



2045 Regional Transportation Plan

Addendum to the 2016 Regional Transportation Plan Supplemental Environmental Impact Report SCH #1999072038

prepared by

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1 Introduction

This document is an Addendum to the 2016 Regional Transportation Plan (2016 RTP) Final Supplemental Environmental Impact Report (2017 Final SEIR), prepared by the Nevada County Transportation Commission (NCTC) in compliance with the California Environmental Quality Act (CEQA), Public Resources Code §21000, et seq., as amended, and implementing *CEQA Guidelines*, Title 14, Chapter 3 of the California Code of Regulations. The purpose of this Addendum is to analyze the environmental impacts of the currently proposed 2045 RTP, herein referred to as the “project” or “2045 RTP,” and described in detail in Section 3, *Project Description*.

This Addendum has been prepared in accordance with the relevant provisions of CEQA and the *CEQA Guidelines* as implemented by the. According to Section 15164(b) of the *CEQA Guidelines*, an addendum to an EIR is the appropriate environmental document in instances when “only minor technical changes or additions are necessary or none of the conditions described in Section 15261 calling for the preparation of a subsequent EIR have occurred.” Section 15162(a) of the *CEQA Guidelines* states no subsequent EIR shall be prepared for a project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration,
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR,
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative, or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The changes that are being proposed with the 2045 RTP are minor in the sense they would not create potentially significant environmental impacts in addition to those already identified in the 2017 Final SEIR for the Approved 2016 RTP. The 2045 RTP would also not substantially increase the magnitude or severity of impacts that were previously identified. This addendum does not require public circulation because it does not provide significant new information that changes the 2017 Final SEIR for the Approved 2016 RTP in a way that deprives the public of a meaningful opportunity

to comment upon a substantial adverse environmental effect of the modified project or a feasible way to mitigate or avoid such an effect.

This Addendum includes an introduction and background of the project and previous CEQA documentation, a description of the proposed changes to the project (2045 RTP), and a discussion of the environmental consequences of the proposed changes and comparison of all environmental issue areas contained in Appendix G of the State CEQA Guidelines. NCTC shall consider this Addendum with the 2017 Final SEIR prior to making a decision on the 2045 RTP.

2 Background

NCTC, as the Regional Transportation Planning Agency (RTPA) for Nevada County, is responsible for updating the Nevada County RTP in accordance with federal and state law. The RTP is updated by the NCTC every five years and documents the policy direction, actions, and funding strategies designed to maintain and improve Nevada County's transportation system. The RTP is a planning document consisting of policies and programs that may influence future discretionary actions by the NCTC, its member jurisdictions, and Caltrans.

The RTP itself cannot have a direct impact on the environment. It is the subsequent actions (implementation or construction of projects identified in the plan) that may have a direct effect on the environment. All subsequent projects undergo their own separate or subsequent project specific environmental review. NCTC does not have land use authority. The applicable General Plan land use and zoning designations for the areas covered by the RTP include the General Plan land use designations and zoning established by the Nevada County General Plan, Nevada County Zoning Ordinance, and the General Plans and zoning ordinances of the cities of Grass Valley, Nevada City, and the Town of Truckee.

The NCTC prepared a Program EIR in 1999 (State Clearinghouse #99072038) to address the environmental impacts associated with the Nevada County 2001 RTP. Subsequent amendments to the Program EIR were prepared in 2001, 2005, and 2010 to address changes that NCTC made to the Nevada County RTP at that time. NCTC circulated a Notice of Preparation (NOP) for the 2016 RTP on February 23, 2017 and prepared a Draft SEIR, dated August 2017, which was available for public review from August 7 through September 20, 2017. The Final SEIR was presented for adoption by NCTC on November 15, 2017.

Information related to prior RTP iterations and prior CEQA documentation is available on NCTC's website (<https://www.nctc.ca.gov/Reports/Regional-Transportation-Plan/index.html>), and physical copies of the 2045 RTP are made available at the following locations:

- Madelyn Helling Library, 980 Helling Way, Nevada City, CA 95959
- Grass Valley Library Royce Branch, 207 Mill Street, Grass Valley, CA 95945
- NCTC, 101 Providence Mine Road, Suite 102, Nevada City, CA 95959
- Truckee Library, 10031 Levone Avenue, Truckee, CA 96161

3 Project Description

The proposed project is the adoption and implementation of the 2045 Nevada County RTP. The 2045 RTP updates the 2016 RTP and has been prepared to fulfill the state requirements of AB 402 (Government Code Title 7, Chapter 2.5, Sections 65080-65082) using specific guidance from the California Transportation Commission Regional Transportation Plan Guidelines. With the new focus on transportation planning brought about by the Infrastructure Investment and Jobs Act an emphasis has been placed on the development and implementation of a performance management approach to transportation planning and programming that supports the achievement of multimodal transportation system performance outcomes. A key focus of the 2045 RTP update is to analyze progress towards achieving previous performance measures. The update is also intended to create a better alignment with state transportation policy guidance such as the Caltrans' California Transportation Plan 2050 and the California State Transportation Agency's Climate Action Plan for Transportation Infrastructure. As with the 2016 RTP, the 2045 RTP contains three primary elements: Policy Element, Action Element, and Financial Element.

Policy Element

The Policy Element continues to present guidance to decision-makers of the implications, impacts, opportunities, and foreclosed options that will result from implementation of the RTP. California law (Government Code Section 65080 (b)) states that each RTP shall include a Policy Element that 1) Describes the transportation issues in the region; 2) Identifies regional needs expressed within both short and long range planning horizons; and, 3) Maintains internal consistency with the Financial Element and fund estimates. Additionally, the Policy Element provides goals, and policies to reflect the region's needs and priorities, and to guide the development and management of the region's transportation systems. The goals and policies in the 2045 RTP will update those in the existing 2016 RTP, which have primarily remained the same with the addition of three new goals, which are listed as follows:

- Provide for the safe and efficient movement of all people, goods, and services, on the roadway network.
- Reduce adverse impacts on the natural, social, cultural, and historical environment and the quality of life.
- Develop an economically sustainable transportation system.
- Create and maintain a comprehensive, multi-modal transportation system to serve the needs of the County.
- Develop a future-ready transportation system.
- Ensure infrastructure resiliency and disaster preparedness.
- Ensure that the transportation planning participation process includes underrepresented and underserved groups.

Action Element

The Action Element continues to identify programs and actions to implement the RTP in accordance with the goals, objectives, and policies set forth in the Policy Element. It includes regionally significant multimodal projects that currently have funding in place or that are projected to have funding in the future (Fiscally Constrained), while it also identifies other improvement projects that are needed but do not have funding (Fiscally Unconstrained) and actions that address regional transportation issues and needs. The Action Element of the RTP consists of short-term (2025-2033) and long-term (2034-2045) projects.

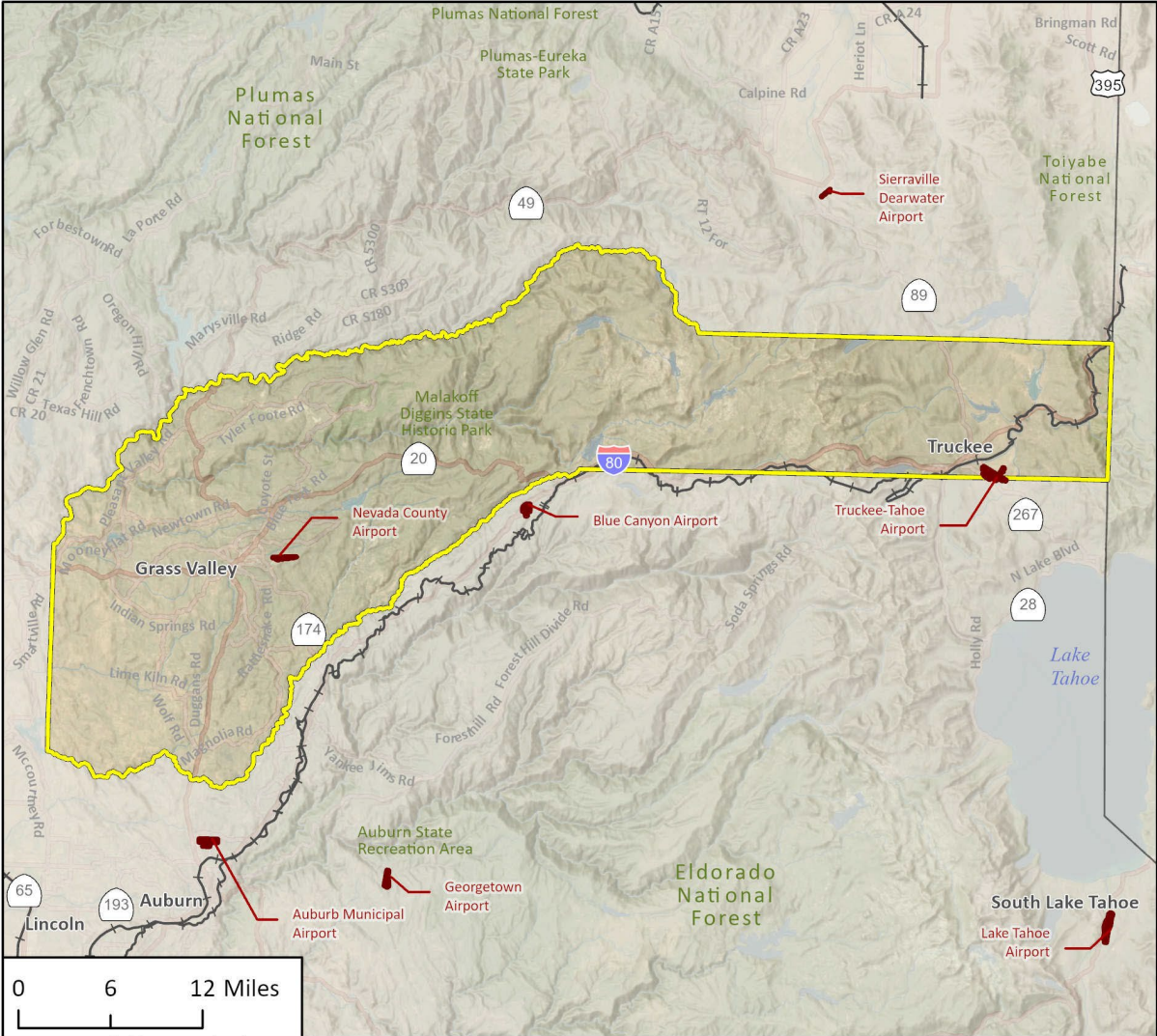
Financial Element

The Financial Element has been updated to discuss the on-going financial issues involved with implementing the transportation projects and programs contained in the RTP. To qualify for federal or state funding, projects must be included in or consistent with the RTP. The Financial Element provides estimates of the costs and revenues necessary to implement the projects identified in the Action Element. It also updates and identifies the funding constrained list of short-term and long-term projects, anticipated funding sources, including federal, state, and local sources, and potential funding shortfalls. The Financial Element identifies the candidate projects or fiscally unconstrained projects if additional funding becomes available.

Transportation Project Lists

The complete list of 2016 RTP projects are included in the 2017 Final SEIR, Section 2.0, *Project Description*, Subsection 2.3, *Project Lists*, Tables 2.3-1 through 2.3-6. The 2045 RTP includes the projects listed in these tables, excluding those which have been completed, while adding the new list of projects proposed since 2016. These projects are shown in Attachment 1.

Figure 1 Regional Location



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Fig 1 Regional Location

- Nevada County
- Airport
- Railroad



4 Impact Analysis

This section of the Addendum evaluates potential environmental impacts that could result from the 2045 RTP. The 2045 RTP was reviewed in relation to the Approved 2017 Final SEIR and relative to the current baseline environmental conditions. A comparative analysis of the potential impacts associated with the 2045 RTP and those of the 2016 RTP analyzed in the adopted 2017 Final SEIR has been prepared using Appendix G of the CEQA Guidelines as a guide. The CEQA Appendix G checklist is consistent with the format and environmental topics and questions of the checklist used in the 2017 Final SEIR, but also includes recent updates to reflect the most recently adopted checklist provided in Appendix G of the State CEQA Guidelines.

The checklist considers the full range of environmental issues subject to analysis under CEQA (in rows), and then poses a series of questions (in columns) aimed at identifying the degree to which the issue was analyzed in the 2017 Final SEIR. The checklist also includes a column identifying whether the proposed project constitutes new information of substantial importance relative to each environmental issue.

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3.1 Aesthetics

	Where was Impact Analyzed in the 2017 Final SEIR?	Do Proposed Changes Require Major Revisions to the 2017 Final SEIR?	Do New Circumstances Require Major Revisions to the 2017 Final SEIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2017 Final SEIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Have a substantial adverse effect on a scenic vista?	Initial Study Pages 18-19	No	No	No	N/A
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Initial Study Pages 18-19	No	No	No	N/A
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Initial Study Pages 18-19	No	No	No	N/A
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	Initial Study Page 19	No	No	No	N/A

Environmental Setting

The RTP covers the County of Nevada, which lies within 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's geography has led to distinctive development patterns in the eastern and western portions of the County. Views of scenic resources, scenic water resources, and other scenic resources in the county are available from highways and roadways, including scenic roads and corridors, throughout the county.

