

Copies of Comments Received on the

Draft Nevada County Regional Transportation Plan

DEPARTMENT OF TRANSPORTATION

DISTRICT 3
703 B STREET
MARYSVILLE, CA 95901
PHONE (530) 741-4286
FAX (530) 741-5346
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*Flex your power!*

Be energy efficient!

June 19, 2017

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

Nevada County Regional Transportation Plan 2016

Dear Mr. Woodman,

Thank you for including California Department of Transportation (Caltrans) in the review process for the Nevada County Regional Transportation Plan (RTP). The RTP serves as the planning blueprint to guide transportation investments in Nevada County involving local, state, and general funding over the next twenty years. The following comments are based on the RTP.

General Comments

- The maps presented within the document all have a north arrow that was not easily distinguishable and no map scale. A reference map showing Nevada County in relation to the state of California would also been appreciated. Lastly, no map within the document had a page number associated with it, making the List of Figures (pp. v) not as helpful. Adding these small changes can help for fast reference and comparison between various maps.
- ORP did not have the opportunity to review the environmental document associated with this RTP update. Please ensure that a discussion of the environmental document and the mitigated activities, if necessary, are included in the body of the RTP.
- There are several sections of the RTP that reference state funding. NCTC may consider adding a reference to the California *Road Repair and Accountability Act*, Senate Bill 1 (SB-1) and how this legislation will affect state funding levels moving forward.
- ORP recommends increasing the use of visuals to improve readability. As a document designed for public consumption, it is imperative that the RTP use clear communication strategies to give the public an understanding of the context from which transportation activities will take place over the life of the plan.
- ORP recommends listing the unmet needs for highways, transit, bike and pedestrians along with clear descriptions of how this plan addresses the identified needs as suggested in Chapter 6 of the 2017 RTP Guidelines.

Chapter 2 - Introduction

2.1 Purpose

- On page 4, consider adding a quick reference to the plan's consistency with the CTP, Interregional Transportation Strategic Plan, and California Strategic Highway Safety Plan within the Purpose section. This will help frame the document from the onset as consistent with regional and state planning efforts.

2.5 Demographics

- The RTP must discuss specific means of involvement with underserved populations, as required by CA Government Code section 11135. The section on demographics (pages 10-15) could be bolstered by the inclusion of other demographic information, such as ethnicity and educational attainment.

2.10 Other Trends Potentially Impacting Transportation Demand

- VMT is mentioned within the final bullet on page 25. Please provide a definition to the acronym.

Chapter 3 – Policy Element

3.1.14 Tahoe National Forest

- On page 37 in Subpart A, there is discussion of 'unauthorized roads'. Please provide a definition of these roads for readers who may be unfamiliar with the term.

3.2 Climate Change and Greenhouse Gas Emissions

- Change 'describe' in the 2nd paragraph to 'described' on page 38.

3.2.1 Climate Change and Adaption

- Please change 'describe' in 3rd paragraph to 'described' on page 40.
- Consider adding additional insight on the impacts of electric or zero emission vehicles within a predominately rural, auto centric environment. This section could also provide detail concerning potential impacts of electrification, automation, and/or shared mobility.

3.4.1 Statewide Issues

- Senate Bill 1 is not mentioned within this planning document. SB 1 increases funding for transportation related activities throughout California. It would be beneficial to include the potential impacts in this section, if any, of this added funding opportunity on Nevada County.

Table 20: Regional and Local Transportation Issues

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

- On page 44 under “County Roads”, consider adding a small note in regards to PCI and what the term refers to.
- On page 45 under “Bikeways”, consider adding a comment as to why residents feel unsafe bicycling on local roads (i.e. absence of sidewalks, fast moving traffic, or bike trail deterioration.)

3.5 Goals, Objectives, and Policies

- Consider adding a chart or diagram showing how the language used in the goals, objectives, and policies are consistent and in alignment with the other plans mentioned in the document.
- Objective 1.B on page 47 states, “Maintain levels of service adopted by local jurisdictions.” Please provide more detail about how this objective will be affected by the alternative transportation metrics of SB 743, and how priority will be determined when increased vehicle flow conflicts with other objectives.
- Within Goal 2.0: 2.10 on page 49, please change “siting” to “citing.”
- As stated on page 52, SB 743 recommends the use of VMT in place of auto delay and LOS. Although VMT is discussed explicitly throughout the document as a performance measure, it is worth mentioning in this paragraph that VMT and LOS were analyzed concurrently.
- On page 54 within Table 21: Goals, Objectives, Performance Measures, and Performance Targets under the “Target” column, change “/yr” vs. “per year” to be consistent.

