



COORDINATED PUBLIC TRANSIT – HUMAN SERVICES TRANSPORTATION PLAN FINAL REPORT

NEVADA COUNTY TRANSPORTATION COMMISSION

FINAL

PROJECT NO.: 189400A
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1 INTRODUCTION

The Coordinated Public-Transit Human Services Plan serves as the coordination document for Nevada County. The primary goal of the document is to increase mobility for disabled and senior residents through increased services and increased coordination.

The project kicked-off within a week of the State of California issuing a “shelter-in-place (SIP)” order in response to the Coronavirus Disease 2019 (COVID-19) in March 2020. As a result of the SIP and pandemic, the project pivoted to all virtual meetings including for project coordination and outreach. Transit ridership and funding from fare revenue plummeted across the country, and the importance of public transit in conducting non-traditional services like food deliveries was on full display. The pandemic also wrought, at least in the short-term, an exodus of urban residents able to work from home to more rural areas like Nevada County which increased housing prices and created a shortage of rental units for local or pre-pandemic residents in many areas. The pandemic created a level of uncertainty with the level of funding and population makeup in Nevada County. As a result of these uncertainties, the recommendations are based on what makes the most sense now, but they are also adaptable to allow for the service to grow or contract as needed.

The final report includes the following sections:

Market Conditions: Summarizes key demographic information for Nevada County and activity centers within and outside of the County.

Existing Transit Service: Summarizes the transportation options for Nevada County through

Coordination of Service: Summarizes the existing coordination of services and identifies where there could be improvements

Transit Demand Areas: The transit demand areas identify areas with high, medium, and low transit demand to target for improved mobility options.

Strategies to Meet Transportation Needs: This summarizes the identified strategies to improve mobility and coordination for Nevada County.

Strategy Prioritization: This identifies the phasing for what strategies should be prioritized.