Impact Analysis

- a. *Would the project have a substantial adverse effect on a scenic vista?*
- b. *Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*
- c. *Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

The 2017 Final SEIR determined the 2016 RTP would not have any new impacts on the visual environment of the area and impacts were determined to be less than significant. Overall transportation improvements to existing infrastructure may result in modification of the foreground of the various scenic viewsheds throughout the county and individual projects included in the 2045 RTP would continue to impact the visual environment of the planning area, such as bike paths, trails, and road additions. While individual projects are not anticipated to significantly disrupt mid-ground or backdrop views of scenic vistas, individual projects have not yet been designed and may involve features, such as soundwalls, grading, or structures that may disrupt views. These projects may involve removal of trees or other visually significant features, or may result in development that would cause an intermittent interruption in views to users of the highways, roadways, and other components of the transportation system. Individual projects could also convert areas of open space to developed uses, resulting in a permanent change in views. Projects implemented under the 2045 RTP would continue to retain the same general appearance as was analyzed in the 2017 Final SEIR.

While the potential remains for removal of scenic features, particularly those that would be in the foreground of scenic viewsheds and vistas, the local jurisdictions in Nevada County have policies and standard measures related to the protection of scenic resources and views. Consistent with the 2017 Final SEIR, these policies and standard measures would ensure that projects include design measures to avoid or reduce removal of scenic features and scenic views. The 2045 RTP would not result in any new or substantially more severe impacts beyond those identified in the 2017 Final SEIR.

- d. *Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?*

The 2017 Final SEIR determined the 2016 RTP would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area and impacts were determined to be less than significant. Individual projects included in the 2045 RTP would continue to create new sources of light and glare near sensitive receptors, such as include projects that require new roadway lighting, lit signs, and/or construction lighting. Projects implemented under the 2045 RTP would continue to be designed to meet minimum safety and security standards and to avoid spillover lighting to sensitive uses, and examples of design techniques would include luminaries that cast low-angle illumination to minimize incidental spillover of light onto adjacent private properties and undeveloped open space. Therefore, the 2045 RTP would not result in any new or substantially severe impacts related to sources of light or glare beyond those analyzed in the 2017 Final SEIR.

3.2 Agriculture and Forestry Resources

	Where was Impact Analyzed in the 2017 Final SEIR?	Do Proposed Changes Require Major Revisions to the 2017 Final SEIR?	Do New Circumstances Require Major Revisions to the 2017 Final SEIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2017 Final SEIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Initial Study Page 20	No	No	No	N/A
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	Initial Study Page 20	No	No	No	N/A
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	Initial Study Page 20	No	No	No	N/A
d. Result in the loss of forest land or conversion of forest land to non-forest use?	Initial Study Page 20	No	No	No	N/A
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	Initial Study Page 20	No	No	No	N/A

Environmental Setting

Agriculture has been an integral part of Nevada County and has continually grown and changed along with the county. This area, with its mild climate and productive soils, includes land farmed for fruit of all varieties, small grains, hay, potatoes, and wine grapes (Nevada County 1995). According to the Department of Conservation, as of 2018, Nevada County contains 277 acres of Prime Farmland, 1,162 acres of Farmland of Statewide Importance, 461 acres of Unique Farmland, and 5,861 acres of Farmland of Local Importance (DOC 2022).

Impact Analysis

- a. *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

The 2017 Final SEIR determined the 2016 RTP would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide importance to non-agricultural use. Impacts were determined to be less than significant. Similarly, individual projects included in the 2045 RTP would not convert any important farmlands to non-agricultural use. Therefore, the 2045 RTP would not result in any new or substantially severe impacts beyond those analyzed in the 2017 Final SEIR.

- b. *Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?*
- c. *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*
- d. *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

The 2017 Final SEIR determined the 2016 RTP would be compatible with agricultural and timber zoning and would not conflict with the active Williamson Act Contracts. Agricultural and timber operations were determined to benefit from the increased circulation brought by the 2016 RTP. Impacts were determined to be less than significant. Individual projects included in the 2045 RTP would remain compatible with agricultural and timber zoning and would not conflict with active Williamson Act Contracts. The 2045 RTP would not result in any new or substantially severe impacts beyond those analyzed in the 2017 Final SEIR.

- e. *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?*

The 2017 Final SEIR determined the 2016 RTP would not involve changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. Impacts were determined to be less than significant. The 2045 RTP would continue to remain compatible with the existing environment and would not convert forest land to non-forest use. Therefore, the 2045 RTP would not result in any new or substantially severe impacts beyond those analyzed in the 2017 Final SEIR.

3.3 Air Quality

	Where was Impact Analyzed in the 2017 Final SEIR?	Do Proposed Changes Require Major Revisions to the 2017 Final SEIR?	Do New Circumstances Require Major Revisions to the 2017 Final SEIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2017 Final SEIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Conflict with or obstruct implementation of the applicable air quality plan?	Pages 3.1-13 through 3.1-15	No	No	No	N/A
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Pages 3.1-13 through 3.1-16	No	No	No	Yes
c. Expose sensitive receptors to substantial pollutant concentrations?	Pages 3.1-17 and 3.1-18	No	No	No	Yes
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Page 3.1-17	No	No	No	N/A

Environmental Setting

Nevada County is located within the Mountain Counties Air Basin (MCAB), which contains Nevada, Sierra, Plumas, Amador, Calaveras, Tuolumne, Mariposa counties and a portion of El Dorado and Placer Counties. The MCAB includes both the western and eastern slopes of the Sierra Nevada Mountains including much of the Sierra foothills. The prevailing wind direction over the county is westerly, however, the terrain of the area has a great influence on local winds and regional airflow patterns are influenced by the mountainous and hill covered terrain, which direct surface air flows, cause shallow vertical mixing, and create areas of high pollutant concentrations by hindering dispersion. In the summer, the strong upwind valley air flowing into the basin from the west is an effective transport medium for ozone precursors and ozone generated in the Bay Area and the Sacramento and San Joaquin valleys. These transported pollutants predominate as the cause of ozone in the MCAB and are largely responsible for the exceedances of the state and federal ozone Ambient Air Quality Standards in the MCAB. The California Air Resources Board (CARB) has officially designated the MCAB as "ozone impacted" by transport from those areas.

The United States Environmental Protection Agency (EPA) uses six "criteria pollutants" as indicators of air quality and include ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matters 2.5 and 10, and has established for each of them a maximum concentration above which adverse effects on human health may occur. These threshold

concentrations are called National Ambient Air Quality Standards (NAAQS). Both CARB and the EPA have established ambient air quality standards for criteria pollutants. The Northern Sierra Air Quality Management District (NSAQMD) is the local agency with primary responsibility for compliance with both the federal and state standards and for ensuring that air quality conditions are maintained.

In accordance with the California Clean Air Act (CCAA), CARB is required to designate areas of the state as attainment, nonattainment, or unclassified with respect to applicable standards. An “attainment” designation for an area signifies that pollutant concentrations did not violate the applicable standard in that area. A “nonattainment” designation indicates that a pollutant concentration violated the applicable standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria. Nevada County has a state designation of nonattainment for ozone, attainment for PM₁₀, and is either attainment or unclassified for all other criteria pollutants (CARB 2022a). The western portion of the County is currently in serious nonattainment for ozone under the 8-hour standard (EPA 2024). The County is designated either attainment or unclassified for the remaining national standards.

Impact Analysis

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

The 2017 Final SEIR determined implementation of the 2016 RTP will result in some beneficial air quality impacts as a result of the transportation system improvements, and overall, would not conflict with the Air Quality Plan. Impacts were determined to be less than significant.

As with the 2016 RTP, a finding of conformity is required to ensure project activities under the 2045 RTP are consistent with the State Implementation Plan (SIP). While regional transportation conformity findings are required to approve RTPs in most places, they are not required for isolated rural areas, which includes NCTC. The EPA approved the NSAQMD SIP in August 2022, in cooperation with various regulatory agencies, ensuring that the public had adequate opportunity to be informed of the regional emissions analysis approach, participate, and comment (EPA 2023).

The 2045 RTP provides for improvements that would increase transportation system capacity. It should be noted that it does not control land development and population growth, rather, the General Plans for the incorporated and unincorporated communities control growth and development. Therefore, the 2045 RTP would not result in any new or substantially severe impacts related to conflict with an applicable air quality plan beyond those analyzed in the 2017 Final SEIR.

b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Short Term Emissions

The 2017 Final SEIR determined the 2016 RTP would generate additional ozone precursors (ROG and NO_x) as well as PM₁₀, which could exacerbate the County’s existing non-attainment status for these criteria pollutants and impacts were determined to be less than significant with mitigation.

Mitigation measures 3.1-1 and 3.1-2 required implementing agencies to prepare a dust control plan consult and coordinate with the NSAQMD prior to the construction of each RTP project, to ensure that all applicable and appropriate criteria pollutant control measures are taken. Continued construction activities associated with construction and implementation of the various roadway and

other transportation improvement projects identified in the RTP would result in temporary short-term emissions associated with vehicle trips from construction workers, operation of construction equipment, and the dust generated during construction activities. These temporary and short-term emissions would generate additional ozone precursors (ROG and NO_x) as well as PM₁₀. Construction projects in Nevada County, including the construction of the roadway and other transportation improvements identified in the RTP, are required to receive a permit from the NSAQMD, which maintains existing rules and regulations to reduce construction-related emissions and dust impacts.

As with the 2016 RTP, under the 2045 RTP, all future roadway and other transportation construction projects associated with implementation of the RTP would be subject to the existing NSAQMD requirement, which may require the development of a dust control plan and the construction operators to take special precautions during construction, including grading, paving, and maintenance of roads and other improvements that would reduce emissions of particulate matter, ozone precursors, and other pollutants. In addition, individual projects would be subject to individual project environmental review, prior to their construction. The 2045 RTP would not result in any new or substantially more severe impacts related to operational criteria pollutant emissions beyond those identified in the 2017 Final SEIR and Mitigation Measures 3.1-1 and 3.1-2 would continue to apply, reducing impacts to less than significant.

Long Term Emissions

The 2017 Final SEIR determined that under the 2016 RTP, year 2035 projections emissions of the ROGs, PM_{2.5}, PM₁₀, CO, and NO_x, and SO_x would be substantially less than the baseline year 2012 emissions levels, and overall, operational criteria air pollutant emission impacts would be less than significant. As discussed in the 2017 Final SEIR, although the 2016 RTP would result in increased vehicle trips as a result of an increasing population, emissions of criteria pollutants are expected to reduce by 2035 as a result of improved fuel efficiency and emission rates from vehicles complying with State and federal emission control programs. New projects included in the 2045 RTP are primarily roadway rehabilitation and bicycle/pedestrian improvements, which do not emit long term emissions. The 2045 RTP would not result in any new or substantially more severe impacts related to operational criteria pollutant emissions beyond those identified in the 2017 Final SEIR.

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

Localized Carbon Monoxide Concentrations

The 2017 Final SEIR determined that although transportation projects are intended to address system-wide additional vehicle trips and reduce congestion (brought by that additional traffic), CO concentrations or hot spots may develop under adverse atmospheric conditions that prevent a rapid dispersion of CO. As with the 2016 RTP, the intent of the 2045 RTP is to improve traffic flows and reducing the potential for CO “hot spots” that can occur from exhaust of idling cars waiting to clear a heavily congested intersection or crossing.

Currently, MCAB is designated unclassified and unclassified/attainment of federal and State standards for CO, respectively (CARB 2022b; 2022c). While the potential still exists for some, albeit rare, instances of congestion and an occasional hot spot, Mitigation Measure 3.1-3 was designed to ensure traffic flows near sensitive receptors are improved in order to reduce the potential for the formation of CO hot spots, by requiring implementing agencies to screen individual RTP projects for localized hotspot concentrations, and incorporate project-specific measures into design as necessary. Implementing agencies under the 2045 RTP will continue to screen projects for potential

concentrations. The 2045 RTP would not result in any new or substantially more severe impacts beyond those identified in the 2017 Final SEIR and Mitigation Measure 3.1-3 would continue to apply, reducing impacts to less than significant.

Asbestos

The 2017 Final SEIR determined that demolition and excavation activities in the 2016 RTP have the potential to expose construction workers to asbestos containing materials from bridges, walls, and road base and impacts would be less than significant with mitigation. The 2017 Final SEIR determined implementing agencies would be responsible for project level assessments, and if asbestos is deemed present naturally, or in existing facilities, an Asbestos Hazard Dust Mitigation Plan would be prepared, by virtue of implementing Mitigation Measure 3.1-4, to ensure that adequate dust control and asbestos hazard mitigation measures are incorporated during project construction.

Projects in the 2045 RTP, requiring demolition and excavation activities of facilities containing asbestos, would continue to be screened and monitored to ensure materials are properly removed and disposed in accordance with local and State regulations. The 2045 RTP would not result in any new or substantially more severe impacts related to asbestos exposure beyond those identified in the 2017 Final SEIR and Mitigation Measure 3.1-4 would continue to apply, reducing impacts to less than significant.

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The 2017 Final SEIR determined the 2016 RTP would not directly create or generate objectionable odors and impacts were determined to be less than significant. The 2045 RTP would continue to expose persons residing in the immediate vicinity of proposed improvements to temporary odors typically associated with roadway construction activities (diesel exhaust, hot asphalt, etc.). Similar to the 2016 RTP, any odors generated by construction activities would be minor, short and temporary in duration. Therefore, the 2045 RTP would not result in any new or substantially severe impacts from other emissions (such as those leading to odors) beyond those analyzed in the 2017 Final SEIR.