Chapter 4 - Action Element

4.1.6 Roadway Operations

- Level of Service (LOS) is mentioned on pages 32, 43, 51, 53, 56, but isn’t defined until page 65. Please provide a definition at the first use of the term.

4.1.9 Action Plan

- Per 23 CFR 450.324 (f)(11)(iv), project costs should be estimated in year of expenditure dollars. Many projects on the constrained funding lists have an estimated construction date of “TBD”. Not having a definitive date can significantly impact funding estimates over the life of the plan.
- The prioritization of projects in the RTP is an essential component to understanding the direction in which NCTC wants to pursue transportation improvements. Please include a framework for how projects are prioritized.

4.2. Public Transit

- On page 91 within the public transit modal discussion, please add detail about the results from the transit needs assessment and how the RTP plans to address the transit needs of the county.

4.3. Bicycle and Pedestrian Facilities

- Consider listing projects that are identified in the referenced plans on page 102, (2013 Bike Master Plan, 2011 Pedestrian Improvement Plan, Truckee Trails and Bikeway Master Plan). This will give the public a better understanding of the approach to bicycle and pedestrian improvements associated with this RTP.

4.4.3 Aviation Action Plan

- On page 116 within Table 45, the Estimated Date of Construction column is showing total costs instead of dates.

4.7.2 Intelligent Transportation Systems Action Plan

- On page 124, consider adding estimated costs and expected completion date for Line Item 1 – “Implement and expand Automatic Vehicle Locator systems...” if a funding source has been allocated to the project.

4.9.3 Regional Air Quality Planning

- On page 130 within the first paragraph, please remove the close parenthesis “NSAQMD is charged with the responsibility to attain and maintain the state and federal ambient air quality standards)”

Chapter 5 – Financial Element

5.2 Funding Programs

- On page 137 within paragraph 2, line 3, please change the date range depicted within “The bill covers fiscal years 2016 to 2010” to 2010 through 2020.

5.3 Comparison of Projected Expenditures and Revenues

- On page 143, Table 51 shows a surplus of nearly \$120 million. Please provide an explanation for this surplus and if all or a portion of it will be used towards funding projects on the unconstrained project list.
- Please expand the horizon of this document to 2037 along with the funding projections. 23 CFR 450.322(a) requires at least a 20-year outlook on the RTP.

We would appreciate the opportunity to review and comment on any changes related to this plan. Please provide our office with copies of any other actions concerning this plan.

Mr. Mike Woodman/NCTC

June 19, 2017

Page 5

If you have questions regarding these comments or require additional information, please contact David Smith, Intergovernmental Review Coordinator for Nevada County, by phone at (530) 634-7799 or via email to david.i.smith@dot.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'K. Yount', with a long horizontal line extending to the right.

KEVIN YOUNT, Chief
Office of Transportation Planning - North

DEPARTMENT OF TRANSPORTATION**DISTRICT 3**

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*Serious Drought.
Help save water!*

June 23, 2017

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

Nevada County Regional Transportation Plan 2016

Dear Mr. Woodman,

Thank you for including California Department of Transportation (Caltrans) in the review process for the Nevada County Regional Transportation Plan (RTP). The RTP serves as the planning blueprint to guide transportation investments in Nevada County involving local, state, and general funding over the next twenty years. The following comments are based on the RTP and in addition to the previously sent letter.

Chapter 3.0 – Policy Element***3.5 Goals, Objectives, and Policies***

- Consider adding the importance of culvert maintenance to Goal 4.0 on page 58.

Chapter 4.0 – Action Element***4.3 Bicycle and Pedestrian Facilities***

- The District 3 Highway Operations team would like to recommend a project that will improve bike and pedestrian connectivity along Route 174. Union Hill School is a busy place, with lots of vehicles and pedestrians. The project scope would include turn lanes and bike lanes as needed on the highway, but would emphasize a wide mixed-use path along the north side of the highway along the school frontage.
 - To the east, the path would extend--at the absolute minimum--to Foster Road. Preferably it should extend to Osborne Hill Road or Rattlesnake Road. The ultimate goal would be to connect to Cedar Ridge, which is feasible due to the width available adjacent to "The Cedars" subdivision.
 - To the west, the path would extend--at the absolute minimum--to Mark Drive. Preferably it should extend to East Empire Street. The ultimate goal would be to connect to the City of Grass Valley: Partridge Road, or Race Street, or Park Street.