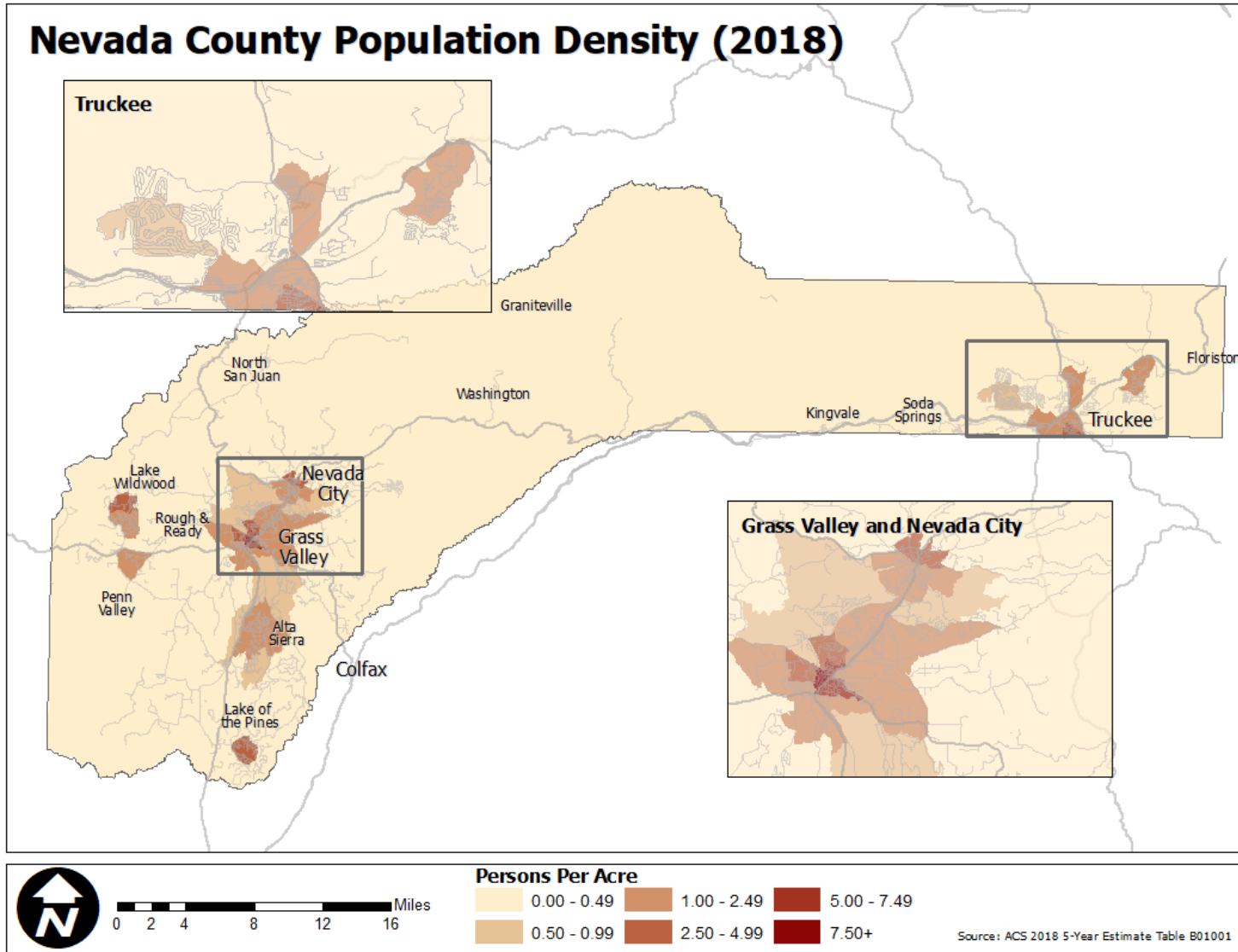
2 MARKET CONDITIONS

The following section details the demographic conditions for Nevada County. For the full analysis please see the Technical Memorandum 1: Existing Conditions.

2.1 POPULATION DENSITY

As shown in Map 1, Nevada County's population is concentrated into five main areas, the cities of Grass Valley and Nevada City, the Town of Truckee, and the communities of Lake Wildwood, Lake-of-the-Pines, and Alta Sierra.

Map 1 Nevada County Population Density



2.2 SENIOR POPULATION (65+)

There are dense areas of senior population in Grass Valley, Nevada City, Lake Wildwood, Lake of the Pines, and Alta Sierra shown in Map 2.

The majority of seniors reside in Grass Valley with over 3,500 seniors in the City. Nearly 44 percent of all seniors in the county reside in Grass Valley, Nevada City, Alta Sierra, Lake of the Pines, Lake Wildwood, or Truckee as shown in Table 2-1.. Nevada County has nearly double the percentage of senior population compared to California overall, highlighting the aging population occurring in the County.