3.4 Biological Resources

	Where was Impact Analyzed in the 2017 Final SEIR?	Do Proposed Changes Require Major Revisions to the 2017 Final SEIR?	Do New Circumstances Require Major Revisions to the 2017 Final SEIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2017 Final SEIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Initial Study Pages 22 - 24	No	No	No	N/A
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Initial Study Page 24	No	No	No	N/A
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Initial Study Page 24	No	No	No	N/A
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Initial Study Page 25	No	No	No	N/A

	Where was Impact Analyzed in the 2017 Final SEIR?	Do Proposed Changes Require Major Revisions to the 2017 Final SEIR?	Do New Circumstances Require Major Revisions to the 2017 Final SEIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2017 Final SEIR Mitigation Measures Address and/or Resolve Impacts?
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Initial Study Page 25	No	No	No	N/A
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Initial Study Page 25	No	No	No	N/A

Environmental Setting

There are documented special-status species within the County which are presumed present at any given time throughout their habitat range. Some species require localized micro-habitats, while others are highly mobile and may occur throughout the County. The black-tailed deer (*Odocoileus hemionus*) is a migratory wildlife species that is not recognized as a special-status species, however preserving deer habitat and migration corridors is of concern to the CDFW. There are no adopted habitat conservation plans (HCPs) or natural community conservation plans (NCCPs) in Nevada County.

The County contains a variety of natural communities that are generally considered sensitive, such as riparian, oak woodland, forests, streams, rivers, wet meadows, and vernal pools. Streams, rivers, wet meadows, and vernal pools (wetlands and jurisdictional waters) are of high concern, as they provide unique aquatic habitat (perennial and ephemeral) for many endemic species, including special-status plants, birds, invertebrates, and amphibians. These aquatic habitats often times qualify as protected wetlands or jurisdictional waters and are protected from disturbance through the Clean Water Act (CWA). The County contains numerous aquatic habitats that qualify as federally protected wetlands and jurisdictional waters.

Impact Analysis

- a. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

The 2017 Final SEIR determined the 2016 RTP could have potential effects on special status wildlife species, as construction and maintenance activities associated with the individual projects could result in the direct loss or indirect disturbance of special-status wildlife species or their habitats that

are known to occur, or have potential to occur. Impacts were determined to be less than significant, individual transportation improvement projects would be consistent with the local land use authority's policies as well as adopted federal and state regulations that protect special-status species. RTP projects would continue to incorporate appropriate design measures, including avoidance, if appropriate.

New projects included in the 2045 RTP, with the potential to result in vegetation clearance or construction, would continue to involve a level of field reconnaissance to precisely identify the potential for impacts to special status species and to identify project specific design measures that can be employed to avoid or lessen an impact. Project specific design measures may include alternative designs to avoid habitats that are considered more sensitive and required for special status species. An impact would occur if an RTP project would result in a take of a special status species or their habitat. If a project would in fact result in a take of a special status species or their habitat it may be required to go through a consultation process with the USFWS and/or CDFW for recommendations to avoid or lessen the impacts to these species and their habitats.

As with the 2016 RTP, permits may also be required from the USFWS and/or CDFW, and possibly by the local governments if an RTP project design cannot avoid disturbance to special status species or their habitat. Permits are issued by regulatory agencies with conditions that are designed to mitigate the impact to the extent practicable. The 2045 RTP would not directly cause an impact to special status species and the design process for individual improvements listed in the 2045 RTP would require that each project be consistent with the policies that are established in the local General Plan(s) for the purpose of protecting biological resources, including special status species that their habitat. The 2045 RTP would not result in any new or substantially more severe impacts related to special status plant or animal species beyond those identified in the 2017 Final SEIR.

- b. *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*
- c. *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

The 2017 Final SEIR determined construction activities associated with individual 2016 RTP projects could have potential effects on natural communities, including wetlands, riparian, sensitive natural communities. Impacts were determined to be less than significant, however, as all individual RTP projects would be designed to be consistent with applicable County policies as well as adopted federal and state regulations, ensuring appropriate design measures, including avoidance, if appropriate. The 2045 RTP would continue to comply with applicable County policies as well as existing local, state, and federal regulations. The 2045 RTP would not result in any new or substantially more severe impacts beyond those identified in the 2017 Final SEIR.

- d. *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

The 2017 Final SEIR determined linear transportation improvements can cause fragmentation of habitat where species can no longer easily move through an area and certain fence designs are barriers to deer movement. Although the 2017 Final SEIR determined there is a reasonable chance RTP projects could affect native wildlife and wildlife corridors, such as those for the black-tailed

deer, individual projects have yet to be designed or approved, and consistency with applicable County policies as well as adopted federal and state regulations would ensure that appropriate design measures, including avoidance, if appropriate, are incorporated. The 2045 RTP would not result in any new or substantially more severe impacts beyond those identified in the 2017 Final SEIR.

- e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

The 2017 Final SEIR determined the 2016 RTP would not conflict with local policies or ordinances protecting biological resources and impacts were determined to be less than significant. The 2045 RTP would continue to be consistent with local policies and ordinances protecting biological resources. The 2045 RTP would not result in any new or substantially more severe impacts beyond those identified in the 2017 Final SEIR.

- f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

The 2017 Final SEIR determined that there are no adopted HCPs or NCCPs in Nevada County and the 2016 RTP would have no impact related to this criterion. No new provisions related to habitat conservation plans in Nevada County have been approved since. The 2045 RTP would not result in any new or substantially more severe impacts beyond those identified in the 2017 Final SEIR.

3.5 Cultural Resources

	Where was Impact Analyzed in the 2017 Final SEIR?	Do Proposed Changes Require Major Revisions to the 2017 Final SEIR?	Do New Circumstances Require Major Revisions to the 2017 Final SEIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2017 Final SEIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	Initial Study Page 26	No	No	No	N/A
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Initial Study Pages 26 and 27	No	No	No	N/A
c. Disturb any human remains, including those interred outside of formal cemeteries?	Initial Study Page 28	No	No	No	N/A

Environmental Setting

The National Register of Historic Places is the official list of the nation's cultural resources worthy of preservation. Within Nevada County, 39 sites are either listed on, or have been determined eligible to the National Register of Historic Places, with another 22 historic properties nominated to the National Register, but their eligibility remains to be determined. An additional 19 sites are listed as California Historic Landmarks, 27 properties have been established as Points of Historical Interest, and another three sites are on the State Inventory of Historic Places (Nevada County 1995).

Nevada County is located within the historical territory of the Nisenan, also known as the southern Maidu and Miwok. Nisenan lands included the southern extent of the Sacramento Valley, east of the Sacramento River between the North Fork Yuba River and Cosumnes Rivers on the north and south, respectively, and extended east into the foothills of the Sierra Nevada range.

Impact Analysis

- a. *Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*

The 2017 Final SEIR determined individual projects included in the 2016 RTP may occur near or in close vicinity to architectural resources (buildings/structures/features) that are 50 years old or older, which may be historically significant and eligible for listing in the California Register of Historic Resources (CRHR) or the National Register of Historic Places (NRHP). Impacts were determined to be less than significant, as RTP projects are designed and reviewed by local jurisdictions, undergoing site specific technical analysis to evaluate any potential impacts to historical resources within their

area of potential effect. New projects included in the 2045 RTP may continue to be located in areas in close vicinity to potential historical resources.

Each local land use agency would continue to implement standard best management practices to ensure that all projects either avoid known historical resources, or take steps to implement amelioration methods to reduce impacts to known historical resources. Local land use agencies would continue to require investigations and avoidance methods in the event that a previously undiscovered historical resource is encountered during construction activities. The 2045 RTP would not result in any new or substantially more severe impacts to historical resources beyond those identified in the 2017 Final SEIR.

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

The 2017 Final SEIR determined the 2016 RTP would primarily result in improvements and modifications within existing rights-of-way, however construction activities still have the potential to adversely affect archaeological resources, either directly or indirectly. Impacts were determined to be less than significant as local jurisdictions would undergo technical analysis to evaluate any potential impacts to cultural resources within their area of potential effect, including consultation with the Native American Heritage Commission and local tribes. These conditions would still apply for new projects requiring ground disturbance under the 2045 RTP. If necessary, a qualified archaeologist may be consulted to conduct archeological surveys, and the significance of any resources will be assessed according to the local, state, and federal significance criteria. Additionally, implementing agencies would continue to implement best management practices to ensure all projects either avoid known cultural and historical resources, or take steps to implement amelioration methods to reduce impacts to known cultural and historical resources. The 2045 RTP would not result in any new or substantially more severe impacts related to archaeological resources beyond those identified in the 2017 Final SEIR.

c. Would the project disturb any human remains, including those interred outside of formal cemeteries?

The 2017 Final SEIR determined the 2016 RTP would result in excavation and construction activities which may yield human remains that may not be interred in marked, formal burials. Impacts were determined to be less than significant as all construction activities would be required to adhere to Public Resources Code Section 5097, which maintains specific stop-work and notification procedures to follow in the event that human remains are inadvertently discovered during individual project implementation. Implementing agencies under the 2045 RTP would continue to comply with Public Resources Code Section 5097 during all ground disturbing activities. The 2045 RTP would not result in any new or substantially more severe impacts related to human remains beyond those identified in the 2017 Final SEIR.

3.6 Energy

	Where was Impact Analyzed in the 2017 Final SEIR?	Do Proposed Changes Require Major Revisions to the 2017 Final SEIR?	Do New Circumstances Require Major Revisions to the 2017 Final SEIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2017 Final SEIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Pages 3.2-18 and 3.2-19	No	No	No	N/A
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Pages 3.2-17 and 3.2-18	No	No	No	N/A

Environmental Setting

Energy in California is consumed from a wide variety of sources. Fossil fuels (including gasoline and diesel fuel, natural gas, and energy used to generate electricity) are most widely used form of energy in the State. However, renewable source of energy (such as solar and wind) are growing in proportion to California's overall energy mix. A large driver of renewable sources of energy in California is the State's current Renewable Portfolio Standard (RPS), which required the State to derive at least 33% of electricity generated from renewable resources by 2020, and requires 50 percent by 2030. Overall, in 2021, California's per capita energy usage was ranked 48th in the nation (U.S. EIA, 2023) (lower rank means lower per capita energy consumption). California's per capita rate of energy usage has remained relatively constant since the 1970's.

Electricity

California relies on a regional power system composed of a diverse mix of natural gas, renewable, hydroelectric, and nuclear generation resources. In 2022, approximately 71 percent of the electrical power needed to meet California's demand is produced in the state. Approximately 29 percent of its electricity demand is imported from the Pacific Northwest and the Southwest (California Energy Commission, 2023b). In 2022, California's in-state generated electricity was derived from natural gas (47.5 percent), large hydroelectric resources (7.2 percent), coal (0.13 percent), nuclear sources (8.7 percent), and renewable resources that include geothermal, biomass, small hydroelectric resources, wind, and solar (36.4 percent) (California Energy Commission, 2023b). The percentage of renewable resources as a proportion of California's overall energy portfolio is increasing over time, as directed the State's RPS. In 2022, electricity consumption in Nevada County was approximately 697.19 GWh (California Energy Commission, 2023a).

Petroleum and Natural Gas

The primary energy source for the United States is oil, which is a finite, non renewable energy source, refined to produce fuels like gasoline, diesel, and jet fuel. PG&E is the largest publicly-owned utility in California and provides natural gas for residential, industrial, and agency consumers within the Nevada County area. In 2022, natural gas consumption in Nevada County was approximately 22.6 million therms (California Energy Commission, 2023a).

Impact Analysis

- a. *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*
- b. *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

The 2017 Final SEIR determined the 2016 RTP may result in inefficient, waste, or unnecessary use of energy sources, however, compliance with all applicable Federal, State, and local regulations regulating energy usage would reduce impacts to less than significant. As with the 2016 RTP, the amount of energy used by individual projects directly correlates with the amount of fuel used by vehicles generated in Nevada County. Other project energy usage includes construction generated fuel (by on and off-road vehicles) during the construction phase of individual RTP projects. The 2017 Final SEIR determined both gasoline and diesel fuel consumption generated by Nevada County vehicles are expected to substantially decrease through 2035. Additionally, construction-related usage of gasoline and diesel fuel (for on-road and off-road vehicles) would not differ substantially from other similar projects and would depend heavily on the specifics of the individual projects built in accordance with the 2045 RTP. Similar to the 2016 RTP, new projects could also generate additional electricity consumption, dependent on the amount of lighting that could be used during project construction activities and during operation of the individual projects (e.g. outdoor lighting). New projects included in the 2045 RTP would not require the use of natural gas usage during construction or operation and the 2045 RTP would be required to comply with all existing energy standards and policies, including those of Nevada County, the NSAQMD, and CARB. The 2045 RTP would not result in any new or substantially more severe impacts beyond those identified in the 2017 Final SEIR.

3.7 Geology and Soils

	Where was Impact Analyzed in the 2017 Final SEIR?	Do Proposed Changes Require Major Revisions to the 2017 Final SEIR?	Do New Circumstances Require Major Revisions to the 2017 Final SEIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2017 Final SEIR Mitigation Measures Address and/or Resolve Impacts?
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Would the project:

- a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

1.	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	Initial Study Page 29	No	No	No	N/A
2.	Strong seismic ground shaking?	Initial Study Page 29	No	No	No	N/A
3.	Seismic-related ground failure, including liquefaction?	Initial Study Page 30	No	No	No	N/A
4.	Landslides?	Initial Study Page 30	No	No	No	N/A
b.	Result in substantial soil erosion or the loss of topsoil?	Initial Study Page 30	No	No	No	N/A
c.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	Initial Study Page 30	No	No	No	N/A

	Where was Impact Analyzed in the 2017 Final SEIR?	Do Proposed Changes Require Major Revisions to the 2017 Final SEIR?	Do New Circumstances Require Major Revisions to the 2017 Final SEIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2017 Final SEIR Mitigation Measures Address and/or Resolve Impacts?
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Initial Study Pages 30-31	No	No	No	N/A
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	Initial Study Page 31	No	No	No	N/A
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Initial Study Pages 27-28	No	No	No	N/A

Environmental Setting

There are no Alquist-Priolo Earthquake Fault Zones in Nevada County, although as with the rest of California, is still subject to seismicity and ground shaking from active faults in the region. Liquefaction typically requires a significant sudden decrease of shearing resistance in cohesionless soils and a sudden increase in water pressure, which is typically associated with an earthquake of high magnitude. From a regional perspective, the soils located within the County are considered to have a low potential for liquefaction. There is a potential for soil inclusions that have a higher liquefaction potential; the highest risk expected along rivers, creeks, and drainages within the County. Expansive soils are those that shrink or swell with the change in moisture content. The volume of change is influenced by the quantity of moisture, by the kind and amount of clay in the soil, and by the original porosity of the soil. Areas throughout the County are prone to landslides, in particular areas which have steeper slopes, where the potential for loss of topsoil and erosion is relatively high.