4.6 Goods Movement

- District 3 is working on a number of truck climbing lanes on I-80, with a long range goal of constructing truck climbing lanes at all locations where there is a designated need. These projects will provide safety and operational benefits for all users. Consider referencing this within the document, perhaps within the Goods Movement section on page 121.

4.7 Intelligent Transportation Systems

- Consider adding the contact methods for the information providers listed under Intelligent Transportation Systems on page 122.

4.8 Transportation Systems Management

- Under Multimodal and Intermodal facilities on page 126-127, consider adding any potential locations where a Park and Ride may be feasible or have a demonstrated need in the event that funding becomes available. Some examples could be:
 - Truckee at the I-80 EB Ramps/Route 267 interchange. An unofficial park-and-ride lot developed, but due to maintenance problems it was closed off with boulders.
 - Consider the demand for park-and-ride lots along Route 49 at the signalized intersections between Wolf Road/Combie Road and the freeway.

Chapter 5.0 – Financial Element

5.1 Estimate of Revenues

- Consider adding discussion on recently passed legislation that will increase gas taxes and provide funding for transportation projects within the Financial Element beginning on page 134.
- Please add clarify the amount of dollars (thousands, etc.) for Table 50 on page 134.

Mr. Mike Woodman/Nevada County
June 23, 2017
Page 3

We would appreciate the opportunity to review and comment on any changes related to this plan. Please provide our office with copies of any other actions concerning this plan.

If you have questions regarding these comments or require additional information, please contact David Smith, Regional Liaison for Nevada County, by phone at (530) 634-7799 or via email to david.j.smith@dot.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'K. Yount', with a long horizontal stroke extending to the right.

KEVIN YOUNT, Chief
Office of Transportation Planning - North



SIERRA
CLUB
FOUNDED 1892

Nevada County Climate Change Coalition
590 Searls Ave
Nevada City, CA 95945
www.nevadacclimatechangecoalition.org

June 19, 2017

TO: Mike Woodman, Transportation Planner
Nevada County Transportation Commission
101 Providence Mine Road Suite 102
Nevada City, CA 95959
mwoodman@nccn.net

The Nevada County Climate Change Coalition, Sierra Foothills Audubon Society and the Sierra Nevada Group of the Mother Lode Chapter of the Sierra Club thank you for the opportunity to comment on the Nevada County Transportation Plan.

Background to comments

The 2015 "Rethinking Transportation in California 2030" symposium called for reducing on-road petroleum use by up to 50 percent in 2030 as a critical element of a comprehensive approach that is necessary to meet the Governor's target of cutting the State's GHG emissions by 40 percent below 1990 levels by 2030, as well as to meet federal health-based air quality standards in the same time frame.

California SB 391 requires Caltrans to address how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of GHG emissions to 1990 levels by 2020 and 80% below 1990 levels by 2050.

Executive Order B-16-12 (2012) establishes benchmarks to update the state's zero-emission vehicle infrastructure and support up to one million vehicles and the widespread use of zero-emission vehicles for public transportation and freight transport by 2020. Also supports electric vehicle charging integration into the electricity grid. In addition, establishes benchmarks to help achieve 1.5 million zero-emission vehicles by 2025.

ZEV Action Plan - California Energy Commission and other California state agencies continue to implement the actions set forth in the ZEV Action Plan to ensure that 1.5 million ZEVs are on California roadways by 2025. The combined efforts of California state agencies and the wide variety of partners at the local level bolster California's

success and ability to transition the transportation sector to zero emission. This transition will help California meet its greenhouse gas reduction goals, improve air quality, and reduce petroleum dependence.

On September 8, 2016, Governor Brown signed Senate Bill 32 (Pavley, Chapter 249, Statutes of 2016), putting into law a statewide goal to reduce greenhouse gas emissions 40 percent below 1990 levels by 2030. With transportation accounting for about 37 percent of California's greenhouse gas emissions in 2014, transforming California's transportation system away from gasoline to zero-emission vehicles is a fundamental part of the state's efforts to reduce greenhouse gas emissions.

