SR 267 by providing a climbing lane specifically for trucks and transit vehicles
- Encourage people to take transit, carpool, walk, bike, and/or park one time by implementing a paid parking program in the commercial town centers and recreational destinations and use that revenue to invest in further improvements for walking, biking and transit
- Enable people to leave their car behind (at their place of lodging) and take transit by implementing an on demand microtransit program
- Equip employers with resources and support to provide their employees vehicle commute reduction options

Many of the above recommendations are intended to be seasonal in operation to address the unique challenges and needs that arise from the heavy visitor seasons. This RTP contains several of the recommendations contained in the Resort Triangle Vision Plan such as:

- Microtransit service in the Town of Truckee
- Transit-only lane on bus lane on SR 267
- E-bike program and infrastructure

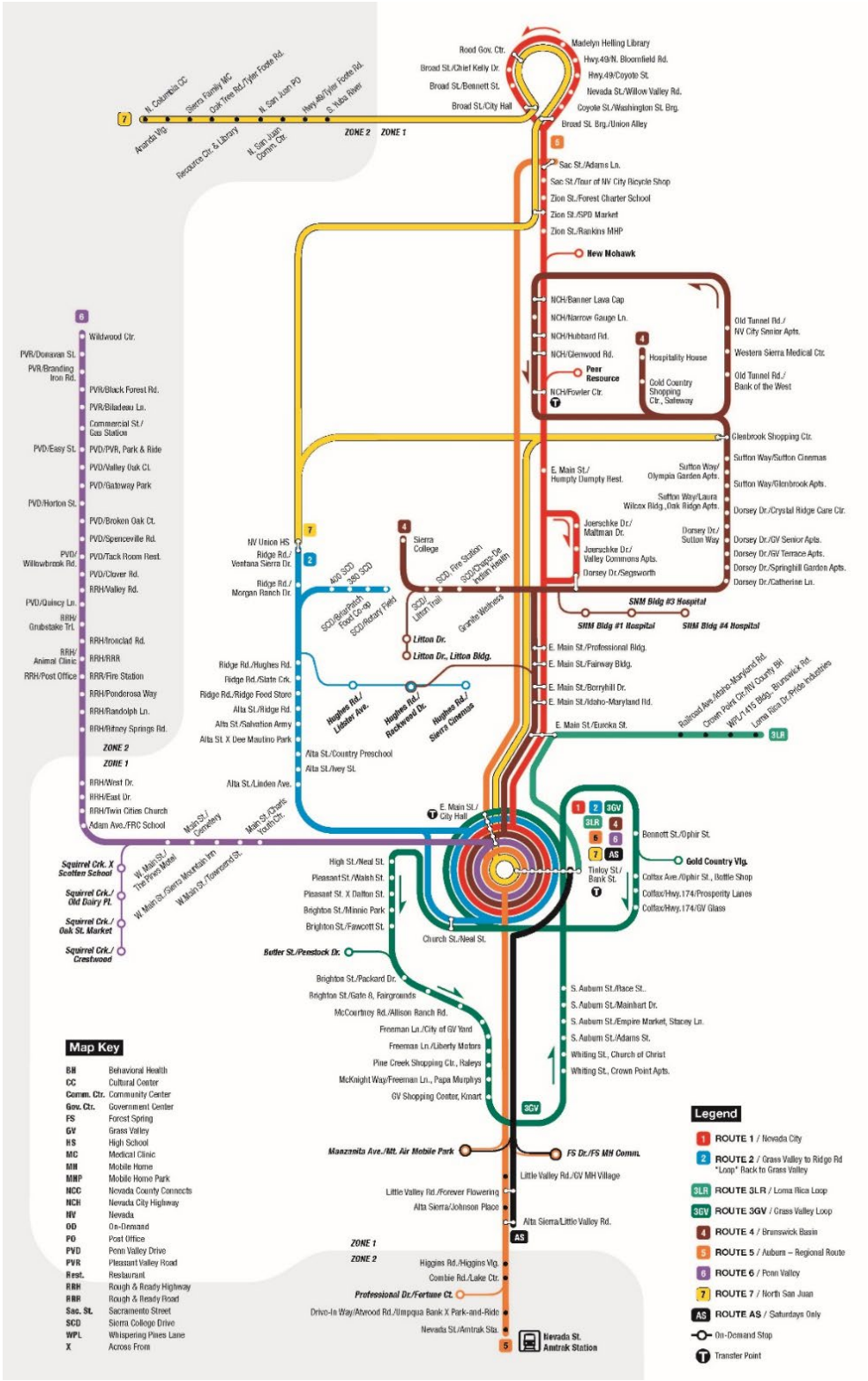


FIGURE 25: NEVADA COUNTY CONNECTS ROUTE MAP (JUNE 2023) SOURCE: NEVADA COUNTY CONNECTS

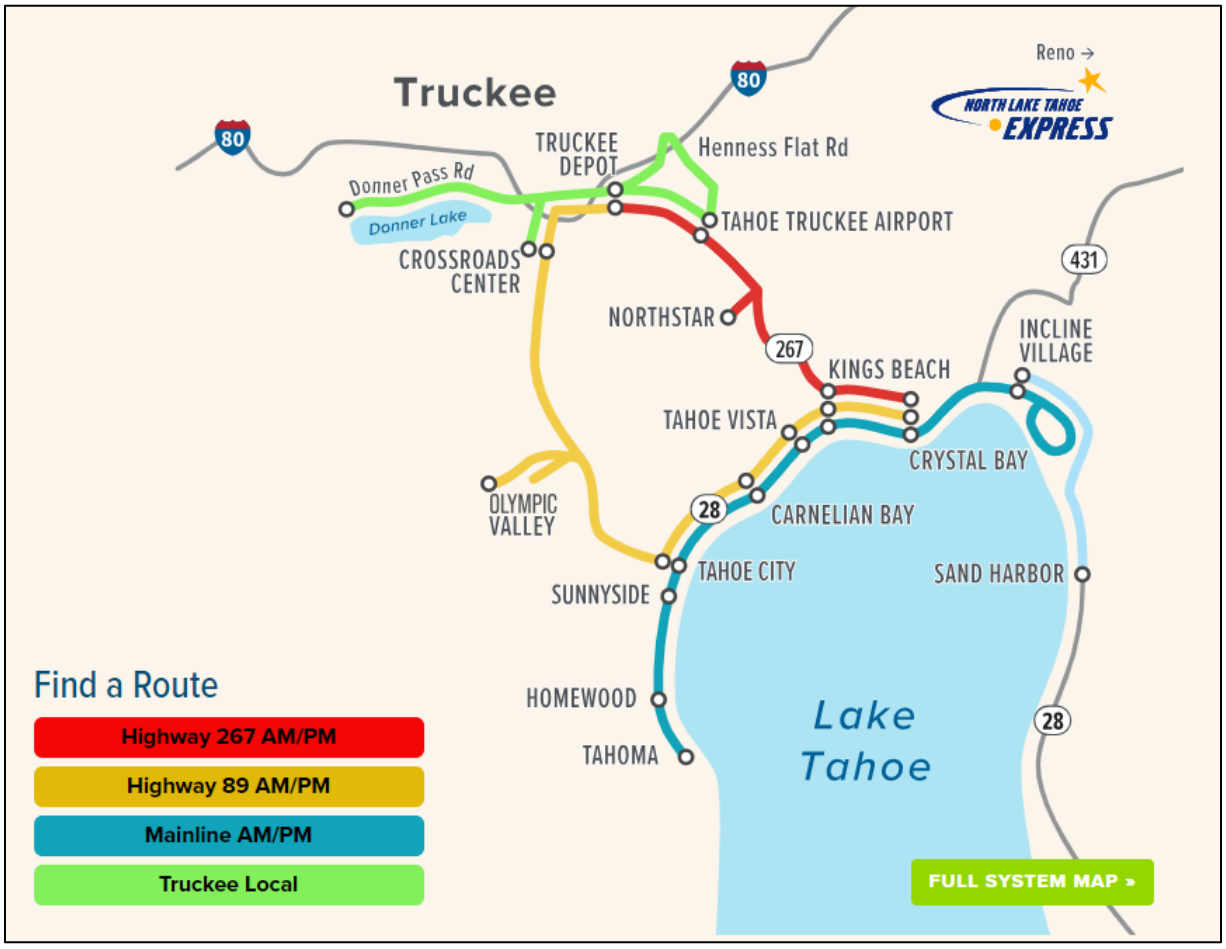


FIGURE 26. NORTH LAKE TAHOE EXPRESS ROUTE MAP

5.5.2 RAIL SERVICE

Nevada County hosts two Amtrak stations served by regional transit services in Truckee and Auburn (Placer County). The Amtrak long-distance California Zephyr operates one service once a day in each direction, with service between Chicago and Emeryville (San Francisco) at both Auburn and Truckee operating on the Union Pacific Roseville Line. There are no other passenger rail routes in the County.

NCTC has partnered with the Placer County Transportation Planning Agency, Tahoe Regional Planning Agency, Capitol Corridor, Placer County, Town of Truckee, Tahoe Transportation District, and Washoe County to form the Trans-Sierra Transportation Coalition to advocate for additional rail service from Sacramento to Reno, with a dedicated stop in the Town of Truckee. The goal of the coalition is to evaluate the feasibility of extending regular passenger rail from Auburn to Reno with the ultimate goal securing funding from the Federal Railroad Administration funding for the construction of any new rail improvements and additional service. and of increasing the number

5.6 ACTIVE TRANSPORTATION

In 2019, Nevada County adopted an updated Active Transportation Plan. The Plan consolidates prior plans, including the Nevada County Bicycle Master Plan (2013), the Town of Truckee Trails & Bikeways Master Plan (2015), and the Nevada County Pedestrian Improvement Plan (2010). The Active Transportation Plan comprehensively evaluated the need for improved bicycle and pedestrian connections through an active public engagement process to identify the wants and needs of residents to access local destinations, outdoor recreation opportunities, and connectivity to transit services. Currently there are 110.6 miles of bicycle and paved trail facilities and over 57 miles of sidewalks within Nevada County. There are also over 300 miles of unpaved trails in the County.

The Plan identifies approximately 316 miles of new bikeways and 32 miles of new sidewalks across the county totaling over $294 million. The proposed improvements are categorized into high, medium, and low priorities based on seven priority areas consistent with the statewide Active Transportation Program competitive grant program. The intent of the prioritization process was to identify projects that could compete well for statewide Active Transportation funding.

Chapter 7 of the RTP identifies the financially constrained projects that can be reasonably funded through the life of the RTP and those projects that will need to secure additional funding to be constructed. The financial constraints analysis estimates that $142 million of the total $294 million in projects identified in the Active Transportation Plan could reasonably be constructed by 2045.

The plan's implementation has been aided by more than $19 million in Active Transportation Program funding secured in Cycle 6 of the competitive statewide Active Transportation Program. The SR 49 Multimodal Corridor Improvements Project in the City of Nevada City and the SR 174/49/20 Roundabout and Active Transportation Safety Project in the City of Grass Valley received funding to construct these projects in FY 2026/27. Planned bicycle networks outlined in the 2019 ATP are illustrated in **Figure 27** and **Figure 28**.

5.7 AIRPORT FACILITIES

Nevada County is served by two primary public airports, Nevada County Air Park (also known as Nevada County Airport) (FAA LID: GOO) near Grass Valley and Truckee Tahoe Airport (FAA LID: TRK, ITADA: TKF) near Truckee.

Nevada County and the Nevada County Airport Commission oversee Nevada County Airport. No commercial service is available, though there are charter services. The facility has also been used as a hub for firefighting in the Sierra Nevada region.

Truckee Tahoe Airport is in both Nevada and Placer counties and is overseen by a bi-county special district, Truckee Tahoe Airport District. Commercial service is not available; however nearby Reno-Tahoe International Airport has regular passenger service.

There are no military air facilities in Nevada County.

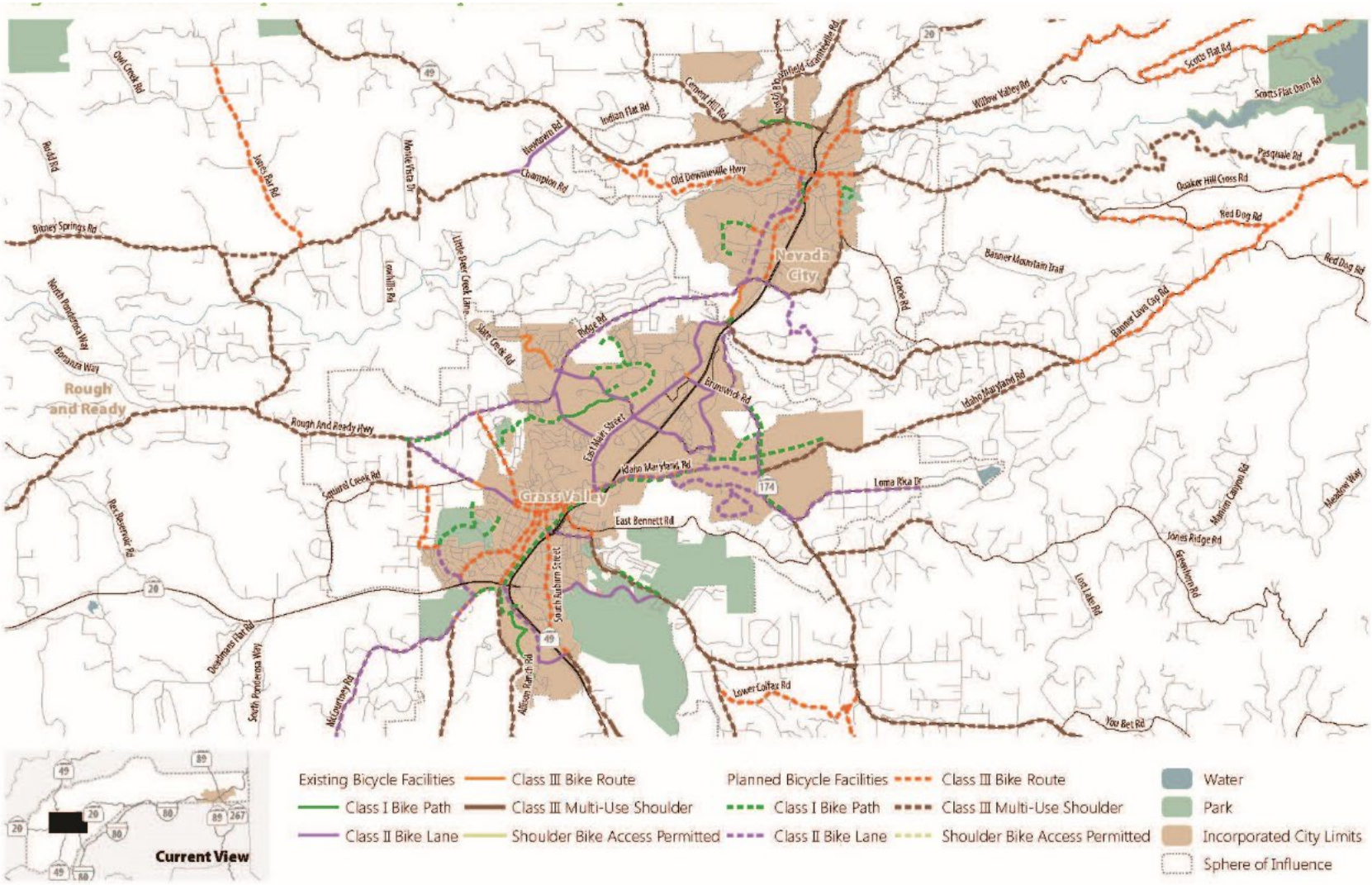


FIGURE 27: PLANNED BICYCLE NETWORKS FOR GRASS VALLEY & NEVADA CITY. **SOURCE: 2019 NEVADA COUNTY ACTIVE TRANSPORTATION PLAN**

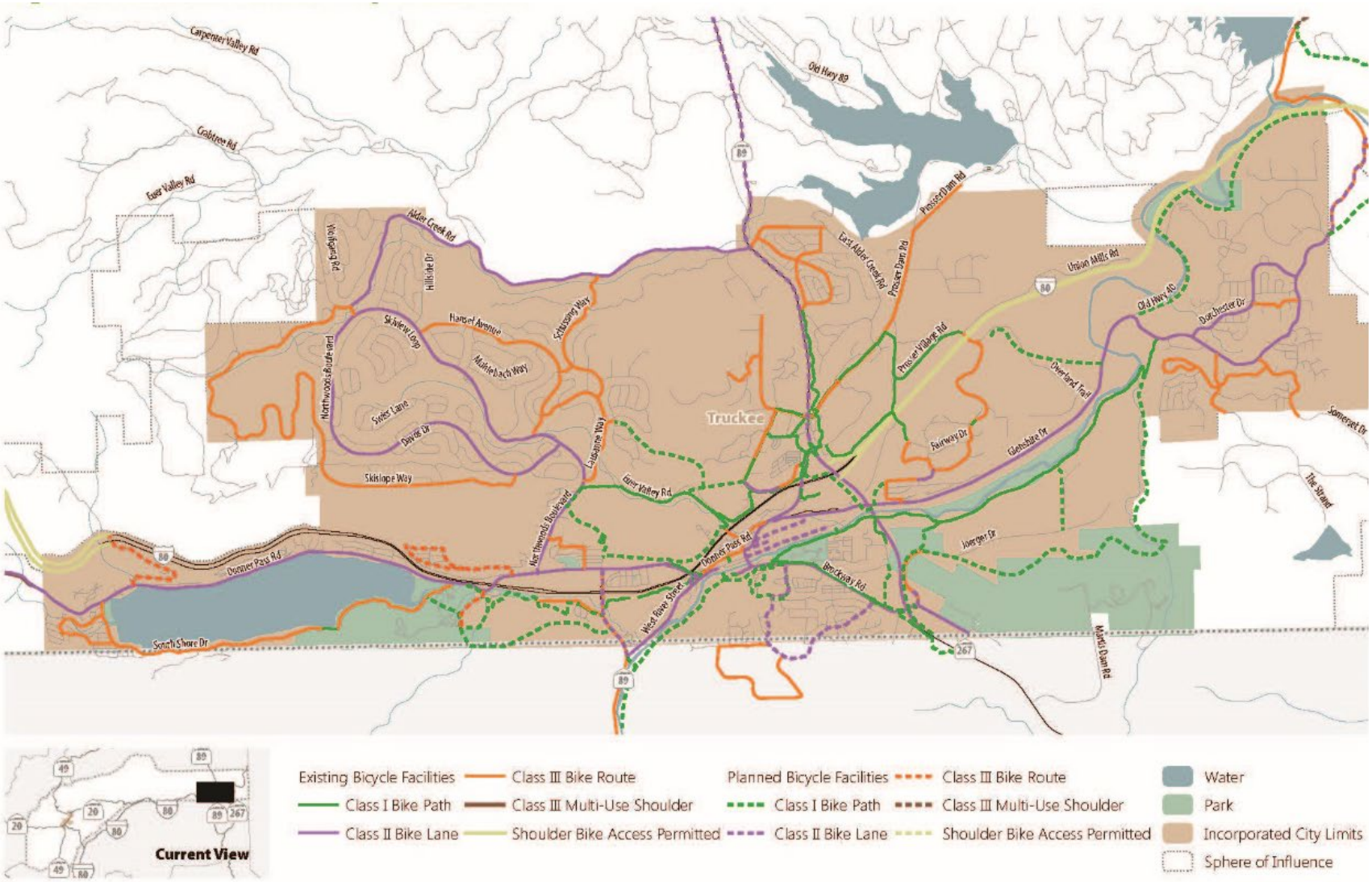


FIGURE 28: TRUCKEE PLANNED BICYCLE NETWORKS. **SOURCE: 2019 NEVADA COUNTY ACTIVE TRANSPORTATION PLAN**

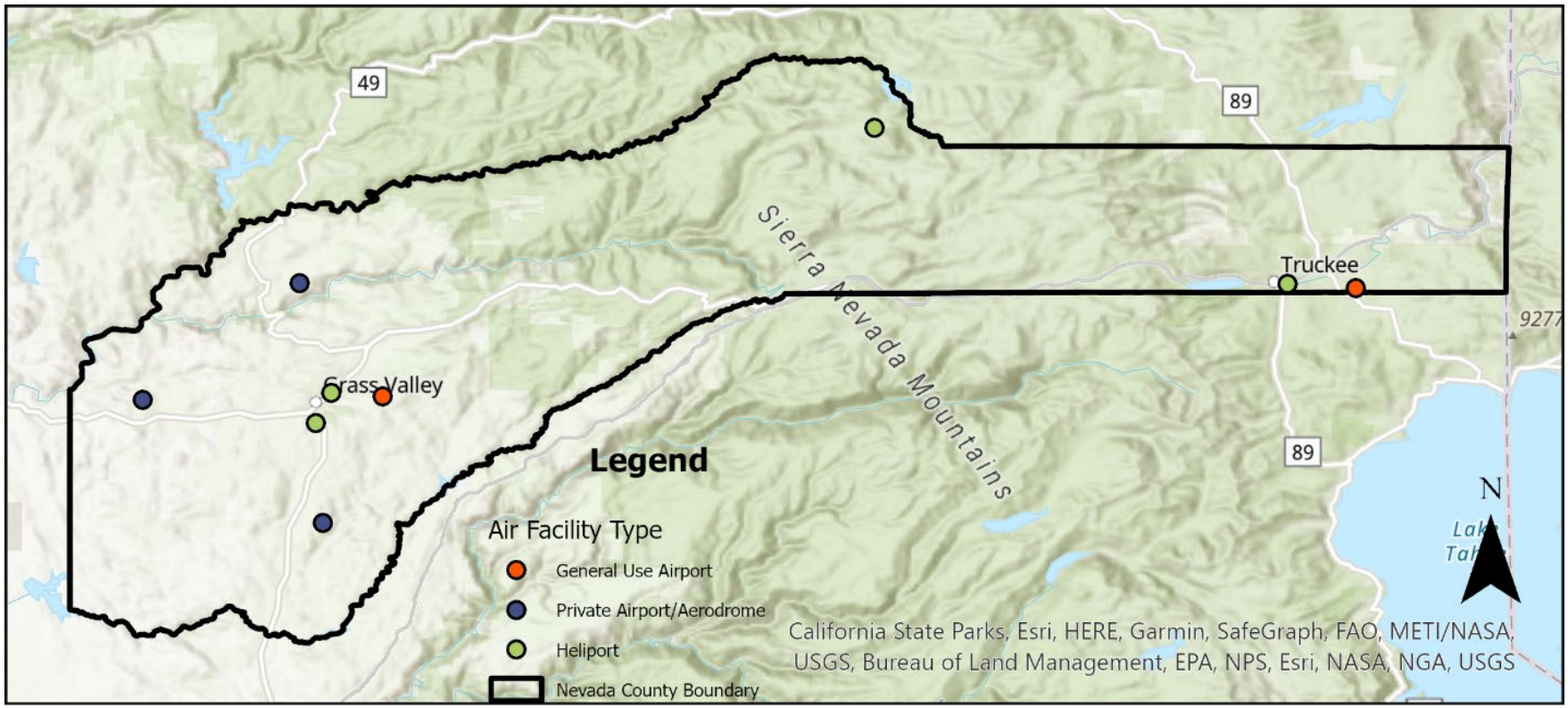


FIGURE 29: AIR FACILITIES IN NEVADA COUNTY. SOURCE: FEDERAL AVIATION ADMINISTRATION

6.0 SYSTEM PERFORMANCE

In 2015 the Rural County Task Force (RCTF) completed a study on the use of performance measure indicators for the 26 Regional Transportation Planning Agencies in California. This study evaluated the current statewide performance monitoring metrics applicability to rural and small urban areas. In addition, the study identified and recommended performance measures more appropriate for the unique conditions and resources of rural and small urban places, like Nevada County. These performance measures are used to help select RTP project priorities and to monitor how well the transportation system is functioning, both now and in the future. The identified metrics appropriate for rural and small urban areas through the study will have been incorporated into the California Transportation Commission's (CTC) 2016 State Transportation Improvement Program (STIP).

The following criteria was used in selecting performance measures for NCTC's 2016 Regional Transportation Plan, ensuring it is feasible to collect data and monitor performance of the transportation investments.

1. Performance measures align with California state transportation goals and objectives.
2. Performance measures continue to inform current goals and objectives of Nevada County.
3. Performance measures are applicable to Nevada County as a rural area.
4. Performance Measures are capable of being linked to specific decisions on transportation investments.
5. Performance measures do not impose substantial resource requirements on Nevada County.
6. Performance measures can be normalized to provide equitable comparisons to urban regions.

6.1 PERFORMANCE MEASURES

The following table of performance measures are similar to the 2016 Nevada County RTP, however this RTP Update will now include Travel Time Reliability performance measures and has discontinued the aviation related performance metric (**Table 24**).

TABLE 24: PERFORMANCE OBJECTIVES, MEASURES, AND TARGETS

No.	Objective	Performance Measure	Direction	Target	Current Measure and Trend
1.0	**Provide for the safe and efficient movement of all people, goods, and services on the roadway network.**				
1.A	Improve safety	Number of collisions by mode	↓	0 pedestrian, bicycle, and fatal collisions. 2%/year decrease in injury and total collisions.	333 Total (2022) 18 Fatalities 439 Injuries 7 Bicyclist 6 Pedestrian All decreasing vs 2016 RTP
1.B	Maintain levels of service adopted by local jurisdictions	Peak hour level of service	↑	Varies by road and jurisdiction	The Nevada County model is primarily above D standard, majority of roadways within A-D standard with exception to portions of SR-49. Forecasted LOS is primarily LOS D.
1.C	Improve reliability	Travel Time Reliability	↑	Minimize variability in travel times.	TTR is overall reliable during the AM and becomes unreliable during the PM peak hours.
2.0	**Create and maintain a comprehensive, multi-modal transportation system to serve the needs of the county.**				
2.A	Reduce dependence on automobiles by emphasizing transit, ridesharing, remote work, and active transportation.	Journey to work mode share	↓	Decrease drive alone share and increase other modes.	70.3% drive alone. 29.7% other modes 5.3% decrease in drive alone from 2016 RTP, possibly due to change from COVID-19 pandemic
2.B	Create bicycle, pedestrians, and transit networks that provide access and connections to key destinations.	Percent of planned sidewalk and bicycle networks completed, number of transit boardings	↑	2%/year increase	[11]Planned Sidewalk: 32.4 miles Bike Paths: 33.8 miles Bike Lanes: 37.7 miles Bike Routes: 78.5 miles Bike Routes with Multi-Use Shoulder: 166.2 miles Recreational Trails: 43.7 miles Transit Ridership: 248,870 (FY22/23) Pre pandemic ridership is 263,366 (FY18/19)
3.0	**Reduce adverse impacts on the natural, social, cultural, and historical environment and the quality of life.**				

[11] Nevada County Active Transportation Plan (2019)

3.A	All projects in the RTP are consistent with management and conservation strategies of regional resources in the General Plan.	Check all projects against an applicable general plan policy	↑	100%	100%
3.B	Reduce regional emissions of criteria pollutants and greenhouse gases	GHG emissions and ozone precursors, Vehicle Miles Traveled	↓	2.5%/year reduction	Estimates: 2010: 3,850 tons CO2/day, 320 tons CH4/day 2030: 5,250 tons CO2/day, 120 tons CH4/day Reactive organic gases: 2.789 tons/day (2015), 1.736 tons/day (2035) 2.43% reduction/yr estimated through 2035
4.0	**Develop an economically sustainable transportation system.**				
4.A	Minimize the capital and operating costs of all travel modes	Pavement Condition Index (PCI), sidewalk condition	↑	≥71	Current PCI is 64 (2024) Decrease from 70 in 2016
4.B	Balance farebox recovery	Number of transit boardings	↑	2%/year increase	90,499 (FY20/21) Pre pandemic ridership is 239,140 (FY18/19)

6.2 TRAVEL DEMAND FORECASTS

A key tool used in planning transportation improvements is the Nevada County travel model, which covers the western portion of the county. This model gives NCTC in-house capability to generate new technical information pertinent to the understanding of the county's travel behavior and transportation network performance. The travel demand model outputs are dependent on the inputs of forecasted population growth and employment to determine the future of travel demand. This information is critical to the development, updating, and monitoring of regional transportation plans, environmental assessments, as well as the analysis of specific transportation projects, strategies, polices and issues.

NCTC updated its travel demand model in 2018 for western Nevada County. The 2020 model update builds upon the previous September 2014 model, incorporating the latest land use, demographics and transportation network information. The earlier travel model was based on a 2012 base year. The 2020 model update moved to a 2018 base year and provided 2040 forecast year. Consistent with the Regional Transportation Plan Guidelines for Regional Transportation Planning Agencies (California Transportation Commission, 2017)[12], the NCTC travel demand model was shown to meet all static and dynamic validation criteria and is deemed appropriate for generating travel forecasts for this 2025 RTP update. Pursuant to the RTP Guidelines, RTP's must also have at least a 20-year planning horizon. To address this, the 2040 model forecasts were extrapolated by 5 years based on the 2018 to 2040 model growth rates.

Land use data is one of the primary inputs to every model and is a key component for trip generation. The model update's primary source of land use data comes from Nevada County's parcel land use database, which is regularly updated. NCTC, Nevada County, Nevada City, and Grass Valley reviewed land use designations. The 2040 population, housing, and employment projections described in Section 3 provided the land use control totals for modeling purposes. The model roadway network includes all freeways, arterials, collectors, local, and rural roads within the modeling domain. Both the transportation networks and land use were updated to represent year 2040. As applied to RTP updates, the NCTC travel model will provide insights to traffic growth over next 20 -30 years; help inform performance metrics; provide insight to how policies/investments affect our answers; and how will economic, demographic or land-use changes affect transportation system performance.

6.2.1 ROADWAY LEVEL OF SERVICE

The operations of roadway facilities are described in terms of Level of Service (LOS). LOS is a qualitative description of traffic flow based on factors such as speed, travel time, delay, and freedom to maneuver. Six levels are defined, from LOS A and B, which represent uncongested operating conditions, to LOS C and D, which represent moderate levels of congestion, to LOS E, which represents at-capacity conditions. Operations are designated as LOS F when volumes exceed capacity, resulting in stop-and-go conditions.

[12] The 2024 Regional Transportation Planning Guidelines were adopted by the CTC in January 2024.

Local roadway segments were evaluated by comparing peak hour roadway segment traffic volumes (two-way total) to service thresholds based on the *Highway Capacity Manual* (7th Edition). Service thresholds are the flow conditions and density level of specific roadway facility types. **Table 25** summarizes daily roadway segment capacity thresholds by operational class.

TABLE 25: PEAK LEVEL OF SERVICE THRESHOLDS, WESTERN NEVADA COUNTY

Operational Class	LOS B	LOS C	LOS D	LOS E
Minor Two-Lane Highway	330	710	1,310	2,480
Major Two-Lane Highway	330	710	1,310	2,480
Two-Lane Arterial	-	850	1,540	1,650
Four-Lane Arterial, Undivided	-	1,760	3,070	3,130
Four-Lane Arterial, Divided	-	1,850	3,220	3,290
Notes: Based on Highway Capacity Manual, Transportation Research Board, 2010. Two-lane highway and arterial LOS based on HCM 2010, Exhibit 15-30, Class II Rolling, 0.09 K-factor, and D-factor of 0.6 Four-lane arterial LOS based on HCM 2010, Exhibit 16-14, K-factor of 0.09, posted speed 45 mi/h				

Prior to conducting LOS analysis, available traffic count data was from 2018, 2019, and 2020 in Nevada County (**Figure 30**) was inventoried. The source for all state highway traffic volumes is published Caltrans Traffic Census Program (https://dot.ca.gov/programs/traffic-operations/census). Count sources for locally owned and maintained roadways include: NCTC's member agencies; various traffic studies performed within the county; and, counts resident in NCTC's travel demand model network attributes for validation purposes.

Figure 31 and **Figure 32** illustrate the current and estimated future roadway level of service (LOS). The current roadway LOS is operating at a suitable level; however, a large portion of SR-49 is within the LOS E-F range, demonstrating that the roadway is experiencing moderate to at capacity conditions during the weekday peak hours. As shown in **Figure 32**, the estimated 2045 roadway LOS is expected to drop to LOS E-F standards in incorporated city limits of Grass Valley and Truckee.

The current and estimated future traffic conditions for significant county roads and highways based on this model are provided in **Appendix C**.

Figure 33 and **Figure 34**, illustrate the existing Average Annual Daily Truck Traffic (AADTT) of all trucks with three or more axles and five or more axles. **Figure 35** and **Figure 36** depict the existing AADTT percent of travel for three or more and five or more axle trucks that is occurring on the Nevada County roadway network. Of the vehicle traffic that occurs on state highways in Nevada County, approximately 8% of all traffic is truck traffic.

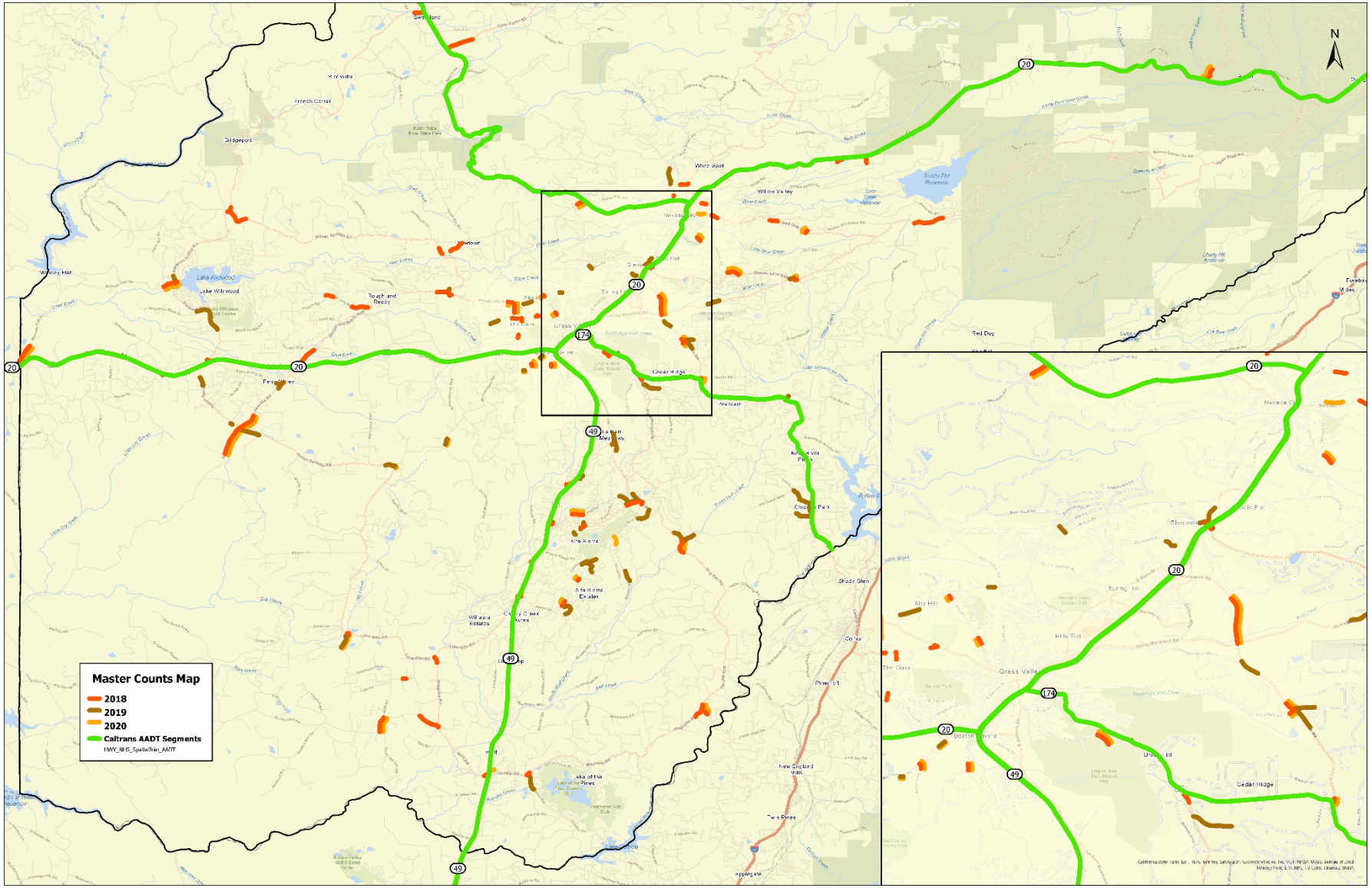


FIGURE 30: NEVADA COUNTY TRAFFIC COUNTS

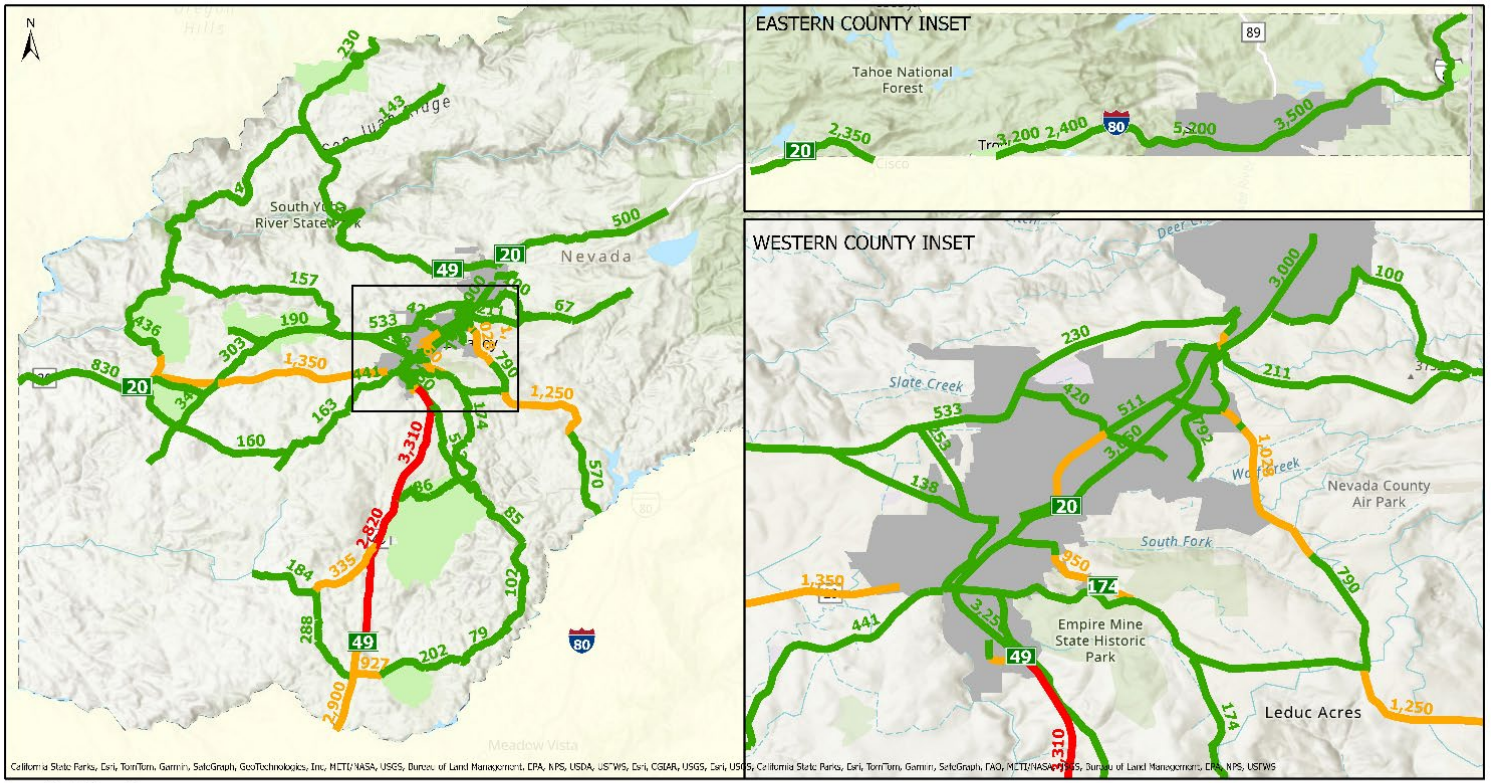


FIGURE 31: 2018 COUNTYWIDE LEVEL OF SERVICE

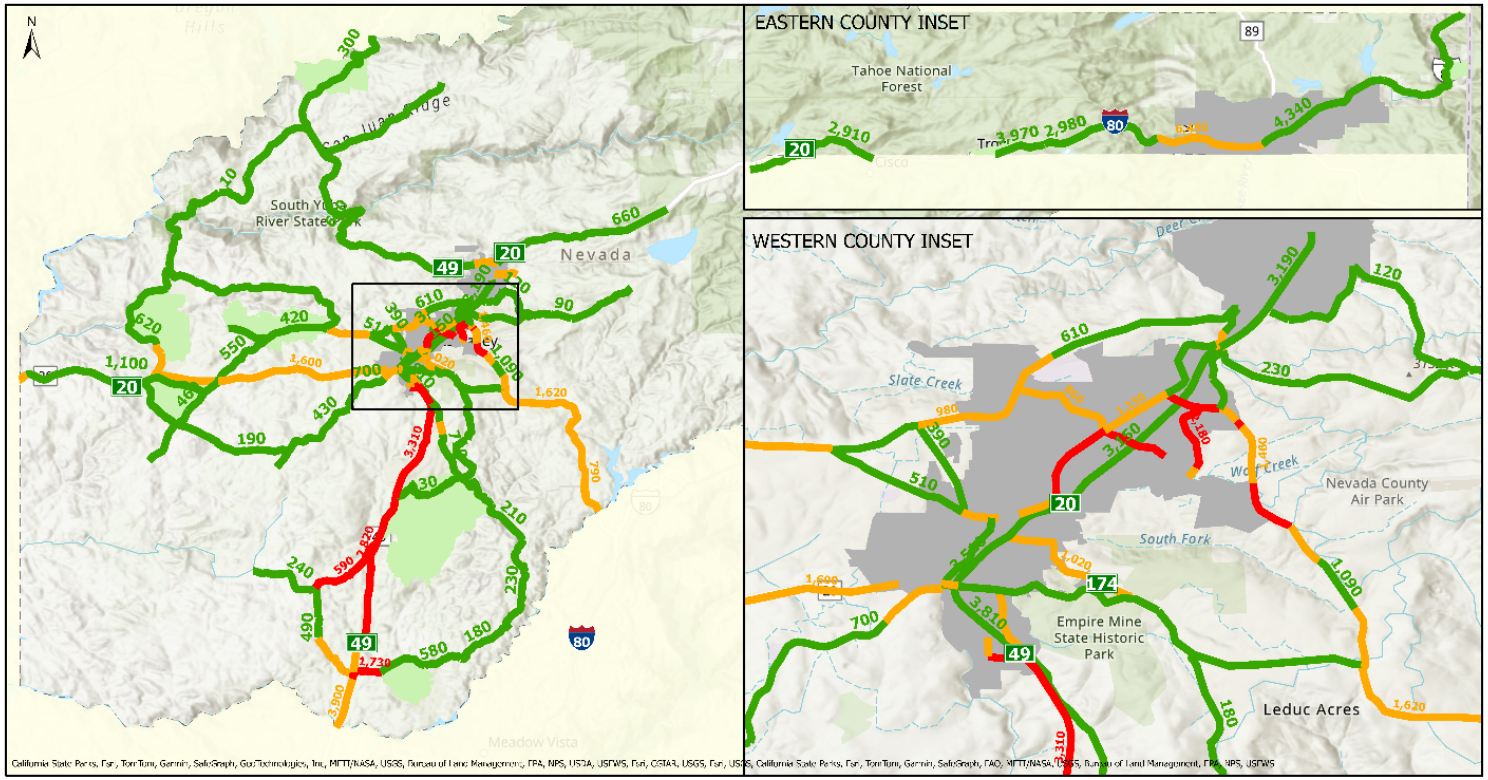


FIGURE 32: 2045 FUTURE ROADWAY LEVEL OF SERVICE (LOS)

