



FINAL SUPPLEMENTAL
ENVIRONMENTAL IMPACT REPORT

FOR THE

2010 NEVADA COUNTY
REGIONAL TRANSPORTATION PLAN
(SCH: 1999072038)

JULY 2011

Prepared for:

Nevada County Transportation Commission
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Prepared by:

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D e N o v o P l a n n i n g G r o u p

A Land Use Planning, Design, and Environmental Firm



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INTRODUCTION

The Nevada County Transportation Commission (NCTC), as the Regional Transportation Planning Agency (RTPA) for Nevada County, has updated the Nevada County Regional Transportation Plan (RTP) in accordance with federal and state law. NCTC has prepared a Draft Supplemental EIR (Draft EIR) for the 2010 RTP. The Draft EIR focuses on the environmental effects from air quality, greenhouse gas emissions, and transportation.

PROJECT DESCRIPTION

The proposed project is the adoption and implementation of the 2010 Regional Transportation Plan (2010 RTP or proposed project) for Nevada County. The 2010 RTP embodies three elements: Policy Element, Action Element, and Financial Element. The 2010 RTP is a program-level regional planning document that addresses long-term goals and objectives for all transportation modes (highways, local roads, bridges, transit, bicycle, aviation, and rail). Refer to Chapter 2.0 Project Description of the Draft EIR for a complete description of the 2010 RTP. The full 2010 RTP is available for review at the NCTC website (www.nctc.ca.gov).

ALTERNATIVES TO THE PROPOSED PROJECT

The CEQA Guidelines require an EIR to describe a reasonable range of alternatives to the project or to the location of the project which would reduce or avoid significant impacts, and which could feasibly accomplish the basic objectives of the proposed project. The alternatives analyzed in this EIR include the following four alternatives which includes the proposed project:

- No Project Alternative
- Financially Constrained Alternative (Proposed Project)
- Financially Unconstrained Alternative
- Transit Enhanced Alternative

Alternatives are described in detail in the Draft EIR including a comparison of the alternatives using a qualitative matrix that quantifies the impacts of each alternative relative to the other alternatives. The Financially Unconstrained and Transit Enhanced Alternatives tied for the lowest overall impact. The Financially Constrained Alternative ranks third, and the No Project Alternative ranks last.

The feasibility of the environmentally superior alternative(s) is/are based on the funding availability over the planning horizon. At this time funding is programmed for a portion of these alternatives (constrained project list), while funding is not programmed for the unconstrained project list, or enhancement of transit. The NCTC will need to consider the costs and benefits of additional regional roadway projects from the unconstrained list of projects vs. the enhancement of transit service for the region as additional funds become available in the future.

COMMENTS RECEIVED

The Draft EIR addressed environmental impacts associated with the 2010 RTP that are known to NCTC, were raised during the Notice of Preparation (NOP) process, or raised during preparation of the Draft EIR. The Draft EIR discussed potentially significant impacts associated with air quality, greenhouse gas emissions and climate change, and transportation/circulation.

NOP Comments

During the NOP process, the NCTC received the following comments:

California Department of Transportation, Division of Aeronautics (CTDA). The CTDA noted that the regional transportation planning process should address regional aviation issues and needs. The CTDA noted that within Nevada County there are two public use airports: Nevada County Airport and Truckee-Tahoe Airport. The CTDA also noted that the protection of airports from incompatible land use encroachment is vital to the safety of airport operations and the well being of the communities around airports and that coordinating the RTP with Airport staff, Airport Land Use Commissions (ALUC) and airport land use compatibility plans should help to relieve future conflicts between an airport and its neighbors. The comment letter acknowledged the role that aviation plays in California’s transportation system, the economic benefits, job opportunities, public health and safety, tourism, and recreation.

Lahontan Regional Water Quality Control Board (RWQCB). The RWQCB describes their role in protecting water quality in the eastern portion of Nevada County, east of the Sierra crest.

Native American Heritage Commission (NAHC). NAHC identified steps to determine the potential for the project to impact an archaeological resource, including contacting the appropriate information center, information that should be included in a final professional report, appropriate Native American contacts, and measures to mitigate potential impacts in the event an unknown resource is discovered during project implementation.

Draft EIR Comments

During the Draft EIR review process, NCTC received five (5) comment letters from the following: Nevada County Planning Department, City of Grass Valley Engineering Division, Regional Water Quality Control Board, California Department of Transportation, and Cassandra Pitts (Nevada County resident). Additionally, prior to the public review period, NCTC received one (1) comment from the following: Cassandra Pitts (Nevada County resident).

Acting as lead agency, the NCTC has prepared a response to the Draft EIR comments. The responses to the comments are provided in this Final EIR in Section 2.0, Comments on Draft EIR and Responses, and all changes to the text of the EIR is summarized in Section 3.0, Errata. Responses to comments received during the comment period do not involve any new significant impacts or “significant new information” that would require recirculation of the Draft EIR pursuant to CEQA Guidelines Section 15088.5.

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The Nevada County Transportation Commission (NCTC) is the Regional Transportation Planning Agency (RTPA) for Nevada County, which includes the Cities of Grass Valley and Nevada City, the Town of Truckee, and the County of Nevada. As the RTPA, California State law requires the NCTC to prepare, adopt, and submit an updated Regional Transportation Plan (RTP) to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans) every five years.

The purpose of the RTP is to document the short-term (2010-2020) and long-term (2020-2030) regional transportation needs covering the RTP horizon and set forth an effective, cost-feasible action plan to meet these needs. The RTP documents the policy direction, actions, and funding strategies designed to maintain and improve the regional transportation system. The RTP promotes a continuous, comprehensive, and cooperative transportation planning process that facilitates the efficient development and implementation of projects while maintaining Nevada County's commitment to public health and environmental quality.

The NCTC prepared a Program EIR in 1999 to address the environmental impacts associated with the Nevada County RTP. An amendment to the Program EIR was prepared in 2001 and 2005 to address changes that NCTC made to the Nevada County RTP at that time. NCTC has prepared this Supplemental EIR to address "new information of substantial importance that was not known or could not have been known at the time the previous EIR was certified" under [CEQA Guidelines Sec 15162(c)]. The supplemental-level analysis focuses on the environmental effects from air quality, greenhouse gas emissions, and transportation.

1.1 PURPOSE AND INTENDED USES OF THE EIR

CEQA REQUIREMENTS FOR A FINAL EIR

This Final Supplemental Environmental Impact Report (FEIR) for the 2010 RTP has been prepared in accordance with the California Environmental Quality Act (CEQA) and State CEQA Guidelines. State CEQA Guidelines Section 15132 requires that an FEIR consist of the following:

- the Draft Supplemental Environmental Impact Report (Draft EIR) or a revision of the draft;
- comments and recommendations received on the Draft EIR, either verbatim or in summary;
- a list of persons, organizations, and public agencies commenting on the Draft EIR;
- the responses of the lead agency to significant environmental concerns raised in the review and consultation process; and
- any other information added by the lead agency.

In accordance with State CEQA Guidelines Section 15132(a), the Draft EIR is incorporated by reference into this Final EIR.

An EIR must disclose the expected environmental impacts, including impacts that cannot be avoided, growth-inducing effects, impacts found not to be significant, and significant cumulative impacts, as well as identify mitigation measures and alternatives to the proposed project that

could reduce or avoid its adverse environmental impacts. CEQA requires government agencies to consider and, where feasible, minimize environmental impacts of proposed development, and an obligation to balance a variety of public objectives, including economic, environmental, and social factors.

PURPOSE AND USE

The NCTC, as the lead agency, has prepared this FEIR to provide the public and responsible and trustee agencies with an objective analysis of the potential environmental impacts resulting from adoption of the proposed 2010 RTP, including implementation of individual RTP projects. Responsible and trustee agencies that may use the Draft EIR are identified in Chapter 1.0 of the Draft EIR.