Nevada County Climate Change Coalition (NCCCC) Comments

Based on the importance that the State of California has placed on the transportation sector to reach its energy goals, NCCCC feels that the Regional Transportation Plan should set a fifth goal:

Goal 5.0: Transition to a 100% Renewable Energy transportation system eliminating petroleum as a source of energy.

This actually conforms to the CALIFORNIA TRANSPORTATION PLAN 2040 and its goals (Page 28 of the RTP) to:

- G6-P3 Reduce greenhouse gas emissions and other air pollutants.
- G6-P4 Transform to a clean and energy efficient transportation system.

Page 28 also says: "The RTP goals and policies support each of these goals."

This new Goal 5.0 will place the proper emphasis on this crucial energy transition, rather than it be somewhat buried under Goal 3.0: *Reduce adverse impacts on the natural, social, cultural, and historical environment and the quality of life*. Under Goal 3.0, Page 57 states *Performance Measure 3B: Greenhouse gas emissions - Metric* is consistent with Governor's Executive Order B-30-15. However, the RTP doesn't even clarify what EO B-30-15 specifies.

The new goal 5.0 could set intermediate goals such as NCTC reducing on-road petroleum use by up to 50 percent in 2030 accelerating to 50% by 2035 as electric vehicle goals are met. The Commission must set the planning targets.

The RTP raises the question of "what is the role of public finance" in multimodal transportation ...it's certainly way more than asphalt! It must support the conversion to an electricity transportation network without fossil fuels, instead of focusing on funds going to increasing the highway system that facilitates suburban sprawl. The latest polls show that people are more interested in walkable communities, and reducing their commuting.

The RTP Public Outreach shows that the average trip in Nevada County for work is about 25 minutes, which certainly is in the range of most all-electric cars, if charging

stations are available. Part of the goal would focus on matching bike and bus and train transitions for local and regional travel and even Bay Area travel.

Page 131 contains actions under goal 3 that should be moved to goal 5, along with the narrative: *The actions below support achievement of the RTP performance targets under Goal 3, "Reduce adverse impacts on the natural, social, cultural, and historical environment and the quality of life," Objective 3.A, "Reduce regional emissions of criteria pollutants and greenhouse gases." 1. Support continued expansion of electric vehicle charging station networks. (NCTC) 2. Encourage the use of alternative fuels and electric vehicles to reduce impacts on air quality as feasible. (NCTC, NSAQMD).*

The Regional Transportation Plan provides an excellent opportunity to coordinate planning between the County, Nevada City, Grass Valley and Truckee to incorporate transportation strategies that will enable these governments to help California reach its energy goals. Since the Plan may be in effect for 15-20 years, and this is the initial period of the State goals for greenhouse gas emissions (2030), it is important for it to be done right to meet the goals

Specific comments on the plan

1) **Electric Cars and charging stations.** The plan calls for: **Support continued expansion of electric vehicle charging station networks (NCTC).** Charging stations are not plentiful or convenient in Nevada County. A 220V station is available at Sierra College. Nice for students, but not useful for most electric car owners. Most electric car owners will charge their cars at home with a 220V station which costs around \$400 plus installation.

With substantial tourist traffic, a 220 V charger would be an attractive feature for hotels, motels, and city parking lots. Since it takes about 3-4 hours to fully charge from a 220V station, ideally the charger should be located where the driver can shop, dine or enjoy other services. Of course, this is good for local businesses. The more rapid 440 chargers do the charging job in 20 minutes, but are expensive. These stations are better located on freeways as they serve much the same function as a gas station. They also can be installed at the ROOD Center where employees can charge their cars as well as those attending meetings at the ROOD Center. There also could be chargers at the Madelyn Helling Library so those who attend meetings or use the computers could charge their cars. Charging stations in Auburn should be available for those who commute for Nevada County to there, or take the train from there.

Electric cars have a tremendous potential to reduce greenhouse gases and pollution, and as they are more economical to operate, owners can spend the cash saved on gas on other goods and services (hopefully locally). And, electric cars may also be a "gateway" to installing solar energy residential systems, which further reduces greenhouse gas. Hence, there is less concern with reducing vehicle miles traveled if the energy used by the vehicle is produced by renewable, non-polluting solar energy.