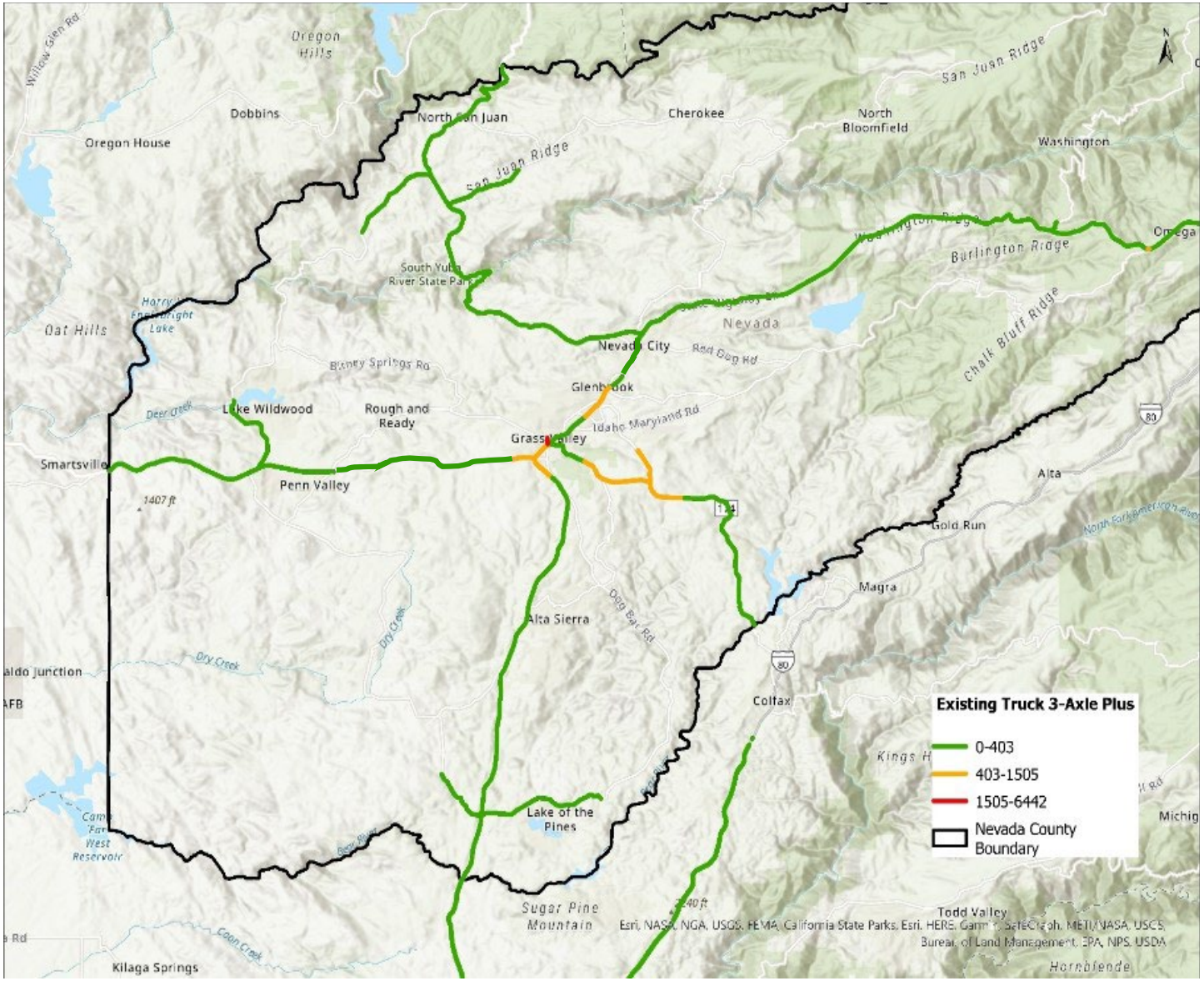


FIGURE 33: EXISTING 3-AXLE OR MORE AADTT

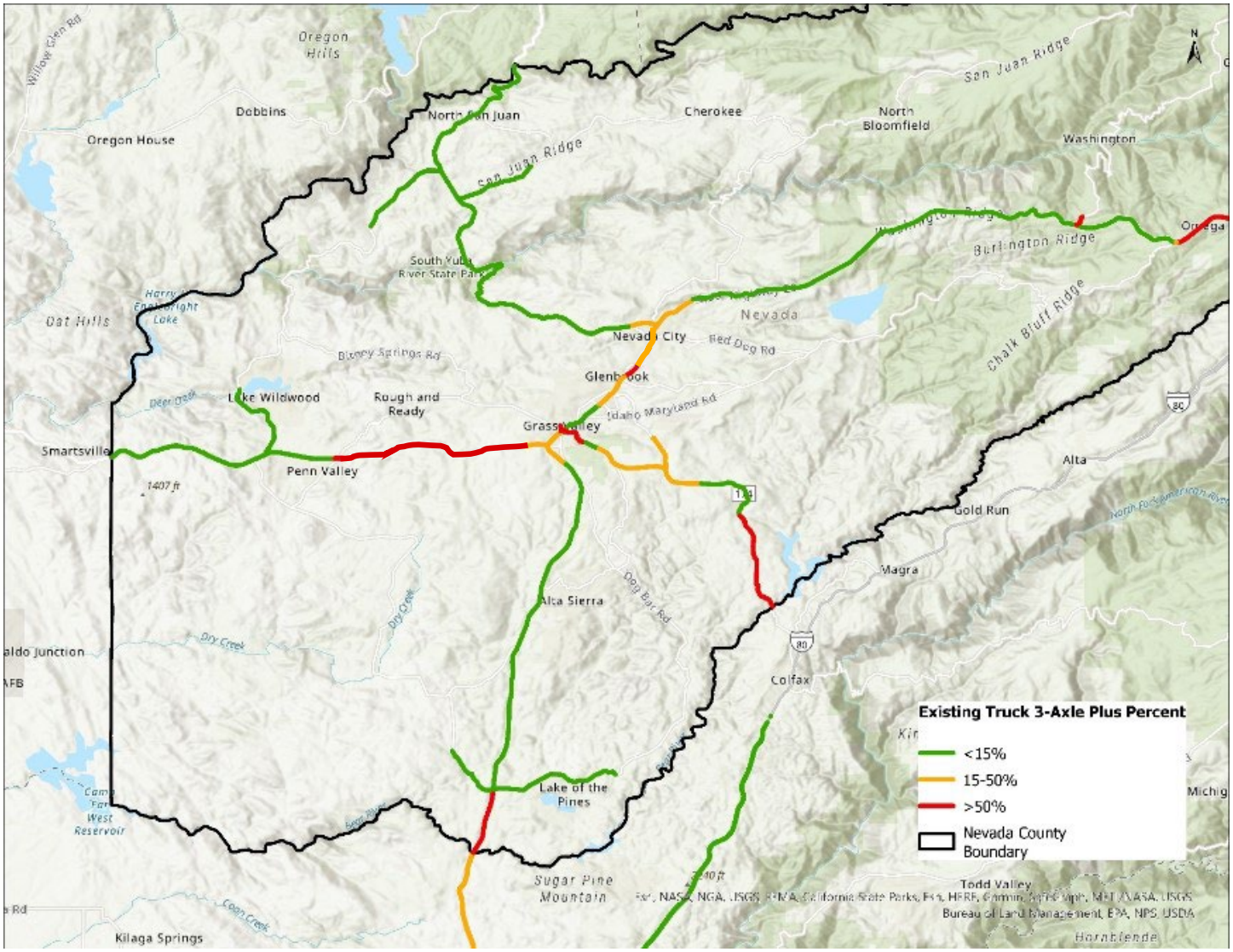


FIGURE 34: EXISTING 3-AXLE OR MORE AADTT PERCENTAGE

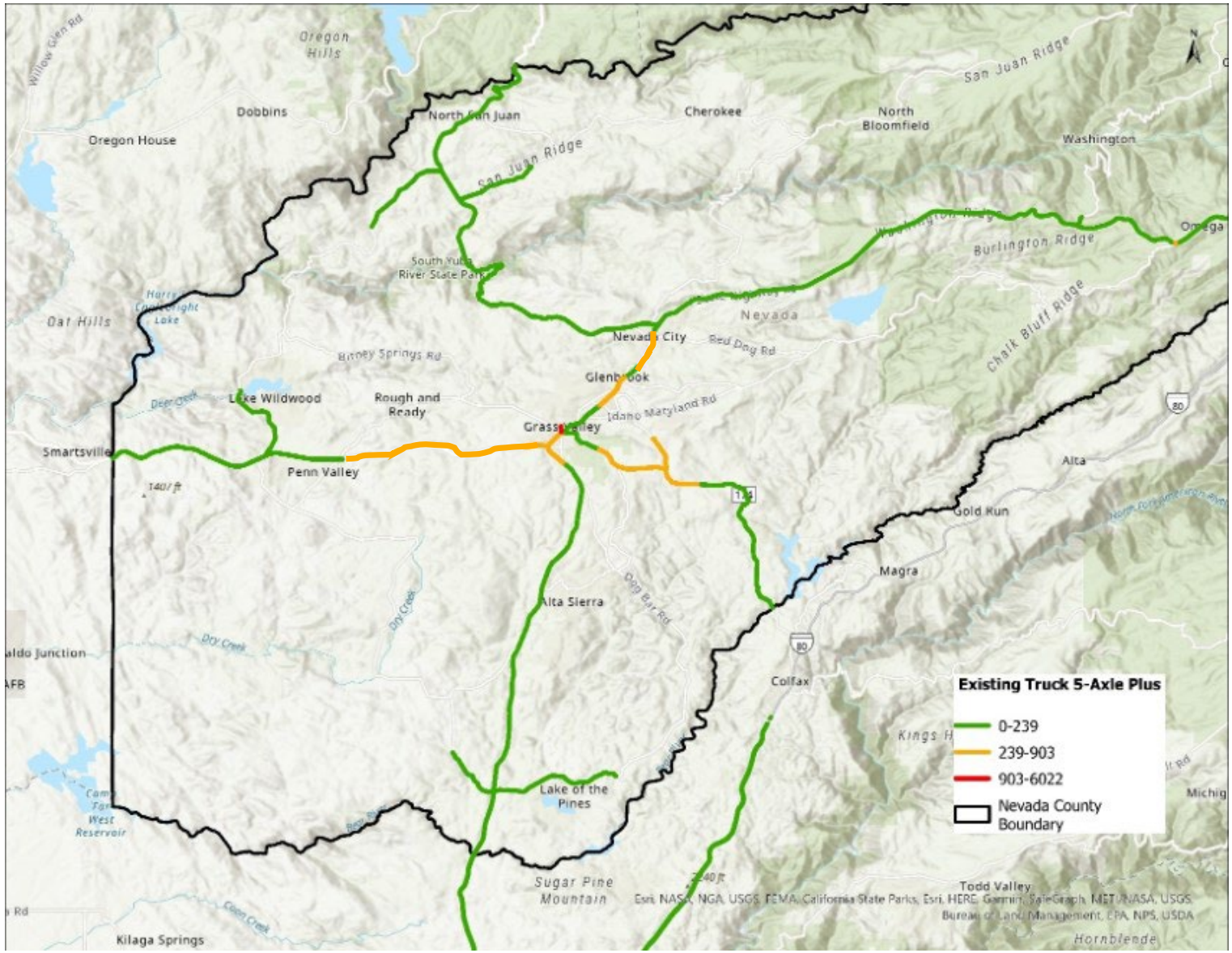


FIGURE 35: EXISTING 5-AXLE OR MORE AADTT

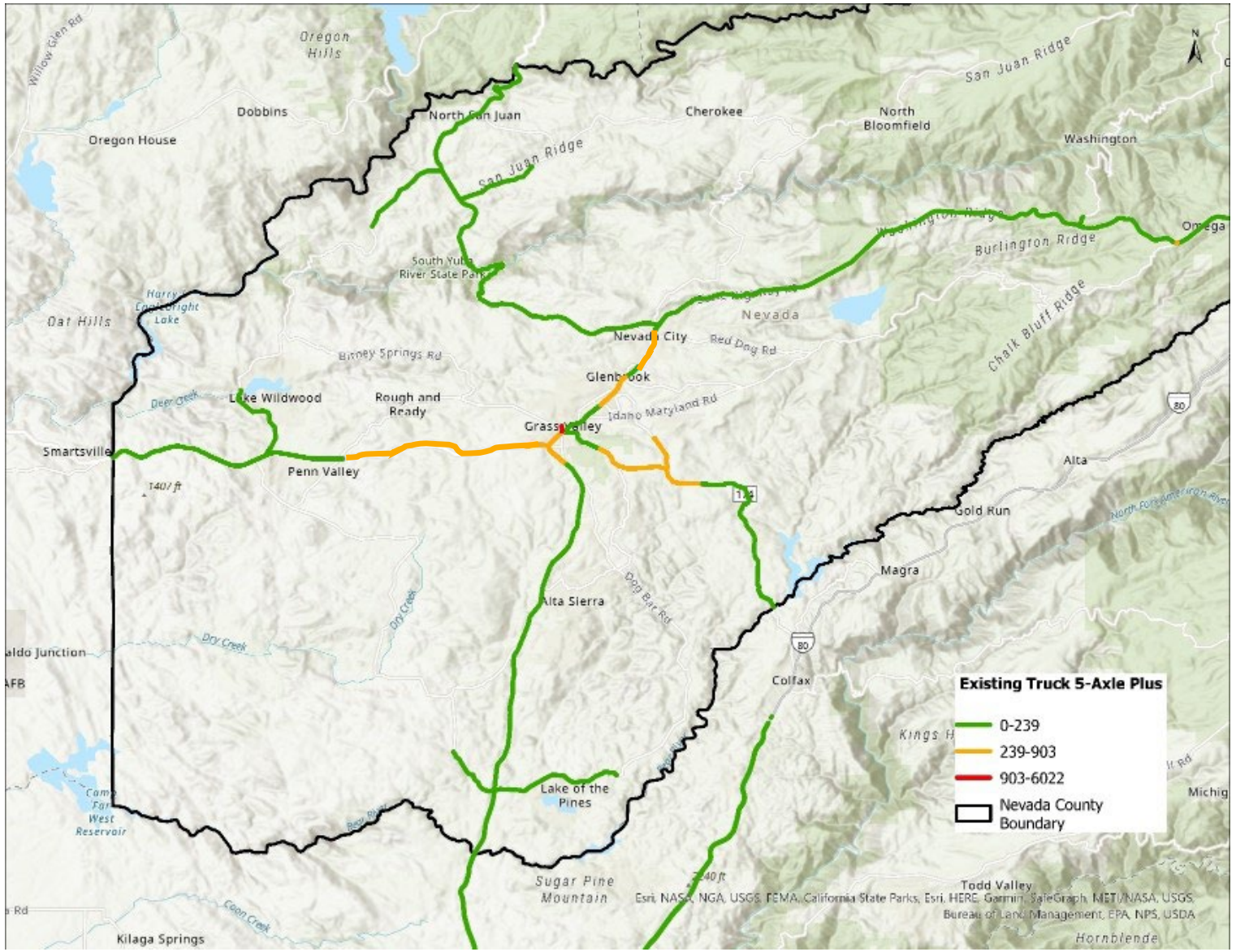


FIGURE 36: EXISTING 5-AXLE OR MORE AADTT PERCENTAGE

6.2.2 GOODS MOVEMENT

The Surface Transportation Assistance Act of 1982 (STAA) permitted motor carrier operation of 48-foot and 53-foot semi-trailers on the national highway network and allowed states to permit these "STAA vehicles" on state and local routes as well. STAA trucks are 5-axel trucks and are longer than California legal trucks (see **Figure 35** and **Figure 36** for 5+ axel truck volumes). Designation of STAA routes is premised on engineering and safety standards (i.e., adequate footprint to accommodate truck turn radius requirements, gross vehicle weight, vertical clearance height etc.). STAA Designated Truck Routes include the National Network (I-80); Terminal Access Routes (T-Routes) which provide access to the National Network (SR 49, SR 20, portions of SR 174) and Service Access Routes (S-Route) that permit a one-mile radius to find services (fuel, food, lodging) are the backbone of a regional truck route system. These routes handle the largest regular goods movement trucks, and are intended to connect major freight origins, destinations, and handling points. In particular, the STAA route system should provide the interregional connectivity specifically addressed in this proposed program.

In California, Caltrans has been administering these laws and regulations. Noncompliant portions of state highways have been classified as such by Caltrans. Caltrans policy is to upgrade these noncompliant portions of state routes to full STAA design standards when major redesign or refurbishment occurs. For local county and city roadways, an application must be made to designate a specific route as a "terminal access" route before STAA vehicles are allowed. Terminal access routes are off the National Network and provide STAA truck access to businesses (i.e., called terminals) where goods originate, terminate, or are handled in the transportation process. While Caltrans administers these regulations, the California Highway Patrol (CHP) is charged with enforcement. The CHP has the authority to issue citations for violations that involve operating STAA sized equipment on routes that are not formally designated as STAA routes (National Network or Terminal Access Routes).

STAA network planning considerations typically include: 1) identifying terminal access route (T-Route) connectivity gaps; 2) non-intuitive circuity; and, 3) way-finding issues associated with STAA designations and signage. The overriding principle is to enhance the local STAA network (terminal access routes) that will improve connectivity to the National Network (i.e., I-80 in Nevada County). This would in turn serve to ostensibly attract economic development interests within Nevada County.

Nevada County's primary mode of goods movements is by commercial trucks. Nevada County contains portions of Caltrans designated "priority interregional highways" such as I-80, SR-20, and SR-49. I-80 is the primary connector for goods movement between the San Francisco and Sacramento area to the Truckee/Tahoe region and to the California/Nevada border. The SR 20 and SR 49 corridors serve the major east/west interregional movement for people and goods across the northern Central Valley, linking U.S. 101, Interstate 5, SR 99, SR 70, and Interstate 80. These routes are part of a North state "crossroads" or "hub" for agricultural goods movement in the North Valley and through the Yuba City/Marysville urbanized area for connections to SR 99 and SR 70; and connect the SR 49 corridor in Nevada and Placer County to

Interstate 80. The closest east-west strategic interregional corridor to SR 20 is 100 miles north on I-5 (SR 44 in Redding) or 50 miles south (I-80 in Sacramento).

Also, critical to the national economy, both SR 20 and SR 49 in combination are the only routes that can be utilized as "Emergency Detour Routes" when I-80, between Emigrant Gap and Colfax, is closed due to major accidents, wildfires, and construction; and both are designated to handle STAA oversize and CA Legal Trucks. Data collected by the Caltrans District 3 Traffic Management Center, indicate that between 2004 and 2021, there were 220 closures of I-80, where truck traffic and passenger vehicles were rerouted onto SR 20 and SR 49. The commerce that travels over I-80 is immense, with estimates indicating that on average between $5.5 to $7.5 million worth of commerce travels over the Donner Pass, every hour, throughout the year. During I-80 detour events, based on 2020 traffic and truck volumes it is estimated that up to an additional 4,200 vehicles, which includes up to 903 freight trucks can be detoured on to SR 49 every hour. With both truck and passenger volumes forecasted to increase on I-80, SR 20, and SR 49, it is critical that improvements are constructed on SR 49, to ensure it can safely handle existing and future detour events. NCTC and Caltrans continue to partner to deliver improvements that reduce congestion, improve safety, reduce delays, and facilitate goods movement through these corridors.

The designated truck networks within Nevada County are shown in **Figure 37**. As shown below, commercial trucks longer than 65 feet are legally allowed to only traverse through Nevada County via STAA routes. As shown in **Section 6.2.3**, travel time reliability in Nevada County is largely unreliable during the PM peak hour and congested roadways can disrupt and prolong the movement of freight through the county.

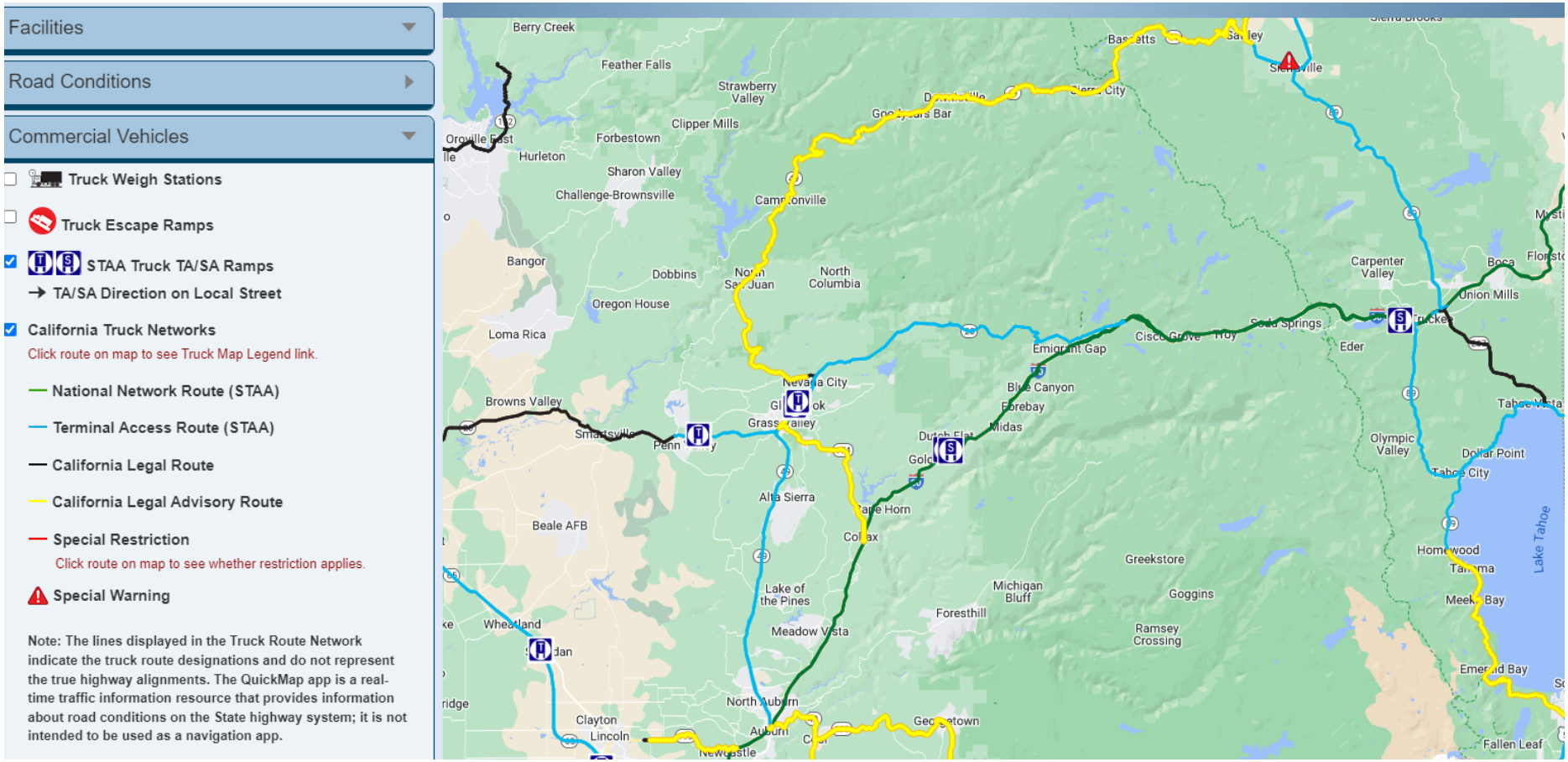


FIGURE 37: STAA NETWORK WITHIN NEVADA COUNTY. SOURCE: CALTRANS TRUCK NETWORK QUICKMAP.

6.2.3 TRAVEL TIME RELIABILITY

An important new transportation performance metric advocated at both the federal and state levels is travel time reliability. Travel Time reliability is how predictable travel time is can be critical for commuters, goods movement, and transit provision. Travel time reliability is defined as the variation in travel time for the same trip from day to day ("same trip" implies a trip made with the same purpose, from the same origin, to the same destination, at the same time of the day, using the same mode, and by the same route). If variability is large, the travel time is considered to be unreliable, because it is difficult to generate consistent and accurate estimates for it. If there is little or no variation in the travel time for the same trip, the travel time is considered to be reliable.

The basic causes of unreliable travel times are an imbalance between demand and capacity and the congestion that can result. Once congestion occurs, travel times become more variable (less reliable and thus less predictable). Moreover, congested facilities lack the resilience to accommodate unexpected travel interruptions, which leads to flow breakdowns and serious degradation of reliability. Travel times vary from one day to the next because conditions influencing traffic differ each day. The seven sources of congestion that influence travel time reliability are:

- fluctuations in normal travel;
- physical bottlenecks;
- special events;
- traffic incidents;
- inclement weather;
- traffic-control devices; and,
- work zones.

There are several measures available to determine travel time reliability. This analysis uses Buffer Time and the Buffer Time Index (BTI) to report reliability. Buffer Time is the amount of extra time a person needs to account for above the average travel time to ensure being on time 95% of the time (approximately one day late per month). If a commute trip usually takes 30 minutes, but there are periodic issues with weather or traffic incidents that can cause the commute to take 45 minutes, the buffer time would be 15 minutes, causing the commuter to be 15 minutes early on an average day, and late only occasionally. Buffer time can be similar to delay. A person's time has a value, and buffer time spent each day to account for unreliable roads has an opportunity cost that could otherwise be spent with family at home or elsewhere. The BTI value normalizes buffer time against the average travel time controlling for distance and typical daily congestion. The BTI is simply the ratio of Buffer Time against the average travel time and is expressed

as an index. The index shows the amount of buffer time relative to average travel time. The relationship between travel time reliability indices is shown in **Figure 38** and **Figure 39**.

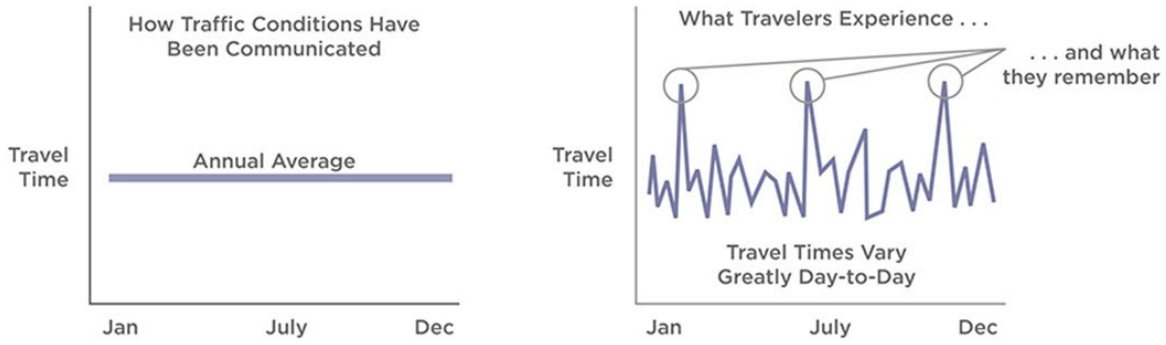


FIGURE 38: TRAVEL TIME RELIABILITY VARIABLE. SOURCE: TRAVEL-TIME RELIABILITY: MAKING IT THERE ON-TIME, ALL THE TIME, FEDERAL HIGHWAY ADMINISTRATION, FHWA-HOP-06-070, SOURCE: HIGHWAY CAPACITY MANUAL.

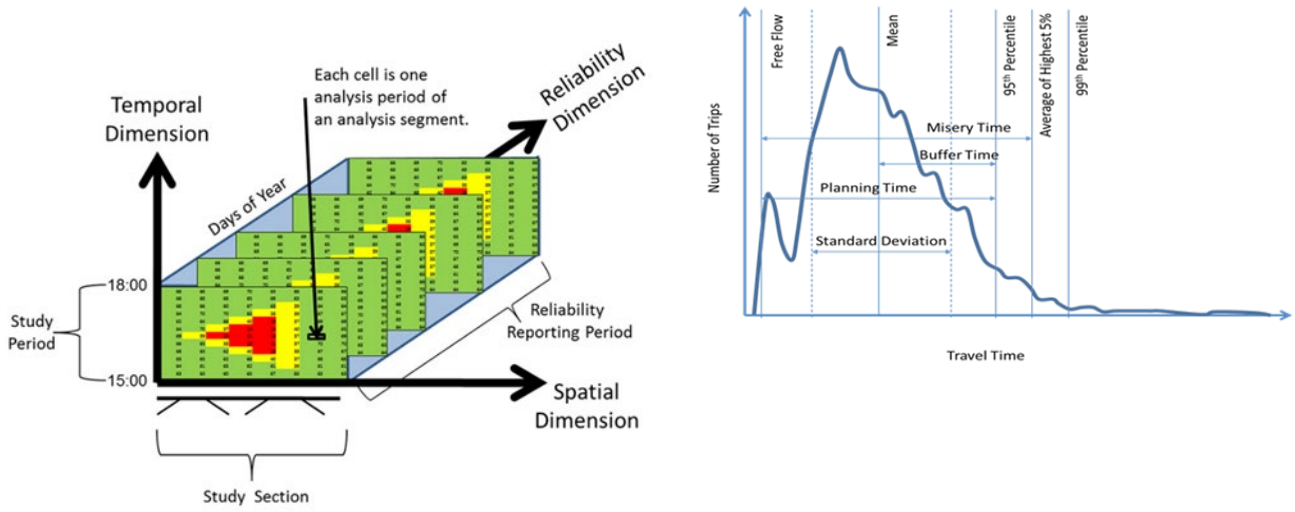


FIGURE 39: TRAVEL TIME RELIABILITY VARIABLE. SOURCE: TRAVEL-TIME RELIABILITY: MAKING IT THERE ON-TIME, ALL THE TIME, FEDERAL HIGHWAY ADMINISTRATION, FHWA-HOP-06-070, SOURCE: HIGHWAY CAPACITY MANUAL.

The method for calculating these and their results are outlined below.

Data Source and Data Reduction

Per the National Performance Management Measures Final Rule, the preferred data for complying with the National Highway Performance Program is the National Performance Management Research Data Set (NPMRDS) from FHWA. The NPMRDS provides average speed data (five-minute averaging time) for

roadway segments designated as part of the National Highway System (NHS). NPMRDS data for March 2018 through March 2019 was downloaded for analysis.

Given the desire to reflect annual average weekday conditions, the data was filtered to isolate average weekday conditions: Tues-Thurs AM/PM peak periods for passenger vehicles and heavy-duty truck vehicles separately. To identify the AM/PM peak hour, the peak periods between 6:00 AM to 9:00 PM and 4:00 PM and 7:00 PM were analyzed to identify the most congested continuous 60-minute span for both passenger vehicles and trucks respectively. Additionally, the free flow speed (FFS) of the corridor was determined by analyzing the fastest average speeds for the peak hour from 12:00 AM to 3:00 AM for both passenger vehicles and trucks.

Performance Measure Definitions (Congestion and Reliability)

The Highway Capacity Manual 7th Edition definitions were used to define congestion and reliability. These thresholds reflect heavy congestion (with observed average speed less than 60 percent of the free-flow speed) and unreliable road segments (with a 95th percentile travel time more than 1.5 times longer than the 50th percentile travel time (i.e., average), quantified by Level of Travel Time Reliability or LOTTR). The scheme below was used to develop the thematic maps of the results.

	Reliable	Moderately Reliable	Unreliable
	BTI[A] < 1.25	BTI[A] 1.25 – < 1.5	BTI[A] > = 1.5
Uncongested[B] (>= 60 % of free-flow)	Predictable and efficient	Not always predictable, but usually efficient	Unpredictable, but not often congested
Congested[B] (< 60% of free-flow)	Predictable and inefficient	Not always predictable, but usually inefficient	Unpredictable, but often congested

[A] Buffer Time Index – A measure of reliability, measures percentage of travel time devoted to being on time above average travel time.

[B] Free flow speeds were estimated for each segment based on NPMRDS data during the hours of midnight and 3 AM.

FIGURE 40: CONGESTION AND RELIABILITY PERFORMANCE MEASURES. SOURCE: HCM 7TH EDITION.

Figure 41 to **Figure 43** illustrate the travel time reliability for the eastern and western portion of the county during 2019 AM peaks. As illustrated in **Figure 41** and **Figure 43** the 2019 AM peak for the eastern and western sections of the county consists of reliable travel time on congested and uncongested roadway segments. As shown, portions of SR-20 west of Grass Valley and SR 49 south of Grass Valley indicate poor reliability along with SR 174 (Colfax Avenue) within the Grass Valley city limits. **Figure 42** and **Figure 44** show that the eastern and western portions of the county become increasingly unreliable during PM peak hour. As shown, greater portions of SR-20 west of Grass Valley and SR 49 south of Grass Valley show poor reliability as well as sections of I-80 through Truckee and SR 174 (Colfax Avenue) within the Grass Valley city limits.

While 2021 data was analyzed, the results indicated a significantly greater unreliability among the NHS in Nevada County. This can be attributed to the pandemic and several executive orders in place from 2020 to 2021, as such it is expected that greater speed variability would occur. Given that 2021 is not representative of typical travel conditions, only pre-pandemic travel time reliability results are mapped herein.

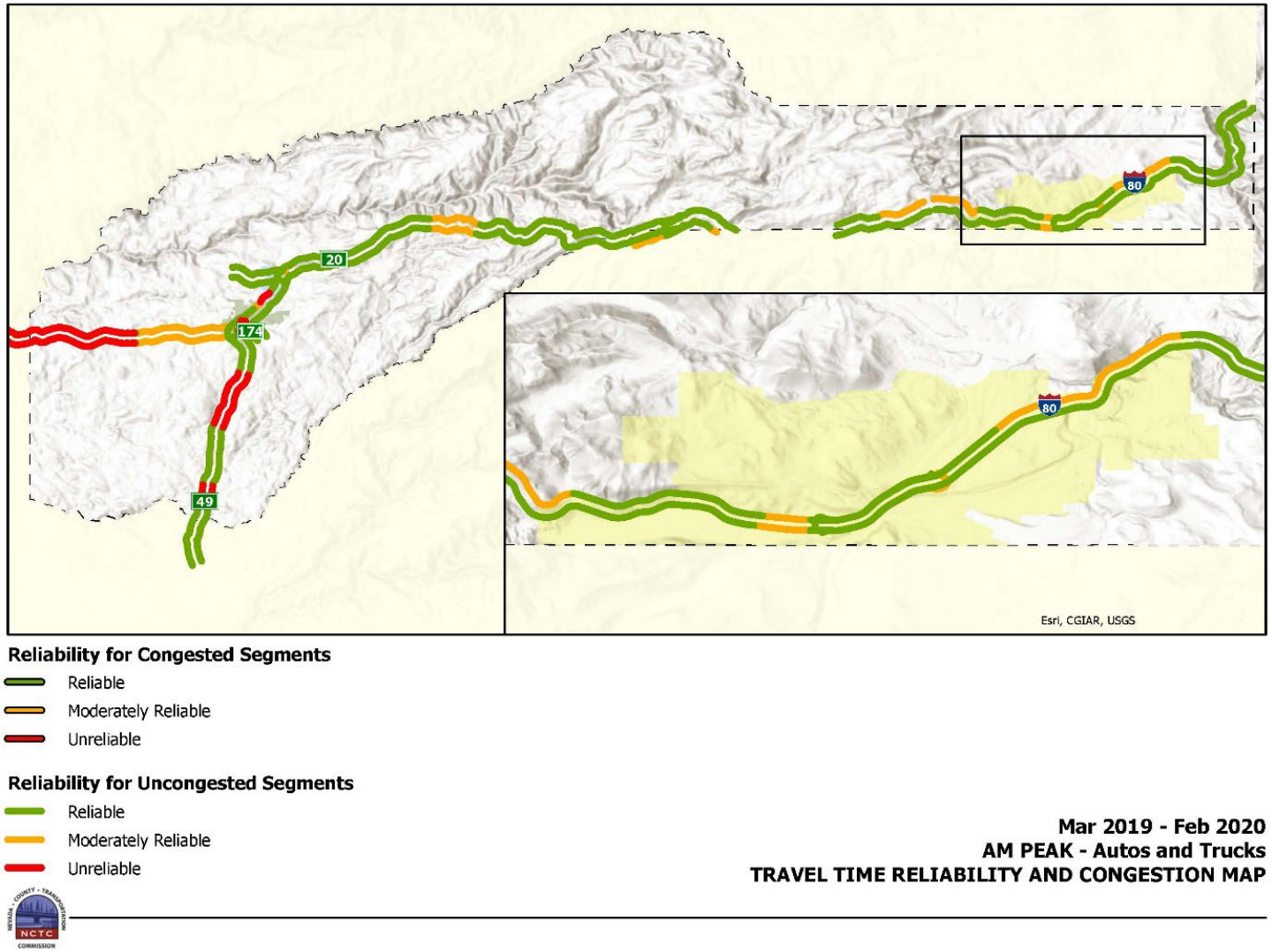


FIGURE 41: EASTERN COUNTY, 2019 TRAVEL TIME RELIABILITY, AM PEAK

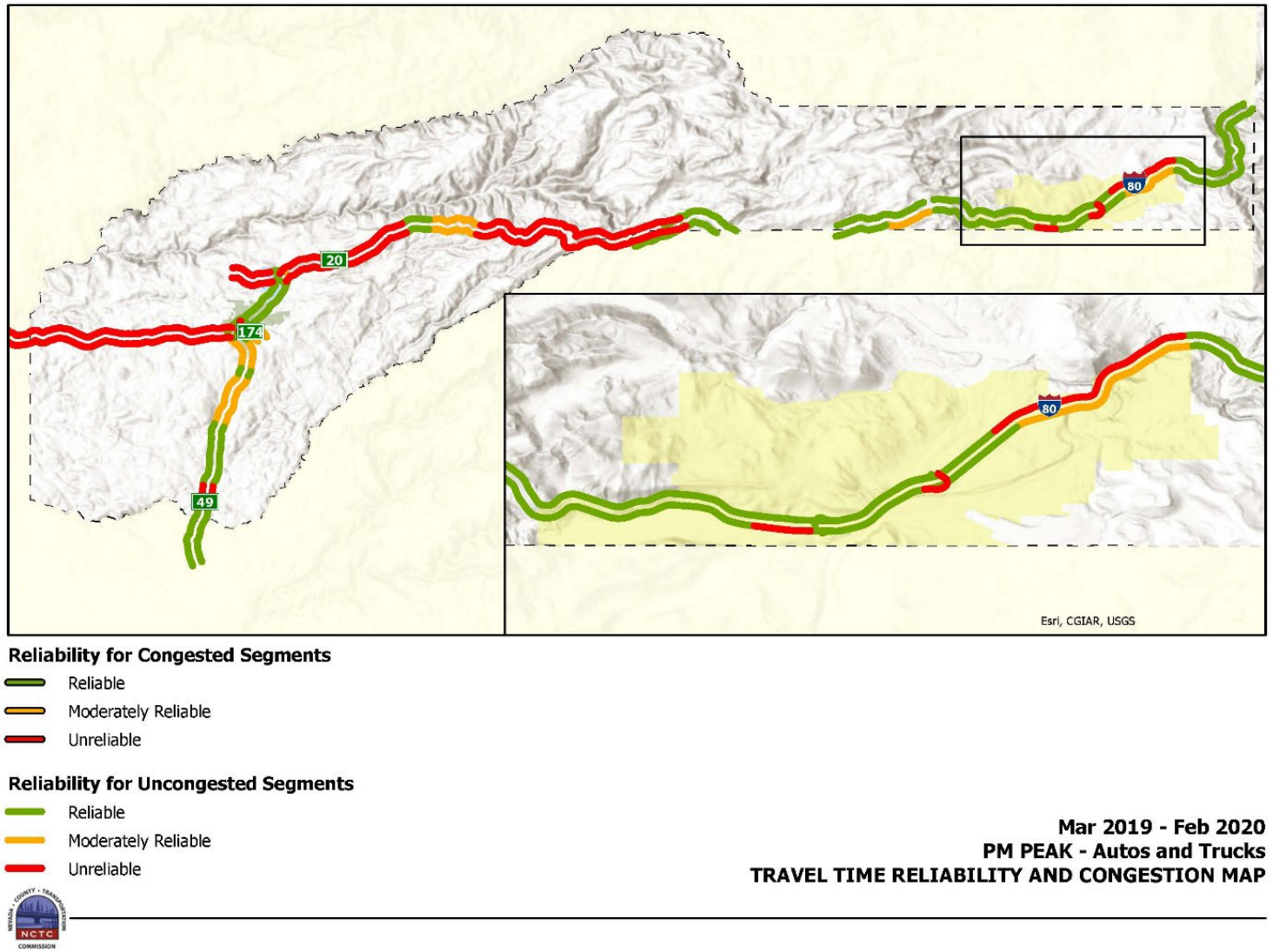


FIGURE 42: EASTERN COUNTY, 2019 TRAVEL TIME RELIABILITY, PM PEAK

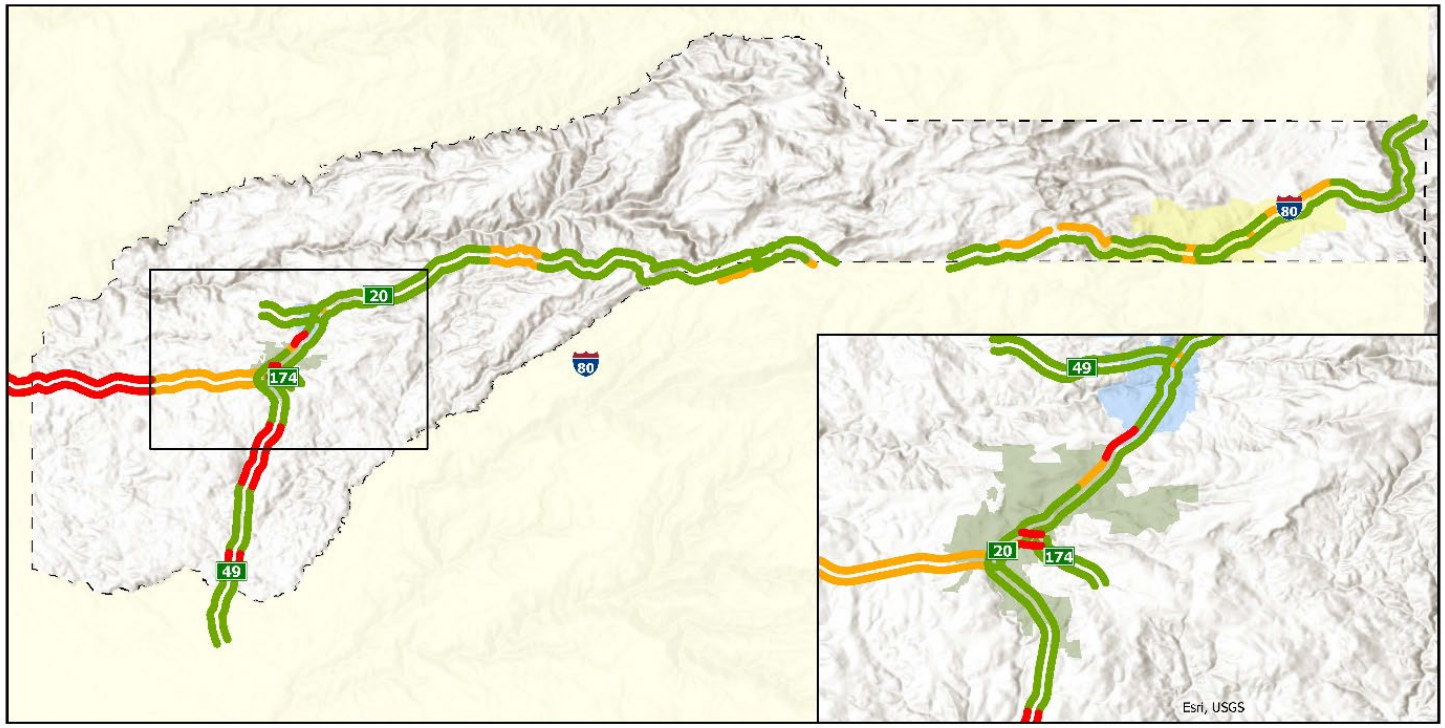


FIGURE 43: WESTERN COUNTY, 2019 TRAVEL TIME RELIABILITY, AM PEAK

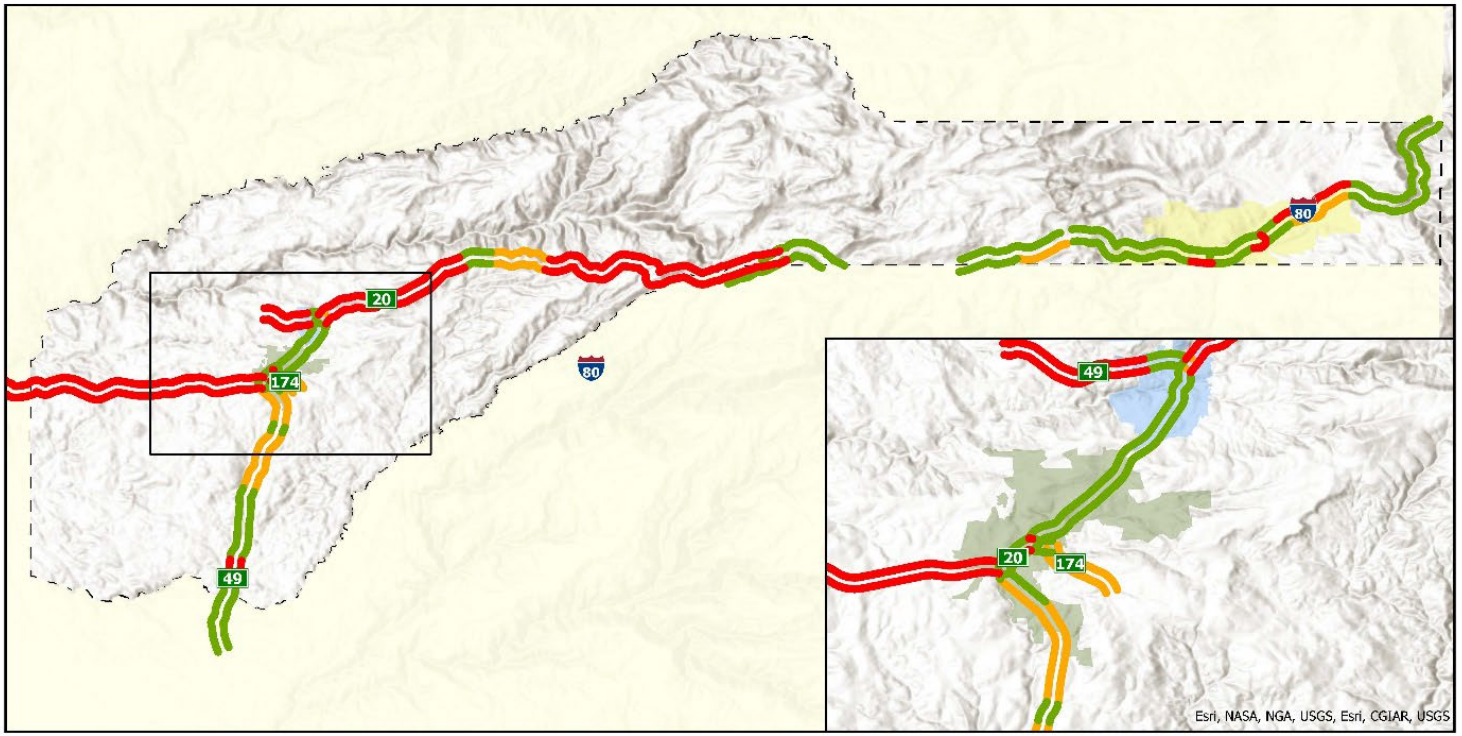


FIGURE 44: WESTERN COUNTY, 2019 TRAVEL TIME RELIABILITY, PM PEAK

6.2.4 SAFETY

In order to assess roadways safety needs in the County, a five-year summary of collision data was compiled (**Table 26**). The table summarizes total collisions by year, including number of persons killed and number of persons injured. **Table 26** also includes Nevada County's Crash Ranking from the Office of Traffic Safety. Throughout the five-year period, Nevad county maintained an average crash ranking of 45.4 out of the 58 California counties, indicating that Nevada County is one of the lowest or "better" counties based on crash ranking and population.