The environmental review process enables interested parties to evaluate the 2010 RTP in terms of its environmental consequences, to examine and recommend methods to eliminate or reduce potential adverse impacts, and to consider a reasonable range of alternatives to the project. While CEQA requires that consideration be given to avoiding adverse environmental effects, the lead agency must balance adverse environmental effects against other public objectives, including the economic and social benefits of a project, in determining whether a project should be approved.

This document and the Draft EIR, as amended herein, constitute the FEIR, which will be used as the primary environmental document to evaluate all subsequent planning and permitting actions associated with the 2010 RTP. Subsequent actions that may be associated with the 2010 RTP are identified in Chapter 2.0, Project Description, of the Draft EIR.

1.2 ENVIRONMENTAL REVIEW PROCESS

The review and certification process for the EIR has involved, or will involve, the following general procedural steps:

NOTICE OF PREPARATION AND INITIAL STUDY

The NCTC circulated a Notice of Preparation (NOP) of an EIR for the proposed project on June 25, 2010 to trustee and responsible agencies, the State Clearinghouse (SCH# 1999072038), and the public. The NOP and comments are presented in Appendix A of the Draft EIR.

NOTICE OF AVAILABILITY AND DRAFT EIR

The NCTC published a public Notice of Availability (NOA) for the Draft EIR on May 17, 2011, inviting comment from the general public, agencies, organizations, and other interested parties. The NOA was filed with the State Clearinghouse (SCH # 1999072038) and the County Clerk, and was published in a regional newspaper pursuant to the public noticing requirements of CEQA. The Draft EIR was available for public review from May 17 through June 30, 2011. The Draft EIR contains a description of the project, description of the environmental setting, identification of project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives, identification of significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. The Draft EIR identifies issues determined to have no

impact or a less than significant impact, and provides detailed analysis of potentially significant and significant impacts. Comments received in response to the NOP were considered in preparing the analysis in the Draft EIR.

RESPONSE TO COMMENTS/FINAL EIR

The NCTC received five (5) comment letters during the Draft EIR public review period, and one (1) comment letter prior to the Draft EIR public period. No additional oral or written comments were received. In accordance with CEQA Guidelines Section 15088, this Final EIR responds to the written comments received. The Final EIR also contains minor edits to the Draft EIR, which are included in Section 3.0, Errata. This document and the Draft EIR, as amended herein, constitute the Final EIR.

CERTIFICATION OF THE EIR/PROJECT CONSIDERATION

The NCTC will review and consider the Final EIR. If the NCTC finds that the Final EIR is "adequate and complete", the NCTC may certify the Final EIR in accordance with CEQA. The rule of adequacy generally holds that an EIR can be certified if:

- 1) The EIR shows a good faith effort at full disclosure of environmental information; and
- 2) The EIR provides sufficient analysis to allow decisions to be made regarding the proposed project in contemplation of environmental considerations.

Upon review and consideration of the Final EIR, the NCTC may take action to approve, revise, or reject the project. A decision to approve the 2010 RTP, for which this EIR identifies significant environmental effects, must be accompanied by written findings in accordance with State CEQA Guidelines Sections 15091 and 15093. A Mitigation Monitoring and Reporting Program, as described below, would also be adopted in accordance with Public Resources Code Section 21081.6(a) and CEQA Guidelines Section 15097 for mitigation measures that have been incorporated into or imposed upon the project to reduce or avoid significant effects on the environment. This Mitigation Monitoring and Reporting Program will be designed to ensure that these measures are carried out during project implementation, in a manner that is consistent with the EIR.

1.3 ORGANIZATION OF THE FINAL EIR

This Final EIR has been prepared consistent with Section 15132 of the State CEQA Guidelines, which identifies the content requirements for Final EIRs. This Final EIR is organized in the following manner:

CHAPTER 1.0 – INTRODUCTION

Chapter 1.0 briefly describes the purpose of the environmental evaluation, identifies the lead, agency, summarizes the process associated with preparation and certification of an EIR, and identifies the content requirements and organization of the Final EIR.

CHAPTER 2.0 – COMMENTS ON THE DRAFT EIR AND RESPONSES

Chapter 2.0 provides a list of commentors, copies of written comments made on the Draft EIR (coded for reference), and responses to those written comments.

CHAPTER 3.0 - ERRATA

Chapter 3.0 consists of minor revisions to the Draft EIR in response to comments on the Draft EIR, as well as minor staff edits. The revisions to the Draft EIR do not change the intent or content of the analysis or mitigation.

CHAPTER 4.0 – FINAL MMRP

Chapter 4.0 consists of a Mitigation Monitoring and Reporting Program (MMRP). The MMRP is presented in a tabular format that presents the impacts, mitigation measure, and responsibility, timing, and verification of monitoring.

2.1 INTRODUCTION

The NCTC received five (5) comment letters during the Draft EIR 45-day public review period, and one (1) comment letter prior to the public review period. Acting as lead agency, the NCTC has prepared a response to the Draft EIR comments. Responses to comments received during the comment period do not involve any new significant impacts or “significant new information” that would require recirculation of the Draft EIR pursuant to CEQA Guidelines Section 15088.5.

2.2 LIST OF COMMENTORS

Table 2-1 lists the comments on the Draft EIR that were submitted to the NCTC. The assigned comment letter number, letter date, letter author, and affiliation, if presented in the comment letter or if representing a public agency, are also listed.

TABLE 2-1 LIST OF COMMENTORS

RESPONSE LETTER/ NUMBER	INDIVIDUAL OR SIGNATORY	AFFILIATION	DATE
A	Brian Foss	Nevada County, Planning Department	06-13-2011
B	Timothy M. Kiser	City of Grass Valley, Engineering Division	06-15-2011
C	Genevieve Sparks	Regional Water Quality Control Board	06-23-2010
D	Richard Helman	California Department of Transportation	06-27-2011
E	Cassandra Pitts	Nevada County Resident	06-30-2011
Comment provided prior to 45-day public review period for the Draft EIR			
F	Cassandra Pitts	Nevada County Resident	02-15-2011

2.3 COMMENTS AND RESPONSES

REQUIREMENTS FOR RESPONDING TO COMMENTS ON A DRAFT EIR

CEQA Guidelines Section 15088 requires that lead agencies evaluate and respond to all comments on the Draft EIR that consider an environmental issue. The written response must address the significant environmental issue raised and provide a detailed response, especially when specific comments or suggestions (e.g., additional mitigation measures) are not accepted. In addition, the written response must be a good faith and reasoned analysis. However, lead agencies need to only respond to significant environmental issues associated with the project and do not need to provide all the information requested by the commentor, as long as a good faith effort at full disclosure is made in the EIR (CEQA Guidelines Section 15204).

CEQA Guidelines Section 15204 recommends that commentors provide detailed comments that focus on the sufficiency of the Draft EIR in identifying and analyzing the possible environmental impacts of the project and ways to avoid or mitigate the significant effects of the project, and that commentors provide evidence supporting their comments. Pursuant to CEQA Guidelines Section 15064, an effect shall not be considered significant in the absence of substantial evidence.

CEQA Guidelines Section 15088 also recommends that revisions to the Draft EIR be noted as a revision in the Draft EIR or as a separate section of the Final EIR. Chapter 3.0 of this Final EIR identifies all revisions to the Draft EIR.

RESPONSES TO COMMENT LETTERS

Written comments on the Draft EIR are reproduced on the following pages, along with responses to those comments. To assist in referencing comments and responses, the following coding system is used:

- Those comments received from government agencies are represented by a lettered response while comments received by individual or private firms or individuals are represented by a numbered response.
- Each letter is lettered (i.e., Letter A) and each comment within each letter is numbered (i.e., comment A-1, comment A-2).

Where changes to the Draft EIR text result from the response to comments, those changes are included in the response and identified with revision marks (underline for new text, ~~strike-out~~ for deleted text).