2) **Road Right of Way Landscaping.** Plant shoulders and median strips to achieve increased carbon absorption by using appropriate native plant landscapes to increase carbon uptake while minimizing water use.

3) **Pavement.** Require use of reflective aggregate to reduce heat absorption and green house gases.

4) **Road Lighting.** Current road lighting standards and recommendations are based on luminance levels and distribution on the road surface. The luminance of the road surface depends on the amount of light falling on it and the reflection properties of the road surface. Using light aggregate for road surface pavements could bring significant energy savings in road lighting.

5) **Railroad Transportation.** NCTC advocates for increased passenger train options between Colfax and Sacramento/Bay Area. This service is currently limited to one train per day due to private ownership and focus on freight. If available, many residents would use rail out of Colfax or Auburn to travel to Sacramento, the Bay Area, and beyond. Currently it is very difficult to plan a one-day excursion as rail service for a round trip service is about impossible. As a result, this increases traffic on the heavily used Hwy 49 corridor with all of the incumbent adverse effects. Better ways to connect from our community to the rail line would be a positive investment to better serve tourist and commuters alike. Please lobby Sacramento on behalf of increased passenger rail transport.

6) **Bicycles.** The California Statewide Bicycle and Pedestrian Plan (CSBPP) will be completed in 2017 and will plan for safe and integrated bicycle and pedestrian projects for enhanced connectivity with all modes of transportation. The RTP should be coordinated with the CSBPP.

The current plan focuses on funds for pavement improvements. Issues of safety are a key concern for riders. Signing pavement and reducing auto speed on primary bicycle corridors would both encourage and increase safety of riders. Examples: Newtown Road added a bike lane; however, the increased auto speeds undermine citizen use. The other problem with Newtown Rd. and other lanes is that they get full of pine needles and broken glass so you have to ride in the road anyway. Painted markings wear off too so that motorists can't see the designation.

Solutions - reduce multimodal corridor speeds, squeeze auto lane width, paint signs on the roadway, maintain existing markings, etc. These are low cost solutions. Ridge road and Tyler Foot Road are other key corridors for bicycles requiring safety, multimodal accommodation. Please lobby for increased bicycle safety.

7) **Commuter Traffic.** The investment priority of the current plan is expansion of Hwy 49 into a 4 lane, high-speed road. A four lane road invites increased commuter traffic to Sacramento area thus defeating major urban planning goals of locating housing along

primary transportation corridors. It further undermines agriculture and local production of food by increased conversion of land to housing and encouraging more truck and car traffic which increases climate impacts.

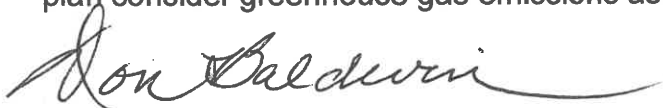
Additionally, speeds over 50 MPH consume more fuel as well as increase the severity of accidents when they occur. Additional stoplights on Hwy. 49 would possibly result in fewer accidents of a serious nature, and keep speeds and pollutants down.

8) **Hwy 174 project.** This proposed project is purported to increase safety, but would actually reduce the safety of driving Highway 174 between Grass Valley and Colfax. The project would cause significant environmental damage, increase the speed traveled by motorists thereby endangering people, wildlife, and domesticated animals, remove healthy trees and diminish the beauty of this lovely road, and involve significant taking of private property. The main beneficiaries of this project are for semi truck traffic. An alternative is to simply complete an off road pedestrian and bicycle trail on the former Narrow Gauge right of way.

9) **Bus systems** - The Nevada County Transit Services Division (TSD) is responsible for the operation and management of the two public transit systems in western Nevada County. We ask that they ask that buses all be converted to electric. If funds are not available, funds could be transferred from highway construction to this effort.

Conclusion

Again, the efforts of the Nevada County Transportation Commission to develop a long range plan for Nevada County are greatly appreciated. It is strongly suggested that the plan consider greenhouse gas emissions as a key goal in the overall plan.