Figure 45 illustrates the collision density of all crashes in Nevada County within a five-year period. As shown in Figure 44, crash density is primarily centered on State Highways.

TABLE 26: FIVE-YEAR COLLISION SUMMARY (2018-2022)

Year	Total Collisions	Number of Fatalities	Number Injured	OTS Ranking[1]
2018	435	18	564	44
2019	406	10	530	48
2020	375	13	493	48
2021	420	24	528	42
2022	333	18	439	45
Total	**1,969**	**83**	**2,554**	**45.4[2]**

Source: U.C. Berkeley Transportation Injury Mapping System (TIMS 2018-2022)
[1]Office of Traffic Safety Crash Ranking Results, Note: OTS rankings consider population. Ranks are scored by total number of counties in California. I,e., 1/58 is the highest or "worst" score therefore suggesting the worst crash ranking results.
[2]Average Crash Ranking result throughout the five-year period.

TABLE 27: FIVE-YEAR COLLISION SUMMARY (2018-2022) BY COLLISION TYPE

Type	Total Collisions	Percent of Total
Hit Object	829	42%
Rear End	302	15%
Overturned	211	11%
Broadside	245	12%
Sideswipe	134	7%
Head-On	126	6%
Vehicle/Pedestrian	58	3%
Other	61	3%
Total	**1,966**	**100%**

Source: U.C. Berkeley Transportation Injury Mapping System (TIMS 2018-2022)

Table 27 summarizes the total and percentage of collisions by type between 2018 and 2022. As shown below, hit object collisions account for the highest number and percentage of collisions between 2018 and 2022. Rear-end collisions show the second highest occurrence over the same three-year period.

TABLE 28: FIVE-YEAR COLLISION SUMMARY (2018-2022) BY COLLISION INVOLVED TYPE

Year	Involved with Pedestrian	Involved with Bicycle	Involved with Motorcycle	Involved with Truck	Involved with Alcohol
2018	12	8	39	20	71
2019	19	8	44	18	73
2020	16	8	48	16	64
2021	11	24	34	25	92
2022	6	7	35	30	73
Total	**64**	**55**	**200**	**109**	**373**
Percent of Total	**3%**	**3%**	**10%**	**6%**	**19%**

Source: U.C. Berkeley Transportation Injury Mapping System (TIMS 2018-2022)

Table 28 summarizes the collisions involved with pedestrians, bicycles, motorcycles, trucks, and accidents resulting from driving under the influence from 2018 to 2022. Of the 1,969 collisions, 109 (6%) involved trucks, 64 (3%) involved pedestrians, 55 (3%) involved bicycles, and 200 (10%) involved motorcycles. 19% of the collisions also involved driving under the influence of alcohol and/or drugs.

Figure 45 through **Figure 49** illustrate western and eastern county fatal and severe injury rate per 100 million vehicle miles traveled (VMT).

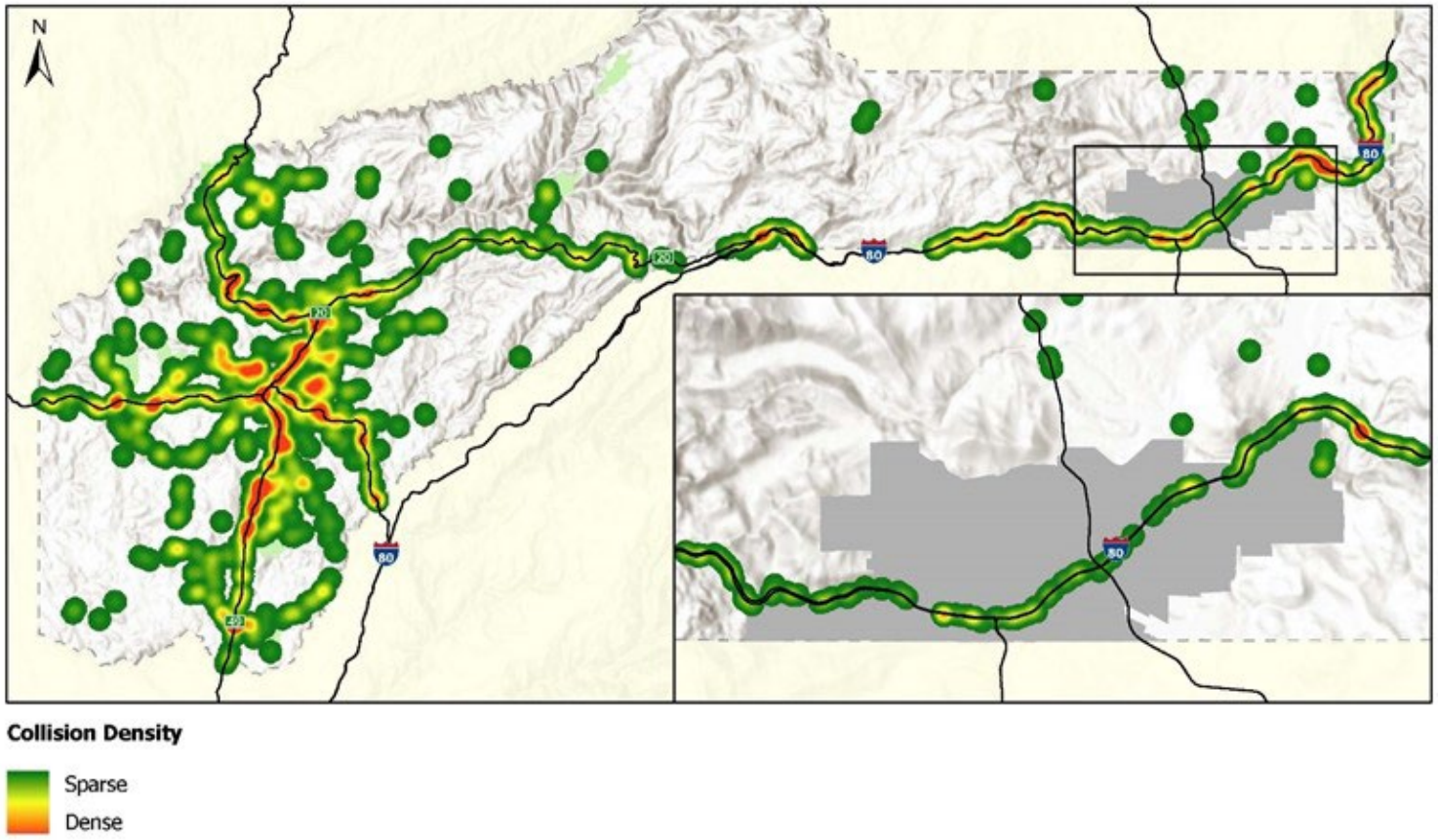
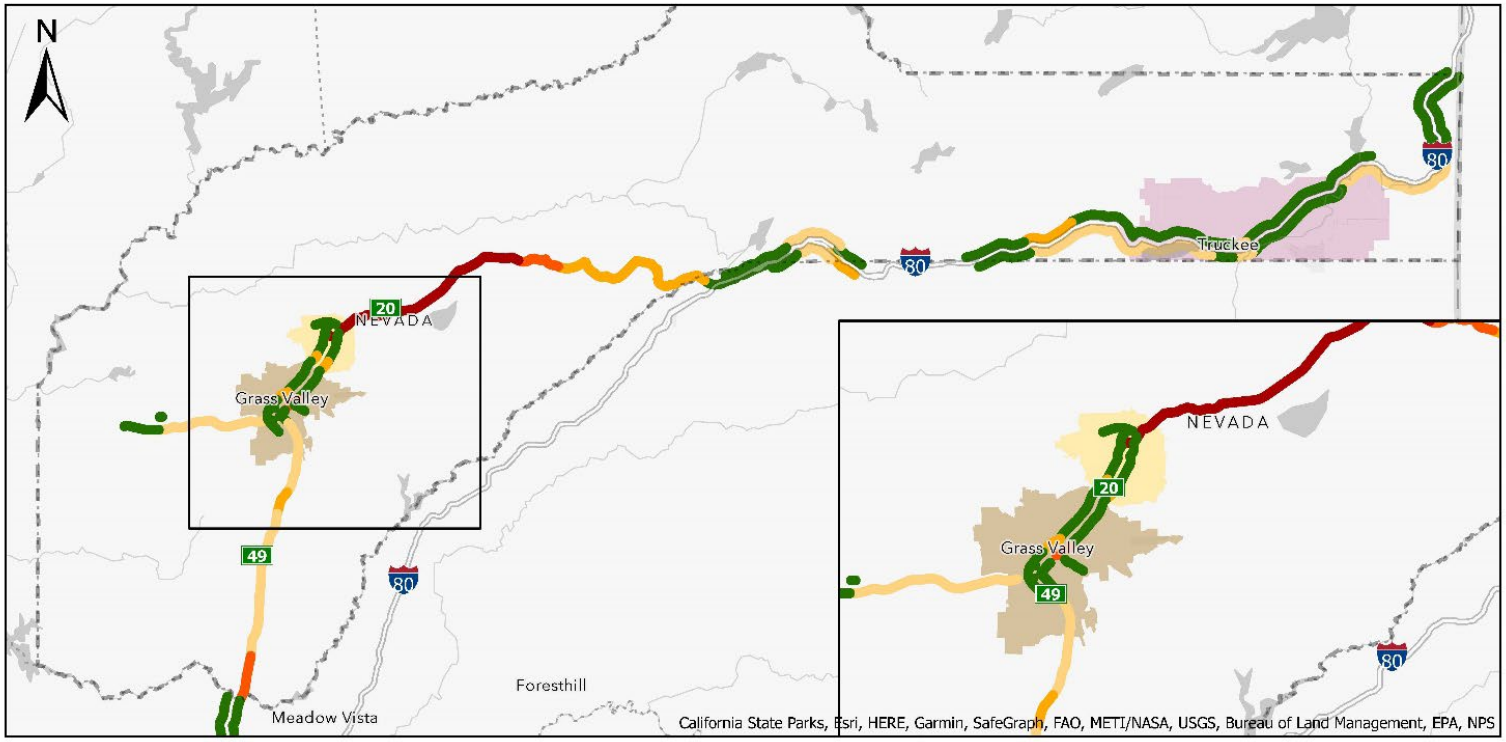


FIGURE 45: FIVE-YEAR COLLISION DENSITY (2017-2021)



FATALITY RATE (100 MILLION VMT)

FIGURE 46: WESTERN NEVADA COUNTY FATALITY RATE (100 MILLION VMT)

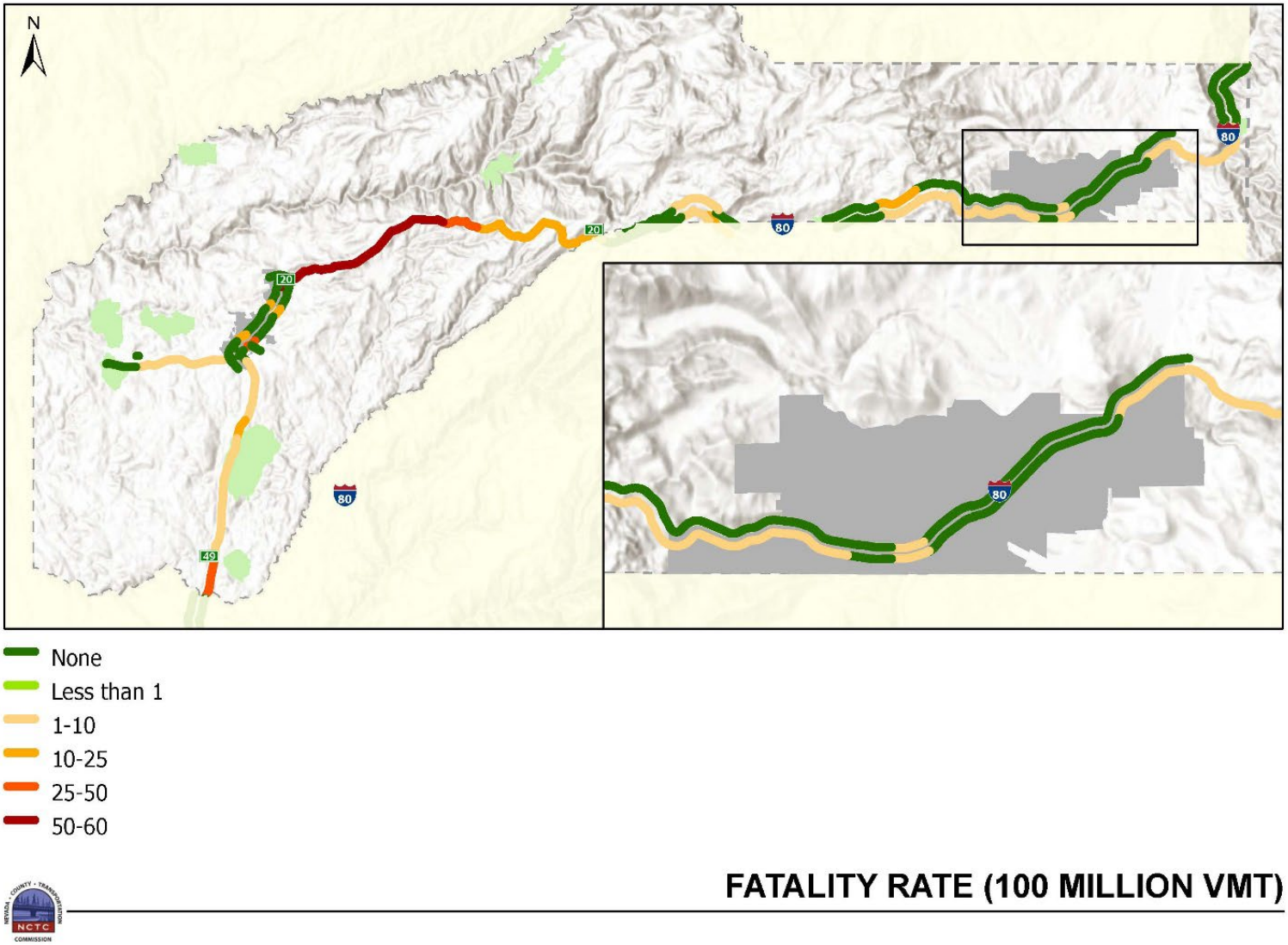
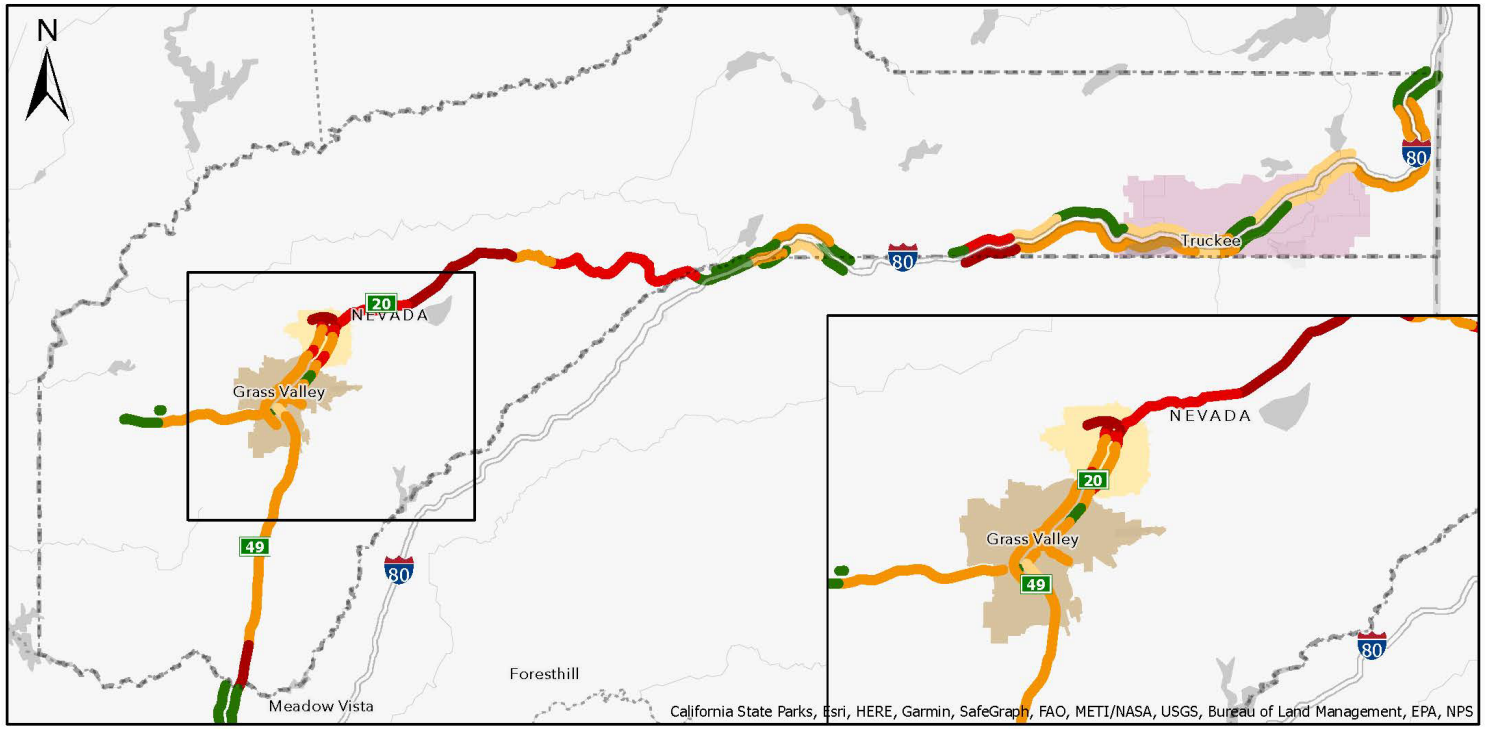
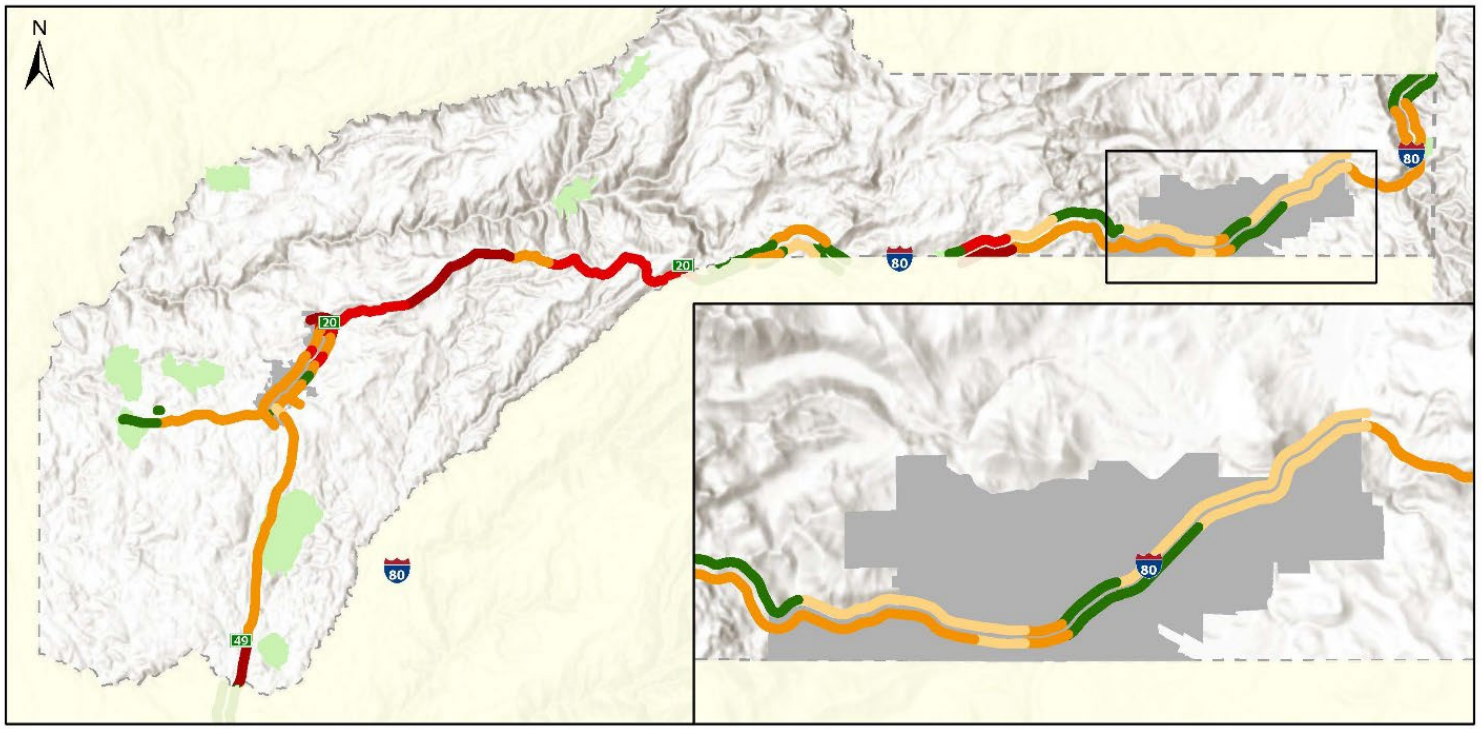


FIGURE 47: EASTERN NEVADA COUNTY FATALITY RATE (100 MILLION VMT)



SEVERE INJURY RATE (100 MILLION VMT)

FIGURE 48: WESTERN NEVADA COUNTY SEVERE INJURY RATE (100 MILLION VMT)



SEVERE INJURY RATE (100 MILLION VMT)

FIGURE 49: EASTERN NEVADA COUNTY SEVERE INJURY RATE (100 MILLION VMT)

6.2.5 ROADWAY SYSTEM MAINTENANCE

6.2.5.1 STATE HIGHWAYS

Caltrans is the responsible agency for maintenance and rehabilitation of approximately 49,924 lane miles of state highways. The amount of distressed lane miles (poor structural condition or poor ride quality) is a critical indicator of state highways pavement condition. This indicator is used by Caltrans to prioritize road maintenance and repairs. In the state, there are approximately 6,872 distressed lane miles or 13.8% of total lane miles according to the 2020 Caltrans State of Pavement Report[13]. The report also illustrated that Caltrans District 3, which includes Nevada County, consists of approximately 486 distressed lane miles of its 4,416 (11%).

6.2.5.2 LOCAL ROAD MAINTENANCE

In April 2023, Save California Streets, which is sponsored by the cities and counties of the state, published the 2022 California Local Streets & Roads Needs Assessment, which describes public roads in California's Pavement Condition Index (PCI) score. The report concluded that the average weighted PCI for Nevada County is 69, which is considered "At Risk", a PCI score of 70 or higher is considered "Good"[14]. The Local Streets and Roads Assessment also concluded that the county's 10-year maintenance needs are estimated to be $253 million. **Figure 50** shows Nevada County's average PCI score from 2018 to February 2024. In **Figure 51** the current PCI score dependent on roadway classification is shown, arterial roadways have the highest PCI score of 76 whereas local roads have a poor PCI score of 61.

Funding for roadway maintenance has traditionally stemmed from the state gas tax, or the Highway User Tax Account (HUTA). This revenue source had been declining prior to 2017/18, partly due to declining gas consumption, and partly due to the additional responsibilities for cities and counties tied to that funding source (e.g., compliance with ADA, which reduces the amount of funding available for pavements). With the enactment of Senate Bill 1 in 2017, revenues for roadway maintenance rose and was estimated at over $1.7 billion annually statewide. Unfortunately, COVID's impact led to a huge drop in gas tax revenue, to a little less than $400 million. With COVID's impacts largely mitigated by 2022, funding from the gas tax is projected to increase to $1 billion a year. Long-term funding for roadway maintenance continues to be a concern as vehicle fuel efficiency increases, zero emission vehicles make up a larger share of the vehicle fleet, and the California Air Resources Board's Advance Clean Cars II Regulation (2022) that will require 100% of new vehicles to be zero emissions by 2035. California policy makers and state agencies are beginning to explore future revenue options to replace the current gas tax by 2035.

[13] https://dot.ca.gov/-/media/dot-media/programs/maintenance/documents/office-of-pavement-management/sop/2020_sop_report-a11y-v2.pdf
[14] https://savecaliforniastreets.org/wp-content/uploads/2023/05/Statewide-Needs-2022-FINAL.pdf

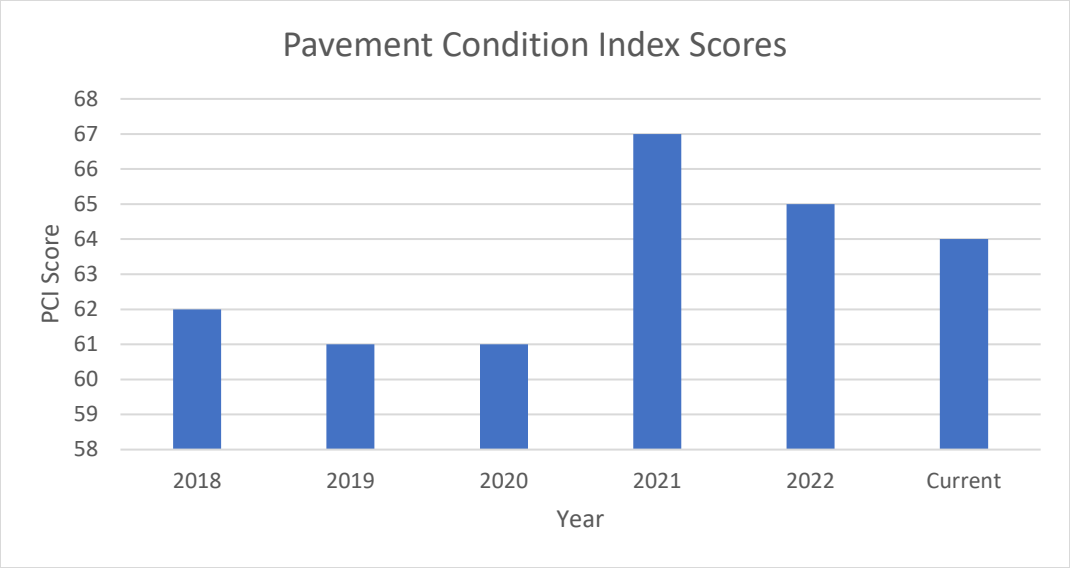


FIGURE 50: PAVEMENT CONDITION INDEX SCORES (2018-CURRENT). SOURCE: STREETSAVER, FEBRUARY 2024.

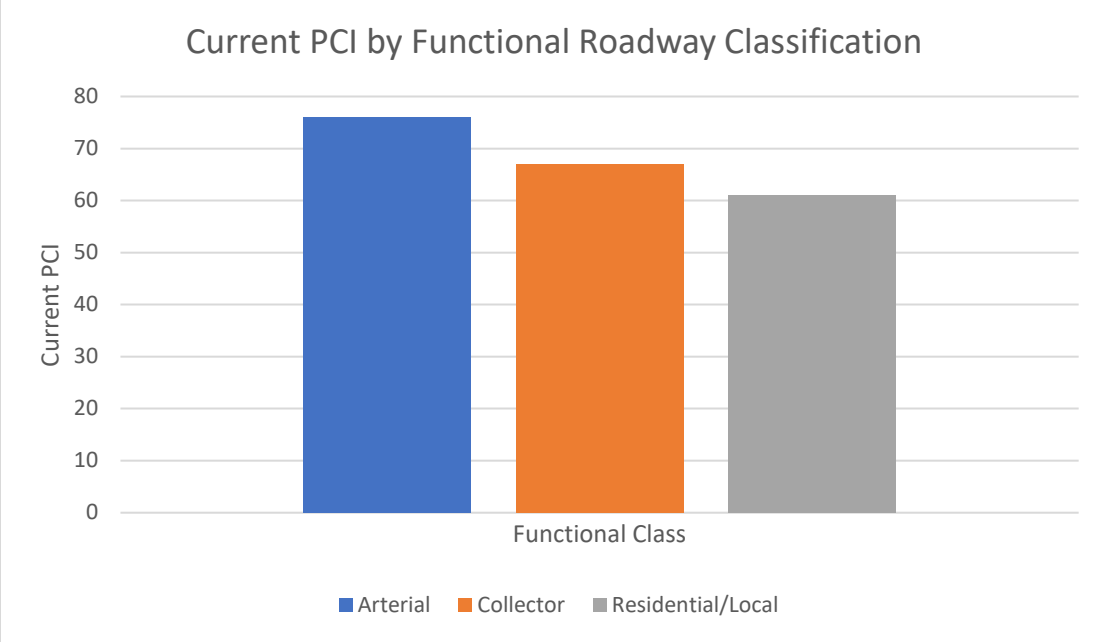


FIGURE 51: CURRENT PCI SCORE BY FUNCTIONAL ROADWAY CLASSIFICATION. SOURCE: STREETSAVER, FEBRUARY 2024.

7.0 ACTION ELEMENT

The Action Element of this RTP is comprised of short term and long-term activities that address regional transportation issues and needs of the County and its incorporated cities. All transportation modes are addressed in this chapter. The Action element demonstrates investment strategies, alternatives, and project priorities beyond programmed projects.

Costs for planned projects are calculated in "year of expenditure" dollars to account for estimated inflation. Caltrans has developed inflation rates for projects that coincide with construction industry trends. All programmed State Highway projects in the State Transportation Improvement Program (STIP) are shown in "year of expenditure" dollars.

Some regional projects are derived from local and regional development fee programs that are not possible to calculate in "year of expenditure" dollars and therefore current dollars are used for the listed projects. Many development fee programs do not identify a specific year of construction for projects as construction is dependent on revenue and priorities dictated by the governing bodies of local jurisdictions. Development fee programs are updated annually, and updated cost information is amended into subsequent RTP updates.

Local conditions, land use, transportation technologies, and transportation funding are constantly changing. The projects listed below are based on the most recent available data at the time of this RTP update.

7.1 ACTION PLAN

There are four local jurisdictions in Nevada County: The cities of Grass Valley, Nevada City, the Town of Truckee, and the County of Nevada. Each jurisdiction has a Class I Project (CIP) list of projects to be built by 2045, which must correspond with the reasonable availability of funds as described in Chapter 8. The Class I CIP is considered financially constrained and consists of various competitive discretionary and formula funds from federal, state, and local sources. Projects that do not have identified funding source are contained in a Class II CIP list, or an unconstrained project list, in the event additional funding becomes available or local priorities change. The projects identified in the Tables 28 and 29 below are consistent with the projects included in the Federal Transportation Improvement Program (FTIP), Regional Transportation Improvement Program (RTIP), and Caltrans Interregional Transportation Improvement Program (ITIP).

In addition to the four local jurisdictions, there are four transportation providers that receive County grant assistance. They are the Nevada County Connects and Nevada County Airport, in the western portion of the county and the Tahoe Truckee Area Regional Transit (TART) and Truckee Tahoe Airport. Active transportation projects listed are mostly high priority projects from the Nevada County Active Transportation Plan. Projects listed as being implemented from 2035-2045 are considered "long term" projects. Table 28 contains a listing of projects by jurisdiction, costs, and estimated time of completion. Table 29 lists the projects included in the Caltrans 10-Year State Highway Operations Protection Program

(SHOPP), active transportation improvements on the state highway system, and estimates of future expenditures not included in the 10-Year SHOPP.

The 2045 Regional Transportation Plan presents a balanced multimodal system based on reasonably anticipated revenues. The development of the individual projects contained in the action plan was developed in close coordination with the cities and county, Caltrans, and other transportation agencies to address the complexities of the transportation system. The 2015 California State Wildlife Action Plan (SWAP) was reviewed during preparation of the RTP. More specific reviews will be done in conjunction as part of the planning process for specific projects in the RTP.

Additionally, transportation funding has inherent funding limitations that limit project eligibility. For example, gas tax revenues can only be used for roadway maintenance, Transportation Development Act funding can only be used for transit operations and capital projects, SHOPP funding can only be used for state highway system maintenance and operational improvements. The funding limitations were taken into consideration with the development of the financially constrained project list. The financially constrained project list is summarized by project category in **Figure 52**.

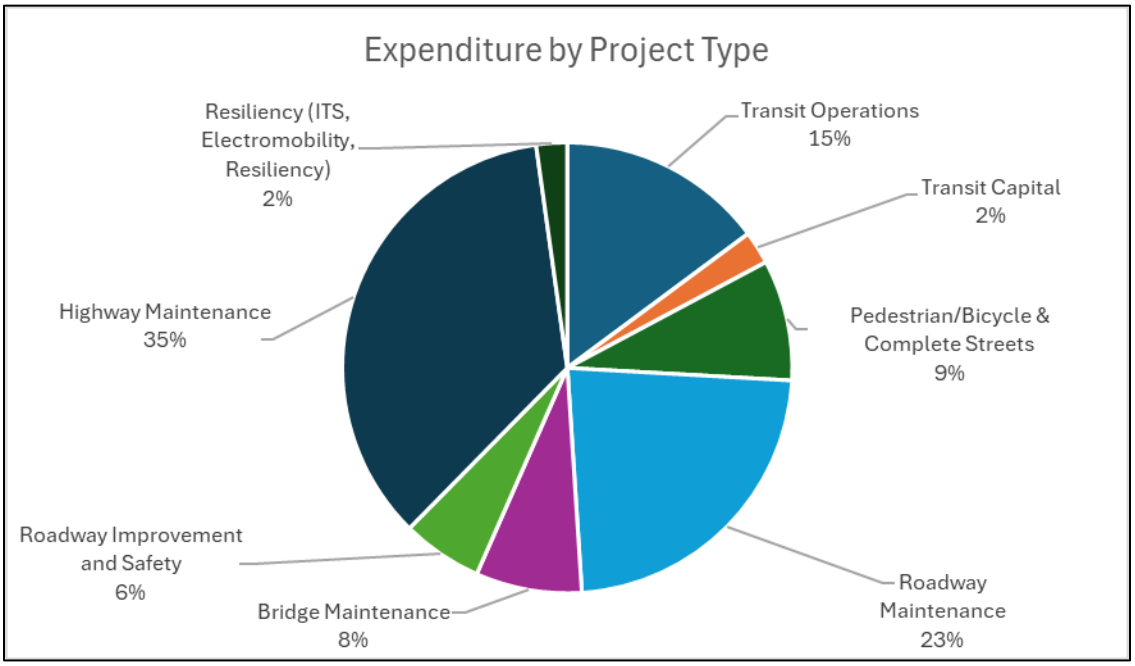


FIGURE 52. EXPENDITURE BY PROJECT TYPE

TABLE 29: FINANCIALLY CONSTRAINED PROJECT LIST FOR ALL JURISDICTIONS

Location	Proposed Improvement	Project Type	Project Type Sub-Category	Objectives Supported	Total Cost	Funding Source(s)	Estimated Construction Date (FY)
Nevada County							
La Barr Meadows Rd	Electric Vehicle Charging System	Electric Mobility	Electric Mobility	5.A	$500,000	Grant	2024-2025
Combie Road from Higgins to W. Hacienda	Multipurpose Trail	Bike/Ped	Bike/Ped	2.B 3.A	$1,400,000	ATP/Local Funds	2025-2026
Rough and Ready Highway/Ridge Road/Adam Avenue Intersection Improvements	Install roundabout and add multipurpose paths on Ridge Road and Adam Avenue	Roadway	Complete Streets	1.A 1.B	$5,000,000	LTMF	2025-2035
SR 20 at Pleasant Valley Rd.	Add additional SB left-turn lane and receiving lane on SR-20	Roadway	Roadway Improvements/ Safety	1.A 1.B	$804,000	LTMF	2025-2035
Bloomfield Rd, over South Yuba River, 1.5 MI north of rock Creek Rd.	Rehabilitate existing historical bridge.	Bridge	Bridge Maintenance	1.A 3.A	$25,560,000	Caltrans Highway Bridge Program	2035-2045
Dog Bar Road, Over Bear River, At Nevada-Placer Co Line	Replace the existing 1 lane functionally obsolete bridge with a new 2 lane bridge.	Bridge	Bridge Maintenance	1.A 1.C	$5,608,000	Caltrans Highway Bridge Program	2024-2025
Hirschdale Rd, Over Truckee River at Hinton	Replace existing one lane bridge with one lane bridge	Bridge	Bridge Maintenance	1.A	$5,892,142	Caltrans Highway Bridge Program	2024-2025
Hirschdale Rd, Over UPRR	Rehabilitate and seismic retrofit the existing bridge.	Bridge	Bridge Maintenance	1.A	$1,923,840	Caltrans Highway Bridge Program	2024-2025
Donner Pass Rd, Over Soda Springs Creek	Rehabilitate the existing 2 lane bridge. No added capacity.	Bridge	Bridge Maintenance	1.A 1.C	$1,395,000	Caltrans Highway Bridge Program	2024-2035
Nevada County Connects	Fleet Zero Emission Transition	Transit	Transit Capital	4.A	$2,651,100	Local Funds	2023-2035
Nevada County Connects	Bus Stops/Shelter Replacement Program	Transit	Transit Capital	2.A 2.B 4.A	$500,000	Local Funds	2023-2035
Nevada County Connects	Fixed Route Fleet Replacement	Transit	Transit Capital	2.A 2.B	$3,249,524	Local Funds/ Competitive Grants	2024-2035

Nevada County Connects	On-Demand Fleet Replacement	Transit	Transit Capital	2.A 2.B	$1,185,474	Local Funds/ Competitive Grants	2024-2035
Nevada County Connects	Purchase of ZEB + Depot & On-Route Chargers	Transit	Transit Capital	2.A 2.B	$3,460,653	Local Funds/SB 125	2024-2025
Nevada County Connects	Fixed Route and Paratransit CAD/AVL System with Accompanying App for On-demand Service	Transit	Transit Capital	2.A 2.B	$570,000	Local Funds/SB 125	2024-2025
Nevada County Connects	ZEV Charging Equipment Purchase/Installation – Depot 5 Units	Transit	Transit Capital	2.A 2.B	$1,100,000	Local Funds/SB 125	2027-2028
Nevada County Connects	ZEV Charging Equipment Purchase/Installation – Tinloy 2 Units	Transit	Transit Capital	2.A 2.B	$700,000	Local Funds/SB 125	2027-2028
Nevada County Connects	EV Resiliency Development: Solar canopies, Battery Back-up, Emergency Generator	Transit	Transit Capital	2.A 2.B	$15,000,000	Local Funds, SB 125, 5339	2024-2035
Nevada County Connects	ZEB Vehicle Lifts	Transit	Transit Capital	2.A 2.B	$235,000	Local Funds, SB 125	2024-2036
Nevada County	High Priority ATP projects from Active Transportation Plan (2019)	Bike/Ped	Bike/Ped	1.B 2.A 2.B	$24,750,568	ATP, Local Funds	2035-2045
Nevada County Connects	Fixed Route/Paratransit Operations (2024-2035)	Transit	Transit Operations	1.B 2.A 2.B	$75,000,000	Transit Fares, FTA 5311, LTF, STA	2024-2035
Nevada County Connects	Fixed Route/Paratransit Operations (2035-2045)	Transit	Transit Operations	1.B 2.A 2.B	$93,012,997	Transit Fares, FTA 5311, LTF, STA	2035-2045
Nevada County	Future public EV charging infrastructure and installations	Electric Mobility	Electric Mobility	3.B 5.B	$1,982,371	IIJA	2025-2035
Nevada County	Roadway Maintenance (2024-2035)	Roadway	Roadway Maintenance	4.A	$120,162,834	Gas Tax, SB-1 RMRA, Local	2024-2035
Nevada County	Roadway Maintenance (2035-2045)	Roadway	Roadway Maintenance	4.A	$120,162,834	Gas Tax, SB-1 RMRA, Local	2035-2045
			Nevada County Subtotal		***$511,806,338***		
Town of Truckee							
West River Street Streetscape	Streetscape/ Complete Streets Improvements	Roadway	Complete Streets	1.A 1.B 2.B	$8,600,000	Local Funds/Grants	2024-2025

Donner Pass Rd./Bridge St.	Construct 1-lane roundabout or equivalent improvement (R)	Roadway	Roadway Improvements/ Safety	1.A 1.B	$3,964,867	Truckee TIF	2026-2027
Bridge St./West River St.	Construct 1-lane roundabout or equivalent improvement (R)	Roadway	Roadway Improvements/ Safety	1.A	$3,964,867	Truckee TIF	2026-2027
Jibboom Street Pedestrian Improvement Project	Streetscape/Complete Streets Improvements	Complete Streets	Complete Streets	1.A 1.B 2.B	$35,000	Local Funds/ Grants	2026-2027
Townwide	Local Road Safety Plan Implementation	Roadway	Roadway Improvements/ Safety	1.A	$5,000,000	Local Funds/ Grants	Ongoing
SR 267/Brockway Rd./Soaring Way	Construct 3-lane roundabout (R)	Roadway	Roadway Improvements/ Safety	1.A	$8,100,000	Truckee TIF/RTIP	2027-2028
Jibboom, Church, and Bridge Street Streetscape Project	Streetscape/Complete Streets Improvements	Roadway	Complete Streets	1.A 1.B 2.B	$8,300,000	Local Funding/ Grants	2027-2028
Truckee Way/Pioneer Trail	Convert to 2- lane roundabout (R)	Roadway	Roadway Improvements/ Safety	1.A 1.B	$967,315	Truckee TIF	2028-2030
SR 89 North/Rainbow Dr.	Southbound left turn lane (R)	Roadway	Roadway Improvements/ Safety	1.A 1.B	$644,877	Truckee TIF	2028-2030
Donner Pass Rd./South Shore Dr.	Westbound left turn lane (R)	Roadway	Roadway Improvements/ Safety	1.A 1.B	$644,877	Truckee TIF	2028-2030
Church Street Extension	Extend Donner pass Rd. to Glenshire Der. (R)	Roadway	Roadway Improvements/ Safety	1.B	$5,800,000	Truckee TIF	2023-2025
Glenshire Dr./Hirschdale Rd.	Add shoulders Truckee Town limits to I-80 WB ramps (R)	Roadway	Roadway Improvements/ Safety	1.A 1.B	$3,869,259	Truckee TIF	2028-2030
Northwoods Blvd./Donner Pass Rd.	Construct 1-lane roundabout (R)	Roadway	Roadway Improvements/ Safety	1.A 1.B	$5,200,000	Local Funds/ Grants	2028-2030
SR 89 N/I-80 WB Ramps	Construct 2-lane roundabout (R)2	Roadway	Highway Operations/ Safety	1.A 1.B	$5,159,012	Truckee TIF/RTIP	2028-2030
SR 267/I-80 EB Ramps	Construct 2-lane roundabout (R)	Roadway	Highway Operations/ Safety	1.A 1.B	$5,159,012	Truckee TIF/RTIP	2028-2030

Donner Pass Rd./I-80 WB Ramps (Western Interchange)	Construct 1-lane roundabout (R)	Roadway	Highway Operations/ Safety	1.A 1.B	$4,514,136	Truckee TIF/RTIP	2028-2030
West River St./McIver Crossing	Construct 1-lane roundabout (R)	Roadway	Roadway Improvements/ Safety	1.A 1.B	$3,224,383	Truckee TIF	2028-2030
Truckee Way/1-80 EB Off Ramp (Eastern Interchange)	Construct 1-lane roundabout (R)	Roadway	Highway Operations/ Safety	1.A 1.B	$4,514,136	Truckee TIF/RTIP	2028-2030
Pioneer Trail & Bridge Street Extension	Provide 2 travel lanes from Jiboom Street to Pioneer Trails	Roadway	Roadway Improvements/ Safety	1.A 1.B	$42,620,434	Truckee TIF	2028-2030
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
Donner Pass Road (Frates Lane to McIver Roundabout)	Streetscape/Complete Streets Improvements	Roadway	Complete Streets	1.A 1.B 2.B	$12,650,000	Local Funding/ Grants	2028-2030
SR 89/Deerfield Drive	Convert traffic signal to roundabout.	Roadway	Highway Operations/ Safety	1.A	$5,200,000	Local Funding/RTIP	2028-2030
Brockway Road/Palisades Drive	Convert traffic signal to roundabout.	Roadway	Roadway Improvements/ Safety	1.A	$5,200,000	Local Funding/ Grants	2028-2030
Truckee River Legacy Trail Phase 4B	Class I Bike Lane from Town Limit to West River Street	Bike/Ped	Bike/Ped	1.B 2.A 2.B 3.B	$6,000,000	Local Funds	2025-2026
SR 89	Widen Class II Bike Lane from Henness Rd to northern Truckee Town limits	Bike/Ped	Bike/Ped	1.B 2.A 2.B 3.B	$2,684,200	Local Funds	2028-2029
Trout Creek Trail to Lausanne Wy/Basel Place	Class I Bike Lane from end of Trout Creek Trail Phase I to Lausanne Wy	Bike/Ped	Bike/Ped	1.B 2.A 2.B 3.B	$1,409,300	Local Funds	2031-2032
Donner Pass Rd	McIver Crossing to E Main St	Bike/Ped	Bike/Ped	1.B 2.A 2.B 3.B	$850,909	ATP/Local Funds	2028-2030