RECEIVED JUN 21 2011



COUNTY OF NEVADA
COMMUNITY DEVELOPMENT AGENCY
PLANNING DEPARTMENT

950 MAIDU AVENUE, SUITE 170, NEVADA CITY, CA 95959-8617
(530) 265-1222 FAX (530) 265-9851 http://mynevadacounty.com

Steven L. DeCamp
Community Development Agency Director

Jory Stewart, AICP
Planning Director

June 13, 2011

DL _____ # _____

NH _____ # _____

MW _____ # _____ Agenda

Mike Woodman, Transportation Planner
Nevada County Transportation Commission
101 Providence Mine Road, Suite 102
Nevada City, CA 95959

RE: Comments on the Draft 2010 Nevada County RTP and associated Draft SEIR

Dear Mr. Woodman:

The Nevada County Planning Department has received and reviewed the Draft 2010 Nevada County Regional Transportation Plan (RTP) and associated Draft Supplemental Environmental Impact Report (SEIR) and has the following minor comments on the RTP. We do not have comments on the SEIR.

Pages 24 and 25: RTP Goals 1.0, 2.0, 3.0 and 4.0

- "2009 Nevada County General Plan" should be "Nevada County General Plan, Updated 2010"

Page 24: RTP Goal 1.0

- Policies MV-2.6 through 2.9 should be Policies MV-4.2.6 through 4.2.9

Page 25: RTP Goal 2.0

- The first "Policy EP-4.4.2" [there are two] should be "Policy EP-4.4.1"

Page 25: RTP Goal 3.0

- "Program LU-4.19" should be "Policy LU-4.1.9"

Pages 55-58: Figures 6, 6-1, 6-2 and 6-3

- The first item in the keys for these figures is "Existing Class Paved or Multi-use Pathway." We believe this should be "Existing Class 1 Paved or Multi-use Pathway."

Please let us know if you any questions about these comments.

Sincerely,

Brian Foss, Principal Planner

A-1

Response to Letter A Brian Foss, Nevada County, Planning Department

Response A-1: The commentor noted that the Nevada County Planning Department is in receipt of the Draft 2010 Nevada County Regional Transportation Plan (RTP) and its associated Draft Supplemental Environmental Impact Report (SEIR). The commentor provides five comments on the RTP, and notes that his agency has no comments on the SEIR. The NCTC has noted these comments on the RTP and will consider them as they finalize the RTP. There are no new significant impacts or “significant new information” that needs to be addressed in the SEIR; therefore, no response is required herein.

RECEIVED JUN 30 2011



**CITY OF GRASS VALLEY
ENGINEERING DIVISION**

125 East Main Street
Grass Valley, CA 95945
530-274-4373
Fax: 530-274-4399

MEMORANDUM

Date: June 15, 2011
To: Mike Woodman, Transportation Planner
From: Timothy M. Kiser, Public Works Director/City Engineer *TMK*
Subject: Comments on Draft 2010 Nevada County RTP & SEIR

Below are the City of Grass Valley's comments on the Draft 2010 Nevada County Regional Transportation Plan:

1. On page 28, the Truckee area should refer to "Figure 2-2", not "Figure 2-1"
2. On page 53, a Pedestrian Improvement plan is "scheduled to be completed in January 2011." Has the plan been completed?
3. On page 57, the first item of the Legend read, "Existing Class Paved or Multi-use Pathway". It should read, "Existing Class I Paved or Multi-use Pathway".
4. On page 58, the first item of the Legend read, "Existing Class Paved or Multi-use Pathway". It should read, "Existing Class I Paved or Multi-use Pathway".
5. On Page 70, Table 11 – Planning believes there are more current and accurate numbers for the actual aircraft operations and forecasts.

B-1

Below are the City of Grass Valley's comments on the Draft Supplemental Environmental Impact Report for the 2010 Nevada County Regional Transportation Plan:

1. On pages ES-6 and ES-7, Mitigation Measures 3.2-1, 3.2-5 – These mitigation measures are not enforceable since they rely on the cities and county to implement (i.e. they are outside NCTCs jurisdiction). They can lead to a slippery slope of NCTC acting as a regional planning agency. Furthermore, the reference to the Regional Blueprint plan is required for MPOs, not the rural areas. This mitigation measure places us in the position to do something we are not required to comply with (SB 275). The documents acknowledge NCC is not a planning agency, but these mitigation measures allow them to potentially engage in the planning process and influence any outcomes.
2. On page 1.0-9, the sentence after "Impacts and Mitigation Measures" needs to be reworded.
3. On page 3.1-15, the final sentence of the third paragraph should have the first "is" deleted.

B-2

B-3

B-4

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- | | | |
|--|--|-----|
| 4. On page 3.2-2, under population projections – The document should acknowledge the reality of the County’s population – 2005-2009 we have had very little population growth (<.02%) plus at least two years of declining population. | | B-5 |
| 5. On page 4.0-6, is the following statement in the second paragraph, “Without the 2010 RTP improvements, the use of alternative modes of transportation including transit, bicycle, and pedestrian, would be limited.” This statement does not have a lot of merit with respect to bicycle and transit modes of transportation, based on the limited number of projects identified in Tables 5 – 10 in the RTP. There is only one funded bicycle-related improvement project for Western Nevada County, and only 2 unfunded bicycle related improvement projects for Western Nevada County. There appear to be no funded or unfunded transit related projects for either portion of the county. | | B-6 |
| 6. On page 4.0-8, in the first sentence of the first paragraph, “123,940by” should be changed to “123,940 by”. | | B-7 |
| 7. On page 4.0-8, is the following statement in the fourth paragraph, “The 2010 RTP also include provisions for alternative modes of transportation, (transit, bicycle, and pedestrian), which would be increased at a rate that maintains pace with population growth.” Based on the anticipated 25% growth rate over the next 20 years, the few bicycle and transit related projects outlined in the RTP do not seem to provide sufficient support for this statement. | | B-8 |

Thank you.

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Response to Letter B: Timothy M. Kiser, City of Grass Valley Engineering Division

Response B-1: The commentor provides five comments on the Draft 2010 Nevada County Regional Transportation Plan (RTP). The NCTC has noted these comments on the RTP and will consider them as they finalize the RTP. There are no new significant impacts or “significant new information” that needs to be addressed in the SEIR by these comments; therefore, no response is required herein.

Response B-2: The commentor indicates that Mitigation Measures 3.2-1 and 3.2-5 are not enforceable since they rely on local land use agencies to implement. The commentor further notes that a Blueprint is required for MPOs, not rural areas. Lastly, the commentor suggests that, while the Draft EIR acknowledges that NCTC is not a planning agency, these mitigation measures allow them to potentially engage in the planning process and influence outcomes.

The intent of Mitigation Measure 3.2-1 and 3.2-5 are to address the requirements of AB 32 (the Global Warming Solutions Act of 2006) within the transportation planning functions of NCTC. As noted in the Draft EIR, AB 32 was set into law almost five years ago, and prior to the last Nevada County RTP Update. This law requires the reduction of California's greenhouse gas emissions (GHG) to 1990 levels by 2020, representing a 25% reduction statewide.

The transportation related GHG emissions in Nevada County were modeled and show that CO₂ emissions (the most prominent GHG source from the transportation sector) are projected to increase by 1,400 tons per day from 2010 through the 2030 planning horizon. CO₂ emissions were 1,570 tons per day in the AB32 threshold date of 1990 and are projected to be 4,610 tons per day by the AB 32 attainment date of 2020. These 2020 GHG levels are almost 300 percent higher than the 1990 levels, which is in conflict with AB 32. The Draft EIR notes that the CO₂ emissions are related to a projected increase in VMT as a result of projected growth in region.