Impact Analysis

- a. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*
 - a.1 *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?*
 - a.2 *Strong seismic ground shaking?*

The 2017 Final SEIR determined there are no Alquist-Priolo Earthquake Fault Zones in Nevada County; however, there is always a chance of fault rupture and seismic ground shaking in California. Impacts were determined to be less than significant, as individual improvement projects in the 2016 RTP would be required to conduct seismic hazard evaluations and comply with all appropriate Building Code revisions. Implementing agencies under the 2045 RTP would continue to require individual projects to include appropriate seismic designs and comply with the building requirements to accommodate for potential seismicity. New projects would not exacerbate existing geologic hazards. The 2045 RTP would not result in any new or substantially more severe impacts related to fault hazards or ground shaking beyond those identified in the 2017 Final SEIR.

- a. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

a.3 *Seismic-related ground failure, including liquefaction?*

a.4 *Landslides?*

- c. *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?*

The 2017 Final SEIR determined individual transportation projects included in the 2016 RTP would be located in areas subject to landslide and liquefaction hazards. Impacts were determined to be less than significant, as individual projects would be required to have a specific geotechnical study prepared during design and implement project specific geotechnical engineering measures to reduce the soil hazards risks resulting from liquefaction, landslide, subsidence, lateral spreading, or collapse. Additional projects included in the 2045 RTP would continue to conduct geotechnical studies to address site specific soil hazards and new projects would not exacerbate existing geologic hazards. The 2045 RTP would not result in any new or substantially more severe impacts beyond those identified in the 2017 Final SEIR.

- b. *Would the project result in substantial soil erosion or the loss of topsoil?*

The 2017 Final SEIR determined some of the individual projects included in the 2016 RTP would involve construction activities including land clearing, mass grading, or vegetation clearance which could temporarily increase soil erosion rates during and shortly after project construction. Impacts were determined to be less than significant, as the RWQCB requires implementing agencies to prepare a Storm Water Pollution Prevention Plan (SWPPP) for each project that disturbs an area one acre or larger and local agencies require stormwater control plans for projects under an acre. As with the 2016 RTP, new projects under the 2045 RTP would be required to include detailed project specific drainage plans that control storm water runoff and erosion, both during and after construction, ensuring there would be no loss in the amount of nonrenewable topsoil which could adversely affect water quality in nearby surface waters. The 2045 RTP would not result in any new or substantially more severe impacts related to substantial erosion or loss of topsoil beyond those identified in the 2017 Final SEIR.

- d. *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?*

The 2017 Final SEIR determined that soils underlain by individual transportation projects have the potential to undergo shrinking and swelling, which can damage roads and other structures. Impacts

were determined to be less than significant, as individual projects included in the 2016 RTP would be required to have a specific geotechnical study prepared during design and implement project specific geotechnical engineering measures to reduce the risks from soil expansion to a reasonable level for individual projects. Additional projects included in the 2045 RTP would continue to conduct geotechnical studies to address site specific hazards from expansive soils and new projects would not exacerbate existing geologic hazards. The 2045 RTP would not result in any new or substantially more severe impacts related to shrinking or swelling soils beyond those identified in the 2017 Final SEIR.

- e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

The 2017 Final SEIR determined the 2016 RTP would not result in the generation of sewer water or the expansion of septic infrastructure and there would be no impact. New transportation projects included in the 2045 RTP would not generate sewer water or expand septic infrastructure. The 2045 RTP would not result in any new or substantially more severe impacts related to alternative wastewater disposal systems beyond those identified in the 2017 Final SEIR.

- f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

The 2017 Final SEIR determined most of the 2016 RTP improvements would be constructed within the existing rights of-way, which are generally considered to have less potential to encounter previously unknown paleontological resources relative to projects in undisturbed/undeveloped areas, however such improvements still have the potential to damage or destroy undiscovered paleontological resources especially during deeper excavations. Impacts were determined to be less than significant, as local land use authorities would be required to identify and protect paleontological resources for projects containing ground disturbing activities. As with projects under the 2045 RTP, when the scope of improvements and modifications and/or location indicate potential impacts to paleontological resources, the local land use authority would require a qualified paleontologist would be retained to identify resources and potential impacts and to determine appropriate avoidance, minimization, and mitigation measures. The 2045 RTP would not result in any new or substantially more severe impacts related to shrinking or swelling soils beyond those identified in the 2017 Final SEIR.

3.8 Greenhouse Gas Emissions

	Where was Impact Analyzed in the 2017 Final SEIR?	Do Proposed Changes Require Major Revisions to the 2017 Final SEIR?	Do New Circumstances Require Major Revisions to the 2017 Final SEIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2017 Final SEIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Pages 3.2-13 through 3.2-17	No	No	No	Yes
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Pages 3.2-17 and 3.2-18	No	No	No	N/A

Environmental Setting

Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. Climate change is the result of numerous, cumulative sources of GHG emissions contributing to the "greenhouse effect," a natural occurrence which takes place in Earth's atmosphere and helps regulate the temperature of the planet. Most radiation from the sun hits Earth's surface and warms it. The surface, in turn, radiates heat back towards the atmosphere in the form of infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping into space and re-radiate it in all directions.

The State Legislature and the global scientific community have found that global climate change poses significant adverse effects to the environment and to mitigate these adverse effects the State Legislature enacted AB 32, which requires statewide GHG reductions to 1990 levels by 2020. Subsequent State Executive Orders have further provided the GHG reduction targets of a statewide 40% reduction below 1990 levels by 2030, and an 80% reduction below 1990 levels by 2050.

On September 23, 2010, CARB approved GHG reduction targets for each of the 18 MPOs in California and updated those targets beginning September 30, 2018. Nevada County is not covered by an MPO and is not subject to SB 375 or the emission reduction targets established by CARB. Rather, Nevada County is considered an isolated rural regional transportation planning area. NCTC does not have land use planning authority within Nevada County to control population growth, which is directly responsible for increases in GHG emissions. NCTC coordinates with the local land use agencies and supports transportation funding decisions that result in improvements and efficiencies in the transportation systems. An overarching goal for this coordination effort is to minimize VMT and trips per capita throughout the County, which ultimately translates into improvements of GHG emissions per capita.

Impact Analysis

- a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

The 2017 Final SEIR determined that although 2016 RTP modeling projections show a decrease in CO₂ emissions under buildout conditions, as compared with baseline year 2012, Mitigation Measures 3.2-1 through 3.2-5 were required to assist in the reduction of per capita VMT levels to meet the goals of AB 32, SB 375, and the applicable guidance under State Executive Orders. Impacts were determined to be less than significant with mitigation incorporated.

Mitigation Measures 3.2-1 through 3.2-5 required NCTC to: 1.) explore the feasibility of a transportation pricing policy for the transit system and selected portions of the road network; 2) consider a complete streets policy with a strong focus on identifying opportunities to create more active transportation; 3) promote measures to reduce wasteful, inefficient and unnecessary consumption of energy, water and solid-waste, 4) coordinate with local and regional agencies to assist in efforts to develop local and regional CAPs that address climate change and greenhouse gas emissions, and 5) assist local agencies with the development of an Alternative Fuel Vehicle and Infrastructure Policy.

As discussed in the 2017 Final SEIR, emission outputs reflect a decreasing trend of GHG emissions from 2012 through 2035, primarily related to improvements in fuel efficiency and emission rates for vehicles over the planning horizon due to state and federal emission control programs. The results of the emission model reflect state and federal EPA's vehicle and fuel regulations being phased into place over the study horizon resulting in significantly lower emission levels. NCTC does not have land use authority within the County or the incorporated cities; therefore, NCTC's ability to control GHG emissions and mitigate for climate change impacts is largely limited to transportation funding decisions that may result in decreases in VMT throughout the County. NCTC would continue to be required to implement Mitigation Measures 3.2-1 through 3.2-5 and the 2045 RTP is designed to assist meeting the goals of AB 32, SB 375, and the applicable guidance under State Executive Orders. The 2045 RTP would not result in any new or substantially more severe impacts beyond those identified in the 2017 Final SEIR.

- b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

The 2017 Final SEIR determined the 2016 would not conflict with AB 32 or SB 375 and impacts were determined to be less than significant. As with the 2016 RTP, the 2045 RTP has been designed to implement transportation improvement projects in Nevada County in order to meet its GHG reduction target through integrated land use, housing and transportation planning. The 2045 RTP would not conflict with provisions of AB 32 or SB 375, and since there are no other plans, policies or regulations adopted for the purpose of reducing emissions of greenhouse gases in Nevada County, the 2045 RTP would not result in any new or substantially more severe impacts beyond those identified in the 2017 Final SEIR.

3.9 Hazards and Hazardous Materials

	Where was Impact Analyzed in the 2017 Final SEIR?	Do Proposed Changes Require Major Revisions to the 2017 Final SEIR?	Do New Circumstances Require Major Revisions to the 2017 Final SEIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2017 Final SEIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Initial Study Page 33	No	No	No	N/A
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Initial Study Page 34	No	No	No	N/A
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	Initial Study Page 34	No	No	No	N/A
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Initial Study Page 34	No	No	No	N/A
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	Initial Study Page 34	No	No	No	N/A

	Where was Impact Analyzed in the 2017 Final SEIR?	Do Proposed Changes Require Major Revisions to the 2017 Final SEIR?	Do New Circumstances Require Major Revisions to the 2017 Final SEIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2017 Final SEIR Mitigation Measures Address and/or Resolve Impacts?
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Initial Study Pages 34 and 35	No	No	No	Yes
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	Initial Study Page 35	No	No	No	N/A

Environmental Setting

In California, transportation of hazardous materials on roadways is regulated by the California Highway Patrol and Caltrans, and the use of these materials is regulated by California Department of Toxic Substances Control (DTSC). Existing laws and regulations, such as the federal Resource Conservation and Recovery Act (RCRA), the State Hazardous Waste Control Act, and California Vehicle Code, regulate the transportation of hazardous materials. Hazardous materials use and transport is required to comply with pertinent federal, State, and City regulations regarding their storage, on-site use, and off-site disposal such as the Hazardous Materials Transportation Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22.

Adopted emergency response plans or emergency evacuation plans applicable to Nevada County include the Nevada County Emergency Operations Plan, Nevada County Evacuation Study, Nevada County Local Hazard Mitigation Plan, or OES Wildfire Evacuation Preparedness Action Plan (Nevada County 2020; 2024; 2011; 2017). Wildland fire is an ongoing concern for Nevada County, and generally, the fire season extends from early spring through late fall of each year during the hotter, dryer months. Fire conditions arise from a combination of high temperatures, low moisture content in the air and fuel, an accumulation of vegetation, and high winds (Nevada County 2017). There are two general aviation airports in Nevada County; the Nevada County Airport, located east of Grass Valley, and the Truckee Tahoe Airport, located southeast of Truckee.

Impact Analysis

- a. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

The 2017 Final SEIR determined that individual projects included in the 2016 RTP would be required to have a Phase I Environmental Site Assessment (ESA) prepared to determine whether it has hazardous materials on the site and impacts were determined to be less than significant. Individual projects included in the 2045 RTP would continue to be required to prepare ESAs for individual projects, which would identify the specific conditions, and based on the specific findings at each locality, provide recommendations as necessary to reduce the risks associated with hazardous

materials. The 2045 RTP would not result in any new or substantially more severe impacts beyond those identified in the 2017 Final SEIR.

- b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*
- c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?*

The 2017 Final SEIR determined that individual transportation projects included in the 2016 RTP could be located within a quarter mile of a school and construction of projects would potentially accidentally release hazardous materials. Impacts were determined to be less than significant. As with the 2045 RTP, all implementing agencies would be required to conduct notification and cleanup operations in the event of a hazardous materials spill or release in compliance with federal and state regulations to mitigate hazards to people and the environment. Additionally, for any new projects requiring construction activities, the implementing agency would be required to prepare a geotechnical investigation to identify naturally occurring asbestos, and if deemed present, abate consistent with the Northern Sierra AQMD's "Fugitive Dust Prevention and Control and Asbestos Hazard Dust Mitigation Plan" during project construction. The 2045 RTP would continue to be required to comply with federal and state regulations and the 2045 RTP would not result in any new or substantially more severe impacts beyond those identified in the 2017 Final SEIR.

- d. Would the project be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

The 2017 Final SEIR determined that none of the components of the 2016 RTP would cause or require routine transport, use, or disposal of hazardous materials, as all transportation of hazardous materials are regulated by federal and state laws and local ordinances. Impacts were determined to be less than significant. Additional projects included in the 2045 RTP would continue to adhere to existing regulations and provide for improvements to transportation systems which may be used to transport hazardous materials. Individual projects included in the 2045 RTP would continue to be required to prepare ESAs for individual projects, which would identify the specific conditions, and based on the specific findings at each locality, provide recommendations as necessary to reduce the risks associated with hazardous materials. The 2045 RTP would not result in any new or substantially more severe impacts related beyond those identified in the 2017 Final SEIR.