Map 2 Nevada County Senior Density

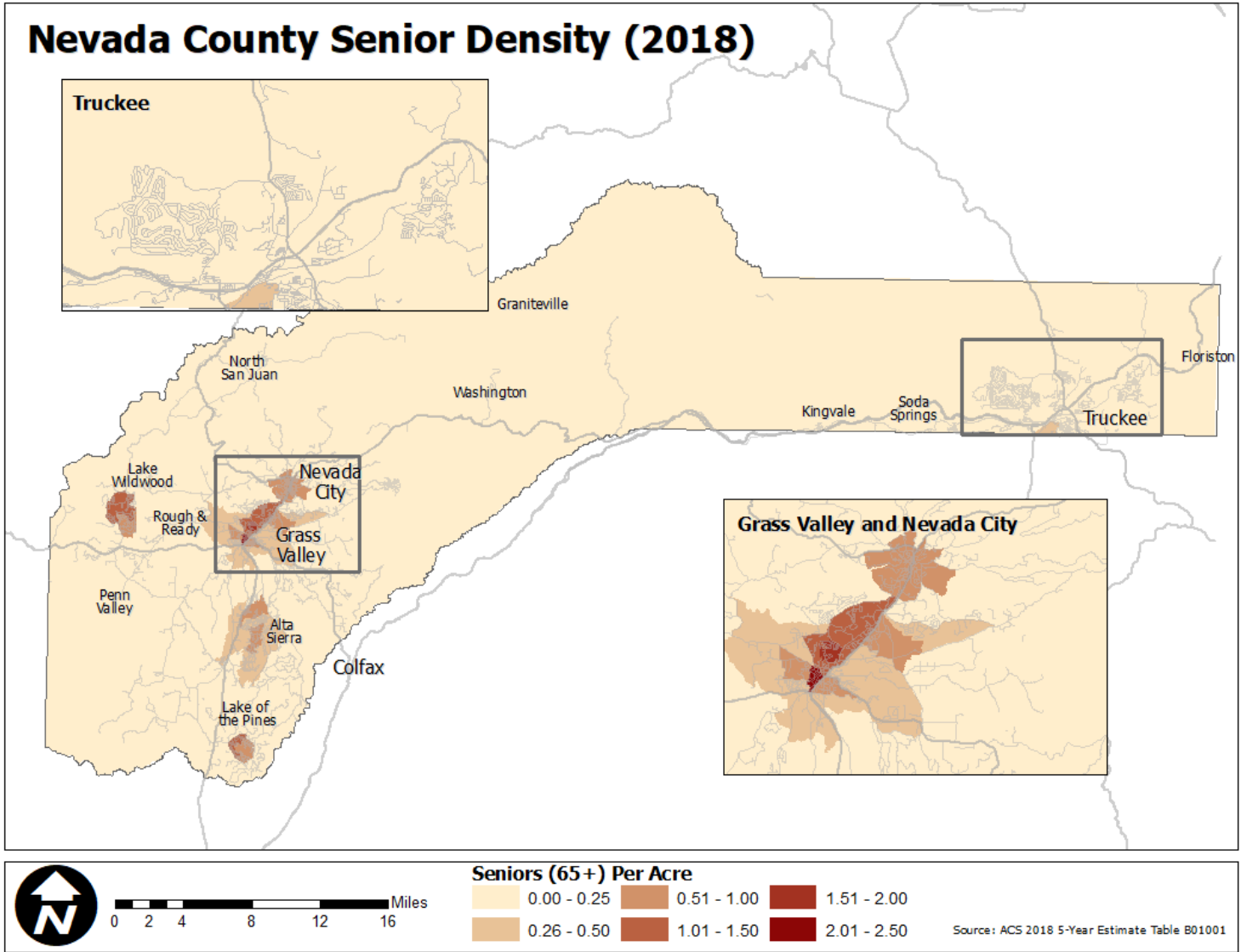


Table 2-1 Nevada County Elderly Population

CENSUS DESIGNATED PLACE OR AREA	POPULATION	ELDERLY POPULATION (65+)	ELDERLY POPULATION PERCENT OF POPULATION
Nevada City, California	3,128	905	28.9%
Grass Valley, California	12,932	3,552	27.5%
Alta Sierra, California	7,207	1,941	26.9%
Lake of the Pines, California	4,137	1,096	26.5%
Lake Wildwood, California	5,208	2,181	41.9%
North San Juan, California	328	101	30.8%
Penn Valley, California	1,424	329	23.1%
Rough and Ready, California	828	324	39.1%
Washington, California	53	47	88.7%
Truckee, California	16,377	1,787	10.9%
Floriston, California	20	13	65.0%
Graniteville, California	-	-	-
Kingvale, California	73	-	0.0%
Soda Springs, California	21	-	0.0%
Nevada County	99,092	25,177	25.4%
California	39,148,760	5,315,457	13.6%

Source: ACS 5-Year Survey 2018

2.3 DISABLED POPULATION

The disabled population is most concentrated in Grass Valley in the areas around Sierra Nevada Memorial Hospital and off of Hughes Road as shown in Map 3.. Outside of the two areas mentioned above, there are very small densities of disabled persons in the County. As shown in Table 2-2., Grass Valley, Rough and Ready, and Washington are more than 10 percent higher than the County percentage of disabled, with at least one in four residents of the cities/communities indicating that they have a disability.