As described in the Draft EIR, NCTC does not have land use authority within the County or the incorporated cities; therefore, NCTC's ability to control CO₂ emissions and mitigate for climate change impacts is largely limited to coordination with local land use agencies and transportation funding decisions that may result in decreases in VMT throughout the County.

It is the federal, state, and NCTC's policy to pursue efforts to reduce per capita VMT levels to assist in meeting the stated goals of AB 32. Given that GHG emissions are a state and regional issue and no jurisdiction in Nevada County has yet embarked on a planning effort

to reduce GHG emissions regionally, or locally, since AB 32 was passed into law almost five years ago, these mitigation measures direct NCTC to take the lead in pursuing grant funding that could fund a coordinated regional effort to address GHG emissions in Nevada County.

VMT per capita is affected by both local land use decisions and regional transportation planning decisions, therefore, it is important for NCTC, as a state-designated Regional Transportation Planning Agency, to coordinate with local land use agencies to develop ways to achieve VMT per capita reductions of GHG emissions. As with most regional planning documents, they are voluntary. These mitigation measures are intended to assist any agencies that are willing to participate in such voluntary efforts, but not to mandate that an agency must participate.

Response B-3: The commentor notes that sentence after "Impacts and Mitigation Measures" on page 1.0-9 needs to be reworded.

Page 1.0-9 of the Draft EIR is amended as follows:

Impacts and Mitigation Measures. ~~Identification of the thresholds of significant by which impacts are determined, a description of project-related impacts associated with the environmental topic, identification of appropriate mitigation measures, and a conclusion as to the significance of each impact.~~ This section identifies the thresholds of significance, project-related impacts, appropriate mitigation measures, and an impact conclusion. The following environmental topics are addressed in this section:

- Air Quality
- Green House Gases/Climate Change
- Transportation and Circulation

Response B-4: The commentor notes that the final sentence of the third paragraph on page 3.1-15 should have the first "is" deleted.

Page 3.1-15 of the Draft EIR is amended as follows:

Implementation of the 2010 RTP will not conflict with the Air Quality Plan, cause a violation of Air Quality Standards, contribute substantially to an existing air quality violation, or result in a cumulatively considerable net increase of a criteria pollutant in a nonattainment area. Therefore, this ~~is~~ impact is considered **less than significant**.

Response B-5: The commentor notes that on page 3.2-2 under population projections, the document should acknowledge the reality of the County's population. The commentor notes that there was very little population growth from 2005 to 2009 (<.02%) plus at least two years of declining growth.

We have reviewed page 3.2-2 and there is no such discussion of population projections. The Draft EIR does, however, provide a discussion on population trends in Nevada County. Specifically, Table 4.1-1 of the Draft EIR on page 4.0-1 (provided below) shows recent population change in Nevada County from 2005 through 2009. The table clearly shows very little population from 2005 through

2009, including two years of declining growth. This is consistent with the comment provided. No additional response is required herein.

TABLE 4.1-1: RECENT POPULATION CHANGE BY LOCATION

LOCATION	2005 Pop.	% CHANGE 2005-06	2006 Pop.	% CHANGE 2006-07	2007 Pop.	% CHANGE 2007-08	2008 Pop.	% CHANGE 2008-09	2009 Pop.
Grass Valley	12,944	-0.12%	12,929	0.14%	12,947	-0.43%	12,891	-0.58%	12,817
Nevada City	3,037	0.85%	3,063	0.07%	3,065	0.00%	3,065	-0.72%	3,043
Truckee	15,578	1.31%	15,784	0.97%	15,939	1.08%	16,113	0.19%	16,241
Unincorporated	66,905	0.86%	67,484	-0.25%	67,314	-0.76%	66,805	-0.28%	66,617
County Total	98,464	0.80%	99,260	0.01%	99,265	-0.40%	98,874	-0.16%	98,718

SOURCE: STATE OF CALIFORNIA, DEPARTMENT OF FINANCE, E-4 POPULATION ESTIMATES FOR CITIES, COUNTIES, AND STATE, 2001-2009, WITH 2000 BENCHMARK. SACRAMENTO CALIFORNIA, MAY 2009.

Response B-6: The commentor notes the following statement from the second paragraph on page 4.0-6, "Without the 2010 RTP improvements, the use of alternative modes of transportation including transit, bicycle, and pedestrian, would be limited" and asserts that the statement does not have merit because there are limited bicycle projects listed in the RTP. The commentor further asserts that there are no funded or unfunded transit related projects in Nevada County.

We direct the commentor to pages 2.0-11 and 2.0-12 of the Draft EIR, which shows the transit revenues in Nevada County are estimated at \$86,114,000 over the planning horizon. These funds include LTF, CTS, STA, FTA 5311, and transit fares. While there may not be specific new projects listed, this is a significant source of transit funding for the operations and maintenance of the existing transit system in Nevada County. Much of the funding sources in this transit revenue estimate (with the exception of fares) would not be available to NCTC without an adopted RTP. Additionally, the RTP identifies significant funding sources that can be used for bicycle and pedestrian facilities, including LTF Pedestrian and Bicycle funds, Surface Transportation Program (RSTP), Congestion Mitigation Air Quality (CMAQ), and State grant programs, such as the State Bicycle Transportation Account. It should be noted here that the transportation mode splits to work in Nevada County include 0.7 percent of people using public transportation, and 0.3 percent of people using bicycle, which is considered low in the transportation sector, but typical of a rural RTPA. As the demand for transit, bicycle, and pedestrian facilities increases, it will be the responsibility of NCTC and the local land use agencies in Nevada County to coordinate efforts to increase these transportation services and facilities to accommodate the increased demand.

Response B-7: The commentor notes that a space should be added between the words "12,940" and "by" in first sentence of the paragraph on page 4.0-8.

Page 4.0-8 of the Draft EIR is amended as follows:

Population Growth

The population in the RTP area is expected to grow from 98,680 in 2010 to 123,940 by 2030. This represents a population increase of approximately 25 percent over twenty years. The 2010 RTP has been planned to accommodate anticipated levels of growth, including growth associated with adopted general plans. NCTC does not have the authority to make local land use decisions.

Response B-8: The commenter notes the following statement from the fourth paragraph on page 4.0-8, "The 2010 RTP also includes provisions for alternative modes of transportation, (transit, bicycle, and pedestrian), which would be increased at a rate that maintains pace with population growth." The commenter concludes "Based on the anticipated 25% growth rate over the next 20 years, the few bicycle and transit related projects outlined in the RTP do not seem to provide sufficient support for this statement."

For clarification, the California Department of Finance estimates the *growth rate* in Nevada County to be approximately 1.6 percent per year, which is approximately 25 percent *total growth* over the next 20 years.

We direct the commenter to pages 2.0-11 and 2.0-12 of the Draft EIR, which indicates that the transit revenues in Nevada County are estimated at \$86,114,000 over the planning horizon. As previously noted in Response B-6, these funds include LTF, CTS, STA, FTA 5311, and transit fares. This is a significant source of transit revenues, which are entirely reinvested into the transit system. As also noted in Response B-6, the RTP identifies additional significant funding sources that can be used for bicycle and pedestrian facilities, including LTF Pedestrian and Bicycle funds, Surface Transportation Program (RSTP), Congestion Mitigation Air Quality (CMAQ), and State grant programs, such as the State Bicycle Transportation Account. As the demand for transit, bicycle, and pedestrian facilities increases, it will be the responsibility of NCTC, in coordination with the local land use agencies in Nevada County, to pursue funding to accommodate the increased demand for these services and facilities.