- e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?*

The 2017 Final SEIR determined that some of the 2016 RTP improvement projects would take place within an Airport Land Use Plan area, however none of the improvements would result in hazardous conditions, as any projects occurring in these areas would adhere to policies and guidelines included in the respective Airport Land Use Plan. Impacts were determined to be less than significant. There are no new aviation related projects in the 2045 RTP. Transportation improvements within airport influence areas would continue to comply with Airport Land Use Plan guidelines. The 2045 RTP would not result in any new or substantially more severe impacts beyond those identified in the 2017 Final SEIR.

- f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

The 2017 Final SEIR determined that some 2016 RTP projects may result in road closures or traffic detours on main thoroughfares or roads that provide primary access to populated areas, however, impacts would be reduced to less than significant through the implementation a Transportation Management Plan (TMP). A TMP would continue to be provided to all emergency service providers in the construction area five days before construction begins as a notification of anticipated dates and hours of construction, as well as any anticipated limits on access. Implementing agencies in Nevada County would continue to adhere to the requirements of the TMP when temporary road closures and traffic detours are anticipated. The 2045 RTP would not result in any new or substantially more severe impacts related to emergency response or evacuation beyond those identified in the 2017 Final SEIR.

- g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?*

The 2017 Final SEIR determined that transportation improvements identified in the RTP would not result in the construction of structures that would be occupied by humans; therefore, it would not expose people or structures to a significant risk involving wildfires. Rather, the 2017 Final SEIR determined the RTP provides for improvements to transportation systems throughout the County, which are expected to improve the ability for fire protection services to access areas that have a Very High hazard rating. Transportation projects included in the 2045 RTP would be subject to similar wildfire risks and construction of individual projects would require the extension of fire suppression facilities and other utilities. Construction activities and the operation transportation improvements would remain subject to the requirements of the California Fire Code (CFC). The 2045 RTP would not result in any new or substantially more severe impacts related to wildfire beyond those identified in the 2017 Final SEIR.

3.10 Hydrology and Water Quality

	Where was Impact Analyzed in the 2017 Final SEIR?	Do Proposed Changes Require Major Revisions to the 2017 Final SEIR?	Do New Circumstances Require Major Revisions to the 2017 Final SEIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2017 Final SEIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Initial Study Pages 36 and 37	No	No	No	N/A
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Initial Study Pages 36 and 37	No	No	No	N/A
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	Initial Study Pages 37 and 38	No	No	No	N/A
(i) Result in substantial erosion or siltation on- or off-site	Initial Study Pages 37 and 38	No	No	No	N/A
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site	Initial Study Pages 37 and 38	No	No	No	N/A
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff	Initial Study Pages 37 and 38	No	No	No	N/A

	Where was Impact Analyzed in the 2017 Final SEIR?	Do Proposed Changes Require Major Revisions to the 2017 Final SEIR?	Do New Circumstances Require Major Revisions to the 2017 Final SEIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2017 Final SEIR Mitigation Measures Address and/or Resolve Impacts?
(iv) Impede or redirect flood flows?	Initial Study Pages 37 and 38	No	No	No	N/A
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Initial Study Page 38	No	No	No	N/A
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Initial Study Pages 36 and 37	No	No	No	N/A

Environmental Setting

Nevada County is characterized by a large and diverse hydrologic system. Surface water drainage is comprised of three watersheds: the Truckee River basin in the eastern part of the County; and the Yuba River and Bear River basins in the western part of the County. These watersheds supply water to serve portions of both northern California and western Nevada, and many of the creeks and rivers produce hydroelectricity as well. Within all parts of the County, there is an extensive network of perennial (year round) and intermittent (seasonal) creeks, streams and rivers, ranging in size from the South Yuba River to small, unnamed seasonal drainages. Riparian corridors along these watercourses provide important year round and migratory wildlife habitats, and allow for movement and linkages across wider areas of the county (Nevada County 1995).

The quality of surface waters in Nevada County varies, typically with very good water quality in the more mountainous, less-developed areas, and more frequent water quality impacts as elevation decreases and development increases. Water quality is most affected in the upper elevations as a result of recreational and logging uses, while the lower elevations are affected by land development, mining, grazing and urban runoff. Soil erosion and sedimentation are closely tied to surface water quality. Naturally occurring elements such as heavy metals, have also contributed to water quality degradation in a number of areas within the western county (Nevada County 1995).

The ground water resources in the County are of two distinct types. Those in the western County are characterized as poorly defined and variable. The highly fractured characteristics of the subsurface geology, as well as a variety of other factors such as soil depth and percolation, combine to create a highly variable and inconsistent ground water characteristics. In eastern Nevada County, the Martis Valley aquifer is the primary subsurface hydrologic resource. Areas susceptible to flood hazard are relatively limited in the County. In general, there are no significant wide flood plains as would be found in areas with less general slope. The major flooding problems in Nevada County normally occur during the winter months from November through April. Localized flooding can be severe when the ground is already saturated or existing snow is melted by warmer rains (Nevada County 1995).

Impact Analysis

- a. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*
- b. *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*
- e. *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

The 2017 Final SEIR determined implementation of individual 2016 RTP improvements would not violate any waste discharge requirements, substantially deplete groundwater supplies, or interfere with groundwater recharge such that there would be a net deficit in an aquifer volume. Impacts were determined to be less than significant, as projects would be required to comply with NPDES General Construction Permit requirements to reduce or eliminate construction-related water quality effects.

Similar to the 2016 RTP, construction of 2045 RTP projects have the potential to cause storm water runoff carrying topsoil into downstream waterways and ultimately waters of the U.S. Under the Clean Water Act, for each specific project that is larger than one acre, the County is required to obtain a General Permit for discharge of storm water during construction activities prior to commencing construction. SWPPPs are designed to control storm water quality degradation to the extent practicable using best management practices during and after construction. The local land use authority will submit the SWPPP with a Notice of Intent to the Regional Water Quality Control Board (RWQCB) to obtain a General Permit. The RWQCB is an agency responsible for reviewing the SWPPP with the Notice of Intent, prior to issuance of a General Permit for the discharge of storm water during construction activities. The RWQCB accepts General Permit applications (with the SWPPP and Notice of Intent) after specific projects have been approved by the lead agency. A SWPPP is not required if the project will disturb less than one acre; however, local agencies implement stormwater control in accordance with local regulations.

Individual improvement projects would be subject to the existing regulatory requirements governing the protection of water quality and groundwater management. None of the 2045 RTP projects would require the direct use of groundwater or conflict/obstruct with a groundwater management plan. The 2045 RTP would not result in any new or substantially more severe impacts beyond those identified in the 2017 Final SEIR.

- c. *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*
 - i. *Result in substantial erosion or situation on- or off-site?*
 - ii. *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*
 - iii. *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*
 - iv. *Impede or redirect flood flows?*

The 2017 Final SEIR determined implementation of individual 2016 RTP improvements may alter the existing drainage pattern in specific areas, including the alteration of a course of a stream or river, which could result in erosion, siltation, flooding, and runoff on- or off-site. Impacts were determined to be less than significant, as each implementing agency would review each improvement project through a specific level of design review to ensure that the engineering does not result in substantial alterations in the natural drainage systems.

The U.S. Army Corps of Engineers (USACE) is responsible for issuing permits for the placement of fill, or discharge of material into, waters of the United States. Applications for these permits were required under the 2016 RTP and would continue to remain under the 2045 RTP. Individual projects that involve instream construction, such as bridges, trigger the need for these permits and related environmental reviews by USACE. Subsequent environmental review, design review, and the Clean Water Act permitting requirements would be required for applicable 2045 RTP projects, and local land use authorities will take steps to identify and avoid restriction of flood flows. Any proposed projects requiring federal approval or funding must comply with Executive Order 11988 for floodplain management. Potential impacts due to flooding as a result of RTP projects would be alleviated through adherence to local approval processes. The 2045 RTP would not result in any new or substantially more severe impacts beyond those identified in the 2017 Final SEIR.

d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

The 2017 Final SEIR determined the 2016 RTP would not expose people or structures to risks from seiche, tsunami, or mudflows and this impact was determined to be less than significant. While portions of the project may be located in flood hazard areas (refer to Criterion c) above), 2045 RTP projects would not directly risk release of pollutants due to inundation. The 2045 RTP would not result in any new or substantially more severe impacts beyond those identified in the 2017 Final SEIR.

3.11 Land Use and Planning

	Where was Impact Analyzed in the 2017 Final SEIR?	Do Proposed Changes Require Major Revisions to the 2017 Final SEIR?	Do New Circumstances Require Major Revisions to the 2017 Final SEIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2017 Final SEIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Physically divide an established community?	Pages 3.3-6 and 3.3-7	No	No	No	Yes
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Page 3.3-7	No	No	No	N/A

Environmental Setting

The RTP study area includes the entire County of Nevada, which lies within the northern portion of California, stretching from the eastern end of the Sacramento Valley across the Sierra Nevada to the State of Nevada. Eastern Nevada County is known for its many recreational opportunities and mountainous areas. The City of Grass Valley is the largest city in the western region of Nevada County, situated at roughly 2,500 feet elevation in the western foothills of the Sierra Nevada mountain range. The City participates in a variety of ways with other governments and agencies, with a representative on the Sierra Economic Development District Board, which covers Sierra, Nevada, and Placer and El Dorado counties. It is also represented on the Nevada County Transportation Commission, the Local Agency Formation Commission (LAFCo) and the Solid and Hazardous Waste Commission. Nevada City is Nevada County's government seat, located about 60 miles northeast of Sacramento, and characterized today as a small, well-preserved California Gold Rush town. The Town of Truckee is located in the Sierra Nevada Mountains, just west of the Nevada state line, and was incorporated as a municipality by a vote of the people in 1993. The incorporated boundaries are nearly 34 square miles and range in elevation from 5,500 feet at the Town's eastern boundary to 7,500 feet in the northwestern corner.

NCTC does not have land use authority. The applicable General Plan land use and zoning designations for the areas covered by the RTP include the General Plan land use designations and zoning established by the Nevada County General Plan, Nevada County Zoning Ordinance, and the General Plans and zoning ordinances of the cities of Grass Valley, Nevada City, and the Town of Truckee.

Impact Analysis

a. *Would the project physically divide an established community?*

The 2017 Final SEIR determined the 2016 RTP has the potential to physically divide established communities through specific projects which would divide existing contiguous land uses or create

visual and physical barriers between adjacent land uses but that impacts would be less than significant with mitigation. The 2017 Final SEIR determined the majority of RTP projects would involve transportation system improvements to existing facilities, which would mostly occur within or in close proximity to existing rights-of-way, while some would involve new facilities occurring within or adjacent to existing communities. While the intent of the RTP is intended to improve inter- and intra-regional connectivity and new or improved land use linkages, the 2017 Final SEIR determined that specific projects, such as multimodal improvements, have the potential to divide existing contiguous land uses, and intersection and interchange improvements may create visual and physical barriers between adjacent land uses.

The 2017 Final SEIR required implementation of Mitigation Measure 3.3-1, which states that prior to approval of RTP projects, implementing agencies shall consult with local planning staff and conduct detailed project-level analysis of land uses adjacent to proposed improvements to identify specific impacts. Although the 2045 RTP would continue to affect roads and interchanges with additional road projects, such as bike lanes and multi-use shoulders which may physically divide established communities, Mitigation Measure 3.3-1 would continue to apply to ensure that all 2045 RTP projects are designed to maintain the cohesiveness of the existing communities to the greatest extent feasible. The 2045 RTP would not result in any new or substantially more severe impacts beyond those identified in the 2017 Final SEIR.

- b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

The 2017 Final SEIR determined that the 2016 RTP would not conflict with plans, policies, and regulations adopted to mitigate an environmental effect and impacts were determined to be less than significant. Each of the jurisdictions in Nevada County has an adopted General Plan to guide land use and development decisions, including circulation patterns and improvements. As with the 2016 RTP, the 2045 RTP responds to growth anticipated in adopted general plans, as well as address safety and rehabilitation issues necessary to maintain the existing transportation system. The 2045 RTP includes several objectives, policies, and implementation measures intended to coordinate regional transportation planning with local planning efforts. Although RTP projects would be generally compatible with existing land uses and policies; specific RTP projects, such as improvements to existing transportation corridors (mainline highway and regional street segments, interchanges, railroad underpasses and overpasses, multimodal facilities, airport taxiways, and bike and pedestrian facilities) could conflict with county and city land use policies and designations by encroaching on incompatible land uses.

The 2017 Final SEIR determined that individual design level project information was currently not available, and that each individual RTP project would be evaluated by the implementing agency on a project-specific level during the design and engineering stage of the process. As with the 2016 RTP, each 2045 RTP project would be reviewed for conformance with the general plan of the jurisdiction(s) in which the project will be located, as well as a review to ensure consistency with adopted plans, policies and regulations. The 2045 RTP would not result in any new or substantially more severe impacts beyond those identified in the 2017 Final SEIR.

3.12 Mineral Resources

	Where was Impact Analyzed in the 2017 Final SEIR?	Do Proposed Changes Require Major Revisions to the 2017 Final SEIR?	Do New Circumstances Require Major Revisions to the 2017 Final SEIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2017 Final SEIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Initial Study Page 40	No	No	No	N/A
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	Initial Study Page 40	No	No	No	N/A

Environmental Setting

Large scale exploration projects, surface mines, and subsurface mines require conditional use permits issued by the County, and most of these activities are disallowed in designations incompatible for mining. Incompatible designations are generally in the more urban areas of the County, whereas compatible designations are generally in the more rural areas. Surface mining is conditionally permitted in compatible designations that are zoned within the "ME" Mineral Extraction Combining District. Such areas known to contain potentially significant mineral resources and lie in compatible areas for surface mining. Areas not currently zoned "ME" and that lie in a compatible designation may be rezoned if a significant resource can be shown to be present (Nevada County 1995).