SR 89	Donner Pass Rd to south Town limits	Bike/Ped	Bike/Ped	1.B 2.A 2.B 3.B	$202,000	ATP/Local Funds	2035-2045
Townwide	Transportation Demand Management Program	ITS	ITS/TDM	1.A 1.B	$250,000	Local	Ongoing
Townwide	Town Facilities EV Charging Plan and Infrastructure Implementation	Electric Mobility	Electric Mobility	5.B	$25,000,000	Local/Electric Vehicle Grants	2030-2031
Townwide	Townwide EV Charging Plan and Infrastructure Plan	Electric Mobility	Electric Mobility	5.B	$150,000	Electric Vehicle Grants	2025-2026
Downtown Truckee	Railyard Transit Center/Mobility Hub	Transit	Transit Capital	2.A 3.A	$5,500,000	Local/Transit Planning Grants	2025-2026
Townwide	Emergency Evacuation Planning	Resilience Planning	Resilience Planning	6.B	$75,000	Local/ Planning Grants	2025-2026
Townwide	Roadside Vegetation Management	Resilience Planning	Resilience Planning	6.A 6.B	$500,000	Planning Grants	2025-2026
Townwide	Public Services Center Transit Maintenance and Storage Facility	Transit	Transit Capital	2.A 3.A	$6,500,000	Local/Transit Capital Grants	2026-2027
Townwide	E-Bike Share Infrastructure	Electric Mobility/ Bike Ped	Electric Mobility	3.A 5.B	$150,000	Local/ Smart Mobility Grants	2026-2027
Transit Operations	Transit Operations Cost (2024-2035)	Transit	Transit Operations	1.B 2.A 2.B	$23,500,000	Transit Fares, FTA 5311, LTF, STA	2024-2035
Transit Operations	Transit Operations Cost (2035-2045)	Transit	Transit Operations	1.B 2.A 2.B	$29,100,000	Transit Fares, FTA 5311, LTF, STA	2035-2045
Transit Operations	Microtransit Operations Cost (2025-2035)	Transit	Transit Operations	2.A 2.B	$21,600,000	Local Funds	2024-2035
Transit Operations	Microtransit Operations Cost (2035-2045)	Transit	Transit Operations	1.B 2.A 2.B	$24,000,000	Local Funds	2035-2045
Transit Capital	Fixed Route Fleet Replacement (2024-2035)	Transit	Transit Capital	2.A 2.B	$1,258,796	Local Funds/ Competitive Grants	2024-2035

Transit Capital	On-Demand Fleet Replacement (2024-2035)	Transit	Transit Capital	2.A 2.B	$503,518	Local Funds/ Competitive Grants	2024-2035
Public EV Charging Project	Future public EV charging infrastructure and installations	Electric Mobility	Electric Mobility	3.B 5.B	$1,985,000	IIJA	2025-2035
Roadway Maintenance	Roadway Maintenance 2024-2035	Roadway	Roadway Maintenance	4.A	$69,810,124	Gas Tax, SB-1 RMRA, Local	2024-2035
Roadway Maintenance	Roadway Maintenance (2035-2045)	Roadway	Roadway Maintenance	4.A	$69,810,124	Gas Tax, SB-1 RMRA, Local	2035-2045
			Town of Truckee Subtotal		***$439,459,133***		
City of Grass Valley							
McKnight Way Interchange SR 49 SB and NB Ramps	Construct 2 single lane roundabouts	Roadway	Highway Operations/ Safety	1.A 1.B	$12,450,000	RTMF Local Funds	2025-2045
SR 20/49 NB Ramps/Idaho Maryland Rd.	Install coordinated signals at ramps and Railroad Ave. (R)4	Roadway	Roadway Improvements/ Safety	1.A 1.B	$1,847,696	RTMF Local Funds	2025-2045
SR 20 EB Ramp at McCourtney Rd.	Install signal or single lane roundabout (R)	Roadway	Roadway Improvements/ Safety	1.A 1.B	$2,500,000	RTMF Local Funds	2025-2045
Ridge Rd.	Widen to 3 lanes and install bike lanes, curb gutter, and sidewalks from Douglas Rd. to Sierra College Dr.	Roadway	Complete Streets	1.A 1.B	$2,000,000	CMAQ Local Funds	2025-2045
Dorsey Dr. at Sutton Way	Intersection improvements, install a roundabout or traffic signal	Roadway	Roadway Improvements/ Safety	1.A 1.B	$1,500,000	GVTIF	2025-2045
East Main St.-Bennett St. to Idaho-Maryland Rd.	Widen roadway to provide 12' travel lanes and sidewalks on south side (R)	Roadway	Complete Streets	1.A 1.B 2.A 2.B	$2,000,000	GVTIF	2025-2045
East Main St.-Idaho-Maryland Rd. to Hughes Rd.	Improve eastside of East Main St. to include bike lanes, curb, gutter, and sidewalk.	Roadway	Complete Streets	1.A 1.B 2.A 2.B	$1,000,000	GVTIF Local Funds	2035-2045
Ophir St. at Bennett St.	Install traffic signal (R)	Roadway	Roadway Improvements/ Safety	1.A 1.B	$828,953	GVTIF	2025-2045
Idaho Maryland Dr./Centennial Dr.	Realign and install roundabout	Roadway	Roadway Improvements/ Safety	1.A 1.B	$3,500,000	GVTIF	2025-2045

Brunswick Rd. at Idaho Maryland Rd.	Re-align roadway and intersection improvements	Roadway	Roadway Improvements/ Safety	1.A 1.B	$500,000	GVTIF Local Funds	2025-2045
Railroad Ave. Extension to Bennett Rd.	Extend two lane road from Railroad Avenue to Bennett Road	Roadway	Roadway Improvements/ Safety	1.B	$2,500,000	GVTIF	2025-2045
Brunswick Rd at Whispering Pines	Realign roadway and intersection improvements	Roadway	Roadway Improvements/ Safety	1.A 1.B	$500,000	GVTIF	2025-2045
SR 174/49/20 Roundabout & Active Transportation Safety Project	Construct new oblong roundabout with high-visibility crossings, install 3 RRFBs, construct new shared-use path on roundabout perimeter, and improve one existing traffic signal.	Bike/Ped	Complete Streets	1.A 1.B 2.B 3.B	$6,815,000	ATP Cycle 6/CMAQ	2026-2027
Wolf Creek Complete Streets and Connectivity Project (phases 2-6)	2.3 mile extension of the Wolf Creek Trail SR 20/SR 49 and Idaho Maryland Road	Bike/Ped	Bike/Ped	1.A 1.B 2.B 3.B	$16,300,000	ATP/Local Funds	2025-2045
Wolf Creek Complete Streets and Connectivity Project (gap closure)	Close pedestrian and bicycle facilities gap in Wolf Creek Trail from Phase 1 at Freeman Lane/Allisson Ranch Road an phase 2	Bike/Ped	Bike/Ped	1.A 1.B 2.B 3.B	$4,000,000	ATP/Local Funds	2025-2046
Public EV Charging Project	Future public EV charging infrastructure and installations	Electric Mobility	Electric Mobility	3.B 5.B	$1,985,000	IIJA	2025-2035
Roadway Maintenance	Roadway Maintenance (2024-2035)	Roadway	Roadway Maintenance	4.A	$12,213,857	Gas Tax, SB-1 RMRA, Local	2024-2035
Roadway Maintenance	Roadway Maintenance (2035-2045)	Roadway	Roadway Maintenance	4.A	$12,213,857	Gas Tax, SB-1 RMRA, Local	2035-2045
Active Transportation Projects	High Priority ATP projects from Active Transportation Plan (2019)	Bike/Ped	Bike/Ped	2.A 2.B	$8,880,800	ATP, Local Funds	2035-2045
			City of Grass Valley Subtotal		***$93,535,164***		
City of Nevada City							
SR 20/49 at Uren St.	Intersection Improvements	Roadway	Highway Operations/ Safety	1.A 1.B	$1,457,566	RTMF Local Funds	2025-2045
Boulder Street Sidewalk Project	Construct sidewalks on boulder Street and Red Dog Road	Bike/Ped	Bike/Ped	1.B 2.A 2.B 3.B	$433,133	CMAQ	2025-2026

Railroad Avenue Sidewalk Project	Construct new sidewalk on the eastside of Railroad Avenue between existing sidewalk and Alexander Station Steakhouse Event Center.	Bike/Ped	Bike/Ped	1.B 2.A 2.B 3.B	$628,595	CMAQ	2025-2035
Searls Avenue Sidewalk Project	Construct new sidewalk on Searls Avenue from Valley Street to near Sacramento Street from Searls Avenue to Highway 49 overpass, and on city property at 101 Clark Street and at Deer Creek	Bike/Ped	Bike/Ped	1.B 2.A 2.B 3.B	$632,742	CMAQ	2025-2035
Upper Broad Street	Reconstruct sidewalks and enhance intersections crossings in the downtown area.	Bike/Ped	Bike/Ped	1.B 2.A 2.B 3.B	$1,000,000	Measure M/LLP/SB1	2025-2026
Zion St/ Sacramento St	Construct Class II bike lane between Ridge Rd and Pine St (approximately 0.75 miles)	Bike/Ped	Bike/Ped	1.B 2.A 2.B 3.B	$1,500,000	ATP	2025-2045
Nevada St Extension	Construct sidewalks between Uren St and SR 20 (approximately 0.24 miles)	Bike/Ped	Bike/Ped	1.B 2.A 2.B 3.B	$197,900	ATP	2035-2045
Nevada St Extension	Construct sidewalks between Nihell St and Uren St (approximately 0.18 miles)	Bike/Ped	Bike/Ped	1.B 2.A 2.B 3.B	$143,700	ATP	2035-2045
Willow Valley Rd	Construct sidewalks between Nevada St. and Nevada City Limits (approximately 0.15 miles)	Bike/Ped	Bike/Ped	1.B 2.A 2.B 3.B	$125,800	ATP	2035-2045

Nevada Street Deer Creek Bridge	Near Broad Street, Replace Structurally Deficient 2-lane Bridge with new 2-lane Bridge	Bridge	Bridge Maintenance	1.A	$7,253,203	HBP	2025-2026
Sugarloaf Mountain Trail Development	Construct approximately one mile of new trail and a parking lot within Nevada City	Trail	Bike/Ped	1.B 2.A 2.B	$216,411	Parks Funding	2025-2026
Public EV Charging Project	Future public EV charging infrastructure and installations	Electric Mobility	Electric Mobility	3.B 5.B	$1,985,000	IIJA	2025-2035
Active Transportation Projects	High Priority ATP projects from Active Transportation Plan (2019)	Bike/Ped	Bike/Ped	2.A 2.B	$8,880,800	ATP, Local Funds	2035-2045
Roadway Maintenance	Roadway Maintenance (2024-2035)	Roadway	Roadway Maintenance	4.A	$4,580,268	Gas Tax, SB-1 RMRA, Local	2024-2035
Roadway Maintenance	Roadway Maintenance (2035-2045)	Roadway	Roadway Maintenance	4.A	$4,580,268	Gas Tax, SB-1 RMRA, Local	2035-2045
City of Nevada City Subtotal					***$33,615,385***		
Jurisdiction Subtotal					***$1,078,416,020***		

TABLE 30: SHOPP PROJECTS FINANCIALLY CONSTRAINED LIST

Location	Proposed Improvement	Project Type	Project Type Sub-Category	Objectives Supported	Total Cost	Funding Source(s)	Estimated Construction Date (FY)
SR 49 From PM 10.8 to PM R13.3	Near Grass Valley, from north of La Barr Meadows Road to north of Crestview Drive. Construct two-way left-turn lane, right-turn lanes, 10-foot shoulders, and a northbound slow moving truck lane.	Roadway	Highway Operations/ Safety	1.A 1.C	$78,770,000	SHOPP	2025-2026
SR 80 From PM 27.6 to PM 28.5	Near Floriston, at Truckee River Bridge No. 17-0063R/L. Replace two bridges with a single bridge.(Long Lead Project)	Roadway	Bridge Maintenance	1.A 4.A	$74,975,000	SHOPP	2026-2027

SR 80 From PM R5.6R to PM R5.6R	The scope of this planned project is under development in Nevada County on Route 80 with primary work on Roadside.	Roadway	Highway Maintenance	1.A 4.A	$3,840,000	SHOPP	2026-2027
SR 20 From PM 0 to PM R12.2	The scope of this planned project is under development in Nevada County on Route 20 with primary work on Pavement. Project will address 31.5 lane miles of pavement, and 17 drainage system(s).	Roadway	Highway Maintenance	1.A 4.A	$32,000,000	SHOPP	2029/30
SR 49 From PM 0 to PM R14.475	The scope of this planned project is under development in Nevada County on Route 49 with primary work on Pavement. Project will address 48.9 lane miles of pavement, and 5 drainage system(s).	Roadway	Highway Maintenance	1.A 4.A	$24,920,000	SHOPP	2034/35
SR 80 From PM 15.5 to PM 23.4	The scope of this planned project is under development in Nevada County on Route 80 with primary work on Pavement. Project will address 31.9 lane miles of pavement, and 23 drainage system(s).	Roadway	Highway Maintenance	1.A 4.A	$166,000,000	SHOPP	2027/28
SR 80 From PM R2.7R to PM 13.04	The scope of this planned project is under development in Nevada County on Route 80 with primary work on Pavement. Project will address 46.1 lane miles of pavement, 8 TMS element(s), and 35 drainage system(s).	Roadway	Highway Maintenance	1.A 4.A	$43,325,000	SHOPP	2032/33
SR 49 Corridor Improvement Project – North of La Barr Meadows Road to McKnight Way Interchange	Southbound truck climbing lane and new access road to Nevada County Transit Operations Center	Roadway	Highway Operations/ Safety	1.A 1.C	$35,100,000	TCEP/RIP/IIP	2026-2027

SR 49 Corridor Improvement Project – North of La Barr Meadows Road to McKnight Way Interchange	Project development for future truck climbing lanes, intersection control at various locations, and frontage roads (PS&E, ROW support costs)	Roadway	Highway Operations/ Safety	1.A 1.C	$5,100,000	SHOPP	2025-2026
SR 49 Multimodal Corridor Improvements	Intersection improvements – install RRFBs, enhanced crossings with refuge islands, shred-use paths, sidewalk, lighting, construct roundabouts at Orchard Street and Cement Hill Road/West broad Street, and reconfigure Coyote Street	Roadway	Complete Streets	1.A 1.B 2.B 3.B	$17,357,000	ATP	2026-2027
I-80 from PM 23.4 to PM 31.78 and PM R2.7R to PM 13.1	The scope of this planned project is under development in Nevada County on Route 80 with primary work on Pavement. Project will address 36.9 lane miles of pavement, and 48 drainage system(s).	Roadway	Highway Maintenance	1.A 4.A	$28,950,000	SHOPP	2035/36
I-80 from PM 26 to PM 27.4	Near Floriston, from 2.4 miles east of Hinton Road Undercrossing to 0.1 mile east of Truckee River Bridge. Restore pavement surface to increase friction, repair drainage, upgrade signs, and replace damaged concrete barrier.	Roadway	Highway Maintenance	1.A 4.A	$4,420,000	SHOPP	2023/24

SR 20 From PM 20 to PM 41.287	Near Nevada City and Emigrant Gap, from east of Dow Road to Placer County line (PM 20.0/41.287) and from Placer County line to Route 80 (PM 43.868/46.1); also in Placer County from Nevada County line to east of Lake Spaulding Road (PM 41.287/43.868). Rehabilitate pavement and drainage systems, and upgrade guardrail, signs and Transportation Management System (TMS) elements.	Roadway	Highway Maintenance	1.A 4.A	$30,970	SHOPP	2024/25
SR 49 Grass Valley Wildfire Evacuation Project	The project constructs 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.	Roadway	Highway Operations/ Safety	1.A 1.C 6.A	$78,200,000	SHOPP/LTCAP	2026/27
SR 49 From PM 17.4 to PM 17.95	The scope of this planned project is under development in Nevada County on Route 49 with primary work on Reactive Safety.	Roadway	Highway Operations/ Safety	1.A 1.C	$5,745,000	SHOPP	2025/26
SR 89 from PM 0 to 5.78	The scope of this planned project is under development in Nevada County on Route 89 with primary work on Bridge. Project will address 1 bridge(s), and 1 drainage system(s).	Roadway	Bridge Maintenance	1.A 4.A	$6,650,000	SHOPP	2032/33
SR 267 From PM 0.39 to PM 0.39	The scope of this planned project is under development in Nevada County on Route 267 with primary work on Bridge. Project will address 1 bridge(s).	Roadway	Bridge Maintenance	1.A 4.A	$7,510,000	SHOPP	2034/35

Future SHOPP (2035-2045)	Future anticipated SHOPP Funding 2035-2045 for pavement maintenance, roadside, safety, and bridge projects.	Roadway	Highway Maintenance	1.A 4.A	$89,186,722	SHOPP	2034/35-2044/45
SR 174 from Grass Valley city limits to Rattlesnake Road	Class III bike route with multi-use shoulder	Bike/Ped	Bike/Ped	1.A 1.B 2.B 3.B	$602,100	ATP/SHOPP	2025-2045
SR 174 from Lower Colfax Road to county limits	Class III bike route with multi-use shoulders	Bike/Ped	Bike/Ped	1.A 1.B 2.B 3.B	$2,011,600	ATP/SHOPP	2025-2045
SR 49 from Oak Tree Road to Pleasant Valley Road	Class III bike route with multi-use shoulders	Bike/Ped	Bike/Ped	1.A 1.B 2.B 3.B	$1,462,100	ATP/SHOPP	2025-2045
SR 49 from Pleasant Valley Road to Tyler Foote Crossing Road	Class III bike route with multi-use shoulders	Bike/Ped	Bike/Ped	1.A 1.B 2.B 3.B	$632,600	ATP/SHOPP	2025-2045
SR 49 from Tyler Foote Crossing Road to Newtown Road	Class III bike route with multi-use shoulders	Bike/Ped	Bike/Ped	1.A 1.B 2.B 3.B	$4,575,000	ATP/SHOPP	2025-2045
SR 49 from Auburn Road to Combie Road	Class III bike route with multi-use shoulders	Bike/Ped	Bike/Ped	1.A 1.B 2.B 3.B	$393,100	ATP/SHOPP	2025-2045
SR 89 from the northern Town of Truckee city limit to Hobart Mills Road	Class II bike lane	Bike/Ped	Bike/Ped	1.A 1.B 2.B 3.B	$1,474,200	ATP/SHOPP	2025-2045
SR 89/SR 267 from Henness Road to the southern Town of Truckee city limit	Class II bike lane	Bike/Ped	Bike/Ped	1.A 1.B 2.B 3.B	$50,000	ATP/SHOPP	2025-2045

PLA 80 49.3/68.5 & Nev 80 PM R58.71R/R62.54R	Rehabilitate drainage and replace poor condition TMS elements in Placer County on Route 80 from 0.3 mile east of Drum Forebay OC (19-0114) to Troy UC (19-0106 L/R) and in Nevada County on Route 80 from 0.2 mile east of WB off to Yuba Gap to 0.2 mile east of WB off to Eagle Lake Road 0.6 mile west of the Lake Valley Road OC (17-0070) to South Yuba River Bridge (19-0124L) (Total Cost: $736,000)	Roadway	Highway Maintenance	1.A 4.A	$110,000	SHOPP SB-1	2024/25
PLA 89 PM 13.09/21.667 & Nev 89 PM 0/0.529	Pavement CAPM in and near South Lake Tahoe on Route 50 from Jct Route 89 to Nevada State Line (Total Cost: $364,000)	Roadway	Highway Maintenance	1.A 4.A	$21,000	SHOPP 0042	2024/25
Various Counties	Install ADA curb ramps, APS and retroreflective traffic signal backplates in Butte, Colusa, El Dorado, Glenn, Nevada, Placer, Sutter, and Yolo Counties at various locations (Total Cost: $1,877,000)	Bike/Ped	Pedestrian/Bicycle	1.A 1.B 2.B 3.B	$235,000	SHOPP	2028/29
Var - Nev 80 R2.69L / R2.69L	Deck on deck replacement In Placer County on Route 80 at Weimar OH Br#19-0038, at Long Ravine UC Br#19-0090, at Towle OH Br#19-0040, at South Yuba River (Big Bend) Br#19-0121R, and at Big Bend UC Br#19-0122L; also in Nevada County on Route 80 at South Yuba River Br#17-0073L (Total Cost: $200,000)	Bridge Maintenance	Bridge Maintenance	1.A 4.A	$33,000	SHOPP SB1	2029/30
			Caltrans Subtotal		***$713,679,392***		
			RTP Total		***$1,792,095,412***		

8.0 FINANCIAL ELEMENT

The Financial Element outlines and identifies current and anticipated revenue sources and financing techniques available to fund programmed and planned transportation activities determined in the Action Element. The Financial Element also details realistic constraints and opportunities.

This financial analysis presents a funding scenario of constrained revenues that is reasonably expected to be available from existing funding mechanisms throughout the planning horizon of this RTP update including future STIP and federal transportation fund projections.

For this report, fund sources are separated into three separate categories: local, state, and federal.

8.1 ESTIMATE OF REVENUES

An assessment of revenue available from existing federal and state programs and local sources is critical to the preparation of a funding strategy for long-range transportation. Developing and preparing forecasts of anticipated transportation revenues is a challenging task due to decreased funding trends at both the state and federal levels as well as evolving local economic situations. 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. *Annual averages were not calculated for grant funds, short-term funding mechanisms and other highly variable fundings sources. The estimates below are consistent with the four-year STIP fund estimate.*

TABLE 30: SHORT- AND LONG-TERM REVENUE SOURCES

Revenue Sources	Short-Term (25/26-34/35)	Long-Term (35/36-44/45)	Total
Local Revenue			
Local Funding (Gas Tax, Local Sales Tax Measures)	$175,343,505	$205,668,051	$381,011,556
Transit Fares	$3,217,224	$3,758,067	$6,975,291
Developer Impact Fees (Local and Regional Fee Programs)	$39,400,000	$39,400,000	$78,800,000
Local Transportation	$3,217,224	$78,316,005	$81,533,229

Funds (LTF, State Transit Assistance)			
Local Revenue Subtotal	**$221,177,953**	**$327,142,123**	**$548,320,076**
State Revenue			
State Highway Operations & Protection Program	$287,031,676	$306,634,127	$593,665,803
State Transportation Improvement Program (STIP)	$35,000,000	$30,000,000	$65,000,000
Public Transportation Account & State Transit Assistance	$16,089,966	$21,623,569	$37,713,535
Low Carbon Transit Operations Program	$2,493,861	$3,351,540	$5,845,401
Transit & Intercity Rail Capital Project, SB 125	$5,000,000	$5,000,000	$10,000,000
Active Transportation Program	$36,817,000	$10,000,000	$46,817,000
SB-1 Local Streets & Roads	$46,740,576	$62,815,426	$109,556,002
SB-1 Local Partnership Program	$2,220,174	$2,573,791	$4,793,965
Trade Corridor Enhancement Program	$3,398,641	$5,506,110	$8,904,751

Solution for Congested Corridor	$2,124,151	$3,441,319	$5,565,470
State Revenue Subtotal	**$436,916,045**	**$450,945,882**	**$887,861,927**
Federal Revenue			
Federal Transit Formula (5310, 5311)	$12,599,874	$13,565,936	$26,165,810
Federal Transit Capital (5309, 5339)	$9,000,000	$6,000,000	$15,000,000
Congestion Mitigation & Air Quality	$10,456,327	$11,258,038	$21,714,365
Surface Transportation Block Grant Program (STBGP)	$11,910,867	$13,052,690	$24,963,557
Highway Safety Improvement Program	$5,468,410	$6,339,386	$11,807,796
Highway Bridge Program	$20,258,203	$13,950,000	$34,208,203
Electric Vehicle Charging Infrastructure Money	$2,930,543	N/A	$2,930,543
Carbon Reduction Program	$1,444,846	N/A	$1,444,846
PROTECT	$35,000,000	N/A	$35,000,000
Rural Broadband	$924,000	N/A	$924,000

Federal Revenue Subtotal	**$109,993,070**	**$64,166,050**	**$174,159,120**
Total	**$**	**$**	**$**

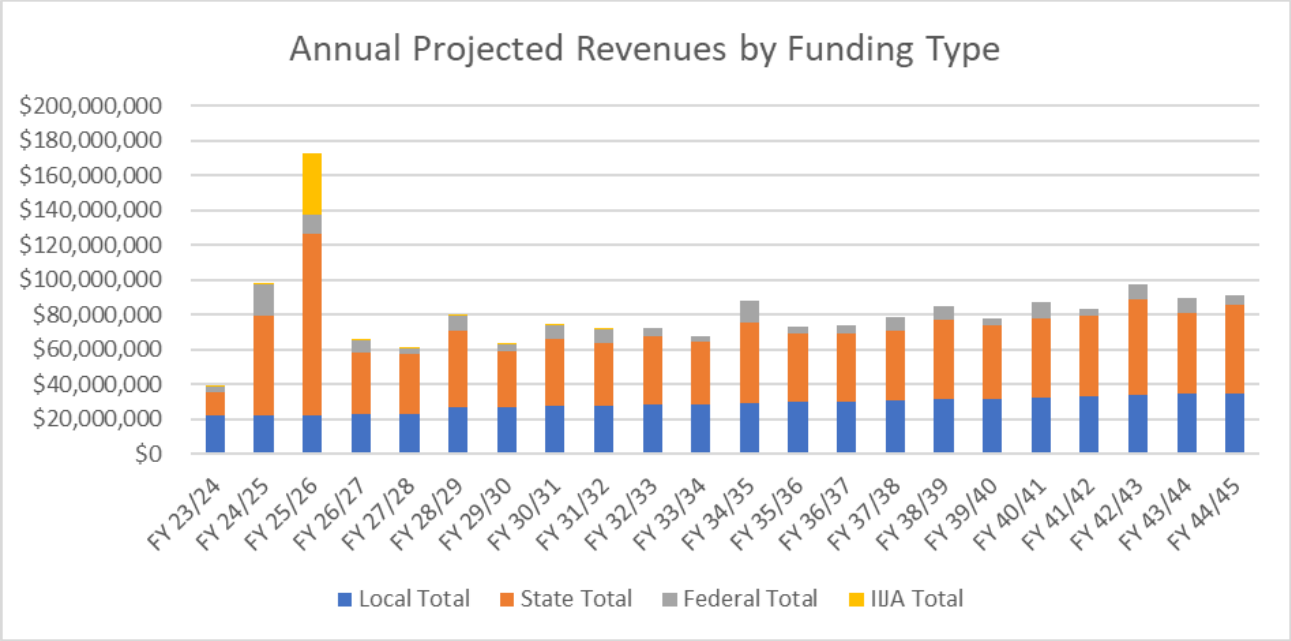


FIGURE 53: ANNUAL PROJECTED REVENUES BY FUNDING TYPE

As illustrated in **Figure 53**, Nevada County received two competitive grants from the Active Transportation Program totaling $19 million, the Trade Corridor Enhancement Program totaling $14.6 million, and a Local Climate Adaption Program grant for $35 million that are anticipated to begin construction between 2026. However, success of securing competitive grants is unpredictable and not anticipated to occur on regular intervals. Throughout the plan horizon, the project revenue is anticipated to decline after FY 2025/26 and be steadily consistent. In **Figure 54**, approximately 89% of projected funds throughout the RTP horizon are anticipated to be received through formula grant funds and the remaining projected funds are expected to be received by competitive funds.

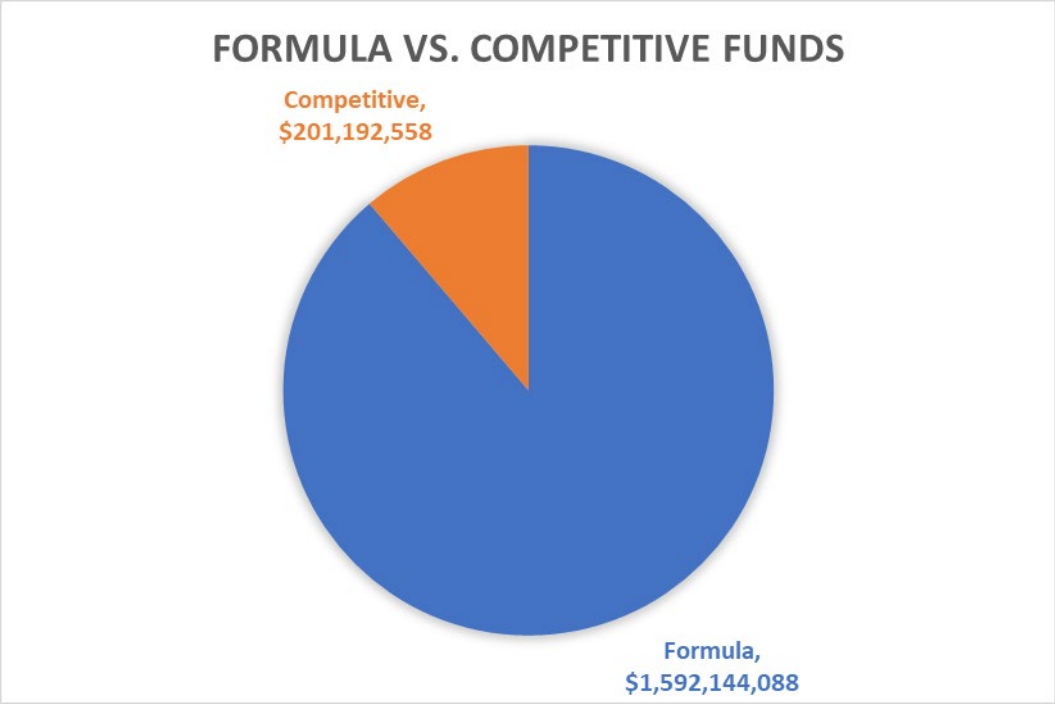


FIGURE 54: PROJECTED FORMULA VS. COMPETITIVE FUNDS

In recent years, the IIJA Bill has provided significant transportation funding to state and local agencies. As illustrated in **Figure 55**, Nevada County is anticipating a projected funding of approximately $1.79 billion dollars and an estimated $629 million from local funds. However, a large part of State funding coming to Nevada County is primarily through State grant program awards such as the Active Transportation Program and is not representative of typical average state funding amounts. Funds awarded through grants can only be applied to the identified project application. Other State funding is received through state allocation programs and additional grant programs such as SHOPP, STIP, Senate Bill 125, and Low Carbon Transit Operations Program. Local funding is primarily being obtained through local taxes such as gas, sales, developer impact fees, and transit fares.

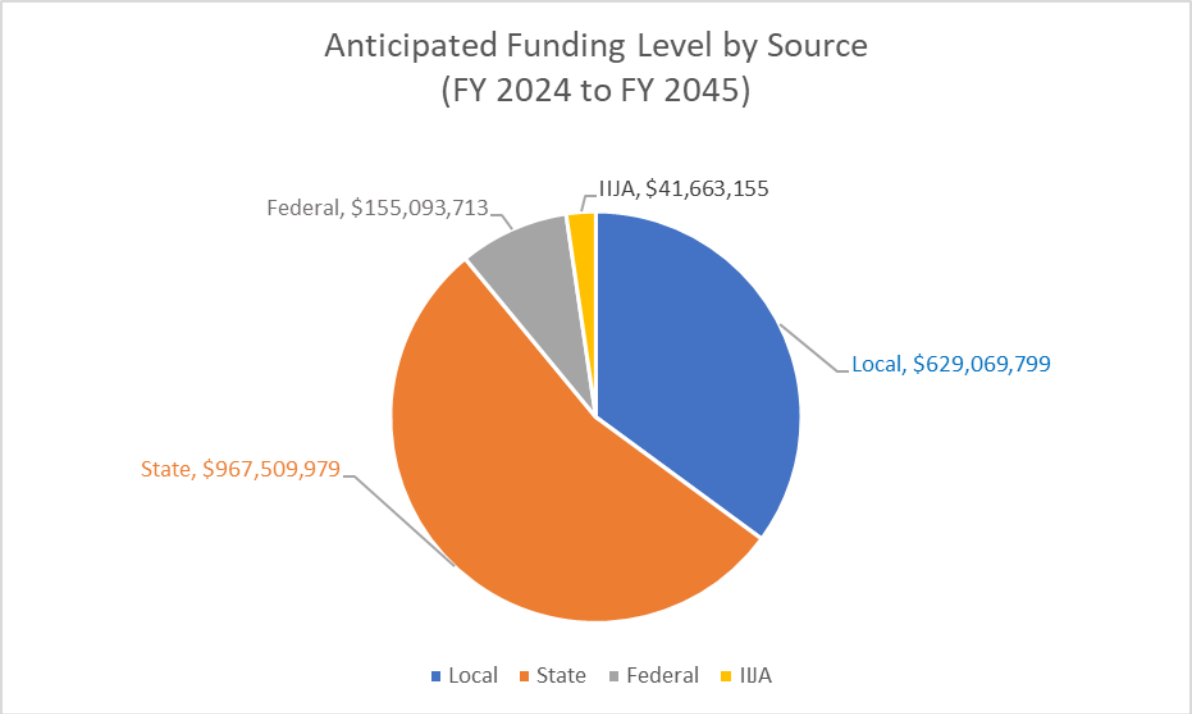


FIGURE 55: ANTICIPATED STATE, LOCAL, AND FEDERAL FUNDING, 2025-2045.

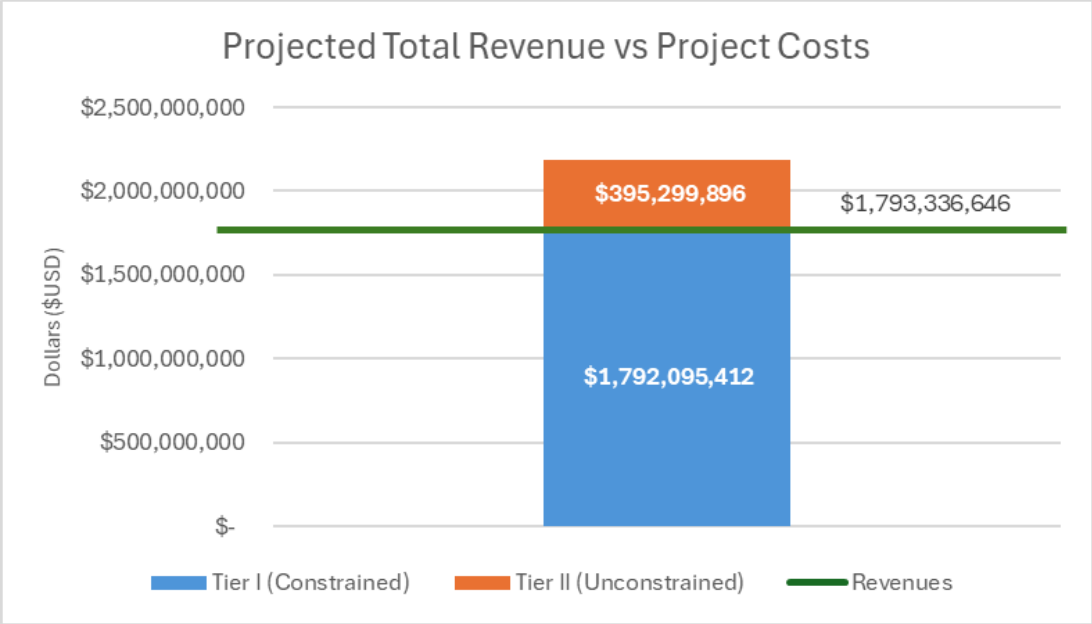


FIGURE 56: ESTIMATED PROJECTED REVENUE VS PROJECTED CONSTRAINED PROJECT COSTS

As shown in **Figure 56**, total Tier I project costs ($1.79 billion) are constrained to just below the anticipated projected revenue of $1.98 billion over the planning horizon of the Nevada County RTP. This establishes that the RTP Tier I list of projects are constrained. It also allows NCTC and its member agencies the flexibility to potentially amend additional projects from the county's Tier II unconstrained project list if desired. Tier I

and Tier II project lists are provided in **Appendix D and E**, respectively. The Tier II unconstrained project list totals approximately $395 million. Given that transportation needs and priorities are subject to change, such flexibility provides NCTC and its member agencies the latitude to respond to such changes.

APPENDIX A: REGIONAL TRANSPORTATION PLAN CHECKLIST

Appendix A: RTP Checklist

[Missing signatures and Dates to be provided upon adoption]

Appendix A: RTP Checklist

Regional Transportation Plan Checklist for RTPAs
(Revised November 2023)

(To be completed electronically in Microsoft Word format by the RTPA and submitted along with the draft and final RTP to Caltrans)

Name of RTPA: ***Nevada County Transportation Commission***

Date Draft RTP Completed: _____

RTP Adoption Date: _____

What is the Certification Date of the Environmental Document (ED)? _____

Is the ED located in the RTP or is it a separate document? ***Separate Document***

By completing this checklist, the RTPA verifies the RTP addresses all of the following required information within the RTP, where applicable.

Regional Transportation Plan Contents

General

		Yes/No/ N/A	Page #
1.	Does the RTP address no less than a 20-year planning horizon? (23 CFR 450.324(a))	Yes	13
2.	Does the RTP include both long-range and short-range strategies/actions? (23 CFR 450.324(b) "Should" for RTPAs)	Yes	13
3.	Does the RTP address issues specified in the policy, action and financial elements identified in California GC Section 65080?	Yes	40, 109, 125
4.	Does the RTP include Project Intent i.e., Plan Level Purpose and Need Statements?	Yes	13, 109

Consultation/Cooperation

		Yes/No/ N/A	Page #
1.	Does the RTP contain a public involvement program that meets the requirements of Title 23, CFR 450.316(a)?	Yes	17
2.	Does the documented public involvement process describe how the RTPA will seek out and consider the needs of those traditionally underserved by	Yes	17

	the existing transportation system, such as low-income and minority households, who may face challenges accessing employment and other services? (23 CFR 450.210(a)(1)(viii))		
3.	Was a periodic review conducted of the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process? (23 CFR 450.210(a)(1)(ix))	Yes	17
4.	Did the RTPA consult with the appropriate State and local representatives including representatives from environmental and economic communities; airport; transit; freight during the preparation of the RTP? (23 CFR 450.316(b) "Should" for RTPAs)	Yes	17
5.	Did the RTPA who has federal lands within its jurisdictional boundary involve the federal land management agencies during the preparation of the RTP? (23 CFR 450.216(j))	Yes	17
6.	Where does the RTP specify that the appropriate State and local agencies responsible for land use, natural resources, environmental protection, conservation, and historic preservation consulted? (23 CFR part 450.216(j))	Yes	16
7.	Did the RTP include a comparison with the California State Wildlife Action Plan and (if available) inventories of natural and historic resources? (23 CFR part 450.216(j))	Yes	110
8.	Did the RTPA who has a federally recognized Native American Tribal Government(s) and/or historical and sacred sites or subsistence resources of these Tribal Governments within its jurisdictional boundary address tribal concerns in the RTP and develop the RTP in consultation with the Tribal Government(s)? (23 CFR part 450.216(i))	Yes	TBD
9.	Does the RTP address how the public and various specified groups were given a reasonable opportunity to comment on the plan using the public involvement process developed under 23 CFR part 450.210(a)? (23 CFR 450.210(a)(1)(iii))	Yes	17
10.	Does the RTP contain a discussion describing the private sector involvement efforts that were used during the development of the plan? (23 CFR part 450.210(a))	Yes	17
11.	Is the RTP coordinated and consistent with the Public Transit-Human Services Transportation Plan? (23 CFR part 450.208(h))	Yes	67
12.	Were the draft and adopted RTP posted on the Internet? (23 CFR part 450.216(o))	Yes	17

Yes/No / N/A	Page #
N/A	

13. If the RTPA made the election allowed by GC 65080(b)(2)(M) to change the RTP update schedule (from 5 to 4 years) and change the local government Housing Element update schedule (from 5 to 8 years), was the RTP adopted on the estimated date required to be provided in writing to State Department of Housing and Community Development pursuant to GC 65588(e)(5) to align the Regional Housing Need Allocation planning period established from the estimated RTP adoption date with the local government Housing Element planning period established from the actual RTP adoption date?

Modal Discussion

	Yes/No/ N/A	Page #
1. Does the RTP discuss intermodal and connectivity issues?	Yes	5
2. Does the RTP include a discussion of highways?	Yes	51
3. Does the RTP include a discussion of mass transportation?	Yes	67
4. Does the RTP include a discussion of the regional airport system?	Yes	73
5. Does the RTP include a discussion of regional pedestrian needs?	Yes	73
6. Does the RTP include a discussion of regional bicycle needs?	Yes	73
7. Does the RTP address the California Coastal Trail? (GC 65080.1) (For RTPAs located along the coast only)	N/A	
8. Does the RTP include a discussion of rail transportation?	Yes	72
9. Does the RTP include a discussion of maritime transportation (if	N/A	
10. Does the RTP include a discussion of goods movement?	Yes	89

Programming/Operations

	Yes/No / N/A	Page #
1. Is the RTP consistent (to the maximum extent practicable) with the development of the regional ITS architecture? (23 CFR 450.208(g))	Yes	45
2. Does the RTP identify the objective criteria used for measuring the performance of the transportation system?	Yes	78
3. Does the RTP contain a list of un-constrained projects?	Yes	D-2

Financial

1.	Does the RTP include a financial plan that meets the requirements identified in 23 CFR part 450.322(f)(11) ("Should" for RTPAs)?	Yes / 125
2.	Does the RTP contain a consistency statement between the first 4 years of the fund estimate and the 4-year STIP fund estimate? (GC 65080(b)(4)(A))	Yes / 125
3.	Do the projected revenues in the RTP reflect Fiscal Constraint? (GC 65080(b)(4)(A)	Yes / 125
4.	Does the RTP contain a list of financially constrained projects? Any regionally significant projects should be identified. (GC 65080(4)(A))	Yes / 111
5.	Do the cost estimates for implementing the projects identified in the RTP reflect "year of expenditure dollars" to reflect inflation rates? (23 CFR part 450.324(f)(11)(iv)) ("Should" for RTPAs)	Yes / 109
6.	After 12/11/07, Does the RTP contain estimates of costs and revenue sources that are reasonably expected to be available to operate and maintain the freeways, highway and transit within the region? (65080(b)(4)(A) (23 CFR 450.324(f)(11)(i))	Yes / 125
7.	Does the RTP contain a statement regarding consistency between the projects in the RTP and the ITIP? (2016 STIP Guidelines Section 33)	Yes / 13, 109
8.	Does the RTP contain a statement regarding consistency between the projects in the RTP and the RTIP? (2016 STIP Guidelines Section 19)	Yes / 13, 109

Environmental

		Yes/No / N/A	Page #
1.	Did the RTPA prepare an EIR or a program EIR for the RTP in accordance with CEQA guidelines?	Yes	13
2.	Does the RTP contain a list of projects specifically identified as TCMs, if applicable?	N/A	
3.	Does the RTP specify mitigation activities? (23 CFR part 450.324(f)(10))	N/A	
4.	Where does the EIR address mitigation activities?	Yes	65
5.	Did the RTPA prepare a Negative Declaration or a Mitigated Negative Declaration for the RTP in accordance with CEQA guidelines?	Yes	13

	Yes/No / N/A	Page #
6. Does the RTP specify the TCMs to be implemented in the region? (federal nonattainment and maintenance areas only)	N/A	

I have reviewed the above information and certify that it is correct and complete.

(Must be signed by RTPA Executive Director or designated representative)	Date
Print Name	Title

CHECKLIST...