Linda S. Adams
Acting Secretary for
Environmental Protection

**California Regional Water Quality Control Board
Central Valley Region**
Katherine Hart, Chair

11020 Sun Center Drive #200, Rancho Cordova, California 95670-6114
(916) 464-3291 • FAX (916) 464-4646
<http://www.waterboards.ca.gov/centralvalley>



Edmund G. Brown Jr.
Governor

RECEIVED JUN 24 2011

23 June 2011

Mike Woodman
Nevada County Transportation Commission
101 Providence Mine Road, Suite 102
Nevada City, CA 95959

CERTIFIED MAIL
7010 1670 0002 0652 8236

COMMENTS TO DRAFT SUPPLEMENT/SUBSEQUENT ENVIRONMENTAL IMPACT REPORT, 2010 NEVADA COUNTY REGIONAL TRANSPORTATION PLAN PROJECT, SCH NO. 1999072038, NEVADA COUNTY

Pursuant to the State Clearinghouse's 17 May 2011 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Draft Supplement/Subsequent Environmental Impact Report* for the 2010 Nevada County Regional Transportation Plan Project, located in Nevada County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

C-1

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

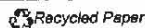
Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the

C-2

¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

California Environmental Protection Agency



2010 Nevada County Regional
Transportation Plan Project
SCH No. 1999072038
Nevada County

- 2 -

23 June 2011

maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

C-2 Cont'd

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 97-03-DWQ.

C-3

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed for the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

C-4

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916)557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit, or any other federal permit, is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. Water Quality Certification must be obtained prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

C-5

Waste Discharge Requirements

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project will require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

C-6

2010 Nevada County Regional
Transportation Plan Project
SCH No. 1999072038
Nevada County

- 3 -

23 June 2011

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/

C-6 cont.

If you have questions regarding these comments, please contact me at (916) 464-4745 or gsparks@waterboards.ca.gov.



Genevieve (Gen) Sparks
Environmental Scientist
401 Water Quality Certification Program

cc: State Clearinghouse Unit, Governor's Office of Planning and Research, Sacramento

Response to Letter C: Genevieve Sparks, Regional Water Quality Control Board

Response C-1: The commentor notes the Construction Storm Water General Plan requirements and provides a link to access additional information regarding the permit requirements. This comment is noted. There are no new significant impacts or “significant new information” that needs to be addressed in the SEIR; therefore, no response is required herein.

Response C-2: The commentor notes the Phase I and II Municipal Separate Storm Sewer System (MS4) Permit requirements and provides a link to access additional information regarding the permit requirements. This comment is noted. The NCTC has noted these comments on the RTP and will consider them as they finalize the RTP. There are no new significant impacts or “significant new information” that needs to be addressed in the SEIR; therefore, no response is required herein.

Response C-3: The commentor notes the Industrial Storm Water General Permit requirements and provides a link to access additional information regarding the permit requirements. This comment is noted. The NCTC has noted these comments on the RTP and will consider them as they finalize the RTP. There are no new significant impacts or “significant new information” that needs to be addressed in the SEIR; therefore, no response is required herein.

Response C-4: The commentor notes the Clean Water Act Section 404 Permit requirements and provides a USACE phone number to obtain additional information. The commentor also notes the Streambed Alternation Agreement requirements. This comment is noted. The NCTC has noted these comments on the RTP and will consider them as they finalize the RTP. There are no new significant impacts or “significant new information” that needs to be addressed in the SEIR; therefore, no response is required herein.

Response C-5: The commentor notes the Clean Water Act Section 401 Water Quality Certification requirements. This comment is noted. The NCTC has noted these comments on the RTP and will consider them as they finalize the RTP. There are no new significant impacts or “significant new information” that needs to be addressed in the SEIR; therefore, no response is required herein.

Response C-6: The commentor notes the Waste Discharge requirements and provides a link to access additional information regarding the permit requirements. This comment is noted. The NCTC has noted these comments on the RTP and will consider them as they finalize the RTP. There are no new significant impacts or “significant new information” that needs to be addressed in the SEIR; therefore, no response is required herein.

DEPARTMENT OF TRANSPORTATION
DISTRICT 3
703 B STREET
P. O. BOX 911
MARYSVILLE, CA 95901-0911
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FAX (530) 741-5346
TTY (530) 741-4509

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*Flex your power!
Be energy efficient!*

June 27, 2011

Mr. Mike Woodman
Nevada County Transportation Commission
101 Providence Mine Road, Suite 102
Nevada City, CA 95959

Dear Mr. Woodman:

Thank you for the opportunity to review and comment on the Draft 2010 Regional Transportation Plan (RTP). Caltrans would like to commend the County for their efforts in preparing this document. The RTP provides clear goals and pertinent policies in place to attain them.

Caltrans would like to offer the following comments for your review and consideration:

General Comments

We would like to commend the Nevada County Transportation Commission (NCTC) for addressing important planning practices including, but not limited to, the coordination of various governmental agencies, preparing and submitting press releases to media establishments, encouraging citizens to attend and speak at NCTC meetings, the preparation and distribution of a bi-monthly newsletter to keep the public informed of transportation planning efforts in Nevada County, as well as bicycle and pedestrian planning.

NCTC is to be commended for recognizing that projects that enhance goods movement help maintain regional vitality. NCTC it also to be commended for easing transfer coordination with the construction of a new transit transfer facility, increasing marketing efforts to attract more transit users, area-wide investments to non-motorized transportation modes, and establishing operational reserves to compensate for potential unmet transit funding needs.

Caltrans appreciates that NCTC takes proactive, collaborative steps by establishing groups such as the Conformity Working Group and SR 49 Stakeholder Committee when resolving issues. It takes foresight to become involved with the Tahoe Gateway Counties Intelligent Transportation Systems Strategic Deployment Plan in order to create a competitive funding edge and NCTC has demonstrated that.

"Caltrans improves mobility across California"

D-1 cont.

Mike Woodman
June 27, 2011
Page 2

Caltrans applauds NCTC's creative and innovative approach to easing transportation issues. Using expanded broadband access to reduce congestion and developing models to capture reasonable development impact fees for transportation improvements to accommodate growth as well as other ideas are worth sharing.

NCTC may want to consider strategies to lower the upfront cost of public transit for low-income riders to meet their transportation needs and potentially increase overall ridership. The recent study "Getting Around When You're Just Getting By: Transportation Survival Strategies of the Urban Poor," by Evelyn Blumenberg from the Mineta Transportation Institute of San Jose State University, which may provide insight for developing such strategies.

As a part of your long-range transportation planning process, we encourage NCTC to consider climate change impacts in the Nevada County region.

Recent science suggests that further effects of climate change are inevitable despite planned and implemented mitigation efforts. Because of its geographic diversity, California is extremely susceptible to a wide range of climate change effects. Examples include, but are not limited to, increases in temperature, earlier snowpack melt, changed precipitation patterns, increased severity of wildfires, extreme weather events, and numerous changes and effects on biodiversity and habitats. These climate change impacts can have a negative impact on the State's transportation infrastructure depending on regional and local characteristics. This can include the natural environment as well as the human-built environment, including various locations, types, and functions of transportation facilities and assets.

For additional information and references related to climate change, please see the following web links:

- http://www.pacinst.org/reports/sea_level_rise/
- <http://www.energy.ca.gov/2009publications/CEC-500-2009-048/CEC-500-048-D.pdf>
- <http://www.energy.ca.gov/2009publications/CEC-500-2009-014/CEC-500-014-D.pdf>

Chapter 2 – Introduction

- **Page 9 – Regional Transportation Plan Process**
Caltrans recommends that the RTP discuss the means by which the private sector was included in the development of this document and the planning process in general.

"Caltrans improves mobility across California"

D-1 cont.

Mike Woodman
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Page 3

- **Page 11 through 13 – Demographic Trends**
The RTP must discuss specific means of involvement with underserved populations as required by California Government Code Section 11135. NCTC should consider incorporating race and disability demographics in this document, where appropriate. This information could be incorporated into the Demographic Trends section on **Page 11 through 13**.
- **Page 15 – Figure 1 “Study Area” Map**
Please add the two public use airports within Nevada County, the Nevada County Airport and the Tahoe Truckee Airport, to show their location relative to other major county transportation infrastructure resources.