Impact Analysis

- Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*
- Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

The 2017 Final SEIR determined the 2016 RTP would not cause land use changes resulting in conversion of any mineral extraction operations into a different use, nor would it result in a loss of mineral resources and impacts were determined to be less than significant. The 2017 Final SEIR determined that transportation improvement projects would provide beneficial impacts to operational mines by improving Countywide circulation and accessibility. While individual projects listed in the 2045 RTP may be located in the vicinity of land that is used for mineral resource extraction, or where known mineral resources occur but have not been developed, none of the

transportation improvements projects include subsurface mining or exploration of mineral resources. The 2045 RTP would not result in any new or substantially more severe impacts beyond those identified in the 2017 Final SEIR.

3.13 Noise

	Where was Impact Analyzed in the 2017 Final SEIR?	Do Proposed Changes Require Major Revisions to the 2017 Final SEIR?	Do New Circumstances Require Major Revisions to the 2017 Final SEIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2017 Final SEIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Initial Study Pages 41 and 42	No	No	No	N/A
b. Generate excessive groundborne vibration or groundborne noise levels?	Initial Study Pages 43	No	No	No	N/A
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels?	Initial Study Page 43	No	No	No	N/A

Environmental Setting

Maximum intermittent noise levels associated with construction equipment typically range from approximately 77 to 95 dBA L_{max} at 50 feet. Pile driving and demolition activities involving the use of pavement breakers and jackhammers, and are among the noisiest of activities associated with transportation improvement and construction projects. Depending on equipment usage and duration, average-hourly noise levels at this same distance typically range from approximately 73 to 88 dBA Leq. Delivery vehicles, construction employee vehicle trips, and haul truck trips may also contribute to overall construction noise levels. Traffic vibration levels are typically highest associated with truck passbys, as automobile traffic normally generates vibration peaks of one-fifth to one-tenth that of trucks. The highest groundborne vibration levels are typically from use of pile drivers and vibratory rollers.

Impact Analysis

- a. *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Traffic Noise

The 2017 Final SEIR determined the 2016 RTP would have less than significant impacts pertaining to substantial temporary or permanent increases in traffic noise, as local land use authorities have an adopted Noise Element of their General Plan which establish noise-related policies that, when implemented, protect sensitive receptors from significant noise. As discussed in the 2017 Final SEIR, the policies laid out in the Noise Element(s) are consistent with federal and state regulations designed to protect noise sensitive receptors, and further, during the design process of RTP projects, implementing agencies would be responsible for ensuring that the project is designed consistent with adopted policies and state and federal regulations. As with the 2016 RTP, projects under the 2045 RTP would be consistent with the adopted policies and established regulations intended to help to reduce exposure of sensitive receptors to transportation noise levels as implementing agencies would continue to identify areas that would have elevated noise levels as a result of the project and require measures to attenuate the noise (earth berms, sound walls, establishing buffers, or improving acoustical insulation in residential units). The 2045 RTP would not result in any new or substantially more severe impacts beyond those identified in the 2017 Final SEIR.

Construction Noise

The 2017 Final SEIR determined construction of individual improvement projects may result in the increases in ambient noise levels near sensitive land uses, as well as potential violation of local noise standards. Impacts were determined to be less than significant, as implementing agencies limit construction to the daytime hours, to the extent feasible, and require equipment to be properly maintained and muffled. As with the 2016 RTP, potential impacts to sensitive receptors resulting from construction of 2045 RTP improvement projects would depend on factors, such as the equipment used, surrounding land uses, shielding provided by intervening structures and terrain, and duration of construction activities. The 2045 RTP would not result in any new or substantially more severe impacts beyond those identified in the 2017 Final SEIR.

- b. *Would the project generate excessive groundborne vibration or groundborne noise levels?*

The 2017 Final SEIR determined groundborne vibration levels associated with construction improvement projects included in the 2016 RTP could potentially exceed recommended criteria for structural damage and/or human annoyance (0.2 and 0.1 in/sec ppv, respectively) at nearby existing land uses. As with the 2016 RTP, implementing agencies would limit construction to the daytime hours, to the extent feasible, and would require use of equipment with reduced equipment noise/vibration levels, to the extent practical. If necessary, during project specific review, the level of vibration reduction would be project and site specific and would include measures normally required by Caltrans, as well as requirements under the General Plan Noise Element and Noise Ordinances of local land use authorities. The 2045 RTP would not result in any new or substantially more severe impacts beyond those identified in the 2017 Final SEIR.

- c. *Would the project be located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, and expose people residing or working in the project area to excessive noise levels?*

The 2017 Final SEIR determined that although the 2016 RTP included improvements to airport facilities, transportation projects would not expose people residing or working in the area to excessive noise levels, and impacts were determined to be less than significant. No new aviation projects are proposed. The 2045 RTP would not result in any new or substantially more severe impacts beyond those identified in the 2017 Final SEIR.

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3.14 Population and Housing

	Where was Impact Analyzed in the 2017 Final SEIR?	Do Proposed Changes Require Major Revisions to the 2017 Final SEIR?	Do New Circumstances Require Major Revisions to the 2017 Final SEIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2017 Final SEIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	Page 3.3-8	No	No	No	N/A
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Page 3.3-8	No	No	No	N/A

Environmental Setting

Since 2000, the County has seen an increase in its overall population by approximately 9,773 people (United States Census Bureau, 2010). In January 2023, the State of California Department of Finance estimated that Nevada County had a population of 100,720 (California Department of Finance 2023a). Growth has primarily been in the incorporated portion of the county, which are home to 32 percent of the population, with an additional 16 percent in Truckee, 13 percent in Grass Valley, and 3 percent in Nevada City. The remaining 68 percent live in outlying unincorporated areas (California Department of Finance 2023b).

Impact Analysis

- a. *Would the project induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?*

The 2017 Final SEIR determined that the 2016 RTP would not induce growth beyond the growth that is planned or being planned by local jurisdictions both locally and regionally and impacts would be less than significant. The 2017 Final SEIR determined that modest growth in the region is anticipated to occur over the planning horizon of the RTP and that growth is expected to be well below the State average growth rates. As with the 2016 RTP, the 2045 RTP has been planned to accommodate anticipated levels of growth, including growth associated with adopted local general plans. The 2045 RTP would not induce growth beyond the growth that is planned or being planned by local jurisdictions both locally and regionally, would not involve approvals associated with any development projects, would not designate lands for development, would not change land uses within the county, or provide additional water sewer or other infrastructure that could facilitate

additional development in the region. Similar to the 2016 RTP, the 2045 RTP would not result in any new or substantially more severe impacts beyond those identified in the 2017 Final SEIR.

- b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

The 2016 Final SEIR determined that 2016 RTP projects would not result in displacement or relocation of a substantial number of homes, businesses, or people and impacts would be less than significant. Growth planned in the general plans of the jurisdictions within Nevada County would result in additional housing opportunities and would more than offset any units potentially removed in association with RTP projects. The 2045 RTP would not result in any new or substantially more severe impacts beyond those identified in the 2017 Final SEIR.

3.15 Public Service

	Where was Impact Analyzed in the 2017 Final SEIR?	Do Proposed Changes Require Major Revisions to the 2017 Final SEIR?	Do New Circumstances Require Major Revisions to the 2017 Final SEIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2017 Final SEIR Mitigation Measures Address and/or Resolve Impacts?
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Would the project:

- a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

1	Fire protection?	Initial Study Page 45	No	No	No	N/A
2	Police protection?	Initial Study Page 45	No	No	No	N/A
3	Schools?	Initial Study Page 45	No	No	No	N/A
4	Parks?	Initial Study Page 45	No	No	No	N/A
5	Other public facilities?	Initial Study Page 45	No	No	No	N/A

Environmental Setting

There are 10 separate fire districts that serve Nevada County, including 49er, Higgins Area, North San Juan, Rough and Ready, Truckee, Peardale-Chicago Park, Penn Valley, Nevada County Consolidated, Watt Park, and Ophir Hill. Eight of the districts report deficiencies, primarily in staff, response time and equipment. Countywide law enforcement is provided by the Nevada County Sheriff's Department. There are three recreation and park districts in Nevada County: Western Gateway Regional and Bear River in western County and Truckee Donner in eastern County. Western Gateway operates the Western Gateway Park, a large park offering a variety of recreational facilities. Truckee Donner operates a number of park and recreational facilities, primarily within the Town of Truckee. Bear River is a new District and currently operates the

Magnolia Sports Complex in conjunction with the Pleasant Ridge School District. There are currently 13 separate school districts serving Nevada County, including Tahoe-Truckee Unified, Pleasant Ridge Unified, Ready Springs Unified, Chicago Park, Clear Creek, Grass Valley, Nevada City, Pleasant Valley, Twin Ridges, Union Hill, Special Education Consortium, Nevada Joint Union High and Sierra College Extension .

Impact Analysis

- a. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for:*
1. *Fire protection?*
 2. *Police protection?*
 3. *Schools?*
 4. *Parks?*
 5. *Other public facilities?*

The 2017 Final SEIR determined the 2016 RTP improvements would not result in an increased need for any public services or facilities and impacts were determined to be less than significant. Continued transportation projects under the 2045 RTP would not generate demand for police or fire services, schools, parks, or other public facilities beyond what is already planned for in Nevada County. The majority of these projects are maintenance/rehabilitation and bicycle and pedestrian improvements that would not involve the construction of new public services infrastructure. Continued implementation of transportation improvement projects would not increase the population of Nevada County and would not require the removal or replacement of existing public service facilities. The 2045 RTP would not result in any new or substantially more severe impacts beyond those identified in the 2017 Final SEIR.

3.16 Recreation

	Where was Impact Analyzed in the 2017 Final SEIR?	Do Proposed Changes Require Major Revisions to the 2017 Final SEIR?	Do New Circumstances Require Major Revisions to the 2017 Final SEIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2017 Final SEIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Initial Study Page 46	No	No	No	N/A
b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Initial Study Page 46	No	No	No	N/A

Environmental Setting

Recreational opportunities within Nevada County are varied, ranging from public parks with intensively used active recreational facilities, to vast tracts of forest lands. In addition to the public lands, Nevada County supports a variety of private and commercial recreational facilities, 2,500 campsites in private campgrounds and water-oriented facilities, ski areas and resorts, golf courses, and campgrounds. Camping and other passive recreational opportunities are provided by the U.S. Forest Service, Bureau of Land Management, Army Corps of Engineers, State Parks and Recreation, the Nevada Irrigation District and the two parks and recreation districts, on public lands, and by the Pacific Gas and Electric Company in conjunction with hydroelectric power facilities.

Impact Analysis

- Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*
- Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

The 2017 Final SEIR determined the 2016 RTP improvements would not result in an increased demand or generate the need for any recreational facilities and impacts were determined to be less than significant. Similar to the 2016 RTP, transportation projects under the 2045 RTP would not generate demand for parkland or recreational resources. The 2045 RTP would not result in any new or substantially more severe impacts beyond those identified in the 2017 Final SEIR.

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3.17 Transportation

	Where was Impact Analyzed in the 2017 Final SEIR?	Do Proposed Changes Require Major Revisions to the 2017 Final SEIR?	Do New Circumstances Require Major Revisions to the 2017 Final SEIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2017 Final SEIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Pages 3.4-24 through 3.4-27	No	No	No	N/A
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Page 3.4-24	No	No	No	N/A
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	Page 3.4-27	No	No	No	N/A
d. Result in inadequate emergency access?	Page 3.4-28	No	No	No	N/A

Environmental Setting

Roadway Network

The major transportation facilities in western Nevada County are State Routes 20, 49, and 174. Truckee is at the crossroads of Interstate 80 and State Routes 89 and 267. Interstate 80 is a major transcontinental route, and the two state routes are the northern entrances to the Tahoe Basin. Travel characteristics within Nevada County vary widely according to the region in which it occurs. The western portion of the County contains a large number of trip producing (residential) land uses in relation to trip-attracting (office and commercial) land uses. Travel within the eastern portion of the County, however, is driven by a greater quantity of trip attracting land uses than trip-producing uses. This area is characterized by many recreational and tourist attractions, which causes large amounts of traffic to originate outside the area with destinations either inside or through the area.

The County maintains approximately 569 miles of roadways, most are two lanes. Numerous county roadways provide intermediate and localized access to rural areas of the county, as well as the more populated cities of Grass Valley, Nevada City, and Truckee and the communities of Lake Wildwood, Alta Sierra, and Lake of the Pines. Nevada County has an extensive network of roads used by off-highway vehicles. The US Forest Service manages 166 miles of roads in Nevada County, most within the Tahoe National Forest.

The primary mode of goods movement in Nevada County is by truck. The highest volumes occur on I-80 near SR 89 in the Truckee area and on I-80 near SR 20. Whether products are shipped by rail, ship, air, or truck, regional highways, and local roads are very likely to be used for some part of the trip. Traffic congestion on the Interstate and State Highways in Nevada County particularly affects goods movement through the region.