Map 3 Nevada County Disabled Persons Density

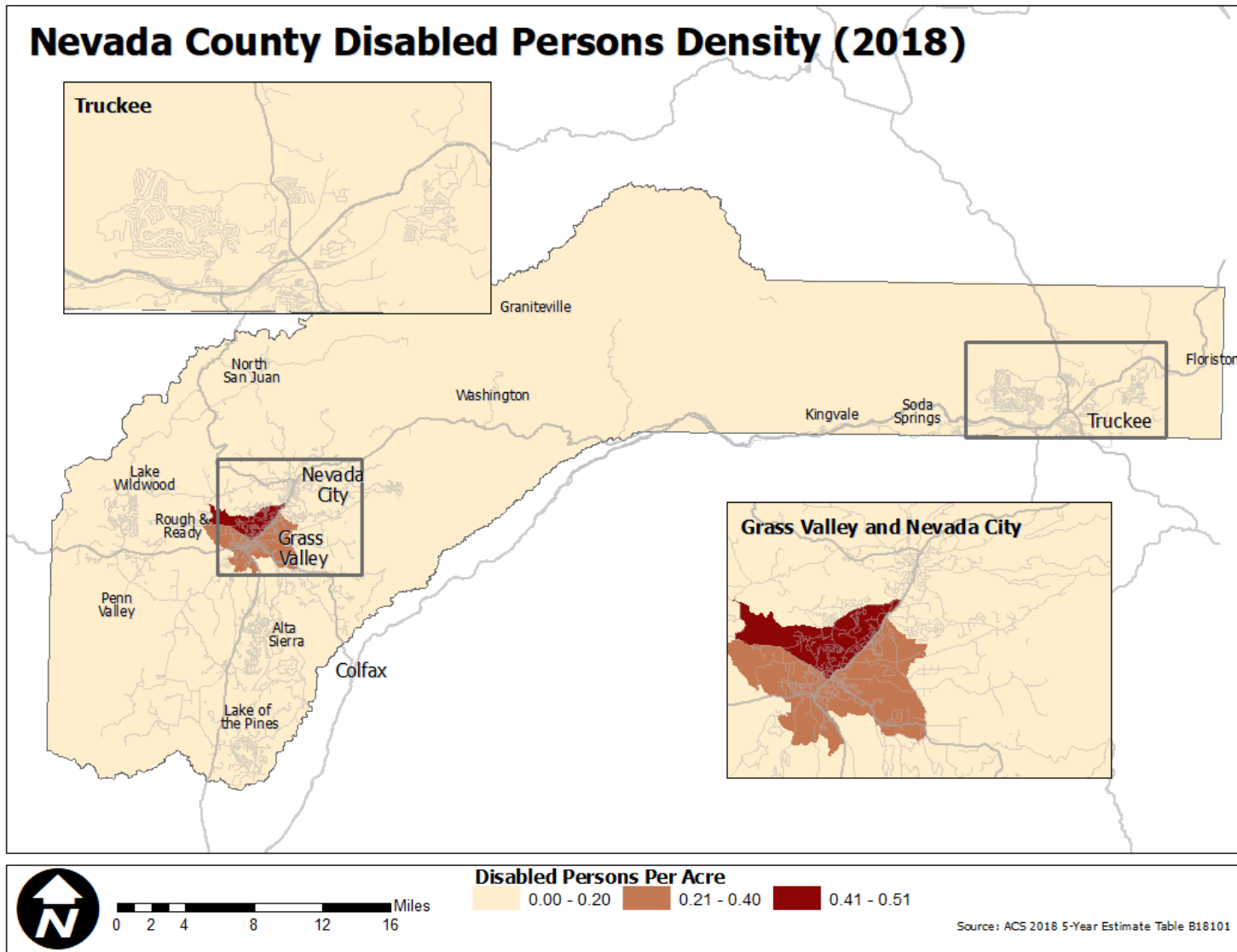


Table 2-2 Nevada County Disabled Population

CENSUS DESIGNATED PLACE OR AREA	POPULATION	DISABLED POPULATION	DISABLED POPULATION PERCENT OF POPULATION
Nevada City, California	2,882	423	14.7%
Grass Valley, California	12,461	3,137	25.2%
Alta Sierra, California	7,195	940	13.1%
Lake of the Pines, California	4,137	564	13.6%
Lake Wildwood, California	5,155	806	15.6%
North San Juan, California	328	59	18.0%
Penn Valley, California	1,424	283	19.9%
Rough and Ready, California	828	336	40.6%
Washington, California	53	19	35.8%
Truckee, California	16,377	1,229	7.5%
Floriston, California	20	-	0.0%
Graniteville, California	-	-	-
Kingvale, California	73	-	0.0%
Soda Springs, California	21	-	0.0%
Nevada County	98,103	14,614	14.9%
California	39,062,465	4,066,171	10.4%