Chapter 3 – Policy Element

- **Page 19 – Coordination of Land Use, Air Quality, and Transportation Planning**
Consider including an airport representative from each airport in the monthly Technical Advisory Committee (TAC) meetings so that potential land use conflicts near airports can be identified and resolved early in the planning process.
- **Page 20 – Goals, Objectives, Performance Measures, and Policies**
Caltrans recommends that NCTC include a discussion of environmental mitigation activities within the body of the RTP.
- **Page 20 – Goals, Objectives, Performance Measures, and Policies**
There appears to be an absence of projects that specifically support transit, non-auto, ITS, and TSM goals. Please consider including a project list for transit, bicycle, pedestrian, ITS, and TSM improvements or provide an explanation of why no planning projects will be included.
- **Page 22 – Goal 2.0 - Policy 2.5**
Policy 2.5 reads “Transportation facilities should be compatible with adjacent land uses.” This is a worthwhile yet challenging effort and appears too broad to be a policy. We recommend that NCTC consider making this a goal with policies that could lead to its achievement.
- **Page 23 – Goal 3.0 – Policy 3.7**
Policy 3.7 appears to supersede Policy 3.2.

D-1 cont.

“Caltrans improves mobility across California”

Mike Woodman
June 27, 2011
Page 4

Chapter 4 – Action Element

- **Page 28 – Figure 2 “Regional Significant Roads” Map**
Please add the two public use airports within Nevada County to show their location relative to other major county transportation infrastructure resources.
- **Page 29 – Figure 2-1 “Regionally Significant Roads” Map**
Please add the two public use airports within Nevada County to show their location relative to other major county transportation infrastructure resources.
- **Page 34 – State Route 89 South (“Mousehole”) Project**
The PA&ED for the “Mousehole” project was completed April 15, 2011. Additionally, the total project cost should be updated to reflect \$9,500,000.00 dollars rather than \$8,500,000.00 dollars.
- **Page 35 – Table 5 - State Route 49 at Smith Road Project**
Revise “Proposed Improvement” field to read “Add right turn taper at Smith Road (State Highway).”
- **Page 36 through 37 – Table 5 and Table 6**
The year of estimated construction for a constrained project list should be included in Table 5 and Table 6 so that inflation can properly be accounted for.
- **Page 37 – Table 6 - Bennett Street/SR 20/49 Ramp Projects**
Combine both ramp intersections into one project as the signals will need to be run with one controller.
- **Page 40 – Table 9 - SR 267/I-80 WB Ramp Project**
Revise “Proposed Improvement” field to read “Construct 2-lane roundabout or loop on-ramp.”
- **Page 42 – Goods Movement - Trucking**
Please clarify the statement “It provides end delivery service for every other long-haul mode.” It is not clear what or who this statement relates to.
- **Page 42 – Goods Movement - Freight Movement by Railroad**
It is not clear in the RTP if freight rail opportunities exist in Nevada County. Freight rail activities and the opportunity for freight rail loading and unloading appear to conflict when described on Page 11, Page 42, and Page 75. Please clarify, specifically where it relates to the ability of the Truckee Intermodal Transportation Center’s ability to receive, load, and unload rail freight.

D-1 cont.

“Caltrans improves mobility across California”

Mike Woodman

June 27, 2011

Page 5

- **Page 52 – Transit Services Action Plan**
An explanation of the term “Mobility Management” should be included within the Transit Services section of the Action Element.
- **Page 53 – Non-Auto Facilities - Pedestrian and Bicycle Planning**
Consider updating the references to the Nevada County Pedestrian Improvement Plan in this section to reflect that the plan has been completed and adopted.
- **Page 66 – Alternative Fuels**
The Alternative Fuels section does not appear to be relevant to the chapter on Transportation Demand Management.
- **Page 68 – Air Transportation**
The Dorsey Drive Interchange project is one of the major road improvement projects in this RTP. Because the interchange is near the Nevada County Airport, NCTC should work closely with the airport manager to ensure the airport safety areas, both in the air and on the ground, are kept free and clear of any structures that could encroach in these critical safety areas.
- NCTC may consider including outreach to the airport manager and aviation interest groups in community participation plans that may be prepared for the Dorsey Drive interchange project.
- As NCTC is now the Airport Land Use Commission (ALUC) for Nevada County, please consider including a description of your ALUC duties within the RTP.
- Caltrans recommends the Air Transportation section include a discussion of issues related to ground access to airports.
- **Page 69 – General Aviation Demand Forecasts and Trends**
Consider adding a definition of the airport classification “Regional” General Aviation airport facility. This will show a relative relationship to all airports within the State system of public use airports and is similar to the classification of roads. A definition and description can be provided to you by contacting Colette Armao, Associate Aviation Planner, in the Caltrans Division of Aeronautics. She can be reached by phone at (916) 654-5346 or by email at colette_armao@dot.ca.gov.

D-1 cont.

“Caltrans Improves mobility across California”

Mike Woodman
June 27, 2011
Page 6

- **Page 70 – Table 11 and 12 – Airport Activity Data and Forecasts**
It appears that the data used in Table 11 and Table 12 may be outdated. We recommend contacting the airport manager at both public use airports located in Nevada County to confirm the accuracy of the data or to obtain current statistical data.
- **Page 71 – Future Conditions for Air Transportation Facilities**
Consider changing the title of the Nevada County Airport “Air Park Master Plan,” which was adopted in 1992 to read “Airport Master Plan,” when and if this document is updated.
- **Page 83 – Air Quality - Future Air Quality Conditions**
It appears that the Table 14 was incorrectly referenced. It is assumed the intended reference was to be Table 15.

Chapter 5 – Financial Element

- **Page 89 – Financial Element**
Please include a statement of assurance that project cost estimates are calculated in “year of expenditure” dollars to account for inflation. Additionally, please explain how the applied rate of inflation was derived in accordance with California Government Code Section 65080(b).
- **Page 99 – Table 20**
Table 20 has zero dollars in projected long-term highway expenditures, yet Table 6 and Table 9 both contain State Highway projects. Please verify the information in Table 20.

Please provide our office with copies of any further actions regarding this project. If you have any questions regarding these comments, please do not hesitate to contact Shannon Culbertson by phone at (530) 741-5435 or by e-mail at shannon_culbertson@dot.ca.gov.

Sincerely,



RICHARD HELMAN, Chief
Office of Transportation Planning – North

c: Shannon Culbertson, District 3 Planning

“Caltrans improves mobility across California”

D-1 cont.

Response to Letter D: Richard Helman, California Department of Transportation

Response D-1: The commentor commends NCTC for their efforts on the Draft 2010 Nevada County Regional Transportation Plan (RTP). The commentor provides several general comments, and numerous specific comments on the RTP. The NCTC has noted these comments on the RTP and will consider them as they finalize the RTP. There are no new significant impacts or “significant new information” that needs to be addressed in the SEIR; therefore, no response is required herein.

June 30, 2011

Mike Woodman, Transportation Planner
Nevada County Transportation Commission
101 Providence Mine Road, Suite 102
Nevada, City, CA 95959

Re: Written Comment to the Nevada County Draft 2010 Regional Transportation Plan

Dear Mr. Woodman,

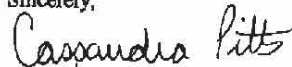
I am one of many residents who live in Nevada County and commute to Yuba County every day. Unfortunately, I was not aware until a couple of days ago, that the Draft RTP was available for review/comment. After briefly reviewing the document, I was thrilled to see that Nevada County has included in their Goals and Objectives to increase transit services. In fact, the County's Goal 4.0 states to "Create and maintain a comprehensive, multi-modal transportation system to serve the needs of the County" and Objective 4.A to "Reduce dependence on the automobile." Unfortunately, in 2004 the EPA designated western Nevada County a "non-attainment" area under the Federal 8-hour ozone national air quality standard. With the County's Goals and Objectives, adding multi-modal transportation will not only benefit the residents of Nevada County, but will increase air quality and move the County closer to meeting the "attainment" requirements.