APPENDIX B: PUBLIC OUTREACH SUMMARY

Created on	Type	Comment	Latitude	Longitude
4/10/2023 7:46	Safety Concern	The interchange and intersection at 49/McKnight is dangerous during normal operations and results in a choke point during major movements.	39.200644	-121.058639
4/10/2023 7:47	Safety Concern	The 49/Alta Sierra intersection is a choke point for southbound traffic and is a safety hazard for evacuations.	39.141079	-121.071122
4/10/2023 7:50	Project Suggestion	A 49-174 connection would be helpful for evacuating south county communities.	39.136537	-121.005478
4/10/2023 7:51	Something I Like	The roundabout at this intersection is very helpful with heavier traffic flows.	39.221556	-121.05365
4/10/2023 7:53	Project Suggestion	Realign this bridge (and all bridges) to have straighter approach alignments. The quick turns are dangerous in icy conditions and evacuations.	39.297156	-121.09015
7/12/2023 13:41	Safety Concern	This seven way stop and one way yield at Zion / Ridge Road / Grass Valley Nevada City Highway needs to be upgraded for safety throughput, and to improve pedestrian and bicycle safety along the corridor.	39.248377	-121.028325
7/14/2023 12:03	Safety Concern	Frequent accidents and close calls at McCourtney and Hwy 20 ramps. Intersection needs to be improved	39.209118	-121.071637
7/14/2023 12:08	Project Suggestion	Ridge Rd needs bicycle and pedestrian improvements/connectivity between Alta St and Hughes Rd	39.232478	-121.068778
7/14/2023 12:15	Project Suggestion	Auburn Rd has lots of opportunity for bicycle and pedestrian facility improvements	39.197761	-121.077619
7/17/2023 12:51	Project Suggestion	I'd love to see a bike path down La Barr Meadows/Dog Bar. A lot of cyclists would use the path if it were safer. It's a lovely nearly flat corridor that connects three communities (Colfax, GV, and Alta Sierra). Bicycle clubs have used this path in the past. Please support more bicycle infrastructure. Thank you for asking!	39.17379	-121.045132
7/17/2023 13:58	Project Suggestion	Would be great to have a shuttle bus to / from Sacramento Airport	39.216295	-121.05114
7/17/2023 13:59	Project Suggestion	East Main St needs bike lanes and safer walking routes. Sidewalks are treacherous and not ADA accessible.	39.218955	-121.059165
7/17/2023 15:19	Project Suggestion	Traffic circle	39.20951	-121.067619

7/17/2023 15:20	Safety Concern	There is no designated crosswalk along Bennett the entire length from Hansen to Ophir, an unsafe condition for pedestrians. This area is filled with residential homes and pedestrians and needs traffic calming as well to reduce vehicle speeds along Bennett.	39.216918	-121.056697
7/17/2023 15:20	Project Suggestion	Traffic circle	39.209659	-121.068596
7/17/2023 15:21	Safety Concern	The fence at this location makes it impossible to see traffic coming east along Bennett when you are stopped on Bank Street	39.217823	-121.058143
7/17/2023 15:22	Project Suggestion	How about a bus that runs between Grass Valley and Nevada City on the weekends past 8PM?	39.219276	-121.0588
7/17/2023 15:22	Project Suggestion	Traffic circle	39.199557	-121.062491
7/17/2023 15:23	Project Suggestion	Traffic circle	39.199647	-121.061048
7/17/2023 15:24	Project Suggestion	Traffic circle	39.200773	-121.058634
7/17/2023 15:24	Project Suggestion	A 4-way stop at Bank/Auburn would make it a lot safer. Cars come blazing up and down Auburn at way too high speed given the number of pedestrians in the area with the Mill St. renovations.	39.218091	-121.061952
7/17/2023 15:25	Project Suggestion	Traffic circle	39.217246	-121.063271
7/17/2023 15:27	Project Suggestion	Traffic circle	39.229099	-121.042686
7/17/2023 15:28	Project Suggestion	Traffic circle	39.229533	-121.043394
7/17/2023 15:29	Project Suggestion	Traffic circle	39.231251	-121.047213
7/17/2023 15:30	Project Suggestion	Traffic circle	39.236395	-121.038477
7/17/2023 15:31	Project Suggestion	Traffic circle	39.235909	-121.037876
7/17/2023 15:32	Project Suggestion	Traffic circle	39.234753	-121.035368
7/17/2023 15:33	Project Suggestion	Traffic circle	39.234556	-121.033995

7/17/2023 15:35	Project Suggestion	Traffic circle	39.248002	-121.024248
7/17/2023 15:36	Project Suggestion	Traffic circle	39.248342	-121.025085
7/17/2023 15:37	Project Suggestion	Traffic circle	39.262087	-121.016668
7/17/2023 15:38	Project Suggestion	Traffic circle	39.262009	-121.016148
7/17/2023 15:39	Project Suggestion	Traffic circle	39.262283	-121.017382
7/17/2023 15:41	Project Suggestion	Traffic circle	39.248652	-121.028148
7/17/2023 15:43	Project Suggestion	This area needs a Double traffic Circle	39.228351	-121.084882
7/17/2023 15:44	Project Suggestion	This area really needs a traffic circle	39.209216	-121.071728
7/17/2023 22:29	Safety Concern	Unsafe & hard to see around cars parked on street when making left or right turn onto Bennet from Clark	39.215909	-121.058564
7/17/2023 22:30	Something I Like	Agree with this suggestion	39.218099	-121.061879
7/17/2023 22:34	Project Suggestion	Add bike lane along the 174 & createmore bike friendly paths	39.206785	-121.042299
7/18/2023 13:34	Project Suggestion	Open (and keep open) Donner Pass Rd. aka Old 40.	39.319415	-120.318832
7/18/2023 18:50	Project Suggestion	Connect a series of Gondolas to connect Sugar Bowl, Boreal, and Donner Ski Ranch, in connection with Placer County to west end of donner lake or thereabouts to be able to connect our area with public transit that will cut down on traffic and other issues in the winter to ensure our town is sustainable and better with public transportation.	39.327924	-120.306644
7/18/2023 20:46	Safety Concern	With the increase in mountain bike, popularity on Harmony Ridge. A tunnel or bridge over Highway 20 or at a minimum flashing crosswalk lights would make the area safer for bikers and pedestrians.	39.287247	-120.942307
7/18/2023 21:03	Project Suggestion	Protected cycle track	39.25409	-121.025605
7/18/2023 21:04	Safety Concern	Slow traffic down	39.267854	-121.015102

7/18/2023 21:05	Project Suggestion	Protected cycle track	39.244119	-121.049123
7/18/2023 21:06	Project Suggestion	Protected cycle track	39.234148	-121.052041
7/18/2023 21:07	Project Suggestion	Close to cars and plant trees.	39.262443	-121.018175
7/18/2023 21:41	Project Suggestion	Safe bike route between Nevada city and grass valley would be such a win for pedestrians and bikers. Everybody I have ever talked to about this said they would love that and use it often.	39.245781	-121.039467
7/19/2023 11:16	Project Suggestion	Expand bus route to go around Northwoods boulevard to serve Tahoe Donner	39.348104	-120.22562
7/19/2023 14:01	Project Suggestion	Pines to Mines Trail Complete the trail system (Hike, Bike, Horse) to connect Truckee to Nevada City .	39.324075	-120.365823
7/19/2023 14:03	Project Suggestion	Truckee - Nevada City Bus Route A 2 x a week bus route to connect the 2 cities	39.328073	-120.185623
7/19/2023 14:07	Project Suggestion	Cycling - Commuter Lanes and pathways The number of bike commuters has rapidly increased and will continue to do so. Build commuter-specific lanes between Nevada City and Grass Valley. Create bike-safe paths for students to commute to 7 Hills, Deer Creek, and SAEL	39.258217	-121.020716
7/19/2023 14:10	Project Suggestion	Improve and enhance trail system for bikes, hikes. Create fire breaks with trail system.	39.260796	-121.022806
7/19/2023 14:11	Project Suggestion	Build commuting/biking trail for people to use to get to town.	39.262152	-121.00367
7/19/2023 14:12	Project Suggestion	Build trail for people to commute to town on (cycling /walking) .	39.238834	-121.012673
7/19/2023 14:13	Project Suggestion	Commuting trail system Build a trail for commuters (bike and walk) that keeps them off the roads but gets them between the two cities.	39.240676	-121.031147
7/19/2023 14:15	Safety Concern	Regular accidents here.	39.267532	-121.027578

7/20/2023 16:37	Project Suggestion	Replace Lowell Hill bridge for fire evacuation and 174/80 connection	39.195992	-120.885229
7/20/2023 16:38	Project Suggestion	Build a bridge on Red Dog at Greenhorn for connectivity and fire evacuation purposes	39.220762	-120.914047
7/20/2023 16:39	Project Suggestion	Safety and capacity enhancements are needed	39.205141	-121.205056
7/20/2023 16:41	Project Suggestion	Start 49 widening project	39.161038	-121.051483
7/20/2023 17:58	Project Suggestion	Pave the entirety of Marshall, Winchester, Buena Vista and Mohawk St's. This has been completed on the opposite side of S Auburn, as of now there is no plan, potholes are bad enough to break rims on standard cars that aren't 4wd.	39.212804	-121.063907
7/21/2023 12:52	Safety Concern	There are numerous bicyclists that use Banner Lava Cap. There is no shoulder for bicyclists to safely rely on. There needs to be space created on this road for bicyclists. Also, drivers do not follow the speed limit on this road, which impacts bicyclists using this road.	39.236607	-121.020687
7/21/2023 12:56	Safety Concern	There is a school bus stop at this location. There have been past instances of drivers coming down Banner Lava Cap, speeding, ignoring the red flag on school bus probably thinking that because the bus is stopped on shoulder adjacent to NID water plant, it is okay to pass the bus. Road signage is needed.	39.235833	-121.007383
7/21/2023 13:05	Safety Concern	The intersection of Old Tunnel Road/Pittsburg Road on Banner Lava Cap needs better defined turn lanes. It is common for driver turning left from BLC onto Old Tunnel Road to conflict with driver turning left from BLC to Pittsburg Road. Intersection improvement is needed here.	39.241769	-121.030412
7/21/2023 13:09	Project Suggestion	Signal timing synchronization needs improvement.	39.234621	-121.035191
7/21/2023 13:10	Project Suggestion	Signal timing synchronization needs improvement.	39.234468	-121.033954
7/21/2023 13:12	Safety Concern	Difficult at certain times of the day to make a left turn from Old Tunnel Road onto to Brunswick and when you get the chance you need to hit the gas to avoid conflicting with oncoming traffic.	39.233572	-121.03363
7/21/2023 13:17	Project Suggestion	Existing Tinloy Street Transit Center shelters really don't provide adequate shade or protection from rain.	39.21822	-121.059446

7/21/2023 13:31	Safety Concern	General comment for all of Banner Cap Road: if this route serves as a fire evacuation route for Banner Mountain residents, then lots of trees need to be eliminated or substantial pruning needs to occur along both sides of the road due to limb overhang.	39.237833	-121.014936
7/28/2023 6:06	Project Suggestion	Install a roundabout or traffic circle at the intersection of 49, 20 and Uren st. Please include a bike lane for people crossing the highway and riding our local trails, and a sidewalk for pedestrians walking to and from downtown Nevada City. A traffic circle may also alleviate congestion in the left turn lane during that rush hour Rood center traffic.	39.267826	-121.014994
8/1/2023 13:56	Safety Concern	With the increased numbers of Mountain bikers, it would benefit the county (for safety purposes) to extend the road for a bike lane on both sides of the highway. Biking has become a very popular, and a mode of transportation.	39.282572	-120.95089
8/2/2023 4:34	Project Suggestion	With the new construction final done and all the light poles it would be nice for there to see some string lights kinds zing down the street and maybe some more events	39.218257	-121.062984
8/2/2023 4:40	Something I Like	I think it would be amazing to have a fall festival with all the vendors we have at events like the Thursday night markets and the Wednesday night markets and the Cornish Christmas events and to see how beautiful are County is in the fall months so many ideas	39.205222	-121.078563
8/2/2023 4:42	Project Suggestion	I know it’s old and it may be historic but the park equipment and ground could use and update to make it safer for the kids so many ideas	39.259039	-121.011449
8/9/2023 9:13	Project Suggestion	Shrub height to high as it blocks the line of sight in normal car, if you are in a truck your fine . Max height in line of sight area should be no higher than 18 inches-- suggest you remove shrubs and replace with ground cover such as rosemary...The line of sight blockage occurs in many locations throughout Nevada County and should be corrected in all locations..by changing out the shrub species you will not have to prune it down in the future	39.221767	-121.053578
8/27/2023 18:54	Safety Concern	When pulling out from Spring onto Pine, it is difficult to see around the new stone wall going in. There isn't room to turn left without going into oncoming traffic. Not sure if a round-about is the right answer?	39.261983	-121.018944
10/20/2023 12:38	Project Suggestion	Keeps the cars waiting to get on the closed freeway (thereby blocking local traffic) out of the city and off of Donner Pass Rd.	39.325344	-120.221457
10/20/2023 12:39	Something I Like	Love the new bike path! Plow it in the winter please!	39.322738	-120.223807

10/20/2023 12:50	Project Suggestion	Plow the new bike path!	39.322077	-120.226103
10/23/2023 7:33	Project Suggestion	Truckee to south lake tahoe bus route	39.32504	-120.181332
10/25/2023 14:08	Project Suggestion	Truckee to Reno 3x day each way bus route - morning, mid-day, evening. Ge the RSCVA to kick in and make it a joint project. Would be great for workers commuting in both directions (Truckee people who work in Reno, and Reno people who work in Truckee), plus could help reduce traffic and parking congestion from Reno tourists visiting Truckee. In winter offer a ski resort shuttle transfer.	39.331967	-120.181503
10/25/2023 14:10	Safety Concern	Remove license plate cams from Truckee streets. They are an unnecessary privacy violation.	39.322377	-120.201073
10/25/2023 14:12	Project Suggestion	Add roundabout. I'm not sure there's enough room, but this intersection is a nightmare, especially in the morning with the high school and left turn yields. I've seen several accidents, and the one's I didn't see, I regularly see shattered taillights from accidents. Every day when I drop off my HS senior, I wonder if today will be the day, and we have a 13yo and 2yo, so will have another 8 years of wondering.	39.325688	-120.218303
10/25/2023 14:13	Project Suggestion	Public river access is desperately needed for this area.	39.367361	-120.075449
10/25/2023 14:18	Project Suggestion	Add a covered bike tunnel. Northwoods serves thousands of commuters a day, yet has no suitable bike lane. The wider painted lines are nice, but not the root of the problem. The core of the issue is the steep, winding road that gets heavy traffic. Large rocks, construction debris, and pine cones litter the bike lane, especially on the southbound side. A child in our neighborhood biked every day until he hit a 2x4 across the lane, crashing, giving him brain damage.	39.333639	-120.214312
10/25/2023 14:26	Project Suggestion	Bike lane from TD entrance to west side of town. Trout Creek trail is nice, but a huge detour. Northwoods down to town is incredibly unsafe (and should be made more bikable as well). A main bike artery running between Coyote Moon and DPR/Gateway that connected to DPR at 2-3 points would be amazing, and would serve the thousands of people who live up in TD. Or maybe from where Trout Creek Trial meets Euer Valley Rd down	39.328094	-120.203412
10/25/2023 14:39	Project Suggestion	Olympic heights to truckee river bike path connection.	39.333766	-120.157642

10/25/2023 14:43	Project Suggestion	Work is all stakeholders town of truckee, caltrans, Nevada County to come up with a better management approach to I-80 caused loca street traffic. When I-80 closes or there is chain control, donner pass road becomes a standstill with people trying to get around traffic.	39.322546	-120.207424
10/25/2023 15:19	Safety Concern	Speed reduced on Brockway from 45 down to 35. People drive way too fast and it's hard to pull out onto Brockway. Also kids ride bike to and from school and 45 mph is fast for being next to bikes.	39.325368	-120.171504
10/25/2023 15:23	Project Suggestion	Have people park either at the high school or downtown on the weekends and bus to the ski resorts.	39.325135	-120.216436
10/25/2023 15:45	Project Suggestion	Maintain and improve bike path through Sierra college campus to Deerfield interchange. Why is it overgrown and half gravel?	39.320753	-120.202124
10/25/2023 15:49	Project Suggestion	Dedicated bike path connecting grays crossing trails, Olympic heights, bridge over glenshire drive and the Truckee river.	39.336223	-120.142236
10/25/2023 15:52	Safety Concern	This intersection is scary during school drop off and pick up!	39.325633	-120.218464
10/25/2023 15:56	Project Suggestion	Mixing cars and bikes just isn't safe even with double painted lines. A way to bike to Safeway and other stores from Tahoe Donner safely is needed. Is there any way to add a spur trail down to Donner Pass Road on the Trout Creek Trail without going all the way downtown? BTW the Trout Creek Creek is fantastic!	39.33458	-120.197189
10/25/2023 16:04	Safety Concern	People drive way to fast coming from east Church street from Glenshire dr. When a driver is coming down truckee way, you cannot see people coming from east church street. It is a problem now with the added traffic from glenshire dr.	39.329532	-120.181852
10/25/2023 16:09	Safety Concern	The signs and painted lines on the road say different things for the lane of travel leaving the traffic circle. The area of concern is from the Rec center going to 267. The sign says only the right lane may turn onto 267, and the left lane says only turn left onto 89N. The painted lines say both lanes can turn right.	39.340699	-120.172158
10/25/2023 16:36	Safety Concern	Parked cars block the view of motorists traveling west on DPR and they cannot see people about to cross the crosswalk towards the hospital. Solution: remove one parking spot closest to crosswalk on westbound side of street.	39.326177	-120.2017

10/25/2023 16:50	Safety Concern	The Class 1 Bike trail along Brockway Road needs some sort of temporary final segment between Martis Valley Rd and 267. Town is waiting for a buyer of the Soaring Ranch property to pay for it and the roundabout nearby. It needs to be prioritized sooner.	39.319956	-120.158844
10/25/2023 20:45	Project Suggestion	In the winter ski traffic backs up west river and this is a yield intersection. Need better solution to manage merging traffic	39.323848	-120.192692
10/25/2023 21:01	Safety Concern	Traffic can leave and enter this junction really fast and it makes it hard to walk and cycle by on a daily basis.	39.325145	-120.224624
10/25/2023 21:04	Project Suggestion	More bike parking for regular and electric bikes throughout town.	39.328547	-120.184236
10/25/2023 21:04	Safety Concern	Please make the stop signs larger and more visually present. I consistently see drivers blow through the signs here, and it's unsafe for people walking to the pond.	39.351583	-120.097807
10/25/2023 21:09	Project Suggestion	A proper separated bike lane or sidewalk to allow you to leave the legacy trail and go to the pizza restaurant and store without being in danger of traffic.	39.354498	-120.114678
10/25/2023 21:09	Project Suggestion	Recommend turning this into a three-way stop. It would help slow drivers in a neighborhood full of pedestrians and cyclists.	39.354529	-120.108676
10/25/2023 21:09	Project Suggestion	Recommend turning this into a three-way stop. It would help slow drivers in a neighborhood full of pedestrians and cyclists.	39.36198	-120.091311
10/25/2023 21:11	Project Suggestion	Recommend widening the road approaching Glenshire Elementary. Parents park in bike lanes, which is a safety hazard. Or recommend adding signage indicating that parking in bike lanes isn't permitted.	39.363174	-120.098202
10/25/2023 21:13	Project Suggestion	Reduce the speed limit to 25 MPH for all roads in Glenshire.	39.354654	-120.11504
10/25/2023 21:25	Safety Concern	Speeding along Martis Valley Road is a major safety concern for me. This stretch of road sees high pedestrian and cycling traffic and is a main artery within the neighborhood yet there is no protected bike lane or traffic calming measures to help prevent an accident. Even though the speed limit is 25, cars and big construction trucks are regularly speeding.	39.316454	-120.17262
10/25/2023 21:32	Project Suggestion	Would love sidewalks and/or protected bike lanes to make travel on Martis Valley less scary.	39.316537	-120.17189
10/25/2023 22:03	Project Suggestion	This intersection is so stressful to use. Looking forward to the Reimagine Bridge Street improvements, if those are still happening? From what I remember traffic signals were the selected option?	39.328111	-120.184003

10/25/2023 22:04	Safety Concern	It would be great to have a dedicated bike/walk area. People go much faster than 35mph here and it doesn't feel safe to bike or walk especially with kids.	39.327044	-120.242078
10/25/2023 22:06	Something I Like	Love the dedicated bike/walk path! Feels so safe walking my kids to school.	39.324559	-120.23231
10/25/2023 22:15	Project Suggestion	Please bring back the through lane for local traffic during I80W backups/closures. Truckee traffic westbound turns into a parking lot for people trying/waiting to get on the fwy and through travelers get stuck. They can't get to Armstrong Tract, Donner Lake, or Coldstream. Once upon a time there was traffic control at the Northwoods and DPR intersection and through traffic was directed into the right turn lane but could go right up Northwoods OR straight and remained separated through to Richard	39.325963	-120.217102
10/26/2023 9:44	Safety Concern	Riverside is a one way local street. People use it to cut through and for access to businesses on the street and drive way too fast on it. Please introduce new speed limit signs and markings to indicate both one way direction and speed limit.	39.326593	-120.184475
10/26/2023 9:47	Something I Like	So excited for the River Road project to come to completion! The sidewalks and extra parking are going to be amazing.	39.326698	-120.185677
10/26/2023 11:10	Safety Concern	People speed way too much along Martis Valley Road. There is no side walk nor properly space for walking and biking and it has been a major safety concern for us.This stretch of road sees high pedestrian and cycling traffic and is a main artery within the neighborhood yet there is no protected bike lane or traffic calming measures to help prevent an accident. Even though the speed limit is 25, cars and big construction trucks are regularly speeding.	39.318877	-120.166376
10/26/2023 11:21	Project Suggestion	No protection for pedestrians or cyclists when crossing. Need designated crossing marked please!	39.324923	-120.224253
10/26/2023 11:23	Project Suggestion	This winter PLEASE plough this new multi use trail	39.321437	-120.226358
10/26/2023 11:25	Safety Concern	Please extend bike lane safely aling 89 to Deerfield drive	39.320196	-120.20795

10/26/2023 11:41	Safety Concern	State Housing Project, Pacific Crest Commons, is being built in the former-CHP site. Due to fire code, the project needs two entrances. The current plan is open up Donner Way to through traffic, and access to Highway 89. Photo says "Emergency Access" with "Removable Bollards" this was originally proposed but is no longer the case, Town has plans to open it to 2-way traffic. This will make foot/bike traffic less safe and encourage drivers to use road as cutoff when 89 is backed up.	39.32404	-120.206954
10/26/2023 12:54	Safety Concern	West River Street speed limit is 45 mph. Suggest 35 mph to make it safer for bikes, pedestrians and drivers moving in and out of driveways.	39.318851	-120.197006
10/26/2023 12:55	Safety Concern	Bridge over Donner Creek is too narrow for bike lane and pedestrians. Safety hazard	39.31628	-120.201116
10/26/2023 12:56	Project Suggestion	consider pedestrian/bike bridge to connect to Legacy Trail and the proposed dirt trail to Ponderosa Palisades	39.32063	-120.192833
10/26/2023 12:57	Project Suggestion	Consider sidewalks on either side of West River street. This would require a realignment of West River and probably interacting with Union Pacific, but this would be a spectacular improvement for walking while enjoying the Truckee River.	39.324248	-120.189958
10/26/2023 12:58	Project Suggestion	Consider pedestrian bridge across river to regional park and site of new library	39.328409	-120.17583
10/26/2023 12:59	Project Suggestion	ped/bicycle underpass under 267. This will be kid friendly way to get to grocery store, bike park and river view sports park. game changer	39.320449	-120.156321
10/26/2023 13:03	Project Suggestion	more direct Bike Trail connection to bike park around these containment ponds - requires coordination with Sanitary District.	39.330622	-120.159359
10/26/2023 13:04	Project Suggestion	bike path under the overpass the more directly connect Truckee Bike Park with Ponderosa Fairway and Sierra Meadows neighborhood.	39.329427	-120.159616
10/26/2023 13:09	Project Suggestion	Martis Creek trail to Legacy Trail	39.338707	-120.117708
10/26/2023 13:12	Project Suggestion	Class 3 bike trail connecting airport/town hall and Raley's intersection	39.317569	-120.148458

10/26/2023 18:55	Safety Concern	Incredibly dangerous intersection. Very fast moving traffic along this stretch of Hwy 89 with blind corners exiting Prosser Lakeview, which is primarily an owner occupied neighborhood. Alder creek adjacent neighborhoods also have many year round residents using this entrance/exit for their daily commute. At this point along the stretch of 89, people are driving at excessive rates of speed after having been on the windy roads, they tend to open it up here.	39.365833	-120.180817
10/26/2023 18:57	Project Suggestion	Please add a roundabout as originally planned for this section of Highway. The blind corners are dangerous (especially during winter when snow berms are protruding and high) to the point most Prosser neighbors drive up to the Rainbow entrance and exit, which has led to many accidents among frustrated drivers over the years.	39.365691	-120.182276
10/26/2023 19:09	Project Suggestion	Another roundabout would be a great addition here. I live in this neighborhood and it's dangerous ro pull out. I've lived in this neighborhood since 1985 and it's always the scariest part of my day. In addition to living here I also drive the school bus for TTUSD in the prosser neighborhood. It's very sketchy to pull out onto 89 from Rainbow in a 40 foot bus that's very slow.	39.359241	-120.173958
10/26/2023 21:29	Project Suggestion	This intersection is extremely dangerous. There are near missed and collisions regularly. Recently a truck took out the stop sign. There was a Big Rig vs Plow over the winter (see picture). If a big rig and a plow don't see each other then passenger vehicles are in much more danger. A roundabout here and decreased speed limits from the town limit to Prosser Dam Road would increase safety	39.36718	-120.182032
10/26/2023 21:34	Safety Concern	Those who aren't familiar with this intersection cause confusion for everyone. The 3 way stop at a 4 way intersection makes sense due to the tracks, however with the increased foot, car, bus, and bike traffic it's becoming more dangerous. The reimagine project needs to begin and quickly.	39.328151	-120.184091
10/26/2023 21:38	Project Suggestion	The parking in front of Old Gateway is difficult to back out from due to visibility issues and cars going well over 25. As the hospital expands (needed!) the parking here will be more difficult. A study for possibly solutions would be beneficial	39.326164	-120.203179
10/26/2023 21:45	Something I Like	The completed sidewalk is wonderful and it feels so much safer to walk in this area!	39.325846	-120.183266

10/27/2023 8:02	Safety Concern	Intersetion Estates - Brockway dangerous curve on Estates limits visibility before crosswalk. Realign Estates or provide flashing crossing light. Also steep turn onto Estates from/to Brockway impedes safe turns onto Estates and Brocksway.	39.326248	-120.172763
10/27/2023 11:28	Project Suggestion	Add a third dedicated transit/emergency only lane on Highway 89 to/from Truckee and Tahoe City to Alpine Meadows (from Tahoe City) and Palisades Tahoe (OV) from Truckee. Can be one way each way in morning/afternoon. Alternatively, consider a gondola connecting Tahoe City - Palisades Tahoe - Truckee. Traffic on 89 MUST BE addressed.	39.317518	-120.206394
10/27/2023 11:34	Project Suggestion	I like that there is some thought for separating bikers from vehicle traffic on Northwoods; however, painted bike lanes are not safe enough. Consider a separated cycle path on Northwoods - my kid is dying to bike to school!	39.3331	-120.214809
10/27/2023 11:38	Project Suggestion	Restripe the driving lane so it is narrower to make drivers drive slower. No one drives the speed limit even though this is a residential street popular with walkers and bikers. Also add a dedicated walk/cycle path to encourage more people to walk or cycle rather than drive. The path should safely connect to a bike lane on Old 40.	39.325817	-120.23909
10/27/2023 11:42	Project Suggestion	Narrow the striping on Old 40 for driving lane to force cars to drive slower. Rarely do drivers adhere to the speed limit, making it dangerous for everyone. Add a bike lane! Protected bike lanes are challenging with snow removal, but it's possible to add removable quick build materials, such as soft hit posts, at key turns.	39.325688	-120.303055

10/28/2023 5:54	Safety Concern	If our school bus driver has concerns about this intersection, we need to take her comments very seriously. We need to keep our kids safe. Drivers go too fast on 89 while residents and school buses turn out of our neighborhood. Pulling out of Prosser neighborhood at both intersections (Rainbow and Alder Creek) always feels like, ready set go and pray.	39.358773	-120.174315
10/28/2023 9:29	Project Suggestion	Consider changing the current road striping. The double yellow and lack of bike lane gives drivers the impression that this is a road to travel fast in when in reality the speed limit is 25 mph and there are many pedestrians and cyclists trying to share the road.	39.317358	-120.171096
10/29/2023 8:04	Safety Concern	Drivers take this turn entirely too fast often cutting into the opposite lane. Combine this reckless driving with the low visibility at the site make for a dangerous spot. Speed bumps placed just before the turn on estates Dr will force drivers to slow down to a responsible speed when making this turn.	39.326368	-120.172062
10/29/2023 8:06	Project Suggestion	Crosswalk	39.326721	-120.183542
10/29/2023 8:10	Project Suggestion	Parking for tourists driving from Sac and the bay for ski season. From here tourists can ride public transit to their desired resort, thus reducing traffic congestion in Truckee and freeing the roads for emergency responders.	39.320023	-120.601215
10/29/2023 8:15	Project Suggestion	Drivers taking any road into the mountains should have to take a winter driving safety course. Drivers without a winter safety driving license will be turned around and denied entry into a region they are not qualified to drive in. This will ensure that all guests to who visit areas with winter driving conditions will follow correct traffic laws which in turn will keep all guests who visit an overall safer experience.	39.079175	-120.95192
10/29/2023 8:18	Project Suggestion	A check station to prevent tourists from using local neighborhoods as shortcuts.	39.33009	-120.288877
10/29/2023 8:19	Project Suggestion	Check station to prevent tourists from using local neighborhoods as shortcuts.	39.323251	-120.228281
10/29/2023 8:21	Safety Concern	Speed bumps, drivers take this turn too fast	39.32586	-120.182388
10/29/2023 8:29	Project Suggestion	Donner pass rd gondola that connects the school to the Fire house and hospital for quick emergency response for when roads are buried in snow or tourists.	39.32472	-120.213561

10/29/2023 8:49	Project Suggestion	There has been 3 deaths at this intersection, since I lived here (1988) and numerous accidents. More truck traffic is expected with the recent application for a wood recycling plant planned for Hobart Mills and the likelihood of more high speed accidents with increased traffic. Would like to see the speed limit lowered to 45 MPH from the Town boundary to roundabout at Alder Drive. Would like to see a right hand turn lane at Rainbow Drive and East Alder Creek to enhance sight distance.	39.367089	-120.181782
10/29/2023 9:07	Safety Concern	Enforce the requirement for trucks over 14000 GVW must exit Alder Creek before one impacts a very congested area and school zone.	39.325834	-120.218444
10/29/2023 9:11	Project Suggestion	Snow removal of deep snowbanks needs to be done on a routine basis to enhance line of sight for people exiting East Alder Creek and Rainbow Drive. Only happens after complaints come in, needs to be a routine.	39.367238	-120.182068
10/29/2023 20:54	Project Suggestion	DPR is a total mess at school drop off, pick up and lunch. Since ALL school traffic must use DPR, it's a total mess at school drop off, lunch and pickup times. Why not have an additional egress which ties into the existing road behind the high school and goes all the way to 89 between the DMV driveway and traffic circle. Ie- on this map, it would go from the high school along the edge of the cream colored shading and past SELS to 89.	39.32377	-120.21575
10/29/2023 23:58	Project Suggestion	Add speed bumps (seasonal like the airport) to reduce speeding. We have too many work trucks going 40+ MPH. Dogs have been run over and two children have been clipped while riding bikes. Something must be done.	39.320431	-120.175456
10/30/2023 0:01	Safety Concern	Our calls to Truckee PD for speed enforcement and new speed limit signs have gone unanswered. People go 50 MPH or more here. We need help	39.322172	-120.178636
10/30/2023 0:05	Safety Concern	people speed like crazy here. Help us keep our kids safe. We need enforcement speed signs and speed bumps!!	39.320814	-120.17777
10/31/2023 15:37	Project Suggestion	Please continue sidewalk once passed Shell garage so thar it meets up with sidewalk going over I-80 bridge on Donner Pass Riad	39.325109	-120.224518
10/31/2023 15:40	Project Suggestion	Sidewalks would make Martis VAlley Road much safer. Plenty of people walk this road to go bus stop located on Brockway. Additionally, some sort of ensurance people stop at the stop sign on this corner. It is not uncommon for people to completely ignore the stop sign going 30 mph.	39.318698	-120.165153

10/31/2023 15:44	Project Suggestion	People traveling along Brockway toward 267 rarely slowdown when entering the roundabout. It seems the roundabout wasn't adequately angled to ensure they slow down. Those leaving the Sierra Meadows neighborhood are left waiting, completely stopped, for the long line of much faster travelling traffic to even enter and exit the roundabout even if those in the neighborhood actually arrived to the roundabout first.	39.320974	-120.163071
10/31/2023 15:55	Safety Concern	This intersection is especially hazardous for pedestrians - kids walking or being walked from the new development at Coldstream to the nearby TSD schools, school parties visiting the state park on foot, numerous runners and other pedestrians. The sidewalk ends after the Chevron station and restarts on the other side of the ramp. At minimum 30 feet of sidewalk and a well-marked pedestrian crossing are necessary to improve safety here.	39.325082	-120.224602
10/31/2023 17:24	Safety Concern	Bike lane ends, merging drivers and cyclists, with no safe alternatives beside exiting to the sidewalk and then attempting to cross traffic	39.323659	-120.226966
10/31/2023 17:25	Safety Concern	Why should cyclists get off their bike and wait for the cars to descend here. Cyclists should have priority	39.32467	-120.2327
10/31/2023 17:35	Project Suggestion	Please clean designated bike lane. So much gravel and debris	39.317155	-120.198769
11/1/2023 9:14	Safety Concern	These pedestrian cross walks are extremely dangerous in the dark, cars do not slow down and often will drive through even if pedestrians are walking through them. There should be ability to push a button to create a blinking crosswalk for pedestrians so that they can walk safer through downtown	39.327404	-120.186617
11/1/2023 9:15	Safety Concern	These pedestrian cross walks are extremely dangerous in the dark, cars do not slow down and often will drive through even if pedestrians are walking through them. There should be ability to push a button to create a blinking crosswalk for pedestrians so that they can walk safer through downtown	39.327686	-120.185698
11/1/2023 9:15	Safety Concern	These pedestrian cross walks are extremely dangerous in the dark, cars do not slow down and often will drive through even if pedestrians are walking through them. There should be ability to push a button to create a blinking crosswalk for pedestrians so that they can walk safer through downtown	39.328097	-120.184172

11/1/2023 9:15	Safety Concern	These pedestrian cross walks are extremely dangerous in the dark, cars do not slow down and often will drive through even if pedestrians are walking through them. There should be ability to push a button to create a blinking crosswalk for pedestrians so that they can walk safer through downtown	39.328234	-120.184097
11/1/2023 9:16	Safety Concern	These pedestrian cross walks are extremely dangerous in the dark, cars do not slow down and often will drive through even if pedestrians are walking through them. There should be ability to push a button to create a blinking crosswalk for pedestrians so that they can walk safer through downtown	39.325287	-120.191149
11/1/2023 9:19	Safety Concern	Adding a separate pedestrian/bike lane (covered or apart from the road) off of Northwoods would be amazing! Currently cycling up/down NW is extremely dangerous, especially with larger trucks taking up so much room on this road.	39.333363	-120.214464
11/1/2023 9:23	Something I Like	Trout Creek trail is so nice, thank you for putting multiple garbage cans on it so people walking their dog can easily dispose	39.33108	-120.187122
11/6/2023 13:45	Project Suggestion	Class IV bikeway to the school	39.123397	-121.041857
11/6/2023 13:45	Project Suggestion	Class IV bikeway along Norlene	39.132734	-121.057348
11/6/2023 13:46	Project Suggestion	Class IV bikeway along Alta Sierra Dr	39.141576	-121.049975
11/6/2023 13:48	Project Suggestion	Class IV bikeway along Gary and Tammy	39.135301	-121.047261
11/7/2023 8:04	Project Suggestion	Bus stop on 49/Lime Kiln, connected to the start of a Class IV bikeway, going along Lime Kiln to Karen to Alexandra to Norlene to Alta Sierra Dr, and ending at 49/Alta Sierra Dr.	39.113009	-121.081983
11/7/2023 8:06	Project Suggestion	Bus stop at 49/Alta Sierra Dr, connected to a Class IV bikeway, which connects with the other suggested Class IV bikeways.	39.141177	-121.070942
11/7/2023 8:09	Project Suggestion	Electric bicycle charging stations at the school	39.118263	-121.041146
11/13/2023 10:46	Project Suggestion	With the growth in use of the Pyramid Bike Trail. The new bridges soon going in at Hirschdale, please ad an up hill bike lane to Glenshire Drive, from Hirschdale to Glenshire. This is the only easement for the Pyramid trail between Glenshire to Hirschdale.	39.368446	-120.083605

11/13/2023 10:48	Project Suggestion	On the road from I 80 to Bocca and on to Stampede, with the added recreation use on the road and what appears to be increased vehicle use, consider class II bike lanes	39.394715	-120.088034
11/13/2023 10:51	Project Suggestion	With added cycling in the area, other roads like 267 and 89 getting so busy with vehicle traffic, more and more cyclist ride this region. Please consider paving this road and get Sierra County involved to pave this short section of dirt road to Stampede	39.441939	-120.145051
11/13/2023 10:53	Project Suggestion	Between Truckee and Hobart Mills, have Cal Trans ad class II bike shoulders. This section is seeing a lot of bicycle use	39.373009	-120.181821
11/13/2023 10:57	Project Suggestion	Now that Old 40 from Truckee to Soda Springs is a nice new road with bike shoulders, please continue with at least a new road way to Cisco Grove (some is Placer). This section of road way is deteriorating badly. Many cyclist use this route between Truckee and Cisco	39.325205	-120.394685
11/13/2023 11:00	Safety Concern	The intersection of DPR and South Shore Drive seems dangerous as so many west bound vehicles on DPR are making a left hand turn here and can not see cyclist coming down the summit due to the shadows	39.321821	-120.291384
11/13/2023 11:01	Safety Concern	This intersection is very, very busy and not safe for pedestrians nor cyclist.	39.319075	-120.156853
11/14/2023 11:44	Project Suggestion	A bike path or sidewalk connecting Sierra Meadows to the Regional Park, Legacy trail and downtown Truckee is a necessity to keep our youth safe and to connect our local population safely to our businesses and community events. Truckee residents should be able to walk and to ride bikes safely instead of being required to use a car to safely enjoy our town, park and trails. (Did I mention safety? ;-)	39.319142	-120.180449
11/14/2023 11:50	Safety Concern	This is a dangerous intersection for anything other than a car. There should be a bridge or a tunnel connecting Sierra Meadows to the businesses around Raley's supermarket.	39.32004	-120.157215
11/14/2023 11:55	Project Suggestion	Our community needs a sidewalk or bike path here. I see children on the side of the street here everyday. Sometimes without any adult supervision.	39.320469	-120.163472
11/17/2023 14:07	Safety Concern	Daycare center, apartment complex, and school bus stop make this area a bit chaotic at times with kids all around and parents on foot or in cars, waiting to pick up their kids.	39.3202	-120.163532
11/17/2023 14:08	Project Suggestion	Sidewalks and/or crosswalks would be helpful for this area to improve safety at this popular school bus stop	39.320465	-120.163629

11/17/2023 14:10	Safety Concern	Kids, dog walkers, bikers, and exercisers use this stretch of Martis Valley Road commonly and cars are frequently speeding and/or not giving pedestrians enough space	39.317975	-120.16938
11/17/2023 14:13	Project Suggestion	Sidewalks on Martis Valley Road would help to improve safety and upgrade the walkability of the neighborhood of Sierra Meadows to the Regional Park and Downtown Truckee. If there were sidewalks along the main loop of Sierra Meadows (Martis Valley Road/ Ponderosa/ Palisades Dr), residents (many families with young kids) would have an easier time commuting by bike or foot to events at the Regional Park and Downtown.	39.318058	-120.168446
11/17/2023 14:17	Project Suggestion	Make at least 1 dedicated path/trail from the back of Cottonwood to Sierra Meadows, include lights to increase safety, increase walkability to downtown from Sierra Meadows	39.323412	-120.181289
12/13/2023 14:47	Safety Concern	New project sidewalks are nice, but expansion of parking effectively cuts off any safe bike route from west of town into downtown. Parking along the railroad + angled parking downtown, combined with this expanded parking, make no space for bike facilities. Truckee is uniquely positioned to be a bikeable and walkable mountain town, but that should be prioritized so that folks don't default to driving. 100+ years of parking study has shown increasing parking = increased driving.	39.327017	-120.184757
12/13/2023 14:50	Safety Concern	Many places in town: please stop placing sign boards blocking sightlines, blocking bicycle lanes, ADA access. Street sweeping this area would be beneficial for those walking/biking from Sierra Meadows neighborhood into downtown.	39.326086	-120.18248
12/13/2023 14:56	Safety Concern	front-in angled parking is less than ideal. I noticed that the parking bay markings were restriped after winter plowing season. Suggest restriping as *back-in parking only*. Because the lack of low-stress bicycle facilities through downtown, back in only parking will be safer for motorists to see oncoming traffic/cyclists as they pull out of their parking bay. external benefit - shoppers can load items in their trunk from the sidewalk (away from traffic) instead of in the travel lane	39.327534	-120.186165

12/13/2023 15:06	Project Suggestion	Would be curious the utilization of this parking lot. Anecdotally, it is quite empty. I posit that this is because of all the parking/parking expansion throughout the rest of downtown. Recommend future study for turning this site into a parking garage, and remove the dangerous parking adjacent the railroad tracks - and severely reduce the 144 proposed parking spaces at the nearby mobility hub. Increased parking=increased driving - push people to the underutilized parking instead of expanding	39.328484	-120.182524
12/13/2023 15:11	Safety Concern	many striped bike lane locations in town do not meet CA Highway Design Manual (Ch 1000) mandatory standard of 4' minimum width. I can provide photos if needed but this is one location out of maybe 6 or 7 that I am aware of. Not only is this against vehicle code, it exposes the Town to severe liability if a crash were to occur here involving a cyclist in a non-standard width bicycle lane.	39.3213	-120.162749
12/13/2023 15:12	Safety Concern	Per these other comments, it would be nice to get sidewalks and/or bicycle facility to accomodate dog walkers, folks commuting to raleys etc.	39.318342	-120.167084
12/13/2023 15:15	Safety Concern	This intersection seems entirely too large to me. This can be made much more bike/ped friendly (protected intersection), tightened turning radii, and other safety features. This is a connection to a grocery story which would be a huge amenity for people who do not wish to drive for every utility trip.	39.320072	-120.156902
12/13/2023 15:16	Project Suggestion	TOWNWIDE: SEVERE LACK OF BICYCLE PARKING!!! Suggest starting a bicycle parking program where you identify general funds to site and install bicycle parking. I am an active transportation planner by trade and would be more than willing to work with the town on best practice bike parking specs, placement, and design.	39.327981	-120.185022
12/13/2023 15:22	Safety Concern	Likely already built out, but please advise Caltrans/project managers that multilane roundabouts reduce safety for bikes and peds (and are dangerous for the disabled community). These roundabouts in particular are designed with race track radii - the chicanes are able to be circumvented by following the "racing line", which reduces the circles efficacy of reducing speeds. These are the connections to the rec center that should also prioritize (not disincentivize) alternative mode connections.	39.341001	-120.172094
12/13/2023 15:24	Safety Concern	Wide travel lanes and overly generous turning radii yeild sub 4' bike lanes, which is against CA Highway Design Manual Ch 1000 standard for class 2 lanes.	39.36734	-120.1821

12/13/2023 15:30	Safety Concern	The entire lakeside edge should be grade separated class 1 shared use trail. remove home side shoulder and shift travel lanes over, narrow travel lanes to 10.5-11 feet to accommodate facility. Add stormwater and drainage treatments. This would 1) reduce sediment runoff into the lake 2) stop cars parking, endangering bikes/peds, degrading the lake's shoreline 3) increase bike/ped safety. Identify paid parking opportunity on west and east shores to accommodate this.	39.324966	-120.270424
12/13/2023 15:31	Project Suggestion	Send TART/microtransit to the summit! Recreation, retail, and families on the summit would love to take transit to and from town but currently cannot.	39.326393	-120.307975
12/13/2023 15:35	Safety Concern	Applaud the buffered bike lanes! However I feel when the buffer is wider than the bike lane, then we lose some safety benefit - this is particularly true in the downhill (high speed) direction. There are Jefferey pine cones in bike lane and sometimes a temporary traffic sign which make evasive maneuvers at very dangerous speeds. Downhill (high speed) bike lanes should always be wider than uphill to accommodate high speed emergency corrections.	39.33443	-120.213518
12/13/2023 15:35	Safety Concern	All of Northwoods has unnecessarily wide travel lanes. Reduce to 11 feet and will see reduction in vehicle speeds.	39.337695	-120.210455
12/13/2023 15:42	Project Suggestion	SUPER popular destination in summer, needs some kind of parking management. I suggest all of Northwoods (loop to intersection)should have a grade separated Class 1 shared use trail that connects neighborhoods to the services up in Tahoe Donner. With the nascent of e-bikes, alternative mode of travel has never been easier. National and international studies show that with low stress facilities more people will chose to walk or bike. Currently residents and visitors walk their dogs in the street.	39.34338	-120.216469
12/13/2023 15:47	Safety Concern	More unfortunate giant multilane roundabouts cutting off low stress bike/ped connections. This creates a high speed "frogger" situation for anyone attempting to connect these two sides of town without a car. Appreciate the addition of sidewalks but more care should be taken into roundabout design to accommodate bikes and peds. I understand that movement of automobile traffic is a consideration but during peak resort season these roundabouts are gridlocked anyway, which negates their efficiency.	39.323717	-120.207531