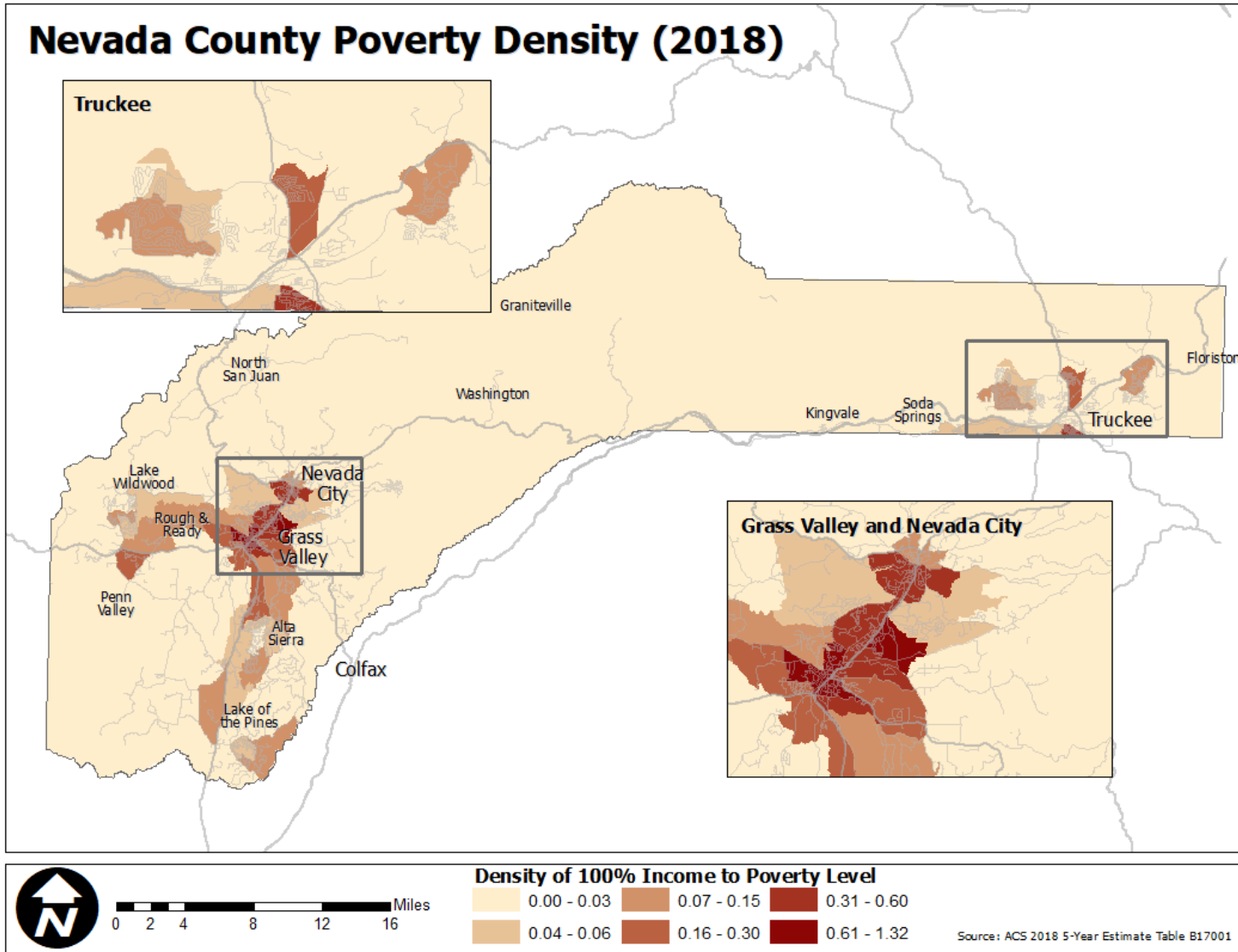
Source: ACS 5-Year Survey 2018

2.4 LOW-INCOME POPULATION

The population densities with income to poverty ratios less than one and two are shown in the maps below (Map 4 & Map 5). The two levels are shown because the poverty level is based off the federal poverty level which would be \$12,760 a year for an individual or \$26,200 for a family of four, per the ACS B25031: Median Gross Rent by Bedrooms, a studio in Nevada County costs \$869 a month and a three bedroom costs \$1,669. An individual that makes under \$12,760 would have at most \$194 a month for transportation, food, utilities, medical bills, and any other purchase that would need to be made if they lived in a studio. A family of four living in a three-bedroom house would have at most \$514 a month for transportation, food, utilities, medical bills, and any other purchase that would need to be made for all members of the household.