One very important goal that I felt was missing from the document was Nevada County working/partnering with other regions to provide transit services to residents who travel outside of the county. This would provide mobility and opportunity for people to get to work, medical appointments, shopping, etc. The County is doing an excellent job with providing transportation services south on Highway 49 to Auburn, but unfortunately, is not providing any transportation services west on Highway 20 into Yuba County. Air quality has no boundaries, so partnering should be explored. The need has been identified; we have many Park and Ride lots available, that could also be used by buses. In fact, I have a vanpool of 7 that commutes down the hill, and we are just one of many daily commuters. I have been contacted by numerous individuals who commute alone and would be interested in riding a commuter bus. In fact, Table 2 on page 13 of the Draft RTP shows that most Nevada County residents drive alone. This is a win-win for the community, the transit service and our environment.

I have enclosed a copy of my February 15 letter to the Nevada County Transportation Commission as reference.

I look forward to hearing from you.

Sincerely,



Cassandra Pitts
Enclosure

E-1

Response to Letter E: Cassandra Pitts, Nevada County Resident

Response D-1: The commentor notes that she is a resident of Nevada County and commutes to Yuba County on a daily basis. The commentor provides several comments on the RTP regarding transit service. The NCTC has noted these comments on the RTP and will consider them as they finalize the RTP. There are no new significant impacts or “significant new information” that needs to be addressed in the SEIR; therefore, no response is required herein.

February 15, 2011

Michael Woodman
Nevada County Transportation Commission
101 Providence Mine Road, Suite 102
Nevada City, CA 95959

Re: Nevada County Commuter Bus Service for the Upcoming Unmet Transit Needs Hearing

Dear Mr. Woodman,

I am writing you as a representative for the numerous Nevada County residents who travel down the hill to Yuba County for employment. I have commuted over 14 years, and have seen the increase in vehicles that travel west on Highway 20. Over 2 years ago, in order to save wear and tear on my car, fuel costs, and to do my part in protecting the environment, I started a vanpool. In less than 5 months, I had 8 riders, commuting Monday through Friday, which we have maintained the last 2 years. Our vanpool is just one example of the many individuals who make this daily commute.

I have contacted the Nevada County Gold Country Stage Transit Service about creating a commuter bus route from Nevada County to Yuba County. I was informed that funding is currently unavailable; however, this would be an ideal transit service for future funding. Their bus service currently reaches out to Nevada County residents traveling in town and south on Highway 49 down to Auburn; but unfortunately, does not extend west down Highway 20. There are three Park and Ride lots that offer well lit parking areas with bus access: (1) Grass Valley off Highway 20 (53 parking spaces); (2) Pleasant Valley Road - South East Corner of Pleasant Valley Road and Highway 20, approximately 5 Miles West of Grass Valley (23 parking spaces); and (3) Penn Valley Drive - North East Corner of Highway 20 (20 parking spaces). Obviously, there has been a need identified with this many Park and Rides in such a short distance. We are half way there; all we need now is the bus service. I have sent "Letters to the Editor," to local newspapers, and to the Yubanet.com website and I have received numerous e-mails of support from commuters interested in using such a valuable service. I have asked a few individuals to sign this letter (below) to show the County the support for this much needed service.

In addition to the valuable commuter service, this transit route will increase air quality, for which both counties have multiple nonattainment air quality standards. I understand that creating this bus service would require that transit service boundaries be crossed, but when air quality has no boundaries, partnering needs to be explored. There are many drivers who travel west from Nevada County to Yuba County for work, shopping, and medical appointments. Some riders extend their travel into Sacramento County by using Yuba-Sutter Transit. This is a win-win for the community, the Transit Service and the environment. This is a perfect opportunity for Nevada County and Yuba County to work together to satisfy the requirement to increase air quality.

F-1

06/30/2011 09:28 FAX 530 741 4457

CT ENVIRONMENTAL D-03

004

Michael Woodman
February 15, 2011
Page 2

Please let me know when the Unmet Transit Needs Service Hearing is scheduled.

I look forward to hearing from you.

Sincerely,

Cassandra Pitts

Cassandra Pitts
17861 Silver Pine Drive
Penn Valley, CA 95946
(530) 432-8766
luvspaniels@comcast.net

cc: Susan Healy-Harman, Nevada County Transit Services Division
Keith Martin, Yuba-Sutter Transit
Barbara Vaughan Bechtold, Associate Planner, SACOG
Mike Dobbins, Editor/Publisher of The Wildwood Independent and Penn Valley Courier

F-1 Cont'd

Coral Herman
Name

Grass Valley
City/Town

Tini Burns
Name

Nevada City
City/Town

Don Phillips
Name

Penn Valley
City/Town

Joyce Loftus
Name

Grass Valley
City/Town

Craig MacDonald
Name

Penn Valley
City/Town

Charles Anderson
Name

Grass Valley
City/Town

Response to Letter F: Cassandra Pitts, Nevada County Resident

Response D-1: This comment letter was provided prior to the 45-day public review period for the Draft EIR. The commentor notes that she is a resident of Nevada County and commutes to Yuba County on a daily basis. The commentor provides several comments regarding transit service in Nevada County. These comments are directed toward the policy and financial decisions that are made by NCTC with regards to transit service in Nevada County. The NCTC has noted these comments and will consider them in the policy, financial, and action elements of the RTP. There are no new significant impacts or “significant new information” that needs to be addressed in the SEIR; therefore, no response is required herein.

Revisions made to the Draft EIR are identified below. None of the revisions identify new significant environmental impacts, nor does any of the revisions result in substantive changes to the Draft EIR. No mitigation measures have been added or deleted.

3.1 REVISIONS TO THE DRAFT EIR

SECTION 1.8 ORGANIZATION AND SCOPE

Page 1.0-9 of the Draft EIR is amended as follows:

Impacts and Mitigation Measures. ~~Identification of the thresholds of significant by which impacts are determined, a description of project-related impacts associated with the environmental topic, identification of appropriate mitigation measures, and a conclusion as to the significance of each impact.~~ This section identifies the thresholds of significance, project-related impacts, appropriate mitigation measures, and an impact conclusion. The following environmental topics are addressed in this section:

- Air Quality
- Green House Gases/Climate Change
- Transportation and Circulation

SECTION 3.1 AIR QUALITY

Page 3.1-15 of the Draft EIR is amended as follows:

Implementation of the 2010 RTP will not conflict with the Air Quality Plan, cause a violation of Air Quality Standards, contribute substantially to an existing air quality violation, or result in a cumulatively considerable net increase of a criteria pollutant in a nonattainment area. Therefore, this ~~is~~ impact is considered **less than significant**.

SECTION 4.0 OTHER CEQA-REQUIRED TOPICS

Page 4.0-8 of the Draft EIR is amended as follows:

Population Growth

The population in the RTP area is expected to grow from 98,680 in 2010 to 123,940 by 2030. This represents a population increase of approximately 25 percent over twenty years. The 2010 RTP has been planned to accommodate anticipated levels of growth, including growth associated with adopted general plans. NCTC does not have the authority to make local land use decisions.

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This document is the Final Mitigation Monitoring and Reporting Program (FMMRP) for the 2010 RTP. This FMMRP has been prepared pursuant to Section 21081.6 of the California Public Resources Code, which requires public agencies to “adopt a reporting and monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” A FMMRP is required for the proposed project because the EIR has identified significant adverse impacts, and measures have been identified to mitigate those impacts.

The numbering of the individual mitigation measures follows the numbering sequence as found in the Draft EIR. All revisions to mitigation measures that were necessary as a result of responding to public comments and incorporating staff-initiated revisions have been incorporated into this FMMRP.