12/13/2023 15:50	Safety Concern	Another tough gap in the active transportation network - cutting off downtown from low stress bike/ped travel. Please consider prioritizing these connections and gaps in the network. Multiple studies show that cyclists produce more economic growth than auto drivers do, as well as create safe, enjoyable environments (when one removes theautomobile). See: Truckee thursdays. Most on street parking is removed and bicycle valet is to capacity and it is a vibrant, lucrative, and safe environment.	39.325184	-120.192425
12/13/2023 15:51	Project Suggestion	Bike parking is needed so badly! Zero Bike parking at grocery store. People in Truckee are raring to get around on ebikes. Lets give them a place to park them :)	39.327102	-120.20678
12/13/2023 15:58	Safety Concern	The parallel parking adjacent the rail road is wild to me. Peds walking back to their cars in the travel lane, potential dooring of cyclists from parked cars, poorly lit, all adjacent businesses that have dedicated off street parking make this parking extraneous and unsafe. Would be most ideal to have a paid parking garage at both ends of town and liquidate all parking in between (except ADA parking and delivery zones). This would make downtown a much more enjoyable place to be.	39.325544	-120.190467
12/13/2023 16:01	Something I Like	This trail connection is incredible! Huge connection to downtown! Thanks!	39.336628	-120.208358
12/13/2023 16:05	Something I Like	i LOVE the rolled curb sidewalks that allow for winter plows to get the sidewalk + the street while they remove snow. THANK YOU. The midblock crossings with ped islands and beacons in some locations are GREAT. Would recommend using RRFBs instead of those dim yellow lights that are currently in use, however. The grade separated class 1 trails I suggest could also be rolled curb to allow for similar winter snow maintenance. People will use it!	39.325873	-120.21674
12/13/2023 16:07	Project Suggestion	I wonder if Caltrans would be amenable to closing down these highway ramps. This many (3+) access roads to the freeway seem extraneous for a 1 mile stretch of a small town. This would help with a lower stress bike/ped access to downtown	39.325106	-120.192661
12/13/2023 16:08	Safety Concern	Bike lane and sidewalks would be great here. Speed limits are far too high. This could be another active transportation connection to downtown, as well as an equity connection of the neighborhood near 89 to town. Narrower travel lanes could help with speeds.	39.321817	-120.194893

12/13/2023 16:09	Project Suggestion	Cant wait! Please consider study of existing parking use before expanding further. Also, hopefully this is paid parking like the onstreet and off street facilities are.	39.329866	-120.178459
12/13/2023 16:11	Something I Like	7 days a week paid parking! You all are leaders in the parking management world! Lets work to reduce the extraneous parking so that more people use this lot! Thanks!	39.328704	-120.181616
12/13/2023 16:11	Something I Like	B cycle! Shared mobility for the win! Thank you!	39.327729	-120.18536
12/13/2023 17:18	Safety Concern	Maybe this is done to retain emergency access, but often times as I am downtown fire personnel vehicles are parking in the sidewalk(?) that force peds into the street	39.327919	-120.184703
12/13/2023 17:28	Project Suggestion	Bike parking on the summit! Ebikes get you up there pretty easy these days but i have no safe place to lock them up (all recreation sites should have bike parking - if you build it, they will come!)	39.317371	-120.329776
12/13/2023 17:32	Safety Concern	May need to daylight ped crossing and intersections per new CA bill requiring all CA cities to do so - but should be done regardless	39.326188	-120.201287
12/13/2023 17:35	Safety Concern	A better size roundabout than some others in truckee, but no real bicycle accommodation to connect residents/visitors to the lake via active transport	39.323524	-120.227219
12/14/2023 11:18	Safety Concern	The sidewalk on this side of the road just stops, with no viable way to cross to the east side of the street where the sidewalk is continuous. From a pedestrian perspective, it would be nice to have connection to the grocery store on this side (west) road in particular. I would look into turning movements and see if you can remove the dedicated right turn lane, turn that into ped space/sidewalk/bikelane, and convert the extra through lane to a through/right turn combined lane.	39.321179	-120.207886
12/14/2023 11:19	Safety Concern	landscaping at intersections and driveways should be trimmed/removed to daylight sightlines for motorists pulling out. This location specifically there are shrubs that obstruct the view of the sidewalk, bike lane, and oncoming travel lane.	39.32596	-120.209076
12/14/2023 11:23	Safety Concern	a speed feedback sign last summer was placed in the bike lane somewhere around here, forcing cyclists to merge into the travel lane.	39.35371	-120.234461

12/14/2023 11:26	Project Suggestion	bike parking at all trailheads should be standard practice! give folks the opportunity to ride an ebike to a trail head, lock it up, then walk and enjoy the beautiful facility. I would do this with my dog daily (tow dog in trailer) but I have no where to lock my bike securely	39.336543	-120.208411
12/28/2023 17:19	Safety Concern	A bike lane connecting Thoroughbred loop to the existing shoulder/bike lane on McCourtney Road (towards fairgrounds) would increase safety for cyclists	39.194398	-121.095021
12/28/2023 17:21	Project Suggestion	A sign showing "Bike Route" with an arrow pointing towards Thoroughbred Loop would direct cyclists towards the safest route on this dangerous section of road with zero shoulder and heavy traffic/high speeds.	39.19149	-121.096823
12/28/2023 17:21	Safety Concern	A sign showing "Bike Route" with an arrow pointing towards Thoroughbred Loop would direct cyclists towards the safest route on this dangerous section of road with zero shoulder and heavy traffic/high speeds.	39.184387	-121.10472
1/16/2024 12:15	Project Suggestion	Parking garage large enough for all cars, then open current parking lots for more commercial or mixed-use development.	39.21614	-121.062673
1/30/2024 13:48	Safety Concern	more care should be taken into the design of roundabouts. the approach and through you do not need to turn at all (can form a straight line directly through the roundabout). Roundabouts in the EU are designed so cars actually have to make a turning movement, causing them to slow down and check both for bikes, peds, and cars before making their movement into the circle. Wide lanes and race track type radii remove the safety benefit of roundabouts.	39.320395	-120.155403
8/5/2024 18:01	Project Suggestion	Require a Stop by using a stop sign at Valley and Sacramento St. , for vehicles coming down Sacramento street towards downtown Nevada City. It is very difficult to make a left or right turn from Valley st on to Sacrament St. There are usually cars parked along the road here making it difficult to see oncoming traffic. It is very busy here because of the bike shop. Often cars visiting the bike shop must park on the road.	39.257313	-121.022049
8/5/2024 18:06	Safety Concern	Install a lighted safety crosswalk. There is a crosswalk at Zion and Sacramento St. It is difficult to see pedestrians that are in the crosswalk when coming down Zion towards Sacramento St because there is a right hand curve with the crosswalk crossing at this point.	39.256831	-121.023781

APPENDIX C: CURRENT AND ESTIMATED FUTURE TRAFFIC CONDITIONS FOR SIGNIFICANT WESTERN NEVADA COUNTY ROADS AND HIGHWAYS

Facility Type	# of Lanes	A	B	C	D	E	F	Daily Capacity	Facility Type	A	B	C	D	E	F
Arterial L	2	0	9000	10500	12000	13500	15000	7500	Arterial L 2	0	9000	10500	12000	13500	15000
Arterial L	4	0	18000	21000	24000	27000	30000	7500	Arterial L 4	0	18000	21000	24000	27000	30000
Arterial L	5	0	18000	21000	24000	27000	30000	7500	Arterial L 5	0	18000	21000	24000	27000	30000
Arterial L	6	0	27000	31500	36000	40500	45000	7500	Arterial L 6	0	27000	31500	36000	40500	45000
Arterial M	2	0	10800	12600	14400	16200	18000	9000	Arterial M 2	0	10800	12600	14400	16200	18000
Arterial M	4	0	21600	25200	28800	32400	36000	9000	Arterial M 4	0	21600	25200	28800	32400	36000
Arterial M	6	0	32400	37800	43200	48600	54000	9000	Arterial M 6	0	32400	37800	43200	48600	54000
Arterial H	2	0	12000	14000	16000	18000	20000	10000	Arterial H 2	0	12000	14000	16000	18000	20000
Arterial H	4	0	24000	28000	32000	36000	40000	10000	Arterial H 4	0	24000	28000	32000	36000	40000
Arterial H	6	0	36000	42000	48000	54000	60000	10000	Arterial H 6	0	36000	42000	48000	54000	60000
JPA	4	0	66470	66470	66470	66470	66470	16618	JPA 4	0	66470	66470	66470	66470	66470
Residential 2	2	0	600	1200	2000	3000	4500		Residential 2	0	600	1200	2000	3000	4500
Collector F 2	2	0	1600	3200	4800	6400	8000		Res Collector F 2	0	1600	3200	4800	6400	8000
Collector NF 2	2	0	6000	7000	8000	9000	10000		Res Collector NF 2	0	6000	7000	8000	9000	10000
Rural Hwy	2	0	2400	4800	7900	13500	22900	11450	Rural Hwy 2	0	2400	4800	7900	13500	22900
Rural S	2	0	2200	4300	7100	12200	20000	10000	Rural S 2	0	2200	4300	7100	12200	20000
Rural NS	2	0	1800	3600	5900	10100	17000	8500	Rural NS 2	0	1800	3600	5900	10100	17000
Res Collector F								4000							

Table B-1

1994 HCM Level of Service Criteria for Basic Freeway Sections

	70 mph Free-Flow Speed				65 mph Free-Flow Speed				60 mph Free-Flow Speed			
LOS	Density[a] (pc/mi/ln)	Speed[b] (mph)	Maximum[c] V/C	MSF[d] (pcphpl)	Density[a] (pc/mi/ln)	Speed[b] (mph)	Maximum[c] V/C	MSF[d] (pcphpl)	Density[a] (pc/mi/ln)	Speed[b] (mph)	Maximum[c] V/C	MSF[d] (pcphpl)
A	≤ 10.0	≥ 70.0	0.318/0.304	700	≤ 10.0	≥ 65.0	0.295/0.283	650	≤ 10.0	60.0	0.272/0.261	600
B	≤ 16.0	≥ 70.0	0.509/0.487	1,120	≤ 16.0	≥ 65.0	0.473/0.457	1,040	≤ 16.0	60.0	0.436/0.412	960
C	≤ 24.0	≥ 68.5	0.747/0.715	1,644	≤ 24.0	≥ 64.5	0.704/0.673	1,548	≤ 24.0	60.0	0.655/0.626	1,440
D	≤ 32.0	≥ 63.0	0.916/0.876	2,015	≤ 32.0	≥ 61.0	0.887/0.849	1,952	≤ 32.0	57.0	0.829/0.793	1,824
E	≤ 36.7/39.7	≥ 60.0/58.0	1.000	2,200/2,300	≤ 39.3/43.4	≥ 56.0/53.0	1.000	2,200/2,300	≤ 41.5/46.0	53.0/50.0	1.000	2,200/2,300
F	Variable	Variable	Variable	Variable	Variable	Variable	Variable	Variable	Variable	Variable	Variable	Variable

[a] Density in passenger cars per mile per lane.
[b] Average travel speed in miles per hour.
[c] Maximum volume-to-capacity ratio.
[d] Maximum service flow rate under ideal conditions in passenger cars per hour per lane.

≤ less than or equal to
≥ greater than or equal to

Note: In table entries with split values, the first value is for four-lane freeways, and the second is for six- and eight-lane freeways.

Source: Transportation Research Board, *Highway Capacity Manual, Special Report 209* (Washington, D.C., 1994), pp. 3-9.

MAPID	NO	ROADWAY SEGMENT	CLASSIFICATION	EXISTING (2018) DAILY VOLUME	EXISTING (2018) PEAK HOUR VOLUME	EXISTING (2018) LOS	FORECAST 2045 DAILY VOLUME	FORECAST 2045 PEAK HOUR VOLUME	FORECAST 2045 LOS
1	1	ALTA SIERRA DR E. OF HWY 49	Two-Lane Arterial	5,418	401	C	6,099	560	C
2	2	ALTA SIERRA DR E. OF NORLENE WY	Two-Lane Arterial	1,274	86	C	1,396	170	C
3	3	ALTA SIERRA DR W. OF DOG BAR RD	Two-Lane Arterial	2,651	209	C	2,356	120	C
4	4	ALTA ST GRASS VALLEY CORP LIMIT	Two-Lane Arterial	3,904	276	C	4,579	410	C
5	5	ALTA ST SE OF RIDGE RD	Two-Lane Arterial	3,665	253	C	4,309	460	C
6	6	ALTA STREET S. ALTA HILL MINE ROAD	Two-Lane Arterial	2,636	183	C	3,294	410	C
202	7	BANNER LAVA CAP RD W. OF OLD TUNNEL RD	Minor Collector	3,753	217	C	4,952	290	C
203	8	BANNER LAVA CAP RD E. OF OLD TUNNEL RD	Minor Collector	3,440	224	C	3,704	240	C
204	9	BANNER LAVA CAP RD W. OF GAYLE LN	Minor Collector	3,250	211	C	3,494	230	C
205	10	BANNER LAVA CAP RD W. OF GRACIE RD	Minor Collector	1,952	124	C	2,015	130	C
206	11	BANNER LAVA CAP RD E. OF GRACIE RD	Minor Collector	2,701	171	C	2,865	180	C
207	12	BANNER LAVA CAP RD W. OF IDAHO MARYLAND RD	Minor Collector	1,003	67	C	1,279	90	C
208	13	BANNER LAVA CAP RD E. OF IDAHO MARYLAND RD	Minor Collector	2,719	182	C	2,995	200	C
212	14	BITNEY SPRINGS RD N. OF ROUGH AND READY HWY	Minor Collector	3,498	210	C	4,415	260	C
213	15	BITNEY SPRINGS RD N. OF NEWTOWN RD	Minor Collector	2,480	157	C	2,872	180	C
214	16	BITNEY SPRINGS RD SE OF PLEASANT VALLEY RD	Minor Collector	701	35	C	863	40	C
217	17	BOULDER ST E. OF NEVADA CITY CORP LIMIT	Minor Collector	4,214	280	C	4,744	310	D
7	18	BRUNSWICK RD N. OF IDAHO MARYLAND RD	Two-Lane Arterial	12,989	1,028	D	16,209	1,280	D
8	19	BRUNSWICK RD N. OF HWY 174	Two-Lane Arterial	9,003	690	C	10,729	820	C
9	20	BRUNSWICK RD NW OF E. BENNETT RD	Two-Lane Arterial	11,062	833	C	13,556	1,020	D
10	21	BRUNSWICK RD NW OF LOMA RICA DR	Two-Lane Arterial	15,301	1,199	D	17,826	1,400	D
11	22	BRUNSWICK RD OVERCROSSING TOTAL	Four-Lane Arterial, Undivided	21,370	1,795	C	24,700	3,020	F
12	23	BRUNSWICK RD S. OF IDAHO MARYLAND RD	Two-Lane Arterial	14,413	1,139	D	16,720	1,520	D
13	24	BRUNSWICK RD SE OF E. BENNETT RD	Two-Lane Arterial	10,328	790	C	12,089	920	D
14	25	BRUNSWICK RD NEVADA CITY HWY TO MALTMAN DR	Four-Lane Arterial, Undivided	12,093	1,022	C	14,520	1,740	F
15	26	BRUNSWICK S. OLD TUNNEL	Two-Lane Arterial	10,720	854	D	15,713	1,580	E
16	27	BRUNSWICK S. TOWN TALK	Two-Lane Arterial	7,875	542	C	9,310	1,610	F
17	28	COMBIE RD E. OF HWY 49	Two-Lane Arterial	16,170	1,194	D	18,656	1,840	F
18	29	COMBIE RD W. OF W. HACIENDA & MAGNOLIA	Two-Lane Arterial	12,508	927	D	14,790	1,820	F
19	30	DOG BAR RD N. OF MAGNOLIA RD	Two-Lane Arterial	1,582	102	C	2,522	160	C
20	31	DOG BAR RD NW OF ALTA SIERRA DR	Two-Lane Arterial	6,594	473	C	7,421	480	C
21	32	DOG BAR RD NW OF MOUNT OLIVE RD	Two-Lane Arterial	1,430	92	C	2,407	150	C
22	33	DOG BAR RD S. OF ALTA SIERRA DR	Two-Lane Arterial	5,074	325	C	6,168	400	C
23	34	DOG BAR RD S. OF LABARR MEADOWS RD	Two-Lane Arterial	7,704	553	C	7,984	570	C
24	35	DOG BAR RD S. OF MOUNT OLIVE RD	Two-Lane Arterial	1,301	85	C	2,311	150	C
25	36	DOG BAR RD SE OF MAGNOLIA RD	Two-Lane Arterial	1,459	123	C	1,859	160	C
26	37	DORSEY DRIVE, EAST OF SR-49	Two-Lane Arterial	11,130	720	C	13,922	1,810	F
27	38	DORSEY DRIVE, WEST OF SPREE	Two-Lane Arterial	4,549	365	C	10,020	1,790	F
28	39	DUGGANS RD N. OF WOLF RD	Two-Lane Arterial	2,189	288	C	5,481	720	C
29	40	DUGGANS RD SE OF LIME KILN RD	Two-Lane Arterial	2,068	267	C	5,339	690	C
30	41	E. EMPIRE ST E. OF GRASS VALLEY CORP LIMIT	Two-Lane Arterial	4,369	320	C	5,638	410	C
31	42	E. EMPIRE ST W. OF HWY 174	Two-Lane Arterial	3,907	287	C	5,176	380	C
32	43	E. MAIN STREET IDAHO MARYLAND TO HUGHES	Two-Lane Arterial	17,498	1,297	D	19,074	2,270	F
33	44	EAST MAIN STREET BENNET TO IDAHO MARYLAND	Two-Lane Arterial	7,117	548	C	9,989	1,320	D
34	45	EMPIRE STREET, EAST OF PINE	Two-Lane Arterial	1,853	136	C	3,249	490	C
35	46	GOLD FLAT RD HAWKE LN TO HOLLOW WY	Two-Lane Arterial	1,801	142	C	2,250	250	C
36	47	GOLD FLAT RD S. OF GRACIE RD	Two-Lane Arterial	2,689	189	C	2,951	320	C
200	48	GRACIE RD SE OF GOLD FLAT RD	Minor Collector	1,545	100	C	1,729	110	C
201	49	GRACIE RD NW OF BANNER LAVA CAP RD	Minor Collector	801	51	C	908	60	C
37	50	INDIAN SPRINGS RD NW OF SPENCEVILLE RD	Two-Lane Arterial	898	79	C	1,029	90	C
38	51	INDIAN SPRINGS RD SE OF PENN VALLEY RD	Two-Lane Arterial	1,297	117	C	1,450	130	C
39	52	INDIAN SPRINGS RD SE OF SPENCEVILLE RD	Two-Lane Arterial	1,668	150	C	1,868	160	C
40	53	INDIAN SPRINGS RD W. OF MCCOURTNEY RD	Two-Lane Arterial	1,842	160	C	2,128	190	C
41	54	LABARR MEADOWS N. OLD WHITE TOLL ROAD	Two-Lane Arterial	8,170	646	C	8,961	640	C
42	55	LABARR MEADOWS RD N. OF DOG BAR RD	Two-Lane Arterial	8,091	641	C	9,742	770	C
43	56	LIME KILN RD SE OF MCCOURTNEY RD	Two-Lane Arterial	1,954	184	C	2,628	250	C
209	57	LIME KILN RD W. OF HWY 49	Minor Collector	3,102	335	D	5,898	640	F
44	58	MAGNOLIA RD E. OF COMBIE RD (EB)	Two-Lane Arterial	7,009	509	C	8,423	610	C
45	59	MAGNOLIA RD E. OF KNOLLS DR	Two-Lane Arterial	1,691	93	C	2,262	200	C
46	60	MAGNOLIA RD E. OF LAKESHORE NORTH	Two-Lane Arterial	6,138	458	C	7,466	610	C
47	61	MAGNOLIA RD E. OF LK OF PINES	Two-Lane Arterial	6,704	376	C	7,248	640	C
48	62	MAGNOLIA RD SW OF DOG BAR RD	Two-Lane Arterial	1,401	79	C	2,024	90	C
49	63	MCCOURTNEY RD NE OF INDIAN SPRINGS RD	Two-Lane Arterial	1,579	109	C	2,213	240	C
50	64	MCCOURTNEY RD NE OF WOLF MOUNTAIN RD	Two-Lane Arterial	3,713	254	C	4,377	470	C
51	65	MCCOURTNEY RD S. OF INDIAN SPRINGS RD	Two-Lane Arterial	3,218	253	C	3,984	290	C
52	66	MCCOURTNEY RD SW OF BRIGHTON ST	Two-Lane Arterial	8,649	619	C	10,416	750	C
53	67	MCCOURTNEY RD W. OF AUBURN RD	Two-Lane Arterial	6,565	441	C	7,790	520	C
54	68	MCCOURTNEY ROAD BRIGHTON STREET TO SR 20 RAMPS	Two-Lane Arterial	10,185	728	C	11,762	1,170	D
55	69	MCCOURTNEY ROAD SR 20 RAMPS TO MILL STREET	Two-Lane Arterial	7,093	571	C	8,437	930	D
56	70	MCCOURTNEY ROAD, POLA TO BONNIE VIEW WAY	Two-Lane Arterial	6,307	424	C	7,037	720	C
57	71	MILL STREET MCCOURTNEY ROAD TO SR 20 RAMPS	Two-Lane Arterial	7,544	585	C	9,292	1,000	D
58	72	MILL STREET SR 20 RAMPS TO FRENCH AVENUE	Two-Lane Arterial	3,688	283	C	4,990	510	C
59	73	MILL STREET, BETWEEN FRENCH AND CHAPEL	Two-Lane Arterial	3,534	273	C	4,832	490	C
60	74	NEV CTY HWY SW. OF BRUNSWICK RD	Two-Lane Arterial	7,182	593	C	8,959	1,190	D
61	75	NEV CTY HWY NE. OF BRUNSWICK RD	Two-Lane Arterial	11,336	959	D	13,089	1,550	E
62	76	NEVADA CITY HWY S. OF RIDGE RD (NC CORP LIMIT)	Two-Lane Arterial	5,538	381	C	6,811	640	C
63	77	NEVADA CITY HWY SW OF BANNER LAVA CAP RD	Two-Lane Arterial	5,124	364	C	5,593	600	C
64	78	OLD TUNNEL RD S. OF BANNER LAVA CAP RD	Two-Lane Arterial	3,463	246	C	4,590	460	C
65	79	OLD TUNNEL RD N. OF BRUNSWICK RD	Two-Lane Arterial	2,839	203	C	3,985	590	C
66	80	PENN VALLEY DR NE OF SPENCEVILLE RD	Two-Lane Arterial	6,131	444	C	6,548	800	C
67	81	PENN VALLEY DR SE EASY ST	Two-Lane Arterial	4,850	362	C	4,986	500	C
69	82	PENN VALLEY DR SE OF PHEASANT ST	Two-Lane Arterial	4,919	363	C	5,053	490	C
70	83	PENN VALLEY DR SW OF HWY 20 (E END)	Two-Lane Arterial	7,058	509	C	7,765	850	C
71	84	PENN VALLEY DR W. OF SPENCEVILLE RD	Two-Lane Arterial	4,458	325	C	4,686	540	C
72	85	PLEASANT VALLEY RD @ FRENCH CORRAL	Two-Lane Arterial	99	7	C	160	20	C
73	86	PLEASANT VALLEY RD N. OF BITNEY SPRINGS RD	Two-Lane Arterial	583	43	C	646	50	C
74	87	PLEASANT VALLEY RD N. OF HWY 20	Two-Lane Arterial	11,921	868	D	13,775	1,000	D
75	88	PLEASANT VALLEY RD N. OF LAKE WILDWOOD DR	Two-Lane Arterial	6,251	436	C	6,879	690	C

76	89	PLEASANT VALLEY RD N. OF WILDFLOWER DR	Two-Lane Arterial	2,775	193	C	3,072	320	C
77	90	PLEASANT VALLEY RD S. OF BITNEY SPRINGS RD	Two-Lane Arterial	854	53	C	1,071	100	C
78	91	PLEASANT VALLEY RD S. OF LAKE WILDWOOD DR	Two-Lane Arterial	10,339	731	C	12,246	870	D
79	92	PLEASANT VALLEY RD W. OF HWY 49	Two-Lane Arterial	580	42	C	663	50	C
215	93	RATTLESNAKE RD S. OF HWY 174	Minor Collector	2,820	174	C	2,900	180	C
216	94	RATTLESNAKE RD NE OF DOG BAR RD	Minor Collector	674	44	C	799	50	C
80	95	RIDGE RD E. OF ROUGH AND READY HWY	Two-Lane Arterial	6,670	394	C	8,166	800	C
81	96	RIDGE RD E. OF VIA VISTA (W)	Two-Lane Arterial	3,667	230	C	4,573	690	C
82	97	RIDGE RD SW. OF HUGHES RD	Two-Lane Arterial	6,416	396	C	9,190	1,140	D
83	98	RIDGE RD W. OF NEVADA CITY HWY (NC CORP)	Two-Lane Arterial	3,557	214	C	4,265	760	C
84	99	RIDGE RD W. OF UPPER SLATE CRK (GV CORP)	Two-Lane Arterial	8,725	533	C	10,841	1,110	D
85	100	RIDGE ROAD N. SIERRA COLLEGE BLVD	Two-Lane Arterial	8,520	595	C	9,839	1,110	D
86	101	RIDGE ROAD S. SIERRA COLLEGE BLVD	Two-Lane Arterial	3,729	228	C	6,805	870	D
87	102	ROUGH & READY HIGHWAY W. OF WEST	Two-Lane Arterial	2,929	183	C	4,934	570	C
88	103	ROUGH AND READY HWY N. OF HWY 20	Two-Lane Arterial	4,817	303	C	6,114	390	C
89	104	ROUGH AND READY HWY W. OF BITNEY SPRINGS RD	Two-Lane Arterial	3,089	190	C	4,649	470	C
90	105	ROUGH AND READY HWY W. OF RIDGE RD	Two-Lane Arterial	8,573	536	C	10,578	660	C
91	106	ROUGH AND READY HWY W. OF SQUIRREL CREEK RD	Two-Lane Arterial	3,062	201	C	4,102	570	C
92	107	SIERRA COLLEGE DRIVE, EAST OF RIDGE ROAD	Two-Lane Arterial	1,311	86	C	4,483	800	C
93	108	SOUTH AUBURN STREET, BETWEEN BADGER AND ADAMS	Two-Lane Arterial	8,294	617	C	10,849	810	C
94	109	SOUTH AUBURN STREET, NORTH OF VILLAGE WAY	Two-Lane Arterial	2,136	162	C	4,981	840	C
95	110	SPENCEVILLE RD NE OF INDIAN SPRINGS RD	Two-Lane Arterial	1,678	124	C	1,760	240	C
210	111	SPENCEVILLE RD SW OF INDIAN SPRINGS RD	Minor Collector	601	40	C	626	40	C
96	112	SPENCEVILLE RD SW OF PENN VALLEY RD	Two-Lane Arterial	4,997	341	C	5,090	630	C
97	113	SUTTON WAY, SOUTH OF BRUNSWICK ROAD	Two-Lane Arterial	8,865	796	C	12,661	2,180	F
98	114	SUTTON WY SOLAR DR TO GOLDEN GATE TERRACE	Two-Lane Arterial	6,258	392	C	8,666	1,150	D
99	115	TYLER FOOTE CROSSING RD NE OF HWY 49	Two-Lane Arterial	2,578	174	C	2,843	320	C
100	116	TYLER FOOTE CROSSING RD NE OF OAK TREE RD	Two-Lane Arterial	2,299	161	C	2,466	240	C
101	117	TYLER FOOTE CROSSING RD SW OF OAK TREE RD	Two-Lane Arterial	2,069	143	C	2,290	240	C
102	118	W EMPIRE ST LE DUC ST TO S AUBURN ST	Two-Lane Arterial	7,692	493	C	8,011	790	C
103	119	WEST MAIN STREET SOUTH AUBURN TO ALTA	Two-Lane Arterial	9,668	752	C	11,513	1,260	D
104	120	WEST MAIN, BETWEEN WEST HILL AND GREENWOOD	Two-Lane Arterial	4,077	263	C	5,069	560	C
105	121	WEST MCKNIGHT WAY FREEMAN TO TAYLORVILLE	Two-Lane Arterial	11,350	869	D	12,061	1,200	D
106	122	WEST MCKNIGHT WAY NB SR 49 RAMPS TO LA BARR MEADOWS	Two-Lane Arterial	-3,424	-271	C	3,788	1,200	D
107	123	WOLF RD W. OF HWY 49	Two-Lane Arterial	7,013	814	C	10,755	1,250	D
108	124	SR 49 WOODRIDGE DR TO COMBIE RD	Four-Lane Arterial, Undivided	25,300	2,200	D	35,346	3,070	E
109	125	SR 49 COMBIE RD TO CAMEO DR	Four-Lane Arterial, Undivided	23,300	2,150	D	28,506	2,630	D
110	126	SR 49 MEADOWBROOK COURT TO ALTA SIERRA DRIVE	Major Two-Lane Highway	25,600	2,150	E	33,522	2,820	F
111	127	SR 49 PINGREE ROAD TO LITTLE VALLEY ROAD	Major Two-Lane	24,800	2,300	E	34,493	3,200	F
113	128	SR-49 SOUTH OF LA BARR MEADOWS ROAD	Major Two-Lane Highway	24,800	2,300	E	35,664	3,310	F
114	129	SR 49 CRESTVIEW DRIVE TO W. MCKNIGHT WAY	Major Two-Lane Highway	27,500	2,650	E	#N/A	0	F
115	130	SR 49 W. MCKNIGHT WAY TO W. EMPIRE STREET	Four Freeway Lanes	33,000	3,250	B	38,653	3,810	C
117	131	SR 49 SR 20 TO COYOTE STREET	Two-Lane Arterial	8,100	820	C	9,346	950	D
118	132	SR 49 W. BROAD ST/CEMENT HILL RD TO ELKS LODGE ENTRANCE	Two-Lane Arterial	6,400	620	C	7,614	740	C
119	133	SR 49 EAST OF NEWTOWN	Two-Lane Arterial	6,400	620	C	7,745	750	C
120	134	SR 49 NEWTON RD TO TYLER FOOTE RD	Two-Lane Arterial	4,450	490	C	5,428	600	C
121	135	SR 49 NORTH OF TYLER FOOTE	Two-Lane Arterial	2,900	410	C	3,472	490	C
122	136	SR 174 CENTRAL AVE TO OPHIR ST	Two-Lane Arterial	7,200	840	C	9,853	1,150	D
123	137	SR 174 GOLD HILL DR TO RACE ST	Two-Lane Arterial	9,200	1,050	D	9,893	1,130	D
124	138	SR 174 PARTRIDGE RD TO EMPIRE MINE CROSS RD	Two-Lane Arterial	8,200	950	D	8,785	1,020	D
125	139	SR 174 E. EMPIRE STREET OT RATTLESNAKE RD	Two-Lane Arterial	8,200	950	D	9,841	1,140	D
126	140	SR 174 BRUNSWICK RD TO LOS CENDROS LN	Two-Lane Arterial	9,450	1,250	D	12,230	1,620	D
127	141	SR 20/49 W. EMPIRE ST TO S. AUBURN ST (NORTHBOUND)	Four Freeway Lanes and Auxiliary Lane	32,500	3,050	C	37,405	3,510	D
129	142	SR 20/49 SOUTH AUBURN ST TO E. BENNETT ST (NORTHBOUND)	Four Freeway Lanes	17,000	1,650	B	20,341	1,970	C
131	143	SR-20, SOUTH OF IDAHO-MARYLAND (NORTHBOUND)	Four Freeway Lanes and Auxiliary Lane	36,800	3,600	C	41,470	4,060	D
133	144	SR 20/49 IDAHO MARYLAND RD TO BRUNSWICK RD (NORTHBOUND)	Four Freeway Lanes and Auxiliary Lane	32,500	3,050	C	33,601	3,150	C
135	145	SR 20/49 BRUNSWICK RD TO GOLD FLAT RD (NORTHBOUND)	Four Freeway Lanes	32,500	3,050	C	34,428	3,230	C
137	146	SR 20/49 GOLD FLAT RD TO SACRAMENTO ST (NORTHBOUND)	Four Freeway Lanes	28,700	3,000	C	30,500	3,190	C
139	147	SR 20 WEST OF PENN VALLEY	Major Two-Lane	8,000	830	C	10,621	1,100	C
141	148	SR-20 PLEASANT VALLEY RD TO PENN VALLEY DR	Major Two-Lane Highway	8,000	830	C	10,426	1,080	C
142	149	SR-20 PLEASANT VALLEY ROAD TO ROUGH & READY HWY	Major Two-Lane Highway	14,600	1,350	E	17,887	1,650	E
143	150	SR 20 BRIGHTON STREET TO PENN VALLEY DRIVE	Major Two-Lane Highway	14,600	1,350	E	17,304	1,600	E
144	151	SR-20, MILL STREET TO SR-49 (EASTBOUND)	Two Freeway Lanes and Auxiliary Lane	4,000	415	B	4,731	490	B
145	152	SR-20, MILL STREET TO SR-49 (WESTBOUND)	Two Freeway Lanes and Auxiliary Lane	4,000	415	B	4,768	490	B
146	153	SR 20 NORTH OF SR 49	Major Two-Lane Highway	3,550	570	C	4,856	780	C
218	154	I-80 W OF SR 20	Five Freeway Lanes	31,700	4,850	B	39,308	6,010	C
220	155	I-80 W OF INDIAN SPRINGS, RIGHT ALIGN	Four Freeway Lanes	16,000	2,350	B	19,840	2,910	B
222	156	I-80 W OF SODA SPRINGS	Six Freeway Lanes	15,400	2,350	B	19,096	2,910	B
224	157	I-80 W OF CASTLE PEAK	Five Freeway Lanes	14,900	2,400	B	18,476	2,980	B
226	158	I-80 W OF DONNER LAKE	Five Freeway Lanes	15,600	3,000	B	19,344	3,720	B
228	159	I-80 AT DONNER LAKE	Five Freeway Lanes	15,700	2,350	B	19,468	2,910	B
230	160	I-80 AT DONNER PARK	Four Freeway Lanes and Auxiliary Lane	33,900	5,200	C	42,036	6,450	D
231	161	I-80 W OF SR 89 SOUTH	Four Freeway Lanes and Auxiliary Lane	38,000	5,800	C	47,120	7,190	D
232	162	I-80 E OF SR 89 SOUTH	Four Freeway Lanes and Auxiliary Lane	36,500	5,400	C	45,260	6,700	D
233	163	I-80 W OF SR 267/SR 89	Four Freeway Lanes and Auxiliary Lane	32,300	3,300	B	40,052	4,090	B
234	164	I-80 W OF POLARIS ROAD	Five Freeway Lanes	31,400	3,500	B	38,936	4,340	B
235	165	I-80 W OF HIRSCHDALE ROAD	Five Freeway Lanes	31,200	3,200	B	38,688	3,970	B
236	166	I-80 W OF TRUCKEE RIVER	Five Freeway Lanes	31,100	3,200	B	38,564	3,970	B
237	167	I-80 W OF FARAD	Four Freeway Lanes	31,100	3,200	B	38,564	3,970	B
238	168	I-80 AT NEVADA/SIERRA COUNTY LINE	Four Freeway Lanes	31,100	3,200	B	38,564	3,970	B
147	169	SR 20 WEST OF MOONEY FLAT RD (GATEWAY)	Major Two-Lane Highway	8,800	830	C	11,257	1,060	C
148	170	SR 49 NORTH OF HERON RD (GATEWAY)	Two-Lane Arterial	1,800	230	C	2,338	300	C
149	171	SR 20 EAST OF HARMONY RIDGE RD (GATEWAY)	Major Two-Lane Highway	3,200	500	C	4,204	660	C
150	172	SR 174 SE OF REDBERRY RD (GATEWAY)	Two-Lane Arterial	5,400	570	C	7,462	790	C
152	173	SR 49 OVERHILL DR TO LINNET LN (GATEWAY)	Four-Lane Arterial, Undivided	30,500	2,900	D	41,059	3,900	D

APPENDIX D: REGIONAL UNCONSTRAINED PROJECT LIST

ID1	Location	Proposed Improvement	Project Type	Sub-Category	Objectives Supported	Total Cost	Funding Source(s)	Estimated Construction Date (FY)
Nevada County								
	Ridge Rd./Alta St.	Insall signal	Roadway	Roadway Improvements/Safety	1.A 1.B	$200,000	TBD	TBD
WU12	Nevada City Hwy./ Banner-Lava Cap Rd.	Intersection improvements (R)	Roadway	Roadway Improvements/Safety	1.A	$505,000	TBD	2035-2045
	Relief hill at Humbug Creek Bridge	Replace Bridge	Bridge	Bridge Maintenance	1.A	$1,686,797	HBP/Local Funds/State Exchange	2026-2027
	Rock Creek Road at Rock Creek Bridge	Replace Bridge	Bridge	Bridge Maintenance	1.A	$2,929,679	HBP/Local Funds/State Exchange	2027-2028
	Nevada County Connects	Fixed Route Fleet Replacement	Transit	Transit Capital	2.A 2.B	$7,550,476	Local Funds/Competitive Grants	2024-2035
	Nevada County Connects	Fixed Route Fleet Replacement	Transit	Transit Capital	2.A 2.B	$15,000,000	Local Funds/Competitive Grants	2035-2045
	Nevada County Connects	On-Demand Fleet Replacement	Transit	Transit Capital	2.A 2.B	$2,754,526	Local Funds/Competitive Grants	2024-2035
	Nevada County Connects	On-Demand Fleet Replacement	Transit	Transit Capital	2.A 2.B	$4,800,000	Local Funds/Competitive Grants	2035-2045
	Roadway Maintenance	Roadway Maintenance (2035-2045)	Roadway	Roadway Maintenance	4.A	$53,736,583	Gas Tax, SB-1 RMRA, Local	2035-2045
	Active Transportation Projects	Medium Priority ATP projects from Active Transportation Plan (2019)	Bike/Ped	Pedestrian/Bicycle	1.B 2.A 2.B	$45,028,600	ATP, Local Funds	2035-2045
	Active Transportation Projects	Low Priority ATP projects from Active Transportation Plan (2019)	Bike/Ped	Pedestrian/Bicycle	1.B 2.A 2.B	$128,739,000	ATP, Local Funds	2035-2045
Town of Truckee					**Nevada County Subtotal**	***$262,930,661***		
EU1	SR 89/UPPR Undercrossing (Mousehole)	Provide two additional travel lanes, sidewalks, and bicycle lanes (State Highway)	Roadway	Roadway Improvements/Safety	1.A 1.B 2.A 2.B	$100,000,000	TBD	2035-2045

EU2	Donner Pass Rd./SR 89/Frates Ln.	Intersection Improvements (R)	Roadway	Roadway Improvements/Safety	1.A 1.B	$5,200,000	TBD	2035-2045
	Eastern Railroad or River Crossing	Eastern crossing of railine and Truckee River	Roadway	Roadway Improvements/Safety		TBD	TBD	>2045
	Transit Capital	Fixed Route Fleet Replacement (2024-2035)	Transit	Transit Capital	2.A 2.B	$1,741,204	Local Funds/Competitive Grants	2024-2035
	Transit Capital	Fixed Route Fleet Replacement (2035-2045)	Transit	Transit Capital	2.A 2.B	$2,750,000	Local Funds/Competitive Grants	2035-2045
	Transit Capital	On-Demand Fleet Replacement (2024-2035)	Transit	Transit Capital	2.A 2.B	$696,482	Local Funds/Competitive Grants	2024-2035
	Transit Capital	On-Demand Fleet Replacement (2035-2045)	Transit	Transit Capital	2.A 2.B	$2,150,000	Local Funds/Competitive Grants	2035-2045
	Transit Capital	On-Demand Fleet Expansion (2024-2035)	Transit	Transit Capital	2.A 2.B	$1,750,000	Local Funds/Competitive Grants	2024-2035
	Transit Capital	On-Demand Fleet Expansion (2035-2045)	Transit	Transit Capital	2.A 2.B	$2,875,000	Local Funds/Competitive Grants	2035-2045
	Town of Truckee	Roadway Maintenance (2035-2045)	Roadway	Roadway Maintenance	4.A	$31,218,950	Gas Tax, SB-1 RMRA, Local	2035-2045
	Active Transportation Projects	Medium Priority ATP projects from Active Transportation Plan (2019)	Bike/Ped	Pedestrian/Bicycle	1.B 2.A 2.B	$14,628,300	ATP, Local Funds	2035-2045
	Active Transportation Projects	Low Priority ATP projects from Active Transportation Plan (2019)	Bike/Ped	Pedestrian/Bicycle	1.B 2.A 2.B	$32,698,500	ATP, Local Funds	2035-2045
City of Grass Valley					**Town of Truckee Subtotal**	***$195,708,436***		
WU11	Between Centennial Dr. and Bennett St.	Construct connector road to E. Bennett St. (R)	Roadway		1.A 1.B	$1,500,000	TBD	2035-2045
WU13	SR 174/Race St.	Improve curve and channelize at Race St. (R)	Roadway		1.A	$1,000,000	TBD	2035-2045
	Roadway Maintenance	Roadway Maintenance (2035-2045)	Roadway	Roadway Maintenance	4.A	$5,462,013	Gas Tax, SB-1 RMRA, Local	2035-2045
	Active Transportation Projects	Medium Priority ATP projects from Active Transportation Plan (2019)	Bike/Ped	Pedestrian/Bicycle	1.B 2.A 2.B	$8,612,800	ATP, Local Funds	2035-2045

	Active Transportation Projects	Low Priority ATP projects from Active Transportation Plan (2019)	Bike/Ped	Pedestrian/Bicycle	1.B 2.A 2.B	$18,747,200	ATP, Local Funds	2035-2045
City of Nevada City					**City of Grass Valley Subtotal**	***$35,322,013***		
	Roadway Maintenance	Roadway Maintenance (2035-2045)	Roadway	Roadway Maintenance	4.A	$2,048,286	Gas Tax, SB-1 RMRA, Local	2035-2045
	Active Transportation Projects	Medium Priority ATP projects from Active Transportation Plan (2019)	Bike/Ped	Pedestrian/Bicycle	1.B 2.A 2.B	$3,787,000	ATP, Local Funds	2035-2045
	Active Transportation Projects	Low Priority ATP projects from Active Transportation Plan (2019)	Bike/Ped	Pedestrian/Bicycle	1.B 2.A 2.B	$3,908,500	ATP, Local Funds	2035-2045
Caltrans					**City of Nevada City Subtotal**	***$9,743,786***		
WU2	SR 49 south of Alta Sierra Dirive to South of Kenwood Drive	Second SB through lane with median and shoulder widening; leave Pingree Road as T-intersection; connect Ponderosa Road to Pingree Road to Little Valley Road intersection	Roadway	Highway Operations/Safety	1.A 1.B	$33,417,273	TBD	2035-2045
WU3	SR 49 from North of Lime Kiln Road to South of Alta Sierra Drive	SR 49 Widen to 5 lanes, shoulders; connect Auburn Road further south as T-intersection, leave Pekolee as T-intersection, realign	Roadway	Highway Operations/Safety	1.A 1.B	$42,000,000	TBD	2035-2045
WU4	SR 49 North of Cherry Creek Road to South of Lime Kiln Road	Lengthen two SB lanes; eliminate southerly connection and improve northerly connection with Cherry Creek Road intersection	Roadway	Highway Operations/Safety	1.A 1.B	$13,500,000	TBD	2035-2045
WU5	SR 49 at Cerrito Road	Construct NB right turn lane with sight-distance wedge, and restripe median as a two-lane left turn lane to the south of the intersection	Roadway	Highway Operations/Safety	1.A 1.B	$280,000	TBD	2035-2045

WU6	SR 49 from Cameo Drive to Holcomb/Cherry Creek Road	Complete widening to 5 lanes, shoulders, eliminate Cameo Drive Intersection	Roadway	Highway Operations/Safety	1.A 1.B	$76,000,000	TBD	2035-2045
WU7	SR 20 from Uren Street to the SR 20/I-80 Junction	Construct passing and truck climbing lanes near Washington Ridge Rd., near Bowman Lake Rd., and widen shoulders to 8-foot standard where feasible (St. Hwy)	Roadway	Highway Operations/Safety	1.A 1.B	$4,700,000	TBD	2035-2045
WU8	SR 20 from SR 49 to Pleasant Valley Rd.	Improve to 4 lanes (St. Hwy)	Roadway	Highway Operations/Safety	1.A 1.B	$11,400,000	TBD	2035-2045
					Caltrans Subtotal	***$181,297,273***		

GRAND TOTAL **$685,002,169**

APPENDIX E: BICYCLE AND PEDESTRIAN PLAN PROJECT LISTS

Nevada County Active Transportation Plan, 2019
Bicycle and Pedestrian Project List

Appendix A

Project Priorities and Cost Estimates

This appendix provides lists of prioritized projects for the County and each City, including lengths, costs, and if the project is in a disadvantaged community, and explains how projects were prioritized and costs were estimated.

Prioritization

As discussed in the Implementation chapter, the projects identified to develop the network were prioritized as high, medium, or low based on several criteria. For projects in Truckee, priority for projects identified in the 2015 Truckee Trails and Bikeways Master Plan was determined by the weighting from that recent plan. For Nevada County, Grass Valley, and Nevada City projects, these criteria were weighted based on relative importance:

» High priority

- Bicycle and pedestrian collision history
- Proximity to schools
- Disadvantaged community indicators (household income)
- Tourist destinations
- Critical gap closures
- Feasibility

» Medium priority

- Proximity to senior centers and housing
- Proximity to other key destinations, including parks, bus stops, retail, and activity centers
- Population density
- Proximity to transit stops
- Number of public comments
- Previous plan priority

» Low priority

- Recreation destinations

Judgment of local jurisdiction staff was applied for a few projects to adjust for other jurisdiction priorities.