Public Transit/Rail

There are two public transit systems operating in western Nevada County, Nevada County Connects: a fixed route system serving the cities of Grass Valley and Nevada City, the adjacent unincorporated sections of the County, and portions of Placer County. Nevada County Now provides demand response paratransit service for disabled residents in western Nevada County. Nevada County Now also provides paratransit services throughout an outlying defined paratransit area as service hours and resources are available. Truckee TART is the primary fixed route transit system serving the Town of Truckee and portions of Placer County, and is provided by the Town of Truckee through a contract with Paratransit Services. Placer County TART provides fixed route service between the Town of Truckee and Tahoe City via SR 89. Union Pacific Railroad (UPRR) owns and operates tracks that roughly follow I-80 along the southern and eastern borders of Nevada County and Amtrak California provides service to locations in the Bay Area and central California.

Impact Analysis

- a. *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

Roadways

The 2017 Final SEIR determined the 2016 RTP would include funding and other strategies that are aimed at improving transportation conditions, including the levels of service on roadways throughout the County. Although the 2017 Final SEIR determined that these are beneficial impacts to the transportation system, there will be funding shortfalls due to funding constraints, it will not be possible to implement all improvements in the region, and ultimately it is the responsibility of implementing agencies to collect development fees. Impacts were determined to be significant and unavoidable, as the collection of development fees by local agencies to finance needed improvements maintained in their jurisdiction is not something that NCTC can control or guarantee.

As with the 2016 RTP, the 2045 RTP would continue to support a number of transportation projects throughout the County, as development in the County grows, more residents, housing units, and jobs would result in additional person and vehicle trips and increased traffic volumes. While some of the projects involve capacity expansion, others involve safety enhancements or maintenance, and transportation- and circulation-related impacts could result from construction activities, as well as from the ongoing operation of the completed facilities. The long-term operation of these facilities under the 2045 RTP may have both beneficial and adverse impacts; the new roadway capacity may result in reduced congestion and smoother traffic flows at higher speeds, but it also has the potential to encourage additional traffic in the County, which could result in increased vehicle emissions and other environmental impacts. The 2045 RTP would not result in any new or substantially more severe impacts beyond those identified in the 2017 Final SEIR.

Transit, Bicycle and Pedestrian Facilities

The 2017 Final SEIR determined that the 2016 RTP includes transit and non-motorized transportation projects for the region, including bicycle/pedestrian projects which carry out the goals of the RTP and that the RTP allocated funding for transit, rail, and bicycle/pedestrian projects and include policies associated with alternative modes of transportation. This remains the case for the 2045 RTP. The 2045 RTP would not result in any new or substantially more severe impacts beyond those identified in the 2017 Final SEIR.

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

CEQA Guidelines section 15064.3, subdivision (b), which was added to the CEQA Guidelines as part of the update adopted by the State in November 2018, defines acceptable criteria for analyzing transportation impacts under CEQA. Although the 2017 Final SEIR does not include a standalone discussion under this criterion, the term vehicle miles traveled is used widely throughout the EIR, and a brief discussion of vehicle miles traveled (VMT) is presented in Impact 3.4-1, in Section 3.4, *Transportation and Circulation*. The 2017 Final SEIR determined that forecasted growth in the County would result in increased vehicle miles traveled regardless of the 2016 RTP, as more residents, housing units, and jobs would result in additional persons, vehicle trips, and increased traffic volumes. As a result, Nevada County forecasts an increase in VMT within the County.

As discussed in the 2017 Final SEIR, adding more vehicular traffic to the regional road system without making capacity enhancements may create an increase in overall vehicle delay. For countywide VMT, after normalizing/applying the NCTC (western slope) model VMT percentage growth to grow the countywide HPMS baseline ground truth VMT (reflects both western slope and eastern slope), countywide VMT is estimated to be: 3,079,372 (2018 VMT) to 3,801,052 (2045 VMT). This reflects a 23.44% growth in VMT over the 25-year forecast horizon (less than 1 percent annual growth).

As with the 2016 RTP, the 2045 RTP is designed to maximize the efficiency of the transportation network, taking into consideration the increased vehicle miles traveled expected in Nevada County. The 2045 RTP would not result in any new or substantially more severe impacts related to its potential to conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) beyond those identified in the 2017 Final SEIR.

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?

The 2017 Final SEIR determined that the 2016 RTP includes roadway projects designed to alleviate existing and anticipated future congestion issues and to reduce traffic hazards throughout the County and impacts were determined to be less than significant. Under the 2045 RTP, NCTC would continue to be responsible for coordinating their efforts with Caltrans and local jurisdictions to identify safety concerns on key facilities and work to identify funding sources to implement improvements to the circulation network. As with the 2016 RTP, under the 2045, all improvements would be designed to the standards and specifications of Caltrans or the appropriate implementing agency, and once operational, transportation network improvements would serve to maintain or create better operational conditions on regional and local roadways than would exist without the improvements. The 2045 RTP would not result in any new or substantially more severe impacts beyond those identified in the 2017 Final SEIR.

d. Would the project result in inadequate emergency access?

The 2017 Final SEIR determined that the 2016 RTP, although it does not include any specific projects that would result in inadequate emergency access, individual improvement projects have the potential to increase congestion on roadways which could hinder the ability of emergency service vehicles to travel to and access emergencies in a quick and timely manner and construction activities on roadways, and that emergency access could be impeded due to resulting congestion and delays, detours, lane closures, and other traffic altering situations. Impacts were determined to be less than significant with implementation of Mitigation Measure 3.4-1, which requires implementing agencies to prepare and implement a traffic control plan for construction projects to reduce the effects of construction on the roadway system throughout the construction period and shall coordinate with emergency service providers to ensure that emergency routes are identified and remain available during construction activities. Implementing agencies under the 2045 RTP would continue to be required to adhere to Mitigation Measure 3.4-1, ensuring coordination with the emergency providers to ensure that emergency routes remain available during construction activities. In addition, the SR 49 Grass Valley Wildfire Evacuation Project, which is included in the 2045 RTP, is specifically intended to improve evacuation efficiency and emergency response during large-scale wildfire events, further supporting emergency access in the region. The 2045 RTP would not result in any new or substantially more severe impacts beyond those identified in the 2017 Final SEIR.

3.18 Tribal Cultural Resources

	Where was Impact Analyzed in the 2017 Final SEIR?	Do Proposed Changes Require Major Revisions to the 2017 Final SEIR?	Do New Circumstances Require Major Revisions to the 2017 Final SEIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2017 Final SEIR Mitigation Measures Address and/or Resolve Impacts?
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Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	Pages 3.5-6 and 3.5-7	No	No	No	Yes
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	Pages 3.5-6 and 3.5-7	No	No	No	Yes

Environmental Setting

Nevada County is located within the historical territory of the Nisenan, also known as the southern Maidu (Kroeber 1925; Wilson and Towne 1978) and Miwok. Nisenan lands included the southern extent of the Sacramento Valley, east of the Sacramento River between the North Fork Yuba River and Cosumnes Rivers on the north and south, respectively, and extended east into the foothills of the Sierra Nevada range. Their language is closely related to that of the Konkow and Maidu to the north, forming the Maiduan language family (Mithun 2001, p. 455), which is regarded as a subgroup of the Penutian language stock (Wilson and Towne 1978, p. 387). The Northern Hill Nisenan is the dialect of the Nisenan language that was spoken in the area. NCTC met with representatives from the United Auburn Indian Community (UAIC) on May 23, 2017.

Impact Analysis

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?*
- b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?*

The 2017 Final SEIR determined that all future RTP projects would involve tribal consultation and would be designed to identify and protect tribal cultural resources, with implementation of Mitigation Measure 3.5.1. Mitigation Measure 3.5.1 requires implementing agencies, prior to approval of individual RTP projects, to consult with local tribes who have requested consultation per AB 52 and consultation shall specifically include, but not be limited to, consultation with the UAIC and detailed project-level analysis of proposed improvements to identify specific impacts.

In prior consultation, NCTC and UAIC agreed that the scope of the evaluation at the project level shall include consultation with Native American representatives identified by the NAHC, including the UAIC, and be undertaken consistent with most recent guidance provided by the Office of Planning and Research. This process remains the same for new projects with ground disturbance in the 2045 RTP. Consistent with the 2017 Final SEIR, consultation would continue to identify tribal cultural resources and ensure that such resources are taken into consideration in the planning process. The 2045 RTP would not result in any new or substantially more severe impacts beyond those identified in the 2017 Final SEIR.

3.19 Utilities and Service Systems

	Where was Impact Analyzed in the 2017 Final SEIR?	Do Proposed Changes Require Major Revisions to the 2017 Final SEIR?	Do New Circumstances Require Major Revisions to the 2017 Final SEIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2017 Final SEIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Initial Study Pages 49 and 50	No	No	No	N/A
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Initial Study Page 49	No	No	No	N/A
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Initial Study Page 49	No	No	No	N/A
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Initial Study Page 49	No	No	No	N/A
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Initial Study Page 49	No	No	No	N/A

Environmental Setting

The County has an elaborate network of public utilities and services, such as electricity providers, natural gas, telecommunications, water, wastewater treatment, storm drainage, and solid waste facilities.

Impact Analysis

- a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*
- b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*
- c. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*
- d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*
- e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

The 2017 Final SEIR determined individual transportation improvement projects list in the 2016 RTP would not result in an increased need for utilities and impacts were determined to be less than significant. This remains the case for the 2045 RTP as it remains a goal of the County and local municipalities to maintain an adequate level of services for all public utilities and services in various parts of the incorporated and unincorporated county. As with the 2016 RTP, the 2045 RTP does not provide detailed engineering plans for any of the potential improvements, as they would be completed at a project specific level at a later date once they are funded and up for approval. The 2045 RTP would not result in an increased need for utilities and the 2045 RTP would not result in any new or substantially more severe impacts beyond those identified in the 2017 Final SEIR.

3.20 Wildfire

	Where was Impact Analyzed in the 2017 Final SEIR?	Do Proposed Changes Require Major Revisions to the 2017 Final SEIR?	Do New Circumstances Require Major Revisions to the 2017 Final SEIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2017 Final SEIR Mitigation Measures Address and/or Resolve Impacts?
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If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	Initial Study Page 35	No	No	No	N/A
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Initial Study Page 35	No	No	No	N/A
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	Initial Study Page 35	No	No	No	N/A
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	Initial Study Page 35	No	No	No	N/A

Environmental Setting

Wildland fires affect grass, forest, and brushlands, as well as any structures located within them, and almost the entire county is foothill area of mass vegetation, within wildland areas (Nevada County 2017). Where there is human access to wildland areas, such as the Sierra Nevada and foothills areas, the risk of fire increases due to a greater chance for human carelessness and historical fire management practices. Generally, there are four major factors that sustain wildfires and allow for predictions of a given area's potential to burn: fuel, topography, weather, and human actions.

From May to October of each year, Nevada County faces a serious wildland fire threat. Fires continue to occur on an annual basis in the Nevada County Planning Area. The threat of wildfire and potential losses are constantly increasing as human development and population increase and the wildland urban interface areas expand. Due to its high fuel load and long, dry summers, most of Nevada County continues to be at risk from wildfire (Nevada County 2017). When fire does return to the dense, dry forests of Nevada County, they are more likely to burn uncharacteristically, at moderate and high intensity, rather than the historic low intensity level. The increased fuel accumulation results in greater flame lengths, more crown fires and greater resistance to control. Tree mortality is often high, even for the fire-resistant ponderosa pine and large Douglas firs. Soils, understory vegetation, and wildlife populations, which evolved with low intensity fires, are at risk of long-term damage from uncharacteristic fire intensity (Nevada County 2017).

Warmer temperatures can exacerbate drought conditions. Drought often kills plants and trees, which serve as fuel for wildfires. Warmer temperatures have the potential to increase the number of wildfires and pest outbreaks, such as the western pine beetle. Cal-Adapt's wildfire tool predicts that wildfire risk in Nevada County will increase slightly in the near term, and subside during mid-to late century (Nevada County 2017).

Impact Analysis

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

- a. *Substantially impair an adopted emergency response plan or emergency evacuation plan?*
- b. *Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*
- c. *Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*
- d. *Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

The 2017 Final SEIR and all previous CEQA documentation for previous RTP iterations predate the updates to the *CEQA Guidelines* requiring the evaluation of potential impacts related to wildfire; therefore, the 2017 Final SEIR does not directly address the stand alone *CEQA Guidelines* Appendix G wildfire thresholds. A discussion of wildfire hazards is included in the 2017 Final SEIR Initial Study Section VIII, *Hazards and Hazardous Materials*. The 2017 Final SEIR states that transportation improvements identified in the RTP would not result in the construction of structures that would be occupied by humans; therefore, it would not expose people or structures to a significant risk involving wildfires. Rather, the 2017 Final SEIR determined the 2016 RTP provides for improvements to transportation systems throughout the County, which are expected to improve the ability for fire protection services to access areas that have a Very High hazard rating. Additionally, planned improvements to SR 49 would increase roadway width and reduce roadside vegetation, thereby improving the corridor's effectiveness as a fire break and enhancing both evacuation capacity and emergency response ingress.

The potential for impacts related to wildfire risk were known prior to adoption of the 2017 Final SEIR. Transportation projects included in the 2045 RTP would be subject to similar wildfire risks and construction of individual projects would require the extension of fire suppression facilities and other utilities. Construction activities and the operation of transportation improvements would remain subject to the requirements of the California Fire Code (CFC). Construction contractors would continue to comply with California Public Resources Code Section 4290, which requires minimum fire safety standards for roads, fuel breaks, green belts, and minimum water supply. Any work on or within State ROW would continue to comply with the requirements of Caltrans' Manual on Uniform Traffic Control Devices and would not preclude the implementation of adopted emergency response plans or emergency evacuation plans, including the Nevada County Emergency Operations Plan, Nevada County Evacuation Study Nevada County Local Hazard Mitigation Plan, or OES Wildfire Evacuation Preparedness Action Plan (Nevada County 2020; 2024; 2011; 2017). The 2045 RTP would not result in any new or substantially more severe impacts related to wildfire beyond those identified in the 2017 Final SEIR.