4.1 MITIGATION MONITORING AND REPORTING PROGRAM

The FMMRP, as outlined in the following table, describes mitigation timing, monitoring responsibilities, and compliance verification responsibility for all mitigation measures identified in this Final EIR. Agencies considering approval of subsequent activities under the 2010 RTP project would utilize this EIR as the basis in determining potential environmental effects and the appropriate level of environmental review of a subsequent activity.

The agencies responsible for implementing the mitigation measures (implementing agency) will be the lead agency for the individual RTP project. The implementing agency for individual projects will vary by individual project, but will involve one of the following: Caltrans District 3, Nevada County, City of Grass Valley, City of Nevada City, and the Town of Truckee. The implementing agency will be responsible to monitor mitigation measures that are required to be implemented during the operation of the project.

The FMMRP is presented in tabular form on the following pages. The components of the FMMRP are described briefly below:

- **Mitigation Measures:** The mitigation measures are taken from the Draft EIR and Initial Study, in the same order that they appear in the Draft EIR and Initial Study.
- **Mitigation Timing:** Identifies at which stage of the project mitigation must be completed.
- **Monitoring Responsibility:** Identifies the agency that is responsible for mitigation monitoring.
- **Compliance Verification:** This is a space that is available for the monitor to date and initial when the monitoring took place.

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TABLE 4.0-1: MITIGATION MONITORING AND REPORTING PROGRAM

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
AIR QUALITY				
<p>Impact 3.1-2: Short-term Conflict with, or Obstruct, the Applicable Air Quality Plan, Cause a Violation of Air Quality Standards, Contribute Substantially to an Existing Air Quality Violation, or Result in a Cumulatively Considerable Increase of a Criteria Pollutant in a Non-Attainment Area (less than significant with mitigation)</p>	<p>Mitigation Measure 3.1-1: The implementing agency for any construction activities, including dismantling/demolition of structures, processing/moving materials (sand, gravel, rock, dirt, etc.), or operation of machines/equipment, shall prepare a dust control plan in accordance with NSAQMD Rule 226. The dust control plan shall use reasonable precautions to prevent dust emissions, which may include: cessation of operations at times, cleanup, sweeping, sprinkling, compacting, enclosure, chemical or asphalt sealing, and use of wind screens or snow fences.</p>	<p>Implementing Agency</p>	<p>Prior to Design Approval</p>	
<p>Impact 3.1-3: Occasional Localized Carbon Monoxide Concentrations at Traffic Conditions at Some Individual Locations (less than significant with mitigation)</p>	<p>Mitigation Measure 3.1-2: The implementing agency shall screen individual RTP projects at the time of design for localized CO hotspot concentrations and, if necessary, incorporate project-specific measures into the project design to reduce or alleviate CO hotspot concentrations.</p>	<p>Implementing Agency</p>	<p>Prior to Design Approval</p>	
<p>Impact 3.1-5: Potential to release asbestos from earth movement or structural asbestos from demolition/renovation of</p>	<p>Mitigation Measure 3.1-3: Prior to construction of RTP projects, the implementing agency should assess the site for the presence of asbestos including asbestos from structures such as road base, bridges, and other structures. In the event that asbestos is present, the implementing agency should comply with applicable state and local regulations regarding asbestos, including ARB's asbestos airborne toxic control</p>	<p>Implementing Agency</p>	<p>Prior to Design Approval</p>	

4.0 FINAL MMRP

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
existing structures (less than significant with mitigation)	<i>measure (ATCM) (Title 17, CCR § 93105 and 93106), to ensure that exposure to construction workers and the public is reduced to an acceptable level. This may include the preparation of an Asbestos Hazard Dust Mitigation Plan to be implemented during construction activities.</i>			
GREENHOUSE GASES AND CLIMATE CHANGE				
Impact 3.2.1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment (cumulatively and considerable significant unavoidable)	<p><i>Mitigation Measure 3.2-1: The NCTC should pursue planning grants and/or other funds for the development of a Regional Blueprint and Sustainable Communities Strategy (SCS) for the region. The NCTC should facilitate this regional transportation and land use planning effort, but it should be a coordinated effort involving each local land use authority actively involved in its development.</i></p> <p><i>Mitigation Measure 3.2-2: The NCTC should explore the feasibility of a transportation pricing policy for the transit system and selected portions of the road network to encourage people to drive less and increase use of transit, walking and bicycling modes. Such a policy may include: free or reduced transit fares during high pollution days; fare-free zones on the transit system; transit vouchers; days on which transit is free; congestion pricing options for portions of the road system, such as tolls on freeways and highways; and parking fees to park in certain high-traffic areas served by public transit.</i></p> <p><i>Mitigation Measure 3.2-3: The NCTC should consider incorporating a complete streets policy with a strong focus on identifying opportunities to create more active transportation within the region (i.e. bike and pedestrian facilities).</i></p> <p><i>Mitigation Measure 3.2-4: Consistent with Appendix F of the CEQA Guidelines, the agencies implementing RTP projects should:</i></p> <ul style="list-style-type: none"> <i>• Promote measures to reduce wasteful, inefficient and unnecessary consumption of energy during construction, operation, maintenance and/or removal. As the individual RTP projects are designed there should be an explanation as to why certain measures were incorporated in the RTP project and why other measures were dismissed.</i> <i>• Site, orient, and design projects to minimize energy consumption, increase water conservation and reduce solid-waste.</i> 	NCTC	Ongoing	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<ul style="list-style-type: none"> • Promote efforts to reduce peak energy demand in the design and operation of RTP projects. • Promote the use of alternate fuels (particularly renewable ones) or energy systems for RTP projects. • Promote efforts to recycle materials used in the construction (including demolition phase) of RTP projects. <p>Mitigation Measure 3.2-5: The NCTC should coordinate with local and regional agencies to assist in efforts to develop local and regional CAPs (Climate Action Plans) that address climate change and greenhouse gas emissions. Local and regional CAPs should include the following components:</p> <ul style="list-style-type: none"> • Baseline inventory of GHG emissions from community and municipal sources. • A target reduction goal consistent with AB 32. • Policies and measures to reduce GHG emissions. • Quantification of the effectiveness of the proposed policies and measures. • A monitoring program to track the effectiveness and implementation of the CAP(s). <p>NCTC's role in the development of local and regional CAPs should include:</p> <ul style="list-style-type: none"> • Assistance in seeking and securing funding for the development of local and regional CAPs. • Collaboration with local and regional agencies throughout their respective planning processes. <p>Mitigation Measure 3.2-6: NCTC should assist local agencies with the development of an Alternative Fuel Vehicle and Infrastructure Policy. The policy should include provisions that address best practices, and standards related to saving energy and reducing GHG emissions through AFV use, including:</p> <ul style="list-style-type: none"> • A procurement policy for using AFV by franchisees of these cities, such as trash haulers, green waste haulers, street sweepers, and curbside recyclable 			

4.0 FINAL MMRP

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p>haulers. Such AFVs should have GHG emissions at least 10 percent lower than comparable gasoline- or diesel- powered vehicles.</p> <ul style="list-style-type: none"> • A fleet purchase policy to increase the number of AFVs (i.e., vehicles not powered strictly by gasoline or diesel fuel) for municipally owned fleets. • A public education policy to encourage the use of alternative fuel vehicles and development of supporting infrastructure. 			
TRANSPORTATION AND CIRCULATION				
Impact 3.3-5: Result in inadequate emergency access (less than significant mitigation)	Mitigation Measure 3.3.1: The implementing agencies shall develop a traffic control plan for construction projects to reduce the effects of construction on the roadway system throughout the construction period. As part of the traffic control plan for individual projects, project proponents shall coordinate with emergency service providers to ensure that emergency routes are identified and remain available during construction activities.	Implementing Agency	Prior to Design Approval	

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