Cost Estimation

Cost estimates are based on unit costs developed from recent local projects. These unit costs are identified in Table E-1 below. In a few cases, more detailed cost estimates were available and used. All project cost estimates are high-level, and more detailed study of individual project will be required to refine them. Engineering, land acquisition, road widening, and utility relocation costs are not included unless otherwise noted. Specific costs will vary based on local conditions.

Pedestrian crossing improvements are based on the typical costs shown in Table E-2. These criteria for cost estimating purposes, the actual design of the crossing treatment will require additional study and must meet California MUTCD standards.

Costs for planned projects in each jurisdiction are provided in Tables E-3 to E-14.

Table E-1: Bicycle and Pedestrian Improvement Unit Costs

Facility	Cost	Unit	Assumptions
Sidewalks	$818,500	Per side per mile	Curb, gutter and 5' sidewalk
Class I Bike Path	$1,018,000	Per mile	Asphalt concrete with decomposed granite shoulder
Class II Bike Lane	$175,000	Per mile	Slurry seal with striping, markings, and signage
Class II Bike Lane (with roadway widening)	$1,187,000	Per mile	Asphalt concrete with striping, markings and signage
Class III Bike Route	$18,000	Per mile	Signage only
Class III Bike Route (with multi-use shoulder)	$978,000	Per mile	4' asphalt concrete shoulder with signage
Earthen Trail	$214,000	Per mile	Aggregate with signage

Source: Fehr & Peers, 2018

Table E-2: Intersection Treatment Levels and Costs

Facility	Cost
Stop signs and high visibility crosswalks	$5,000
Reduced turn radii, ADA ramps, stop signs, and high visibility crosswalks	$30,000
Rectangular rapid flashing beacons (alternatives: in-pavement flashers or LED stop signs)	$25,000
Pedestrian hybrid beacon or pedestrian signal	$200,000

Source: Fehr & Peers, 2018

Table E-3: Grass Valley Bicycle Facilities Projects

Facility	Location	Extent	Priority	Disadv. Comm.	Length (miles)	Cost
Class II Bike Lanes (widening)	Ridge Rd	Within Grass Valley city limits	High	Yes	0.75	$885,000
Class II Bike Lanes (widening)	Dorsey Dr	Pampas Dr to Sutton Wy	High	Yes	0.40	$478,200
Class II Bike Lanes (widening)	Sutton Wy	Idaho Maryland to existing bike lanes south of Plaza Dr	High	Yes	0.40	$472,600
Class II Bike Lanes	McCourtney Rd	Brighton St to Freeman Ln	High	Yes	0.24	$245,300
Class II Bike Lanes	Sierra College Dr	Litton Trail to E Main St	High	Yes	0.21	$37,900
Class III Bike Route	S Auburn St	W Main St to E McKnight Wy	High	Yes	1.33	$23,900
Class III Bike Route	Mill St	W Main St to McCourtney Rd	High	Yes	0.81	$14,600
Class II Bike Lanes	E Main St	Scandling Ave to Idaho Maryland Rd roundabout	High	Yes	0.08	$14,000
Class III Bike Route	Main St	Alta St to Idaho Maryland Rd	High	Yes	0.76	$13,700
Class I Bike Path	Wolf Creek / Idaho Maryland Rd	SR 20 ramps to Sutton Wy	Medium	Yes	2.45	$2,491,200
Class II Bike Lanes (widening)	Idaho Maryland Rd	SR 20 ramps to Brunswick Rd	Medium	Yes	1.55	$1,843,800
Class I Bike Path	Sierra College Litton Trail	Sierra College Dr north of campus to Sierra College Dr south of campus	Medium	Yes	1.03	$1,053,000
Class I Bike Path	Sierra College	Litton Trail Segment 1 to Nevada Union High School dwy	Medium	Yes	0.45	$454,000
Class II Bike Lanes (widening)	Old Tunnel Rd	Brunswick Rd to Grass Valley city limits	Medium	Yes	0.21	$248,800
Class I Bike Path	Sierra College	Sierra College Dr to Sierra College southwest parking lot	Medium	Yes	0.14	$141,700
Class II Bike Lanes	Colfax Ave	Auburn St to Ophir St	Medium	Yes	0.40	$73,500
Class II Bike Lanes	Packard Dr	Walker Dr to Brighton St	Medium	Yes	0.37	$68,300
Class II Bike Lanes	Brighton St	McCourtney Rd to Packard Dr	Medium	Yes	0.22	$40,900
Class II Bike Lanes	Morgan Ranch Dr	Vistamont Dr to Ridge Rd	Medium	Yes	0.08	$15,400
Class III Bike Route	Chapel St / Brighton St	Mill St to Packard Dr	Medium	Yes	0.66	$12,000
Class III Bike Route	S Church St	W Main St to Chapel St	Medium	Yes	0.44	$8,000
Class III Bike Route	Bennett St/Ophir St	E Main St to Colfax Ave	Medium	Yes	0.42	$7,600
Class III with multi-use shoulder	Allison Ranch Rd	McCourtney Rd to southern city limits	Low	Yes	3.40	$3,321,300

Facility	Location	Extent	Priority	Disadv. Comm.	Length (miles)	Cost
Class II Bike Lanes (widening)	Centennial Dr, Whispering Pines Ln, Crown Point Cir, Crown Point Ct	All	Low	Yes	1.80	$2,130,700
Class I Bike Path	Loma Rica new development	Sutton Wy to Wolf Creek	Low	Yes	1.05	$1,070,700
Class III with multi-use shoulder	Idaho Maryland Rd	Brunswick Rd Grass Valley City SOI	Low	Yes	1.02	$995,400
Class II Bike Lanes (widening)	Brunswick Rd	City limit north of Idaho Maryland to City limit south of Idaho Maryland	Low	Yes	0.70	$831,100
Overcrossing	Boston Ravine	Freeman Ln to SR 20 NB off ramp	Low	Yes	other	$773,900
Class I Bike Path	Brunswick Rd	City limit north of Idaho Maryland to City limit south of Idaho Maryland	Low	Yes	0.73	$743,100
Class I Bike Path	Extension of Litton Trail	Hughes Rd to Dee Mautino Park	Low	Yes	0.54	$548,100
Class III with multi-use shoulder	Colfax Hwy 174	Ophir St to Mercury Dr	Low	Yes	0.46	$449,700
Class I Bike Path	Condon Park	Packard Dr gate to Arboretum Dr	Low	Yes	0.42	$431,800
Class I Bike Path	Loma Rica new development	Segment 4 to Brunswick Rd	Low	Yes	0.34	$345,700
Class III with multi-use shoulder	La Barr Meadows Rd	McKnight Wy to southern city limits	Low	Yes	0.32	$314,400
Class I Bike Path	Condon Park	Arboretum Rd to Lyman Gilmore Middle School and W Main St	Low	Yes	0.24	$246,600
Class I Bike Path	Condon Park	Minnie St to Walsh St	Low	Yes	0.22	$227,500
Class II Bike Lanes	Freeman Ln	McCourtney Rd to E McKnight Wy	Low	Yes	0.81	$148,300
Class III Bike Route	Richardson St	Alta St to E Main St	Low	Yes	0.43	$7,800
Class III Bike Route	Alta St	Grass Valley city limits to W Main St	Low	Yes	0.28	$5,100

Source: Fehr & Peers, 2018

Table E-4: Grass Valley Pedestrian Facilities Projects

Facility	Location	Extent	Priority	Disadv. Comm.	Length (miles)	Cost
Crosswalk improvement, ADA improvement, sidewalk improvement: Redesign the Auburn St / Neal St / Tinloy St triangle to improve pedestrian access, including sidewalks improvements and curb ramp improvements (Caltrans right-of-way)	Auburn St / Neal St / Tinloy St triangle	NA	High	Yes	other	$885,000
Crosswalk improvement: install crosswalk improvements, including pedestrian refuge islands and bulbouts (Caltrans right-of-way)	Colfax Ave	Hansen Wy and Central Ave	High	Yes	other	$478,200
Sidewalk	Hansen Wy	Colfax Ave and Bennett St (east side only)	High	Yes	0.18	$472,600
Sidewalk	Pleasant St	Walsh St and Brighton St (north side only)	High	Yes	0.11	$44,300
Sidewalk	Olympia Park Cir (north side only)	Gaps between traffic circle and Olympia Glade	High	Yes	0.07	$37,900
Crosswalk improvement: RRFB	E Main St at Scandling Ave	NA	High	Yes	other	$23,900
Crosswalk improvement: RRFB	W Main St at Church St	NA	High	Yes	other	$14,600
Sidewalk	Walsh St	Mill St and Columbia Ave, and east of Church Street	High	Yes	0.03	$14,000
Sidewalk	E Main St	Dorsey Dr and Brunswick Rd (north side only)	Medium	Yes	0.45	$549,400
Sidewalk	S Auburn St	Empire St and McKnight Wy	Medium	Yes	0.52	$427,800
Sidewalk	Empire St	Auburn St and parking for Empire Mine State Park (south side only)	Medium	Yes	0.23	$187,600
Sidewalk	Ridge Rd	Hughes Rd and Upper Slate Creek Rd	Medium	Yes	0.22	$182,800
Sidewalk	Joerschke Dr	Maltman Dr and Dorsey Dr (north side only)	Medium	Yes	0.15	$120,800
Crosswalk improvement: reduce corner radius; provide sidewalks, crosswalks, and curb ramps	Mill St / McCourtney Rd	NA	Medium	Yes	other	$120,000

Facility	Location	Extent	Priority	Disadv. Comm.	Length (miles)	Cost
Sidewalk	Butler St	Brighton St and Packard Dr (south side only)	Medium	Yes	0.12	$100,300
Sidewalk	Brunswick Rd	Old Tunnel Rd to Town Talk Rd	Medium	Yes	0.10	$79,100
Sidewalk	Richardson St	Alta St to Maiden Ln	Medium	Yes	0.09	$74,200
Sidewalk	Dalton St (north side only)	Pleasant St to School St	Medium	Yes	0.09	$72,500
Crosswalk improvement: reduce radius of right turns to shorten crosswalks (Caltrans right-of-way)	Hansen Wy / Colfax Ave	NA	Medium	Yes	other	$60,000
Crosswalk improvement: reduce corner radius for right turns to shorten crosswalks (shares Caltrans right-of-way)	SR 49 Northbound Off-ramp / Auburn St	NA	Medium	Yes	other	$30,000
Sidewalk	Walsh St	Townsend St to Pleasant St	Medium	Yes	0.03	$25,100
Crosswalk improvement: Improve pedestrian access to parking lot beneath SR 49, between Auburn St and Colfax Ave (Caltrans right-of-way)	Park and Ride lot between Auburn St / Tinloy St / Colfax Ave / Hansen Wy	NA	Medium	Yes	other	$25,000
Crosswalk improvement: RRFB	W Main St at School St	NA	Medium	Yes	other	$25,000
Crosswalk improvement: RRFB	S Auburn St at Mohawk St	NA	Medium	Yes	other	$25,000
Crosswalk improvement: add marked crosswalk and curb ramps to western approach	Nevada City Hwy / Brunswick Rd	NA	Medium	Yes	other	$15,000
Crosswalk improvement: Provide sidewalk improvements and pedestrian refuge islands on Ridge Rd in front of Nevada Union High School (shares County right-of-way)	Ridge Rd / Nevada Union HS Theater lot entrance	Nevada Union High School	Medium		other	$15,000
Pedestrian signal improvement	Main St / Auburn St	NA	Medium	Yes	other	$10,000
Crosswalk improvement: add advance yield limit lines ("sharks teeth"), high visibility crosswalk striping, and pedestrian signage (R1-5) to channelized right turns	Ridge Rd / Hughes Rd	NA	Medium	Yes	other	$10,000
Class I Bike Path	Brunswick Rd	City limit north of Idaho Maryland to City limit south of Idaho Maryland	Low	Yes	0.73	$743,100

Facility	Location	Extent	Priority	Disadv. Comm.	Length (miles)	Cost
Class I Bike Path	Extension of Litton Trail	Hughes Rd to Dee Mautino Park	Low	Yes	0.54	$548,100
Class III with multi-use shoulder	Colfax Hwy 174	Ophir St to Mercury Dr	Low	Yes	0.46	$449,700
Class I Bike Path	Condon Park	Packard Dr gate to Arboretum Dr	Low	Yes	0.42	$431,800
Class I Bike Path	Loma Rica new development	Segment 4 to Brunswick Rd	Low	Yes	0.34	$345,700
Class III with multi-use shoulder	La Barr Meadows Rd	McKnight Wy to southern city limits	Low	Yes	0.32	$314,400
Class I Bike Path	Condon Park	Arboretum Rd to Lyman Gilmore Middle School and W Main St	Low	Yes	0.24	$246,600
Class II Bike Lanes	Freeman Ln	McCourtney Rd to E McKnight Wy	Low	Yes	0.81	$148,300
Class III Bike Route	Richardson St	Alta St to E Main St	Low	Yes	0.43	$7,800
Class III Bike Route	Alta St	Grass Valley city limits to W Main St	Low	Yes	0.28	$5,100
Crosswalk improvement, ADA improvement, sidewalk improvement	Brighton St	Packard Dr to Chapel St	Low	Yes	other	$720,000
Crosswalk improvement, ADA improvement, sidewalk improvement	Race St	S Auburn St to SR 174	Low	Yes	other	$600,000
Sidewalk (new), Sidewalk (widen), Crosswalk improvement	McCourtney Rd	Mill St and Brighton St	Low	Yes	0.38	$307,400
Crosswalk improvement, ADA improvement, sidewalk improvement	Bennett St	Hansen Way to Ophir St	Low	Yes	other	$240,000
Sidewalk	South side of Glenwood Rd	Glenwood Pines Ct to Nevada City Hwy	Low	Yes	0.21	$168,800
Sidewalk	Catherine Ln	Presley Wy and Dorsey Dr	Low	Yes	0.20	$160,800
Crosswalk improvement: support interchange improvements that improve pedestrian access/ safety (Caltrans right-of-way)	SR 49 / McKnight Wy	NA	Low	Yes	other	$120,000
Sidewalk	Idaho Maryland Rd	E Main St and Sutton Wy	Low	Yes	0.12	$95,900
Sidewalk	Minnie St	Condon Park	Low	Yes	0.10	$82,300
Sidewalk	Old Tunnel Rd	Town Talk Rd and Brunswick Rd	Low	Yes	0.08	$68,500
Crosswalk improvement: reduce corner radius and provide curb ramps	Empire St / S Auburn St	NA	Low	Yes	other	$60,000

Facility	Location	Extent	Priority	Disadv. Comm.	Length (miles)	Cost
Sidewalk	Neal St	High St and Lloyd St	Low	Yes	0.07	$54,100
Sidewalk	Memorial Park	Central Ave to Race St	Low	Yes	0.05	$42,600
Crosswalk improvement: create an orthogonal intersection alignment ("square-up the intersection"); improve crosswalk at Oak St (shares Caltrans right-of-way)	Colfax Ave / Ophir St and Colfax Ave / Oak St	NA	Low	Yes	other	$30,000
Crosswalk improvement: install crosswalk improvements (shares Caltrans right-of-way)	SR 49 Northbound / Idaho Maryland Rd	NA	Low	Yes	other	$30,000
Crosswalk improvement: RRFB	Sierra College Dr at Litton Trail		Low	Yes	other	$25,000
Crosswalk improvement: RRFB	E Main St at Murphy St	NA	Low	Yes	other	$25,000
Crosswalk improvement: RRFB	W Main St at Gilmore Wy	NA	Low	Yes	other	$25,000
Crosswalk improvement: RRFB	Hughes Rd at Lidster Ave	NA	Low	Yes	other	$25,000
Crosswalk improvement: Provide sidewalk improvements and pedestrian refuge islands on Ridge Rd in front of Nevada Union High School (shares County right-of-way)	Ridge Rd / Ventana Sierra Dr	Nevada Union High School	Low		other	$15,000
Crosswalk improvement: install new crosswalk and ramps and reduce turn radius	SR 20 ramp at Mill St	NA	Low	Yes	other	$15,000
Pedestrian Path	Grass Valley downtown parking lot	Church St and Mill St	Low	Yes	other	$5,000

Source: Fehr & Peers, 2018

Table E-5: Nevada City Bicycle Facilities Projects

Facility	Location	Extent	Priority	Disadv. Comm.	Length (miles)	Cost
Class I Bike Path	Behind Seven Hills and Deer Creek Schools	Reward St to Deer Creek Elementary School	High	Yes	0.60	$611,600
Class II Bike Lanes	Zion St / Sacramento St	Ridge Rd to S Pine St	High	Yes	0.75	$137,600
Class II Bike Lanes (one side)	S Pine St	Sacramento St to Spring St (uphill sides only)	High	Yes	0.31	$28,500
Class III Bike Route	Nevada St	Boulder St to SR 20	High	Yes	0.86	$15,400
Class III Bike Route	Broad St / Boulder St	W Broad St to Nevada City city limits	High	Yes	0.61	$11,000
Class III Bike Route	Old Downieville Hwy / Monroe St	Nevada City city limits to Broad St	High	Yes	0.58	$10,500
Class III Bike Route	S Pine St	Sacramento St to Broad St	High	Yes	0.51	$9,200
Class III Bike Route	W Broad St	SR 49 to Broad St	High	Yes	0.49	$8,800
Class III Bike Route	E Broad St	SR 49 to Broad St	High	Yes	0.38	$6,900
Class III with multi-use shoulder	SR 49	W Broad St to N Bloomfield Rd and Coyote St to SR 20	Medium	Yes	0.72	$705,900
Class III with multi-use shoulder	Gold Flat Rd	Gracie Rd to Pittsburg Rd	Medium	Yes	0.86	$843,200
Class II Bike Lanes (widening)	Gold Flat Rd	Zion St to Pittsburg Rd	Medium	Yes	0.41	$481,100
Class II Bike Lanes (widening)	SR 49	E Broad St to Coyote St	Medium	Yes	0.20	$202,300
Class II Bike Lanes (widening)	Sacramento St	S Pine St to Clark St	Medium	Yes	0.16	$192,200
Class III with multi-use shoulder	Cement Hill Rd	SR 49 to Nevada City limit	Medium	Yes	0.12	$121,100
Class III Bike Route	Searls Ave	Ridge Rd to Sacramento St	Medium	Yes	0.79	$14,200
Class II Bike Lanes	Ridge Rd	Nevada City city limits to Nevada City Hwy	Medium	Yes	0.07	$13,000
Class III Bike Route	Sacramento St	Clark St to Broad St	Medium	Yes	0.31	$5,600
Class III Bike Route	Willow Valley Rd	Nevada St to Nevada City city limits	Medium	Yes	0.15	$2,600
Class III Bike Route	Reward St	Reward St to Heilman Ct	Medium	Yes	0.11	$2,000
Class III with multi-use shoulder	SR 20	Uren St and Nevada St Extension	Low	Yes	0.55	$533,400
Class I Bike Path	Parking connect/bridge	Clark St to Cabin St	Low	Yes	0.20	$203,500
Class I Bike Path	Pioneer Park	Loop trail	Low	Yes	0.10	$104,500
Class I Bike Path	Nevada City Hwy to Lower Grass Valley Rd	NA	Low	Yes	0.09	$86,800
Class III Bike Route	Nimrod St / Park Ave	Boulder St to Gracie Rd	Low	Yes	0.58	$10,400

Source: Fehr & Peers, 2018

Table E-6: Nevada City Pedestrian Facilities Projects

Facility	Location	Extent	Priority	Disadv. Comm.	Length (miles)	Cost
Sidewalk	Reward St	Reward St to Heilman Ct	High	Yes	0.11	$88,000
Crosswalk improvement: provide high visibility crosswalk, bulbouts, red curb, curb ramps	Broad St	Nevada City Hall	High	Yes	other	$66,600
Sidewalk	Nursery St	Nevada St to Willow Valley Rd	Medium	Yes	0.53	$436,800
Crosswalk improvement: install PHB or other appropriate treatment, reduce turn radii	SR 49 / W Broad St	NA	Medium	Yes	other	$200,000
Sidewalk	Searls Ave	Sacramento St and Valley St (north side only)	Medium	Yes	0.19	$156,700
Sidewalk	Ridge Rd	Zion St and Searls Ave	Medium	Yes	0.16	$129,400
Sidewalk	Sacramento St	SR 49 Interchange	Medium	Yes	0.10	$79,600
Crosswalk improvement: Install median islands and add crosswalks	Zion St / Nevada City Hwy / Ridge Rd	NA	Medium	Yes	other	$90,000
Crosswalk improvement: improve alignment, add marked crosswalks, improve crosswalk across Sacramento St at Prospect St with high visibility striping and signage	Sacramento St / Railroad Ave / Prospect St	NA	Medium	Yes	other	$60,000
Sidewalk	Argall Wy	Zion St and Searls Ave	Medium	Yes	0.05	$41,300
Crosswalk improvement: realign Zion St and relocate crosswalk across Sacramento St	Zion St / Sacramento St	NA	Medium	Yes	other	$10,000
Sidewalk	Gold Flat Rd	Clay St to New Mohawk Rd (west side only)	Low	Yes	0.50	$405,500
Sidewalk	Railroad Ave	Sacramento St to Woods Ct (north side only)	Low	Yes	0.44	$363,000
Sidewalk	Uren St	B St and Nevada St Extension	Low	Yes	0.43	$350,900
Sidewalk	Bost Ave	Hollow Wy to Gold Flat Rd	Low	Yes	0.43	$349,800
Sidewalk	Hollow Wy	Gold Flat Rd to north (east side only)	Low	Yes	0.38	$309,600
Crosswalk improvement: install PHB or other appropriate treatment	SR 49 at Maidu Ave and Orchard St		Low	Yes	other	$200,000

Facility	Location	Extent	Priority	Disadv. Comm.	Length (miles)	Cost
Sidewalk	Nevada St Extension	Uren St and SR 20	Low	Yes	0.24	$197,900
Sidewalk	Nevada St Extension	Nihell St and Uren St	Low	Yes	0.18	$143,700
Sidewalk	Willow Valley Rd	Nevada St to Nevada City city limits	Low	Yes	0.15	$125,800
Sidewalk	Clay St	Turpentine Dr and Gold Flat Rd (east side only)	Low	Yes	0.14	$114,000
Sidewalk	Cement Hill Rd	Nevada City limit and SR 49 (west side only)	Low		0.12	$98,500
Sidewalk	Ridge Rd	Zion St and western city limits	Low		0.12	$97,200
Sidewalk	W Broad St	SR 49 and E Broad St (south side only)	Low	Yes	0.12	$95,400
Sidewalk	Zion St	Doane Rd and Ridge Rd	Low	Yes	0.08	$63,600
Crosswalk improvement: Improve midblock crosswalk on Argall Wy with high visibility striping and add curb ramps	Argall Wy mid-block	NA	Low	Yes	other	$15,000
Crosswalk improvement: reduce corner radii, add crosswalks	Searls Ave / Ridge Rd	NA	Low	Yes	other	$15,000
Intersection improvement: Install crosswalk and ramps and add bicycle signal detection	SR 49 / E Broad St	SR 49 / E Broad St / N Bloomfield Rd	Low	Yes	other	$15,000
Crosswalk improvement: improve crosswalk across Searls Ave with high visibility striping	Searls Ave / Bridge Wy	NA	Low	Yes	other	$5,000
Crosswalk improvement: improve uncontrolled marked crosswalks with high visibility striping	Argall Wy / Searls Ave	NA	Low	Yes	other	$5,000

Source: Fehr & Peers, 2018

Table E-7: Nevada City Trails Facilities Projects

Facility	Location	Extent	Priority	Disadv. Comm.	Length (miles)	Cost
Earthen Trail	Providence Mine Rd	Zion St to Loop Trail	High	Yes	0.41	$88,800
Earthen Trail	Trail connection Nevada City	Tobiassen Park to Sugarloaf Mountain	Medium	Yes	0.44	$94,400
Earthen Trail	SR 49	N Bloomfield Rd to Coyote St	Medium	Yes	0.21	$44,600
Earthen Trail	Nevada City Airport Trails	Connector to Airport Rd near Tower Hill Rd	Low		0.01	$2,600

Source: Fehr & Peers, 2018

Table E-8: Truckee Bicycle Facilities Projects

Facility	Location	Extent	Priority	Disadv. Comm.	Length (miles)	Cost
Class I Bike Path	Truckee River Legacy Trail Phase 4	Palisades Dr to SR 89 (including bridge near SR 89)	High		2.47	$7,500,000
Class II Bike Lanes (widening)	SR 89	Henness Rd to northern Truckee Town limits	High		2.37	$2,812,400
Class I Bike Path	Truckee River Legacy Trail Phase 5A	SR 89 to Coldstream	High		1.38	$1,409,300
Class I Bike Path	Trout Creek Trail to Lausanne Wy/Basel Place	End of Trout Creek Trail Phase I to Lausanne Wy	High		1.09	$1,105,500
Class I Bike Path	Truckee River Legacy Trail Phase 5B	Coldstream to Donner Memorial State Park	High		0.99	$1,003,200
Class I Bike Path	Joerger Ranch-Riverview Sports Park Connector	Joerger Dr at north end of Joerger Ranch to Joerger Ranch/Martis Valley Trail Connector	High		0.34	$348,900
Class II Bike Lanes	SR 89	Donner Pass Rd to south Town limits	High		0.84	$154,200
Class I Bike Path	Martis Creek Lake Trail	Truckee River Legacy Trail to Martis Creek Dam Rd to Riverview Sports Park	Medium		4.20	$4,275,600
Class I Bike Path	Pioneer Bike Path Extension	Indian Jack Rd to Frates Ln	Medium		1.25	$1,275,000
Class I Bike Path	Joerger Ranch-Martis Valley Trail Connector	South end of Joerger Ranch to south Town limits	Medium		1.24	$1,260,100
Class I Bike Path	Old Greenwood-Glenshire Dr Bridge Connector	Overland Trail/Fairway Dr intersection to Glenshire Dr Truckee River bridge	Medium		1.16	$1,175,900
Class I Bike Path (Bridge)	Truckee River Bridge	W River St connecting the Truckee River Legacy Trail and W River St in the vicinity of Riverside Dr	Medium		0.09	$1,090,000
Class II Bike Lanes (widening)	Railyards Master Plan Area	Railyards Master Plan Area (Donner Pass Rd Extension, Church St, Street A)	Medium		0.85	$1,007,900
Class I Bike Path	Joerger Ranch-Brockway Rd Connector	Western side of Joerger Ranch to Brockway Rd	Medium		0.84	$850,500
Class I Bike Path	Trout Creek Trail-Pioneer Bike Path Connector	Comstock Dr to Trout Creek Trail	Medium		0.55	$563,100

Facility	Location	Extent	Priority	Disadv. Comm.	Length (miles)	Cost
Class II Bike Lanes	McIver Crossing	Donner Pass Rd to W River St	Medium		0.15	$27,300
Class I Bike Path overcrossing	W River St Railroad Crossing	Donner Pass Rd to W River St at Spring St	Low		0.06	$15,900,000
Class II Bike Lanes (widening)	Palisades Dr/Ponderosa Dr/Martis Valley Rd	Brockway Rd/Palisades Dr intersection to Brockway Rd/ Martis Valley Rd intersection	Low		2.06	$2,440,200
Class I Bike Path	Northwoods Trail	Trail junction at Northwoods to Frates Ln	Low		0.98	$999,700
Class II Bike Lanes (widening)	East River St Extension (2025 General Plan)	Brockway Rd to end of Railyards Master Plan Area	Low		0.76	$900,000
Class I Bike Path	Hilltop Master Plan	Palisade Dr at Ponderosa Dr to Hilltop	Low		0.76	$769,100
Class III Bike Route	Armstrong Tract	Highway Rd East to Sierra Dr East, loop Martis St Palisade St & Thomas Dr	Low		1.72	$31,000
Class III Bike Route	Donner Lake Rd	Donner Pass Rd to I-80 interchange	Low		1.18	$21,200
Class III Bike Route	Coldstream Rd	I-80 to end of Cold Stream Rd	Low		0.42	$7,600

Source: Fehr & Peers, 2018

Table E-9: Truckee Pedestrian Facilities Projects

Facility	Location	Extent	Priority	Disadv. Comm.	Length (miles)	Cost
Sidewalk	Donner Pass Rd	Coldstream Rd to McIver Crossing	High		1.53	$1,253,900
Sidewalk	Donner Pass Rd	McIver Crossing to E Main St	High		0.80	$654,500
Sidewalk	W River St	SR 89 to Bridge St	Medium		2.67	$2,185,500
Sidewalk	Bridge St/Brockway	E Keiser Ave to Palisades Dr (portions one side only)	Medium		0.41	$333,500
Sidewalk	Meadow Wy	Donner Pass Rd to Rocky Ln (west side only)	Medium		0.20	$163,500
Sidewalk	Brockway Rd	Martis Valley Rd to Hope Ct (south side only)	Medium		0.19	$153,300
Sidewalk	Jibboom St	Spring St to Bridge St	Medium		0.18	$144,200
Sidewalk	Donner Trail Rd	Donner Pass Rd to Edmunds Dr (south side only)	Medium		0.05	$42,100
Sidewalk	Palisades Dr	Brockway Rd along Palisades & Ponderosa to south intersection of Palisade/Ponderosa (west side only)	Low		0.93	$764,400
Sidewalk	Donner Pass Rd	Keiser Ave to Interstate 80	Low		0.85	$693,300
Sidewalk	E River St	Bridge St to E River St east end (north side only)	Low		0.80	$654,800
Sidewalk	Jibboom St	Bridge St to Truckee Cemetery (north side only)	Low		0.71	$579,900
Sidewalk	Keiser Ave	Bridge St to Donner Pass Rd - includes E Main St (portions only)	Low		0.42	$342,100
Sidewalk	Church St	Bridge St to Donner Pass Rd	Low		0.24	$197,300
Sidewalk	Martis Valley Rd	Brockway Rd to Sugar Pine Rd (south side only)	Low		0.21	$172,000
Sidewalk	Levon Ave	Donner Pass Rd to Pine Ave	Low		0.18	$145,600
Sidewalk	Estates Dr	Brockway Rd to Crest View Dr (west/north side only)	Low		0.18	$145,500
Sidewalk	Frates Ln	Donner Pass Rd to Glen Rd	Low		0.10	$80,000
Sidewalk	School St	Church St to E Main St (west side only)	Low		0.07	$60,300
Sidewalk	SR 89	Shell station dwy to Deerfield Dr	Low		0.06	$48,500
Sidewalk	Spring St	Keiser Ave to north of High St (west side only)	Low		0.05	$38,000

Source: Fehr & Peers, 2018

Table E-10: Truckee Trails Facilities Projects

Facility	Location	Extent	Priority	Disadv. Comm.	Length (miles)	Cost
Earthen Trail	Martis Creek Trail Network	All paved segments of Martis Creek Trails	Medium		4.38	$936,300
Earthen Trail	Trout Creek Trail Network	All paved segments of Trout Creek Trail	Medium		2.96	$633,500
Earthen Trail	Tahoe-Donner South Trails	North of Interstate 80, south of Tahoe-Donner	Medium		2.89	$618,100
Earthen Trail	Coldstream Specific Plan Trail	Coldstream Specific Plan area	Medium		2.17	$463,800
Earthen Trail	Old Greenwood Glenshire Connector	Old Greenwood to Glenshire Dr	Medium		1.12	$240,300
Earthen Trail	Bridge St Gateway Connector	Bridge St to Frates Ln	Medium		1.09	$234,000
Earthen Trail	Alder Hill Trails	East of Tahoe-Donner, north of Trout Creek	Low		3.61	$772,600
Earthen Trail	Glenshire Dr-Prosser Creek Trail	Glenshire Dr Truckee River bridge to Prosser Creek	Low		2.45	$523,300
Earthen Trail	Glenshire Trails	East of Truckee River in Glenshire	Low		2.35	$502,400
Earthen Trail	Prosser Creek Reservoir Trails	South of Prosser Creek Reservoir	Low		2.05	$439,700
Earthen Trail	Prosser Village Rd-Prosser Creek Trail	Prosser Village Rd/Interstate 80 interchange to Prosser Creek	Low		1.38	$294,600
Earthen Trail	West End Trail	Donner Pass Rd near Donner Lake Rd to Billie Mack Rd	Low		1.15	$246,900
Earthen Trail	Hilltop-Truckee River Legacy Trail Connections	Hilltop to Truckee River Legacy Trail	Low		1.10	$234,700
Earthen Trail	Eastern Glenshire Trail	Glenshire Dr toward eastern town limits	Low		1.09	$233,200
Earthen Trail	State Route 89 N	Rainbow Dr to Alder Creek Rd	Low		0.68	$145,900
Earthen Trail	Northwoods Blvd-Lausanne Rd Connector	Northwoods Blvd to Lausanne Rd	Low		0.55	$118,600
Earthen Trail	Old Greenwood -Donner Pass Rd Connector	Old Greenwood to Donner Pass Rd at the Town of Truckee Public Service Center	Low		0.26	$56,000

Source: Fehr & Peers, 2018

Table E-11: Nevada County Bicycle Facilities Projects

Facility	Location	Extent	Priority	Disadv. Comm.	Length (miles)	Cost
Class III with multi-use shoulder	Red Dog Rd	Nevada City city limits to Quaker Hill Cross	High	Yes	2.45	$2,396,700
Class III with multi-use shoulder	Cement Hill Rd	Nevada City limit to Augustine Rd	High	Yes	2.28	$2,227,600
Class II Bike Lanes (widening)	Pleasant Valley Rd	Lake Wildwood Dr to SR 20	High	Yes	1.40	$1,667,300
Class III with multi-use shoulder	Auburn Rd	McCourtney Rd to Archery Rd	High	Yes	1.27	$1,246,100
Class II Bike Lanes (widening)	Ridge Rd	Rough & Ready Hwy to Grass Valley city limits	High	Yes	1.05	$1,244,500
Class II Bike Lanes (widening)	Ridge Rd	Grass Valley city limits to Pear Orchard Wy	High	Yes	0.96	$1,144,900
Class III with multi-use shoulder	SR 174	Mercury Dr to Rattlesnake Rd	High	Yes	1.16	$1,133,300
Class III with multi-use shoulder	SR 49	Old Downieville Hwy to Nevada City city limits	High	Yes	1.09	$1,062,600
Class II Bike Lanes (widening)	Rough & Ready Hwy	Ridge Rd to Grass Valley city limits	High	Yes	0.72	$852,200
Class III with multi-use shoulder	North Bloomfield Rd	SR 49 to Coyote Rd	High	Yes	0.85	$827,100
Class III with multi-use shoulder	Dog Bar Rd	Wheeler Cross Rd to Alta Sierra Dr	High	Yes	0.81	$796,700
Class II Bike Lanes (widening)	Ridge Rd	Pear Orchard Wy to Nevada City city limits	High	Yes	0.59	$695,800
Class III with multi-use shoulder	Allison Ranch Rd	Grass Valley city limits to SR 49	High	Yes	0.65	$633,900
Class II Bike Lanes (widening)	Old Tunnel Rd	Banner Lava Cap Rd to Grass Valley city limits	High	Yes	0.41	$486,800
Class I Bike Path	SR 174	Mercury Dr to Empire St	High	Yes	0.41	$413,000
Class III with multi-use shoulder	Adam Ave	Rough & Ready Hwy to Squirrel Creek Rd	High	Yes	0.40	$389,600
Class III with multi-use shoulder	Squirrel Creek Rd	Adam Ave to Crestwood St	High	Yes	0.35	$346,000
Class II Bike Lanes (widening)	Brunswick Rd	Town Talk Rd south to Grass Valley City limit	High	Yes	0.26	$306,700

Facility	Location	Extent	Priority	Disadv. Comm.	Length (miles)	Cost
Class I Bike Path	Brunswick Rd	Town Talk Rd to City limit north of Idaho Maryland Rd	High	Yes	0.27	$270,200
Class II Bike Lanes (widening)	Brunswick Rd	Grass Valley city limits to Bet Rd	High	Yes	0.22	$261,400
Class II Bike Lanes	Glenshire Dr	Hirschdale Rd to Martis Peak Rd	High		1.01	$186,000
Class III Bike Route	Squirrel Creek Rd / Walker Dr / Butler Rd	Adam Ave to city limits	High	Yes	0.92	$16,500
Class III Bike Route	Alta St	Ridge Rd to Grass Valley city limits	High	Yes	0.62	$11,200
Class III with multi-use shoulder	SR 49	Auburn Rd to Combie Rd	Medium	Yes	5.91	$5,780,300
Class III with multi-use shoulder	N Bloomfield Rd	Coyote Rd to Rock Creek Rd	Medium		5.21	$5,091,800
Class II Bike Lanes (widening)	Donner Pass Rd	I-80 to Donner Summit	Medium		3.73	$4,424,400
Class III with multi-use shoulder	SR 20	Nevada St to Willow Valley Rd	Medium	Yes	3.51	$3,430,900
Class III with multi-use shoulder	Oak Tree Rd	SR 49 to Tyler Foote Crossing	Medium	Yes	2.69	$2,633,300
Class III with multi-use shoulder	SR 49	Crestview Dr to Allison Ranch Rd	Medium	Yes	2.66	$2,600,100
Class III with multi-use shoulder	Pleasant Valley Rd	Bitney Springs Rd to Wildflower Dr	Medium	Yes	2.56	$2,501,000
Class III with multi-use shoulder	SR 49	Allison Ranch Rd to Auburn Rd	Medium	Yes	2.26	$2,209,500
Class II Bike Lanes (widening)	Pleasant Valley Rd	Wildflower Dr to Lake Wildwood Dr	Medium	Yes	1.64	$1,946,300
Class III with multi-use shoulder	Bitney Springs Rd	Empress Mine Rd to Rough & Ready Hwy	Medium	Yes	1.89	$1,852,900
Class III with multi-use shoulder	Bitney Springs Rd	Gold Fork Rd to Empress Mine Rd	Medium		1.74	$1,699,400
Class II Bike Lanes (widening)	Loma Rica Dr	Brunswick Rd to Wawona Madrona entrance	Medium	Yes	1.40	$1,655,900
Class III with multi-use shoulder	Brunswick Rd	Bet Rd to Hwy 174	Medium	Yes	1.48	$1,448,400

Facility	Location	Extent	Priority	Disadv. Comm.	Length (miles)	Cost
Class III with multi-use shoulder	Rough & Ready Hwy	Bitney Springs Rd to Ridge Rd	Medium	Yes	1.35	$1,315,500
Class III with multi-use shoulder	SR 174	Rattlesnake Rd to Brunswick Rd	Medium	Yes	1.29	$1,260,000
Class III with multi-use shoulder	Greenhorn Rd	Brunswick Rd to Yama Wy	Medium	Yes	1.17	$1,140,100
Class III with multi-use shoulder	Penn Valley Dr	SR 20 to Spenceville Rd	Medium	Yes	0.60	$588,300
Class II Bike Lanes (widening)	Pittsburg Rd	Gold Flat Rd to Pittsburg Mine Rd	Medium		0.38	$453,800
Class III with multi-use shoulder	La Barr Meadows Rd	Grass Valley city limits to Amsel Wy	Medium	Yes	0.43	$416,800
Class III with multi-use shoulder	Rattlesnake Rd	SR 174 to Lower Colfax Rd	Medium	Yes	0.31	$301,100
Class III with multi-use shoulder	Dog Bar Rd	Alta Sierra Dr to Mt Olive Rd	Medium		0.19	$189,600
Class III Bike Route	Lower Colfax Rd	Rattlesnake Rd to SR 174	Medium	Yes	6.59	$118,600
Class III Bike Route	Auburn Rd	Archery Rd to SR 49	Medium	Yes	4.46	$80,300
Class II Bike Lanes	McCourtney Rd	Auburn Rd to Brighton St	Medium	Yes	0.34	$61,700
Class III Bike Route	Old Downieville Hwy	SR 49 to Nevada City city limits	Medium	Yes	1.52	$27,400
Class III with multi-use shoulder	SR 49	Tyler Foote Crossing to Newtown Rd	Low		7.99	$7,817,000
Class III with multi-use shoulder	SR 20	Chalk Bluff Rd to county limits	Low		6.33	$6,193,400
Class II Bike Lanes (widening)	McCourtney Rd	Auburn Rd to Indian Springs Rd	Low	Yes	4.66	$5,536,700
Class III with multi-use shoulder	Dog Bar Rd	Mt Olive Rd to Magnolia Rd	Low		5.49	$5,373,100
Class III with multi-use shoulder	Pasquale Rd	Red Dog Rd to Banner Quaker Hill Rd	Low		5.04	$4,932,700

Facility	Location	Extent	Priority	Disadv. Comm.	Length (miles)	Cost
Class III with multi-use shoulder	McCourtney Rd	Indian Springs Rd to Lime Kiln Rd	Low		5.02	$4,907,000
Class III with multi-use shoulder	SR 20	Casci Rd to Washington Rd	Low		4.76	$4,658,100
Class III with multi-use shoulder	Stampede Meadows Rd	County limits to Hinton Rd	Low		4.32	$4,228,800
Class III with multi-use shoulder	Rough & Ready Hwy	SR 20 to Bitney Springs Rd	Low	Yes	4.27	$4,179,900
Class III with multi-use shoulder	SR 20	Willow Valley Rd to Casci Rd	Low		4.04	$3,949,300
Class III with multi-use shoulder	Magnolia Rd	Dog Bar Rd to Class I at Kingston Rd	Low		4.03	$3,945,900
Class III with multi-use shoulder	Rattlesnake Rd	Lower Colfax Rd to Dog Bar Rd	Low		3.87	$3,788,900
Class I Bike Path	Hinton Rd	Glenshire Dr to Hirschdale Rd	Low		3.58	$3,647,000
Class III with multi-use shoulder	SR 89	Hobart Mills Rd to county limits	Low		3.70	$3,615,300
Class III with multi-use shoulder	Indian Springs Rd	Spenceville Rd to McCourtney Rd	Low	Yes	3.61	$3,535,000
Class III with multi-use shoulder	SR 174	You Bet Rd to Lower Colfax Rd	Low		3.49	$3,414,900
Class III with multi-use shoulder	SR 20	Nevada County line to Penn Valley Dr	Low		3.42	$3,346,600
Class III with multi-use shoulder	Tyler Foote Crossing	SR 49 to Oak Tree Rd	Low		3.28	$3,207,000
Class III with multi-use shoulder	Newtown Rd	Champion Mine Rd to Bitney Springs Rd	Low		3.18	$3,114,500
Class III with multi-use shoulder	SR 20	Washington Rd to Chalk Bluff Rd	Low		3.11	$3,045,200

Facility	Location	Extent	Priority	Disadv. Comm.	Length (miles)	Cost
Class III with multi-use shoulder	Lake Vera - Purdon Rd	N Bloomfield Rd and Rector Rd	Low		2.56	$2,505,000
Class III with multi-use shoulder	SR 49	County limits to Oak Tree Rd	Low	Yes	2.52	$2,468,400
Class III with multi-use shoulder	SR 49	Oak Tree Rd to Pleasant Valley Rd	Low	Yes	2.50	$2,441,800
Class III with multi-use shoulder	Tyler Foote Crossing	Oak Tree Rd to Kamena Rd	Low		2.46	$2,405,800
Class III with multi-use shoulder	Lime Kiln Rd	McCourtney Rd to SR 49	Low		2.35	$2,300,300
Class III with multi-use shoulder	SR 174	Brunswick Rd to You Bet Rd	Low	Yes	2.29	$2,243,300
Class III with multi-use shoulder	Banner Lava Cap Rd	Nevada City Hwy to Gracie Rd	Low	Yes	2.26	$2,213,800
Class III with multi-use shoulder	SR 49	Combie Rd to county limits	Low		2.25	$2,197,200
Class II Bike Lanes (widening)	SR 89	Hobart Mills Rd to Truckee town limits	Low		1.74	$2,064,000
Class III with multi-use shoulder	Idaho Maryland Rd	Grass Valley SOI to Banner Lava Cap Rd	Low	Yes	2.06	$2,014,300
Class III with multi-use shoulder	Willow Valley Rd	Nevada City city limits to Planned Snow Mountain Ditch Trail Extension	Low	Yes	2.03	$1,988,900
Class III with multi-use shoulder	Indian Springs Rd	Penn Valley Dr to Spenceville Rd	Low	Yes	1.96	$1,920,800
Class III with multi-use shoulder	Spenceville Rd	Penn Valley Dr to Indian Springs Rd	Low	Yes	1.51	$1,479,400
Class III with multi-use shoulder	Banner Lava Cap Rd	Gracie Rd to Idaho Maryland Rd	Low		1.26	$1,227,600
Class III with multi-use shoulder	SR 174	Lower Colfax Rd to county limits	Low		1.20	$1,177,500