Don Baldwin, Coordinating Committee Chair
Nevada County Climate Change Coalition
dbmediaarts@comcast.net



Barbara Rivenes, Chair
Sierra Nevada Group / Mother Lode Chapter Sierra Club



Donald Rivenes, Conservation Chair
Sierra Foothills Audubon Society

Mike Woodman

From: Jessica Hankins <Jessica.Hankins@co.nevada.ca.us>
Sent: Monday, June 12, 2017 4:11 PM
To: 'mwoodman@nccn.net'
Cc: Joshua Pack
Subject: NCTC Draft RTP

Mike,

Thank you for the opportunity to comment on the Draft Regional Transportation Plan. The Nevada County Public Works Department has reviewed the Draft RTP and has no comments. The Plan is well-considered, thorough, and consistent with Nevada County transportation plans and policies, including the General Plan Circulation Element.

Sincerely,

Jessica Hankins
Public Works Project Manager



Public Works Department
County of Nevada
Community Development Agency

950 Maidu Ave. Suite 170 office 530.265-1254
Nevada City, CA 95959 <http://www.mynevadacounty.com/nc/cda/pw>

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Mike Woodman

From: Becky Bucar <BBucar@townoftruckee.com>
Sent: Tuesday, May 16, 2017 8:58 AM
To: 'mwoodman@nccn.net'
Cc: Becky Bucar
Subject: RE: Mike Woodman shared "NCTC_RTP_public_draft_170414a_comp_sm.pdf" with you

Hi Mike,

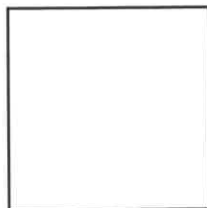
I have a couple more minor comments for you on the RTP (to add to Kellys's):

1. Page 43: Does the text need to be updated to discuss SB1?
2. Page 53: Is it appropriate to discuss what happens if these targets are not met? Would they be re-assessed?
3. Page 68: The Truckee traffic volumes are based on a 2013 traffic analysis, which was probably the most recent when the process started. Since then we update our Traffic Impact Fee Program so we have more recent traffic volumes from 2014. Just FYI – not sure it needs to be updated for your purposes.
4. Page 87: Map ID ES6- The estimated construction date can be 2015-2018 as we plan to construct it this summer.
5. Page 136: Truckee's Road Maintenance Sales Tax is Measure V (not T) and we also have Measure R for trail maintenance.
6. I had the Town Administrative Analyst (Nick Martin) who works with GHG and Climate Change the most review the RTP and he asked if your consultant reviewed Placer County's RTP? They have some pretty strong GHG emissions reduction policies and actions that might be worth considering. See **sections 6.11 (pg. 18,** <http://www.pctpa.net/library/rtp/2035/Chapter%207%20-%20Air%20Quality%20Element%20-%20Final.pdf>) and Section 7.6 and 7.11 (<http://www.pctpa.net/library/rtp/2035/Chapter%207%20-%20Air%20Quality%20Element%20-%20Final.pdf>). Just food for thought...

Thank you for the opportunity to provide comments.

Becky

From: Mike Woodman (via Dropbox) [mailto:no-reply@dropbox.com]
Sent: Friday, April 21, 2017 3:33 PM
To: Becky Bucar
Subject: Mike Woodman shared "NCTC_RTP_public_draft_170414a_comp_sm.pdf" with you



Comments on Nevada County RTP – Kelly Beede, Administrative Analyst II, Town of Truckee

Pg 91 – Gold Country Telecare is no longer a CTSA. The Town of Truckee is a designated CTSA and needs to be added.

Pg 95 – There are two public transit systems, not three. Truckee TART and Placer County TART.

Pg 95 – We are no longer under contract with Gold Country Telecare (since 2015). Paratransit Services is our current contractor.

Pg 96 - We are no longer under contract with Gold Country Telecare (since 2015). Paratransit Services is our current contractor.

Pg 96 – Dial-A-Ride is under Truckee TART. It's not a separate system.

Pg 96 – Truckee TART does not contract with Gold Country Lift. We contract with Paratransit Services.

Pg 97 – We do not contract with Gold Country for Dial-A-Ride. Our contractor is Paratransit Services.

Pg 100 – Truckee's agreement is with Placer County, not Tahoe Area Regional Transit.

Please add the North Tahoe Truckee Transport (NTTT) Senior Shuttle. Here's a blurb: The North Tahoe Truckee Transport Senior Shuttle is a shared-ride, origin to destination, ADA accessible, public transit providing out of area transportation to locations such as Reno, Nevada and Sacramento, California. Priority is given to those 60 and over, residing in Eastern Placer and Nevada counties. The service is fully funded by a grant from the Area 4 Agency on Aging.