Over one in five people that live in Grass Valley and Nevada City live in a household where they make less than the federal poverty level compared to only 11 percent for the entire County. Alta Sierra, Lake of the Pines, Lake Wildwood, and Truckee had the lowest numbers of low-income populations in the County with the low-income population consisting of less than 10 percent of residents.

Map 4 Nevada County Poverty Density (Income to Poverty Ratio Under 1)



Map 5 Nevada County Poverty Density (Income to Poverty Less Than 2)

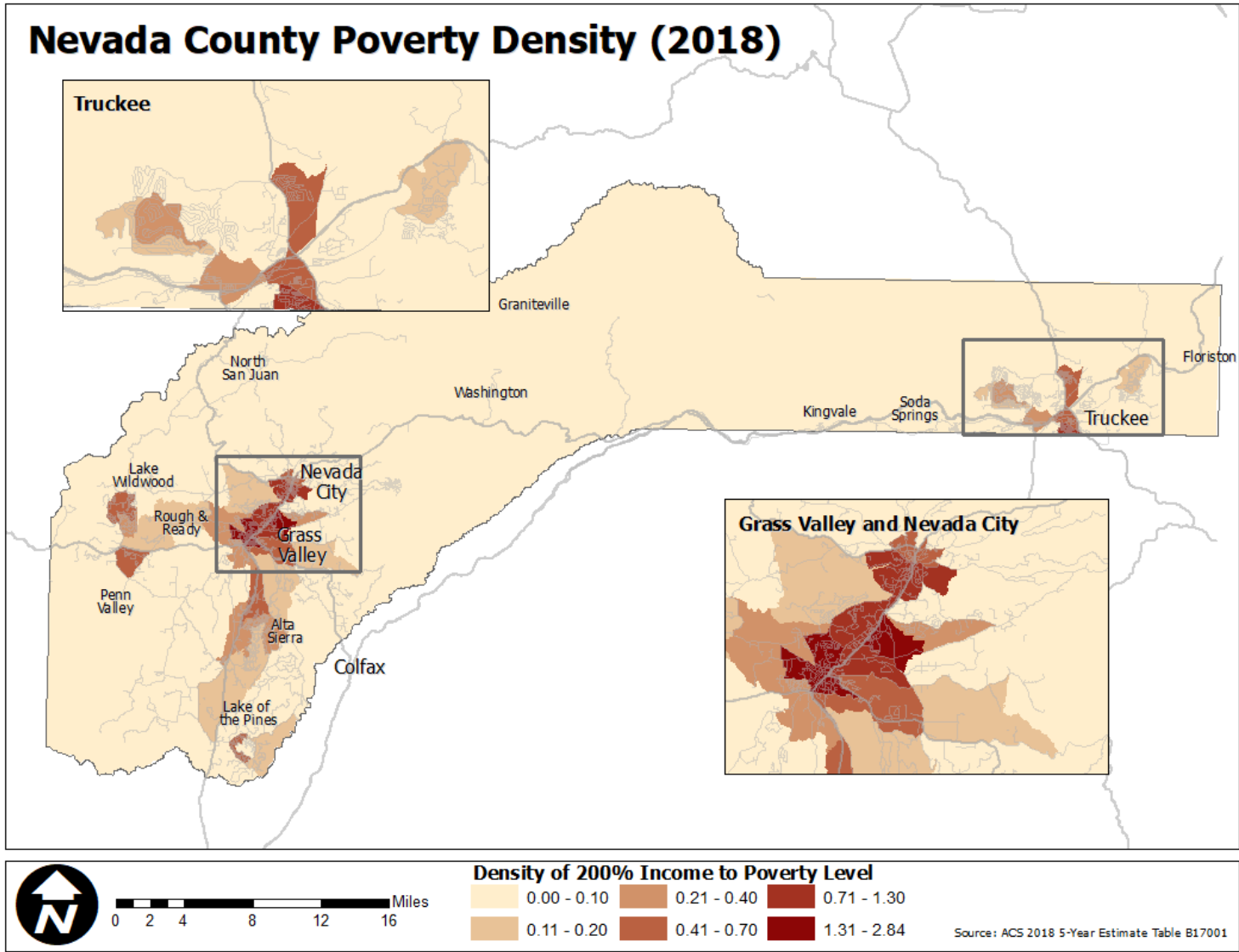


Table 2-3 Nevada County Low-Income Population

CENSUS DESIGNATED PLACE OR AREA	POPULATION	INCOME TO POVERTY RATIO UNDER 1	PERCENT POPULATION UNDER 1	INCOME TO POVERTY RATIO UNDER 2	PERCENT POPULATION UNDER 2
Nevada City, California	2,903	627	21.6%	1,308	45.1%
Grass Valley, California	12,472	2,702	21.7%	6,095	48.9%
Alta Sierra, California	7,195	304	4.2%	1,170	16.3%
Lake of the Pines, California	4,137	62	1.5%	356	8.6%
Lake Wildwood, California	5,208	115	2.2%	1,022	19.6%
North San Juan, California	328	161	49.1%	176	53.7%
Penn Valley, California	1,424	395	27.7%	625	43.9%
Rough and Ready, California	828	423	51.1%	468	56.5%
Washington, California	53	-	0.0%	13	24.5%
Truckee, California	16,342	1,260	7.7%	2,736	16.7%
Floriston, California	20	-	0.0%	-	0.0%

Graniteville, California	-	-	-	-	-
Kingvale, California	73	-	0.0%	-	0.0%
Soda Springs, California	21	-	0.0%	-	0.0%
Nevada County	98,014	11,169	11.4%	27,064	27.6%
California	38,818,454	4,969,326	12.8%	11,628,732	30.0%

Source: ACS 5-Year Survey 2018

2.5 MINORITIES

Minority populations is a broad-term that is used to encompasses many different and unique ethnicities. It would be a generalization to assume that minority populations are more likely or need public transit compared to non-minority populations; however, it is important to identify where minority populations reside due to historical inequities that have resulted in lack of access to transportation, education, recreation, and employment. Minorities were defined as all non-white, but inclusive of Hispanic and Latino origin populations. The most dense minority areas are in Grass Valley, Nevada City, and Truckee with small pockets also included in Alta Sierra, Lake of the Pines, and Lake Wildwood as shown in Map 6.. Truckee and Grass Valley have the most minorities in their jurisdictions, they collectively have 40 percent of the minority residents in the County.