Facility	Location	Extent	Priority	Disadv. Comm.	Length (miles)	Cost
Class III with multi-use shoulder	SR 49	Pleasant Valley Rd to Tyler Foote Crossing	Low		1.11	$1,088,100
Class III with multi-use shoulder	Penn Valley Dr	SR 20 to Pleasant Valley Rd	Low	Yes	1.10	$1,071,500
Class I Bike Path	Powerlines	SR 20 east end to Eagle Lakes Rd	Low		0.84	$852,300
Class I bike path	SR 174 NID ditch	Powerline Rd to Mt Olive Rd	Low		0.76	$772,000
Class III with multi-use shoulder	Dog Bar Rd	Magnolia Rd to County limit	Low		0.73	$715,500
Class II Bike Lanes (widening)	Pittsburg Mine Rd	Pittsburg Rd to Banner Lava Cap Rd	Low		0.49	$583,700
Class I Bike Path	Glenshire Drive alternate	Glenshire Drive to Hirschdale Rd	Low		0.57	$577,000
Class III with multi-use shoulder	Empress Rd	Bitney Springs Rd to Newtown Rd	Low		0.57	$555,600
Class III with multi-use shoulder	SR 49	Newtown Rd to Old Downieville Hwy	Low		0.45	$436,200
Class I Bike Path	South Yuba River	New Lincoln to Hampshire Rocks Rd	Low		0.41	$414,200
Class I Bike Path	Ridge Rd	Rough and Ready Hwy and Ridgeview Dr	Low	Yes	0.41	$412,900
Class III Bike Route	Pleasant Valley Rd	SR 49 to Bitney Springs Rd	Low		9.16	$164,900
Class III Bike Route	Mooney Flat Rd	SR 20 to Pleasant Valley Rd	Low		5.13	$92,400
Class III Bike Route	Scotts Flat Rd	SR 20 to Scotts Flat Pines Rd	Low		4.51	$81,100
Class III Bike Route	Donner Pass Rd	Hampshire Rocks Rd to Brennan Ave	Low		3.95	$71,100
Class III Bike Route	Hampshire Rocks Rd	West end near Cisco Rd to Donner Pass Rd	Low		3.48	$62,600
Class III Bike Route	Bitney Springs Rd	Pleasant Valley Rd to Gold Fork Rd	Low		3.31	$59,600
Class III Bike Route	Birchville Rd	Pleasant Valley Rd to SR 49	Low		2.77	$49,800
Class III Bike Route	Eagle Lakes Rd / New Lincoln	West end to South Yuba River path near Cisco Rd	Low		2.30	$41,400
Class III Bike Route	Donner Pass Rd	Brennan Ave to I-80	Low		2.26	$40,700
Class III Bike Route	Banner Lava Cap Rd	Idaho Maryland Rd to Red Dog Rd	Low		2.19	$39,500
Class III Bike Route	Purdon Rd	Tyler Foote Crossing to Murphy Rd	Low		1.98	$35,700
Class III Bike Route	Banner Quaker Hill Rd	Banner Lava Cap Rd to Pasquale Rd	Low		1.93	$34,800

Facility	Location	Extent	Priority	Disadv. Comm.	Length (miles)	Cost
Class III Bike Route	Jones Bar Rd	Newtown Rd to Yuba Crest Dr	Low		1.87	$33,700
Class III Bike Route	Willow Valley Rd	Scotts Valley Rd to SR 20	Low		1.59	$28,500
Class III Bike Route	Red Dog Rd	Quaker Hill Cross to Banner Lava Cap Rd	Low		1.58	$28,500
Class III Bike Route	Pyramid Trail / Hirschdale Rd	Glenshire Dr to Hinton Rd	Low		1.22	$21,900
Class III Bike Route	Pyramid Trail / Hirschdale Rd	Hinton Rd to end of road	Low		0.96	$17,300
Class III Bike Route	Laws Ranch Cross Rd	SR 174 to Lower Colfax Rd	Low	Yes	0.21	$3,700
Class III Bike Route	Pyramid Trail / Floriston Wy	Floriston	Low	Yes	0.14	$2,500

Source: Fehr & Peers, 2018

Table E-12: Nevada County Pedestrian Facilities Projects

Facility	Location	Extent	Priority	Disadv. Comm.	Length (miles)	Cost
Sidewalk	Ridge Rd	Existing sidewalk at Nevada Union High School to Nevada City limits	High	Yes	2.55	$2,090,700
Sidewalk	Rough & Ready Hwy	Squirrel Creek Rd and Adam Ave	High	Yes	1.25	$1,023,000
Sidewalk	Old Tunnel Rd	Banner Lava Cap Rd and Town Talk Rd	High	Yes	0.81	$661,700
Sidewalk	Ridge Rd	Ridgeview Dr to Alta St	High	Yes	0.61	$495,400
Sidewalk	Squirrel Creek Rd	Adam Ave to Cedar Ave	High	Yes	0.57	$470,500
Sidewalk	Ridge Rd	Alta St and Upper Slate Creek Rd (south side only)	High	Yes	0.47	$388,200
Sidewalk	Squirrel Creek Rd	W Main St and Cedar Ave	High	Yes	0.46	$376,000
Sidewalk	Rough & Ready Hwy	Gilmore Wy to Squirrel Creek Rd	High	Yes	0.25	$208,500
Sidewalk	Spenceville Rd (west side only)	Shopping center south of Penn Valley Dr to Ready Springs Elementary School	High	Yes	0.23	$188,200
Sidewalk	Alta St	Dolores Dr and Ridge Rd (east side only)	High	Yes	0.18	$147,000
Sidewalk	Alta St (east side only)	Dolores Dr and Devere Mautino Park	High	Yes	0.08	$68,300
Sidewalk (new), Sidewalk (widen), Crosswalk improvement	McCourtney Rd	Brighton St to west side of Nevada County Fairgrounds	Medium	Yes	0.77	$631,600
Sidewalk	Penn Valley Dr (west side only)	Spenceville Rd to SR 20	Medium	Yes	0.58	$476,700
Sidewalk	Penn Valley Dr (north side only)	Crosswalk west of Pheasant Ln to Spenceville Rd	Medium	Yes	0.39	$322,800
Sidewalk	Boulder St	Nevada City city limits to Red Dog Rd	Medium	Yes	0.21	$172,700
Sidewalk	Cement Hill Rd	Nevada City limit and Indian Flat Rd (west side only)	Medium		0.21	$172,400
Crosswalk improvement: RRFB	Rough & Ready Hwy	Adam Ave	Medium	Yes	other	$25,000
Sidewalk	Donner Pass Rd	East of I-80 to 500 feet east of Soda Springs Rd	Low		1.58	$1,289,700
Sidewalk (new), pedestrian paths	SR 49 in North San Juan	School St to Oak Tree Rd	Low	Yes	0.70	$572,200
Sidewalk	Combie Rd (south side only)	Lake Combie Mobile Home Village dwy and Magnolia Rd	Low		0.54	$446,000

Facility	Location	Extent	Priority	Disadv. Comm.	Length (miles)	Cost
Sidewalk	Higgins Rd (west side only) and future parkway road (north side only)	Higgins Village dwy to SR 49	Low		0.33	$269,200
Sidewalk	Combie Rd (south side only)	SR 49 and Lake Combie Mobile Home Village dwy	Low		0.29	$238,100
Sidewalk	Spenceville Rd / Penn Valley Dr (east side only)	Fire station to Plaza Tire dwy	Low		0.20	$160,200
Sidewalk	Wolf Rd (south side only)	Jennifer Dr to SR 49	Low		0.10	$83,800
Sidewalk	Magnolia Rd (south side only)	Combie Rd to Lakeshore North	Low		0.10	$83,600
Intersection improvement: install new crosswalk and ramps and reduce turn radius	N Bloomfield Rd / Lake Vera - Purdon Rd	Reduce turn radii, consider traffic calming	Low		other	$60,000
Sidewalk	Combie Rd (east side only)	Magnolia Rd to existing sidewalk	Low		0.03	$28,100
Crosswalk improvement: RRFB	Donner Pass Rd at Lola Montez Ln	NA	Low		other	$25,000
Crosswalk improvement: install new crosswalk	SR 49 in North San Juan	School St to Oak Tree Rd	Low	Yes	other	$5,000
Crosswalk improvement: install new crosswalk	Donner Pass Rd at Soda Springs Rd	NA	Low		other	$5,000

Source: Fehr & Peers, 2018

Table E-13: Nevada County Trails Facilities Projects

Facility	Location	Extent	Priority	Disadv. Comm.	Length (miles)	Cost
Earthen Trail	Miners Trail	Round Mountain to Harmony Ridge	Medium		2.91	$623,300
Earthen Trail	Deer Creek Tribute Trail	Connect BLM loop to Providence Mine Rd	Medium	Yes	0.49	$104,400
Earthen Trail	Deer Creek Tribute Trail	Alternative to road section, move to flume alignmenet	Medium	Yes	0.38	$82,000
Earthen Trail	Snow Mountain Ditch	Willow Valley Road (the end of the existing trail) to the trail at the north end of the Scotts Flat Reservoir dam	Low		2.91	$622,600
Earthen Trail	Connection from Sugarloaf Mountain to South Yuba River		Low		2.32	$496,500
Earthen Trail	Lake Van Norden Rd and Old Donner Summit Rd	Soda Springs Rd to County line	Low		1.17	$251,200
Earthen Trail	South Yuba River	Donner Pass Rd to Soda Springs Rd	Low		0.54	$116,600
Earthen Trail	Haskell Rd to Snow Mountain Ditch		Low		0.42	$90,200
Earthen Trail	Gracie Rd	Extend trail or sidewalks from Nevada City to existing trail	Low		0.20	$42,200

Source: Fehr & Peers, 2018

APPENDIX F: REGIONALLY DISADVANTAGED CENSUS BLOCK GROUP DATA

Regional Disadvantaged Community Census Block Group Metrics

Red text highlighted yellow indicates that the census block exceeds the countywide average.

Category				Race Metrics		Economic Metrics	
Area	Census Tract	Block Group	Block Group Population	% Share of Non-White Population	% Share 5 Year and Older Where English is not the Primary Language and English is Spoken Less than "Very Well"	Low Income (<80% of the statewide MHI of $73,524)	% Unemployed
	Countywide Average			*12.0%*	*32.3%*	*$79,395*	*4.4%*
County	1.02	1	1,290	8%	30%	-	1.1%
	1.02	2	2,234	11%	30%	$97,917	0.0%
	1.02	3	1,567	10%	30%	$85,318	4.6%
	1.02	4	2,026	0%	30%	$109,175	9.8%
	1.04	1	1,285	13%	26%	$47,125	10.2%
	1.04	2	1,295	10%	26%	$59,352	11.9%
	1.04	3	780	9%	26%	$86,528	5.0%
	1.05	1	1,373	11%	22.5%	$101,927	5.7%
	1.05	2	649	18%	22.5%	$126,667	3.1%
	1.05	3	1,045	13%	22.5%	$79,167	6.9%
	1.06	1	873	5%	0%	-	0.0%
	1.06	2	1,118	8%	0%	$138,375	18.4%
	1.07	1	1,132	15%	0%	$147,407	0.0%
	1.07	2	1,487	13%	0%	$79,653	1.6%
	1.07	3	1,021	23%	0%	$99,565	0.0%
	1.07	4	483	2%	0%	$88,661	0.0%
	1.07	5	2,357	9%	0%	$113,301	0.0%
	2	1	992	14%	16%	$103,333	6.4%
	2	2	1,807	9%	16%	$111,447	5.4%
	3	1	1,060	12%	13%	$120,972	1.8%

Category				Race Metrics		Economic Metrics	
Area	Census Tract	Block Group	Block Group Population	% Share of Non-White Population	% Share 5 Year and Older Where English is not the Primary Language and English is Spoken Less than "Very Well"	Low Income (<80% of the statewide MHI of $73,524)	% Unemployed
	Countywide Average			*12.0%*	*32.3%*	*$79,395*	*4.4%*
County	3	2	1,645	8%	13%	$87,670	3.6%
	4.01	1	471	16%	42%	-	0.0%
	4.01	2	1,319	2%	42%	$73,345	2.6%
	4.01	3	2,049	19%	42%	$120,096	7.3%
	4.01	4	1,606	8%	42%	$66,643	0.0%
	4.03	1	2,270	27%	28%	$97,578	6.4%
	4.04	1	1,188	10%	0%	$65,882	0.0%
	4.04	2	762	5%	0%	$136,250	0.0%
	4.04	3	1,796	4%	0%	$55,068	1.4%
Grass Valley	5.02	1	789	56%	37%	$60,000	0.0%
	5.02	2	1,221	6%	37%	$53,922	0.0%
	5.02	3	1,608	10%	37%	$52,276	0.0%
County	5.02	4	1,309	2%	37%	$120,380	0.0%
	5.03	1	1,635	16%	60%	$61,324	1.1%
Grass Valley	5.04	1	1,104	13%	7%	$72,738	4.6%
	5.04	2	1,379	13%	7%	$54,141	0.0%
	5.04	3	983	10%	7%	$24,191	11.6%
	5.04	4	1,070	18%	7%	$58,793	2.9%
	5.04	5	518	18%	7%	$102,941	11.1%
	6.01	1	2,566	10%	27%	$38,472	0.9%
	6.02	1	932	23%	25%	-	0.0%
	6.02	2	970	29%	25%	-	0.0%
County	6.02	3	1,895	12%	25%	$77,708	3.1%

Category				Race Metrics		Economic Metrics	
Area	Census Tract	Block Group	Block Group Population	% Share of Non-White Population	% Share 5 Year and Older Where English is not the Primary Language and English is Spoken Less than "Very Well"	Low Income (<80% of the statewide MHI of $73,524)	% Unemployed
	Countywide Average			*12.0%*	*32.3%*	*$79,395*	*4.4%*
Grass Valley	6.02	4	786	10%	25%	$41,500	13.8%
County	7.01	1	617	1%	32%	-	0.0%
	7.01	2	1,204	6%	32%	$97,679	16.1%
	7.01	3	762	22%	32%	$69,591	0.0%
	7.01	4	931	5%	32%	$97,803	12.4%
	7.01	5	2,231	13%	32%	$105,000	2.3%
	7.01	6	1,632	3%	32%	$88,750	2.5%
	7.02	1	2,190	9%	12%	$74,085	4.7%
	7.02	2	1,945	12%	12%	$75,357	10.9%
	8.01	1	1,521	11%	70%	$60,230	7.1%
	8.01	2	1,705	21%	70%	-	15.5%
	8.01	3	2,224	10%	70%	$99,667	5.2%
Nevada City	8.02	1	716	14%	6%	$126,544	6.1%
	8.02	2	2,356	8%	6%	$63,519	6.4%
County	8.02	3	937	10%	6%	$47,500	4.9%
	8.02	4	2,399	3%	6%	$98,672	0.0%
	8.02	5	481	26%	6%	$82,576	0.0%
	9	1	1,268	14%	19%	$58,289	0.0%
	9	2	1,425	6%	19%	$70,139	5.1%
	9	3	555	16%	19%	$90,769	0.0%
	9	4	517	17%	19%	$113,466	1.9%
Truckee	12.05	1	2,372	4%	36%	$125,595	7.3%
	12.05	2	2,320	12%	36%	$124,589	8.4%

Category				Race Metrics		Economic Metrics	
Area	Census Tract	Block Group	Block Group Population	% Share of Non-White Population	% Share 5 Year and Older Where English is not the Primary Language and English is Spoken Less than "Very Well"	Low Income (<80% of the statewide MHI of $73,524)	% Unemployed
	Countywide Average			*12.0%*	*32.3%*	*$79,395*	*4.4%*
Truckee	12.05	3	393	2%	36%	-	2.8%
	12.07	1	624	7%	48%	-	0.0%
	12.07	2	2,433	29%	48%	$85,424	3.7%
	12.07	3	1,863	23%	48%	$122,607	0.0%
	12.07	4	962	18%	48%	$75,343	23.6%
	12.08	1	581	0%	33%	$232,885	5.1%
	12.08	2	1,109	9%	33%	$122,303	3.5%
	12.09	1	630	56%	95%	$76,250	0.0%
	12.09	2	859	3%	95%	$148,194	5.9%
	12.1	1	751	11%	5%	$78,170	0.0%
	12.1	2	390	3%	5%	$205,964	0.0%
	12.1	3	541	0%	5%	$250,000	0.0%
	12.11	1	434	27%	0%	$49,773	23.8%
	12.11	2	699	6%	0%	$163,194	0.0%

Regional Disadvantaged Community Census Block Group Metrics

Red text highlighted yellow indicates that the census block exceeds the countywide average.

Category				Economic Metrics			Household Metrics		
Area	Census Tract	Block Group	Block Group Population	% Below Poverty Level	% Owner Affordability	% Renter Affordability	% Single Mother Households with children < 18 yrs	% Youth (5-17)	% Seniors (65+)
	Countywide Average			*11.1%*	*45.3%*	*55.0%*	*19.2%*	*17.0%*	*28.4%*
County	1.02	1	1,290	18.0%	38.1%	76.5%	0.0%	11.0%	38.0%
	1.02	2	2,234	13.0%	42.9%	10.7%	0.0%	18.1%	19.7%
	1.02	3	1,567	12.9%	44.1%	22.4%	0.0%	14.3%	45.8%
	1.02	4	2,026	0.0%	45.4%	76.9%	0.0%	18.4%	20.7%
	1.04	1	1,285	20.9%	56.4%	63.9%	4.6%	21.7%	25.1%
	1.04	2	1,295	10.6%	45.7%	17.3%	0.0%	10.0%	36.7%
	1.04	3	780	2.6%	27.9%	#DIV/0!	0.0%	3.1%	39.5%
	1.05	1	1,373	7.6%	33.0%	63.0%	41.7%	9.8%	21.9%
	1.05	2	649	0.0%	43.6%	0.0%	0.0%	14.2%	34.7%
	1.05	3	1,045	17.0%	54.0%	20.5%	0.0%	9.1%	28.8%
	1.06	1	873	3.4%	22.4%	100.0%	0.0%	13.9%	49.7%
	1.06	2	1,118	5.1%	32.5%	100.0%	0.0%	14.1%	29.4%
	1.07	1	1,132	0.0%	32.8%	100.0%	0.0%	27.3%	15.2%
	1.07	2	1,487	0.0%	83.5%	100.0%	43.0%	16.1%	28.4%
	1.07	3	1,021	0.0%	47.7%	0.0%	0.0%	8.8%	42.4%
	1.07	4	483	10.9%	34.8%	100.0%	100.0%	3.1%	47.4%
	1.07	5	2,357	6.0%	45.1%	50.7%	9.0%	22.1%	22.6%
	2	1	992	12.1%	45.4%	3.9%	0.0%	14.7%	27.8%
	2	2	1,807	16.0%	34.3%	45.5%	0.0%	12.6%	36.7%
	3	1	1,060	5.5%	31.7%	44.4%	18.9%	9.0%	19.0%
	3	2	1,645	6.4%	54.3%	61.2%	0.0%	10.2%	31.4%
	4.01	1	471	7.4%	53.0%	45.5%	100.0%	10.2%	38.6%

Category				Economic Metrics			Household Metrics		
Area	Census Tract	Block Group	Block Group Population	% Below Poverty Level	% Owner Affordability	% Renter Affordability	% Single Mother Households with children < 18 yrs	% Youth (5-17)	% Seniors (65+)
	Countywide Average			*11.1%*	*45.3%*	*55.0%*	*19.2%*	*17.0%*	*28.4%*
County	4.01	2	1,319	2.9%	65.0%	77.0%	0.0%	3.0%	48.6%
	4.01	3	2,049	13.2%	42.7%	46.0%	0.0%	25.3%	24.5%
	4.01	4	1,606	10.6%	50.5%	60.1%	30.4%	14.1%	51.5%
	4.03	1	2,270	6.0%	46.3%	79.2%	0.0%	21.6%	16.6%
	4.04	1	1,188	0.0%	69.9%	64.9%	36.9%	13.6%	38.4%
	4.04	2	762	3.8%	20.7%	100.0%	15.8%	4.7%	58.5%
	4.04	3	1,796	15.6%	74.3%	79.5%	40.7%	22.7%	30.9%
Grass Valley	5.02	1	789	10.7%	100.0%	30.6%	100.0%	20.8%	22.8%
	5.02	2	1,221	16.3%	40.2%	41.0%	0.0%	18.3%	26.5%
	5.02	3	1,608	14.1%	80.5%	73.5%	14.1%	30.0%	20.5%
County	5.02	4	1,309	3.1%	13.8%	76.0%	30.2%	13.0%	22.5%
	5.03	1	1,635	17.6%	0.0%	73.5%	47.2%	25.5%	12.0%
Grass Valley	5.04	1	1,104	2.6%	66.5%	47.8%	65.9%	12.6%	32.2%
	5.04	2	1,379	13.1%	68.9%	73.1%	63.0%	26.0%	33.1%
	5.04	3	983	45.6%	0.0%	47.7%	63.6%	20.3%	47.5%
	5.04	4	1,070	5.7%	66.1%	85.9%	26.1%	11.7%	39.4%
	5.04	5	518	16.2%	18.0%	38.9%	0.0%	18.7%	8.3%
	6.01	1	2,566	25.8%	0.0%	55.4%	23.2%	18.2%	32.3%
	6.02	1	932	19.3%	74.1%	57.5%	100.0%	18.0%	25.2%
	6.02	2	970	15.9%	13.8%	55.1%	32.7%	15.6%	22.5%
County	6.02	3	1,895	5.3%	41.4%	28.8%	27.3%	18.0%	29.8%
Grass Valley	6.02	4	786	25.6%	34.0%	87.9%	0.0%	14.1%	35.1%
County	7.01	1	617	22.6%	51.3%	100.0%	0.0%	3.4%	69.9%
	7.01	2	1,204	3.9%	60.0%	58.5%	52.7%	17.6%	37.5%

Category				Economic Metrics			Household Metrics		
Area	Census Tract	Block Group	Block Group Population	% Below Poverty Level	% Owner Affordability	% Renter Affordability	% Single Mother Households with children < 18 yrs	% Youth (5-17)	% Seniors (65+)
	Countywide Average			*11.1%*	*45.3%*	*55.0%*	*19.2%*	*17.0%*	*28.4%*
County	7.01	3	762	5.9%	65.0%	0.0%	0.0%	18.1%	28.7%
	7.01	4	931	0.0%	62.2%	42.9%	0.0%	11.3%	33.9%
	7.01	5	2,231	3.4%	57.3%	33.1%	26.4%	20.3%	18.4%
	7.01	6	1,632	17.7%	48.0%	29.8%	40.6%	9.6%	34.1%
	7.02	1	2,190	7.1%	43.6%	28.4%	14.8%	16.3%	34.9%
	7.02	2	1,945	9.6%	46.1%	31.5%	24.2%	16.2%	31.8%
	8.01	1	1,521	2.3%	74.7%	27.3%	25.0%	9.5%	38.9%
	8.01	2	1,705	38.9%	44.5%	92.0%	32.2%	10.6%	26.9%
	8.01	3	2,224	15.4%	36.7%	35.1%	35.7%	22.4%	21.8%
Nevada City	8.02	1	716	0.0%	21.1%	40.3%	0.0%	3.8%	45.3%
	8.02	2	2,356	9.4%	56.9%	30.7%	14.9%	14.2%	43.3%
County	8.02	3	937	18.1%	39.5%	94.9%	100.0%	2.3%	40.6%
	8.02	4	2,399	7.4%	40.7%	50.0%	0.0%	22.9%	20.3%
	8.02	5	481	21.7%	42.9%	#DIV/0!	#DIV/0!	0.0%	40.5%
	9	1	1,268	24.7%	33.6%	38.4%	22.7%	19.2%	30.7%
	9	2	1,425	18.3%	60.3%	43.3%	9.1%	22.9%	23.2%
	9	3	555	18.9%	69.0%	36.0%	0.0%	3.6%	46.3%
	9	4	517	11.0%	43.2%	65.4%	0.0%	7.4%	22.6%
Truckee	12.05	1	2,372	13.6%	42.8%	58.9%	6.2%	25.5%	16.0%
	12.05	2	2,320	7.7%	21.7%	32.9%	2.1%	30.4%	8.4%
	12.05	3	393	0.0%	7.3%	100.0%	0.0%	19.1%	22.4%
	12.07	1	624	0.0%	32.6%	62.2%	0.0%	4.8%	17.1%
	12.07	2	2,433	7.8%	30.1%	60.8%	18.7%	28.2%	6.6%
	12.07	3	1,863	13.8%	13.3%	76.7%	34.4%	22.8%	20.0%
	12.07	4	962	24.1%	77.7%	76.2%	62.7%	16.3%	10.2%

Category				Economic Metrics			Household Metrics		
Area	Census Tract	Block Group	Block Group Population	% Below Poverty Level	% Owner Affordability	% Renter Affordability	% Single Mother Households with children < 18 yrs	% Youth (5-17)	% Seniors (65+)
	Countywide Average			*11.1%*	*45.3%*	*55.0%*	*19.2%*	*17.0%*	*28.4%*
Truckee	12.08	1	581	7.9%	41.1%	35.0%	0.0%	17.6%	11.9%
	12.08	2	1,109	4.3%	45.5%	50.0%	5.0%	12.2%	19.5%
	12.09	1	630	0.0%	93.0%	61.9%	0.0%	15.9%	22.2%
	12.09	2	859	0.0%	49.2%	10.9%	0.0%	13.9%	31.5%
	12.1	1	751	16.7%	43.4%	37.1%	0.0%	15.3%	34.2%
	12.1	2	390	0.0%	47.1%	0.0%	0.0%	9.0%	20.3%
	12.1	3	541	0.0%	16.3%	#DIV/0!	0.0%	24.8%	15.5%
	12.11	1	434	25.0%	100.0%	51.2%	8.8%	30.4%	20.7%
	12.11	2	699	3.5%	21.8%	67.6%	9.4%	17.6%	36.6%

Regional Disadvantaged Community Census Block Group Metrics

Red text highlighted yellow indicates that the census block exceeds the countywide average.

Category				Household Metrics				Education Metric
Area	Census Tract	Block Group	Block Group Population	% Individuals with Disabilities	% Renter Occupied Zero-Vehicle Housing Units	% Owner Occupied Zero-Vehicle Housing Units	% No Internet Access	% Low Educational Attainment (No Highschool Diploma)
	Countywide Average			*13.7%*	*8.6%*	*2.6%*	*7.6%*	*1.6%*
County	1.02	1	1,290	12%	0.0%	0.0%	6.1%	5.4%
	1.02	2	2,234	12%	0.0%	0.0%	6.9%	2.5%
	1.02	3	1,567	12%	22.4%	0.0%	17.4%	8.4%
	1.02	4	2,026	12%	0.0%	2.9%	2.5%	2.1%
	1.04	1	1,285	17%	14.8%	10.5%	18.8%	0.0%
	1.04	2	1,295	17%	0.0%	7.2%	10.1%	1.1%
	1.04	3	780	17%	0.0%	0.0%	5.1%	2.4%
	1.05	1	1,373	18%	0.0%	0.0%	7.6%	0.0%
	1.05	2	649	18%	0.0%	0.0%	11.8%	0.0%
	1.05	3	1,045	18%	0.0%	6.3%	17.3%	2.1%
	1.06	1	873	10%	0.0%	5.2%	12.9%	5.4%
	1.06	2	1,118	10%	0.0%	0.0%	7.4%	0.0%
	1.07	1	1,132	14%	0.0%	0.0%	3.9%	2.5%
	1.07	2	1,487	14%	0.0%	0.0%	3.7%	0.0%
	1.07	3	1,021	14%	0.0%	0.0%	20.5%	0.0%
	1.07	4	483	14%	0.0%	0.0%	0.0%	0.0%
	1.07	5	2,357	14%	0.0%	3.1%	1.6%	2.4%
	2	1	992	15%	21.6%	0.8%	12.8%	0.0%
	2	2	1,807	15%	0.0%	0.5%	1.8%	0.9%
	3	1	1,060	14%	18.5%	1.5%	0.0%	2.4%
	3	2	1,645	14%	0.0%	2.1%	10.3%	0.8%

Category				Household Metrics				Education Metric
Area	Census Tract	Block Group	Block Group Population	% Individuals with Disabilities	% Renter Occupied Zero-Vehicle Housing Units	% Owner Occupied Zero-Vehicle Housing Units	% No Internet Access	% Low Educational Attainment (No Highschool Diploma)
	Countywide Average			*13.7%*	*8.6%*	*2.6%*	*7.6%*	*1.6%*
County	4.01	1	471	12%	0.0%	0.0%	0.0%	0.0%
	4.01	2	1,319	12%	0.0%	4.8%	10.1%	0.0%
	4.01	3	2,049	12%	0.0%	3.5%	5.2%	0.0%
	4.01	4	1,606	12%	25.0%	5.1%	2.4%	6.7%
	4.03	1	2,270	12%	0.0%	1.4%	2.8%	0.1%
	4.04	1	1,188	21%	0.0%	0.0%	16.5%	0.5%
	4.04	2	762	21%	0.0%	0.0%	0.0%	6.0%
	4.04	3	1,796	21%	29.5%	0.0%	16.5%	0.0%
Grass Valley	5.02	1	789	14%	0.0%	0.0%	0.0%	0.0%
	5.02	2	1,221	14%	0.0%	0.0%	3.4%	0.0%
	5.02	3	1,608	14%	0.0%	0.0%	13.6%	1.9%
County	5.02	4	1,309	14%	0.0%	0.0%	0.0%	0.0%
	5.03	1	1,635	14%	13.1%	0.0%	6.7%	0.0%
Grass Valley	5.04	1	1,104	19%	0.0%	0.0%	0.0%	0.0%
	5.04	2	1,379	19%	37.6%	15.0%	30.6%	2.4%
	5.04	3	983	19%	0.0%	0.0%	24.0%	12.5%
	5.04	4	1,070	19%	23.7%	16.3%	9.1%	11.4%
	5.04	5	518	19%	25.3%	14.9%	0.0%	0.0%
	6.01	1	2,566	38%	18.9%	44.3%	19.5%	1.3%
	6.02	1	932	21%	22.8%	6.6%	12.4%	0.0%
	6.02	2	970	21%	14.8%	0.0%	12.0%	6.0%
County	6.02	3	1,895	21%	0.0%	4.8%	5.0%	1.3%
Grass Valley	6.02	4	786	21%	7.1%	0.0%	11.8%	0.0%

Category				Household Metrics				Education Metric
Area	Census Tract	Block Group	Block Group Population	% Individuals with Disabilities	% Renter Occupied Zero-Vehicle Housing Units	% Owner Occupied Zero-Vehicle Housing Units	% No Internet Access	% Low Educational Attainment (No Highschool Diploma)
	Countywide Average			*13.7%*	*8.6%*	*2.6%*	*7.6%*	*1.6%*
County	7.01	1	617	15%	0.0%	0.0%	0.0%	0.0%
	7.01	2	1,204	15%	0.0%	3.0%	10.5%	0.0%
	7.01	3	762	15%	0.0%	0.0%	0.0%	0.0%
	7.01	4	931	15%	0.0%	0.0%	0.0%	1.8%
	7.01	5	2,231	15%	0.0%	0.8%	3.0%	4.6%
	7.01	6	1,632	15%	0.0%	1.8%	0.0%	4.0%
	7.02	1	2,190	16%	18.0%	0.1%	19.0%	2.1%
	7.02	2	1,945	16%	6.8%	2.5%	11.2%	1.3%
	8.01	1	1,521	11%	0.0%	0.0%	10.5%	0.0%
	8.01	2	1,705	11%	0.0%	3.0%	3.1%	0.0%
	8.01	3	2,224	11%	0.0%	3.2%	1.5%	0.0%
Nevada City	8.02	1	716	10%	0.0%	0.0%	0.0%	0.0%
	8.02	2	2,356	10%	2.7%	6.0%	6.6%	0.0%
County	8.02	3	937	10%	0.0%	0.0%	0.0%	2.3%
	8.02	4	2,399	10%	0.0%	0.0%	5.8%	0.0%
	8.02	5	481	10%	0.0%	0.0%	0.0%	0.0%
	9	1	1,268	14%	13.0%	3.1%	24.8%	1.9%
	9	2	1,425	14%	0.0%	4.4%	19.2%	0.5%
	9	3	555	14%	36.0%	0.0%	15.6%	0.0%
	9	4	517	14%	0.0%	0.0%	1.9%	0.0%
Truckee	12.05	1	2,372	5%	0.0%	0.7%	0.0%	0.5%
	12.05	2	2,320	5%	0.0%	11.8%	1.0%	0.5%
	12.05	3	393	5%	0.0%	0.0%	0.0%	3.5%
	12.07	1	624	4%	0.0%	0.0%	0.0%	0.0%

Category				Household Metrics				Education Metric
Area	Census Tract	Block Group	Block Group Population	% Individuals with Disabilities	% Renter Occupied Zero-Vehicle Housing Units	% Owner Occupied Zero-Vehicle Housing Units	% No Internet Access	% Low Educational Attainment (No Highschool Diploma)
	Countywide Average			*13.7%*	*8.6%*	*2.6%*	*7.6%*	*1.6%*
Truckee	12.07	2	2,433	4%	0.0%	0.0%	2.9%	1.7%
	12.07	3	1,863	4%	0.0%	0.0%	6.3%	0.0%
	12.07	4	962	4%	6.3%	0.0%	13.4%	6.4%
	12.08	1	581	10%	0.0%	0.0%	0.0%	0.0%
	12.08	2	1,109	10%	8.8%	0.0%	0.0%	0.0%
	12.09	1	630	9%	0.0%	0.0%	0.0%	0.8%
	12.09	2	859	9%	0.0%	0.0%	0.0%	0.0%
	12.1	1	751	8%	9.3%	0.0%	2.5%	0.0%
	12.1	2	390	8%	0.0%	0.0%	0.0%	3.4%
	12.1	3	541	8%	0.0%	5.2%	0.0%	0.0%
	12.11	1	434	18%	0.0%	0.0%	0.0%	12.5%
	12.11	2	699	18%	0.0%	0.0%	0.0%	0.0%

Regional Disadvantaged Community Census Block Group Metrics

Criteria Summary

Area	Census Tract	Block Group	Census Block Group Exceeds Non-White Share of Countywide Average, *And/Or*	Census Block Group Median Household Income is Less that 80% of the Statewide Median Household Income, *And/Or*	Census Block Group Exceeds Countywide Average for at Least Six of the Twelve Vulnerable Criteria, *And/Or*	Census Block Group Designated as a Regional Disadvantaged Community
County	1.02	1				
	1.02	2				
	1.02	3			Yes	
	1.02	4				
	1.04	1	Yes	Yes	Yes	Yes
	1.04	2		Yes		Yes
	1.04	3				
	1.05	1				
	1.05	2	Yes			Yes
	1.05	3	Yes		Yes	Yes
	1.06	1				
	1.06	2				
	1.07	1	Yes			Yes
	1.07	2	Yes			Yes
	1.07	3	Yes			Yes
	1.07	4				
	1.07	5				
	2	1	Yes		Yes	Yes
	2	2				
	3	1				

Area	Census Tract	Block Group	Census Block Group Exceeds Non-White Share of Countywide Average, *And/Or*	Census Block Group Median Household Income is Less that 80% of the Statewide Median Household Income, *And/Or*	Census Block Group Exceeds Countywide Average for at Least Six of the Twelve Vulnerable Criteria, *And/Or*	Census Block Group Designated as a Regional Disadvantaged Community
County	3	2				
	4.01	1	Yes			Yes
	4.01	2		Yes		Yes
	4.01	3	Yes			Yes
	4.01	4		Yes	Yes	Yes
	4.03	1	Yes			Yes
	4.04	1		Yes	Yes	Yes
	4.04	2				
	4.04	3		Yes	Yes	Yes
Grass Valley	5.02	1	Yes	Yes		Yes
	5.02	2		Yes		Yes
	5.02	3		Yes	Yes	Yes
County	5.02	4				
	5.03	1	Yes	Yes	**Yes**	Yes
Grass Valley	5.04	1	Yes	Yes		Yes
	5.04	2	Yes	Yes	Yes	Yes
	5.04	3		Yes	Yes	Yes
	5.04	4	Yes	Yes	Yes	Yes
	5.04	5	Yes			Yes
	6.01	1		Yes	Yes	Yes
	6.02	1	Yes		Yes	Yes
	6.02	2	Yes		Yes	Yes
County	6.02	3				
Grass Valley	6.02	4		Yes	Yes	Yes
County	7.01	1				

Area	Census Tract	Block Group	Census Block Group Exceeds Non-White Share of Countywide Average, *And/Or*	Census Block Group Median Household Income is Less that 80% of the Statewide Median Household Income, *And/Or*	Census Block Group Exceeds Countywide Average for at Least Six of the Twelve Vulnerable Criteria, *And/Or*	Census Block Group Designated as a Regional Disadvantaged Community
County	7.01	2			Yes	
	7.01	3	Yes	Yes		Yes
	7.01	4				
	7.01	5	Yes			Yes
	7.01	6			Yes	
	7.02	1			Yes	
	7.02	2	Yes		Yes	Yes
	8.01	1		Yes	**Yes**	Yes
	8.01	2	Yes			Yes
	8.01	3				
Nevada City	8.02	1	Yes			Yes
	8.02	2		Yes		Yes
County	8.02	3		Yes	Yes	Yes
	8.02	4				
	8.02	5	Yes			Yes
	9	1	Yes	Yes	Yes	Yes
	9	2		Yes	Yes	Yes
	9	3	Yes		Yes	Yes
	9	4	Yes			Yes
Truckee	12.05	1				
	12.05	2	Yes			Yes
	12.05	3				
	12.07	1				
	12.07	2	Yes			Yes
	12.07	3	Yes			Yes

Area	Census Tract	Block Group	Census Block Group Exceeds Non-White Share of Countywide Average, *And/Or*	Census Block Group Median Household Income is Less that 80% of the Statewide Median Household Income, *And/Or*	Census Block Group Exceeds Countywide Average for at Least Six of the Twelve Vulnerable Criteria, *And/Or*	Census Block Group Designated as a Regional Disadvantaged Community
Truckee	12.07	4	Yes		Yes	Yes
	12.08	1				
	12.08	2				
	12.09	1	Yes			Yes
	12.09	2				
	12.1	1				
	12.1	2				
	12.1	3				
	12.11	1	Yes	Yes	Yes	Yes
	12.11	2				

APPENDIX G: GLOSSARY OF COMMON ACRONYMS

AQMD *Air Quality Management District*, a regional agency formed by two or more counties that adopts regulations to meet state and federal air quality standards.

AMQ *Air Quality Management District*, a regional agency formed by two or more counties that adopt regulations to meet state and federal air quality standards.

ATP *Active Transportation Program*, created in 2013, consolidates existing federal and state bicycle and pedestrian funding programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation.

CARB *California Air Resources Board*, the State agency responsible for implementation of the federal and State Clean Air Acts. Provides technical assistance to air districts preparing attainment plans, reviews local attainment plans, and combines portions of them with State measures for submittal of the State Implementation Plan (SIP) to U.S. EPA.

CASP *California Aviation System Plan*, prepared by Caltrans every five years as required by PUC 21701. The CASP integrates regional system planning on a statewide basis.

CEQA *California Environmental Quality Act*, state law which requires the environmental effects associated with proposed plans, programs, and projects be fully disclosed.

CTC *California Transportation Commission*, a decision-making entity established by AB 402 (Alquist/Ingalls) of 1977 to advise and assist the Secretary of Transportation and the legislature in formulating and evaluating state policies and plans for transportation programs.

DSL *Digital Subscriber Line*, high-speed internet connection that uses the same wires as a regular telephone line.

FAST *Fixing America's Surface Transportation Act*, signed in 2015. The FAST Act largely maintains current program structures and funding shares between highways and transit. The law also makes changes and reforms to many Federal transportation programs, including streamlining the approval processes for new transportation projects, providing new safety tools, and establishing new programs to advance freight projects. This federal transportation bill covers fiscal years 2016 to 2020 and is the first long-term transportation bill in a decade. FAST replaces MAP-21.

FHWA *Federal Highway Administration*, a component of the U.S. Department of Transportation, established to ensure development of an effective national road and highway transportation system. FHW A and FTA, in consultation with the U.S. Environmental Protection Agency (EPA), make Federal Clean Air Act Conformity findings for Regional Transportation Plans, Transportation Improvement Programs, and Federally funded projects.

FTA *Federal Transit Administration*, a component of the U.S. Department of Transportation, responsible for administering the federal transit program under the Federal Transit Act, as amended, and the Intermodal Surface Transportation Enhancement Act (ISTEA) of 1991.

IIP *Interregional Improvement Program*, under the State Transportation Improvement Program (STIP) reforms of Senate Bill 45, the STIP now consists of two broad programs, the Interregional Improvement Program and the Regional Improvement Program (RIP). The IIP is funded with 25% of the State Highway Account revenues programmed through the State Transportation Improvement Program.

IRRS *Interregional Roadway System*, a series of interregional state highway routes outside of urbanized Areas that provides access to and between the state's economic centers, major recreational areas, and urban and rural regions.

ISTEA *Intermodal Surface Transportation Efficiency Act of 1991*, now superseded, mandated planning requirements and created funding programs for transportation projects.

ITIP *Interregional Transportation Improvement Program*, funds capital improvements on a statewide basis, including capacity increasing projects primarily outside of an urbanized area. Projects are nominated by Caltrans and submitted to the California Transportation Commission for inclusion in the STIP. The ITIP has a five-year planning horizon and is updated every two years by the CTC.

ITS *Intelligent Transportation Systems*, the application of advanced sensor, computer, electronics, and communication technologies, and management strategies to increase the safety and efficiency of the surface transportation system.

LOS *Level of Service*, a qualitative measure of traffic operating conditions whereby a letter grade, A through F, corresponding to progressively worsening traffic conditions, is assigned to an intersection or section of roadway.

MAP-21 *Moving Ahead for Progress in the 21st Century*, a funding and authorization bill to govern United States federal surface transportation spending signed in 2012. Now superseded.

NEPA *National Environmental Protection Act*, Federal legislation which created an environmental review process similar to CEQA but pertaining only to projects having federal involvement through financing, permitting, or Federal Land ownership.

RIP *Regional Improvement Program*, under the State Transportation Improvement Program (STIP) reforms of Senate Bill 45, the STIP now consists of two broad programs, the RIP and UP. The RIP is funded from 75% of the new STIP funds, divided by formula among fixed county shares. Each county selects projects to be funded from its county share in its Regional Transportation Improvement Program RTIP).

RTIP *Regional Transportation Improvement Program*, a list of proposed Transportation projects submitted to the California Transportation Commission by regional transportation planning agencies for

state funding. The RTIP has a five-year planning horizon (previously seven years) and is updated every two years by the CTC.

RTP *Regional Transportation Plan*, a state mandated document prepared at least every five years by all regional transportation planning agencies. The Plan describes existing and projected transportation needs, conditions, and financing affecting all modes within a 20-year horizon.

RTPA *Regional Transportation Planning Agency*, a state designated agency (multicounty or county level-agency) responsible for regional transportation planning to meet state planning mandates. RTPAs can be Local Transportation Commissions, Councils of Government, Metropolitan Planning Organizations, or statutorily created agencies.

SAFETEA-LU *Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users*, now superseded, signed into law in 2005 made changes to metropolitan planning processes and authorized the Federal surface transportation programs for highways, highway safety and transit for 2005-2009.

SHA *State Highway Accoun*t, the state's primary source for funding transportation improvements. Revenues from state fuel tax (gasoline and diesel fuel excise tax), truck weight fees, and the federal highway funds are deposited into SHA. SHA provides funding for 1) non-capital outlays (maintenance, operations, capital outlay support, etc.), 2) State Transportation Improvement Program (STIP), 3) State Highway Operation and Protection Program (SHOPP), 4) local assistance, etc.

SHOPP *State Highway Operations and Protection Program*, a program created by state legislature, which includes projects needed to maintain the integrity of the state highway system, primarily associated with safety and rehabilitation without increasing roadway capacity. SHOPP is a four-year program of projects, approved by the CTC separately from the STIP cycle.

SIP *State Implementation Plan*, required by the Federal Clean Air Act Amendment of 1990. The SIP is an air quality plan developed by the California Air Resources Board in cooperation with local air districts for attaining and maintaining Federal Clean Air Act Standards.

STA *State Transit Assistance*, revenues from the excise tax on gasoline and diesel fuel are appropriated to the State Controller's Office by the Legislature for allocation to transit operators by RTPAs.

STIP *State Transportation Improvement Program*, a list of transportation projects proposed in RTIPs and ITIPs, which are approved for funding by the CTC.

TDM *Transportation Demand Management*, refers to policies, programs, and actions that are directed towards decreasing the use of single occupancy vehicles. TDM also can include activities to encourage shifting or spreading peak travel periods.

TSM *Transportation System Management*, refers to the use of low capital-intensive transportation improvements to increase the efficiency of transportation facilities and services. These can include carpool and vanpool programs, parking management, traffic flow improvements, high occupancy vehicle lanes, and park-and-ride lots.

EPA *U.S. Environmental Protection Agency*, reviews and approves the State Implementation Plan, including emissions budgets used in RTP conformity assessments.

Wi-Fi *Wireless Fidelity* is a term that is meant to be used generically when referring to any type of 802.11 wireless network, whether 802.11 (a), 802.11 (b), dual band, etc. Wi-Fi allows a person to connect to the internet from virtually anywhere within range of a base station.

WiMAX *Worldwide Interoperability for Microwave Access*, a certification mark for products that pass conformity and interoperability tests for the 802.16 wireless standards. Products that pass the conformity tests for WiMAX are capable of forming wireless connections between them to permit the carrying of internet package data. It is similar to Wi-Fi in concept but has certain improvements that are aimed at improving performance and should permit usage over much greater distances.