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3.21 Mandatory Findings of Significance

	Where was Impact Analyzed in the 2017 Final SEIR?	Do Proposed Changes Require Major Revisions to the 2017 Final SEIR?	Do New Circumstances Require Major Revisions to the 2017 Final SEIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do 2017 Final SEIR Mitigation Measures Address and/or Resolve Impacts?
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Pages 57 and 58	No	No	No	Yes
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	Throughout 2017 Final SEIR	No	No	No	N/A
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Throughout 2017 Final SEIR	No	No	No	Yes

Impact Analysis

- a. *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*
- b. *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*
- c. *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

As described above in Sections 3.1 through 3.20, the 2045 RTP would result in no new or more severe direct or indirect impacts beyond those identified in the previously adopted 2017 Final SEIR for the 2016 RTP. Additionally, the 2045 RTP's contribution of the 2045 RTP impacts would be the same as or less than that analyzed in the adopted 2017 Final SEIR for the 2016 RTP. No new reasonably foreseeable future projects have been identified within Nevada County that were not previously considered in the cumulative impacts analysis in the adopted 2017 Final SEIR.

The 2045 RTP would have no new or more severe impacts in terms of its potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory; have potentially significant cumulative impacts; or have environmental effects causing substantial adverse effects on human beings, either directly or indirectly.

5 Conclusion

As established in the analysis above regarding the potential environmental effects that may be generated as compared to the 2016 RTP, it is concluded that substantial changes are not proposed to the 2016 RTP nor have substantial changes occurred that would require major revisions to the adopted 2017 Final SEIR prepared for the 2016 RTP. Impacts beyond those identified and analyzed in the adopted 2017 Final SEIR would not be expected to occur as a result of the 2045 RTP. Overall, the proposed modifications to the 2016 RTP that constitute the 2045 RTP would result in no new impact or mitigation information of substantial importance that would generate new, more severe impacts or require new mitigation measures compared to those identified for the 2016 RTP in the adopted 2017 Final SEIR.

Therefore, NCTC concludes that the analyses conducted and the conclusions reached and the mitigation measures adopted in the 2017 Final SEIR adopted on November 15, 2017, by NCTC, remain valid. As such, the 2045 RTP would not result in conditions identified in *State CEQA Guidelines* Section 15162 requiring supplemental environmental review or a Subsequent EIR, and these are therefore not required for the 2045 RTP. It can be emphasized that the 2045 RTP would remain subject to all previously adopted mitigation measures included in the adopted 2017 Final SEIR for the 2016 RTP. The MMRP adopted for the 2016 RTP on November 15, 2017 remains applicable to the 2045 RTP. Based on the above analysis, this Addendum to the previously adopted 2017 Final SEIR for the 2045 RTP has been prepared in accordance with Section 15164 of the *State CEQA Guidelines*.

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Appendix A

2045 Regional Transportation Projects (New Since 2016)

2045 Regional Transportation Projects (New Since 2016)

Status	Jurisdiction	Location	Project scope
New	Caltrans	SR80 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 and replace damaged concrete barrier.
New	Caltrans	Near Nevada City & Emigrant Gap, from E of Dow Rd to Placer County line (PM 20.0/41.287) & from Placer County line to Rt 80 (PM 43.868/46.1); Placer County: Nevada County line to E of Lake Spaulding Rd (PM 41.287/43.868).	Rehabilitate pavement and drainage systems, and upgrade guardrail, signs and Transportation Management System (TMS) elements.
New	Caltrans	SR80 near Floriston, at Truckee River Bridge No. 17-0063R/L	Replace two bridges with a single bridge.
New	Caltrans	Route 80 (PM R5.6R to PM R5.6R)	The scope is under development on Route 80 with primary work on Roadside.
New	Caltrans	Route 20 (PM 0 to PM R12.2)	The scope is under development on Route 20 with primary work on Pavement. Project will address 31.5 lane miles of pavement, and 17 drainage system(s).
New	Caltrans	Route 49 (PM 0 to PM R14.475)	The scope is under development on Route 49 with primary work on Pavement. Project will address 48.9 lane miles of pavement, and 5 drainage system(s).
New	Caltrans	Route 80 (PM 15.5 to PM 23.4)	The scope is under development on Route 80 with primary work on Pavement. Project will address 31.9 lane miles of pavement, and 23 drainage system(s).
New	Caltrans	Route 80 (PM R2.7R to PM 13.04)	The scope is under development on Route 80 with primary work on Pavement. Project will address 46.1 lane miles of pavement, and 35 drainage system(s).
New	Caltrans	SR 49 Multimodal Corridor Improvements	Intersection improvements Install RRFBs, enhanced crossings with refuge islands, shared-use paths, sidewalk, lighting, construct roundabouts at Orchard St. and Cement Hill Rd/West Broad St, and reconfigure Coyote St intersection.
New	Caltrans	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).
New	Caltrans	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.

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Status	Jurisdiction	Location	Project scope
New	Caltrans	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.
New	Caltrans	SR 49 Grass Valley Wildfire Evacuation Project	The project construct a two-way left turn lane and widen shoulders to allow contraflow travel during wildfire events between Pondersa Pines Way and Wolf Rd/Combie Rd.
New	Caltrans	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.
New	Caltrans	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).
New	Caltrans	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).
New	Caltrans	Future SHOPP (2035-2045	Future anticipated SHOPP Funding 2035-2045 for pavement maintenance, roadside, safety, and bridge projects.
New	Grass Valley	Brunswick Rd at Whispering Pines	Re-align roadway and intersection improvements
New	Grass Valley	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 1 traffic signal.
New	Grass Valley	Wolf Creek Complete Streets and Connectivity Project (Phase 1)	Close pedestrian and bicycle facilities gap in Wolf Creek Trail from Phase 1 at Freeman Lane/Allisson Ranch Road an phase 2
New	Grass Valley	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
New	Grass Valley	Citywide	Future public EV charging infrastructure and installations
New	Grass Valley	Citywide	Roadway Maintenance (2024-2035)
New	Grass Valley	Citywide	Roadway Maintenance (2035-2045)
New	Grass Valley	Citywide	High priority ATP projects from Active Transportation Plan (2019)
New	Caltrans	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

Status	Jurisdiction	Location	Project scope
			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)
New	Caltrans	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)
New	Caltrans	Various Countis in District 3	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)
New	Caltrans	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)
New	Nevada City	Zion St/Sacramento St	Construct Class II bike lane between Ridge Rd and Pine St (approximately 0.75 miles)
New	Nevada City	Nevada St Extension	Construct sidewalks between Uren St and SR 20 (approximately 0.24 miles)
New	Nevada City	Nevada St Extension	Construct sidewalks between Nihell St and Uren St (approximately 0.18 miles)
New	Nevada City	Willow Valley Rd	Construct sidewalks between Nevada St. and Nevada City Limits (approx. 0.15 miles)
New	Nevada City	Railroad Avenue Sidewalk Project eastside of Railroad Ave	Construct sidewalk between existing and Alexander Station Steakhouse Event Center.
New	Nevada City	Upper Broad Street	Reconstruct sidewalks and enhance intersections crossings in the downtown area.
New	Nevada City	Boulder Street Sidewalk Project	Construct sidewalks on boulder Street and Red Dog Road.
New	Nevada City	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.
New	Nevada City	Nevada Street Deer Creek Bridge	Near Broad Street, Replace Structurally Deficient 2-lane Bridge with new 2-lane Bridge.
New	Nevada City	Sugarloaf Mountain Trail Development	Construct approximately one mile of new trail and a parking lot within Nevada City.
New	Nevada City	Citywide	Future public EV charging infrastructure and installation

Nevada City Transportation Commission
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Status	Jurisdiction	Location	Project scope
New	Nevada City	Citywide	Roadway maintenance (2024-2035)
New	Nevada City	Citywide	Roadway maintenance (2035-2045)
New	Caltrans	SR 49 from Ponderosa Pines Wy to Wolf Rd/Combie Rd (SR 49 Wildfire Evacuation Route Project)	Construct two-way left-turn lane and full depth 8' NB and 12' SB shoulder to provide contraflow travel during wildfire evacuations.
New	Nevada County	Countywide	Fixed Route Fleet Replacement (2023/24-2034/35).
New	Nevada County	Countywide	On-Demand Fleet Replacement (2023/24-2034/35).
New	Nevada County	Countywide	Purchase of ZEB + Depot & On-route Chargers.
New	Nevada County	Countywide	Fixed Route and Paratransit CAD/AVL system with App for On-demand Service.
New	Nevada County	Countywide	ZEV Charging Equipment Purchase - Depot 5 Units.
New	Nevada County	Countywide	ZEV Charging Equipment Purchase/Installation - Tinloy 2 units.
New	Nevada County	Countywide	EV Resiliency Development: Solar canopies, battery back-up and emergency generator.
New	Nevada County	Countywide	5311 Operating Assistance Projects (2023/24-2034/35)
New	Nevada County	Countywide	5311 Operating Assistance Projects (2035/36-2044/45)
New	Nevada County	Countywide	ZEB Vehicle Lifts
New	Nevada County	Countywide	High Priority ATP projects from Active Transportation Plan (2019)
New	Nevada County	Countywide	Fixed Route/Paratransit Operations (2024-2035)
New	Nevada County	Countywide	Fixed Route/Paratransit Operations (2035-2045)
New	Nevada County	Countywide	Future public EV charging infrastructure and installations
New	Nevada County	Countywide	Roadway Maintenance (2024-2035)
New	Nevada County	Countywide	Roadway Maintenance (2035-2045)
New	Nevada County	Bloomfield Rd, 1.5 MI N of Rock Creek Rd.	Rehabilitate existing historical bridge over South Yuba River.
New	Nevada County	Dog Bar Rd, Over Bear River, At Nevada-Placer Co Line	Replace the existing 1 lane functionally obsolete bridge with a new 2 lane bridge.
New	Nevada County	Hirschdale Rd, Over Truckee River at Hinton	Replace Bridge. Replace existing one lane bridge with one lane bridge.
New	Nevada County	Hirschdale Rd, Over UPRR	Rehabilitate and seismic retrofit the existing bridge. No added capacity.
New	Nevada County	Donner Pass Rd, Over Soda Springs Creek	Rehabilitate the existing 2 lane bridge. No added capacity.

Status	Jurisdiction	Location	Project scope
New	Nevada County	Relief Hill at Humbug Creek Bridge	Replace Bridge.
New	Nevada County	Rock Creek Road at Rock Creek Bridge	Replace Bridge.
New	Nevada County	La Barr Meadows Road	Electric Vehicle Charging Station.
New	Truckee	Jibboom, Church, and Bridge Street Streetscape Project	Streetscape/Complete Streets Improvements.
New	Truckee	Jibboom Street Pedestrian Improvement Project	Streetscape/Complete Streets Improvements.
New	Truckee	Donner Pass Road (Frates Lane to McIver Roundabout)	Streetscape/Complete Streets Improvements.
New	Truckee	Donner Pass Rd	McIver Crossing to E Main St. Complete Streets Improvements.
New	Truckee	SR 267	Construct reversible bus lane and/or high occupancy vehicle lane.
New	Truckee	SR 89	Class II Bike Lane Donner Pass Road to south Town limits
New	Truckee	Trout Creek Trail to Lausanne Wy/Basel Place	Class I Bike Lane from end of Trout Creek Trail Phase I to Lausanne Wy.
New	Truckee	Townwide	Local Road Safety Plan Implementation.
New	Truckee	SR 89/Deerfield Drive	Convert traffic signal to roundabout.
New	Truckee	Brockway Road/Palisades Drive	Convert traffic signal to roundabout.
New	Truckee	Townwide	Bus Replacement (2027-2045)
New	Truckee	Townwide	Transit Operations Cost (2024-2035)
New	Truckee	Townwide	Transit Operations Cost (2035-2045)
New	Truckee	Townwide	Microtransit Operations Cost (2025-2035)
New	Truckee	Townwide	Microtransit Operations Cost (2035-2045)
New	Truckee	Fixed Route Fleet Replacement (2023/24-2034/35)	Fleet Replacement
New	Truckee	Fixed Route Fleet Replacement (2035/36-2044/45)	Fleet Replacement
New	Truckee	On-Demand Fleet Replacement (2023/24-2034/35)	Fleet Replacement
New	Truckee	On-Demand Fleet Replacement (2035/36-2044/45)	Fleet Replacement
New	Truckee	On-Demand Fleet Expansion (2023/24-2034/35)	Fleet Expansion
New	Truckee	On-Demand Fleet Expansion (2035/36-2044/45)	Fleet Expansion
New	Truckee	Townwide	Transportation Demand Management Program.
New	Truckee	Townwide	Town Facilities EV Charging Plan and Infrastructure Implementation.

Status	Jurisdiction	Location	Project scope
New	Truckee	Townwide	Townwide EV Charging Plan and Infrastructure Plan.
New	Truckee	Downtown Truckee	Railyard Transit Center/Mobility Hub.
New	Truckee	Townwide	Emergency Evacuation Planning.
New	Truckee	Townwide	Roadside Vegetation Management.
New	Truckee	Townwide	Public Services Center Transit Maintenance and Storage Facility.
New	Truckee	Townwide	E-Bike Share Infrastructure.
New	Truckee	Townwide	Future public EV Charging infrastructure and installations
New	Truckee	Townwide	Roadway Maintenance 2024-2035
New	Truckee	Townwide	Roadway Maintenance 2035-2045

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