Map 6 Nevada County Minority Density

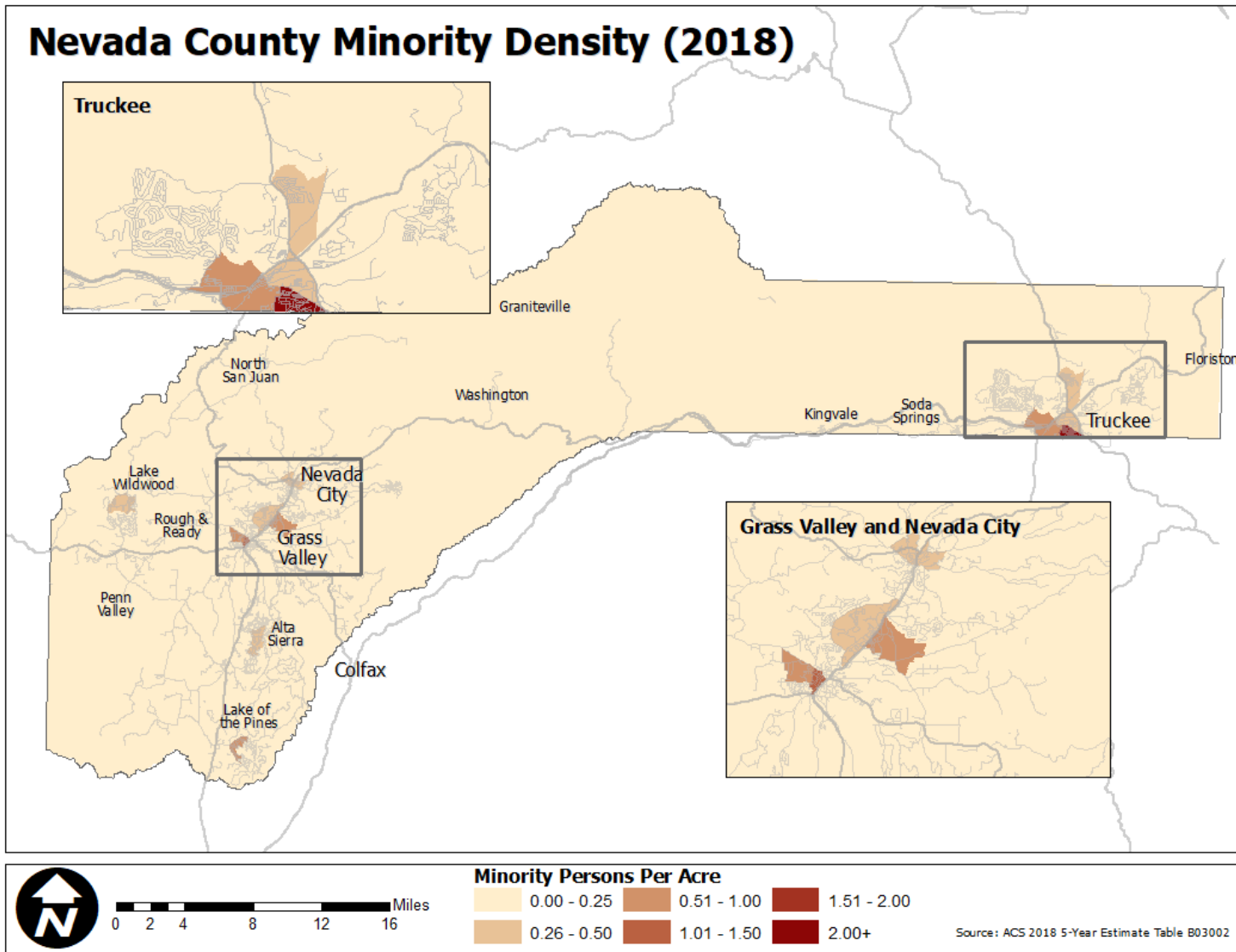


Table 2-4 Nevada County Minority Population

CENSUS DESIGNATED PLACE OR AREA	POPULATION	MINORITY POPULATION	MINORITY POPULATION PERCENT OF POPULATION
Nevada City, California	3,128	587	18.8%
Grass Valley, California	12,932	2,500	19.3%
Alta Sierra, California	7,207	767	10.6%
Lake of the Pines, California	4,137	656	15.9%
Lake Wildwood, California	5,208	667	12.8%
North San Juan, California	328	65	19.8%
Penn Valley, California	1,424	147	10.3%
Rough and Ready, California	828	302	36.5%
Washington, California	53	-	0.0%
Truckee, California	16,377	3,572	21.8%
Floriston, California	20	-	0.0%
Graniteville, California	-	-	-
Kingvale, California	73	-	0.0%
Soda Springs, California	21	-	0.0%
Nevada County	99,092	14,622	14.8%
California	39,148,760	24,452,924	62.5%

Source: ACS 5-Year Survey 2018

2.6 ACTIIVTIY CENTERS

Nevada County has two distinct areas, Eastern Nevada County and Western Nevada County that are divided by the Sierra Nevada Mountain Range. Although the major cities in the two areas are less than 50 miles apart, the dividing mountain range and the lack of major employment and medical centers located within the county means that major activity centers are not just located within Nevada County, but also extend to Sacramento and Placer County (primarily for Western Nevada County residents) and areas surrounding Tahoe and across the California-Nevada Border to Reno, Nevada (for Eastern Nevada County residents).

The following sections details major activity centers for individuals with disabilities, older adults, and low-income populations broken down by Western and Eastern Nevada County.

Overall, grass Valley has the highest density of activity centers throughout the county, and the majority of social services located throughout the county are located in the western portion of the county. There are very minimal social service agencies in Eastern Nevada County which means that residents must travel to Grass Valley or Reno to access those services.

Each part of the County has medical facilities, however, for more specialized treatment, residents must travel to Placer and Sacramento Counties or Reno. There is also no VA Medical Centers or Clinic located in the County forcing veterans to find transportation outside of Nevada County as well

2.6.1 WESTERN NEVADA COUNTY

The Western Nevada County Activity Centers are shown in Map 7 and a full list of the activity centers is shown in Table 2-5. As discussed previously, Grass Valley has the most activity centers with the outlying areas having very limited access to social services.

Map 7 Western Nevada County Activity Centers

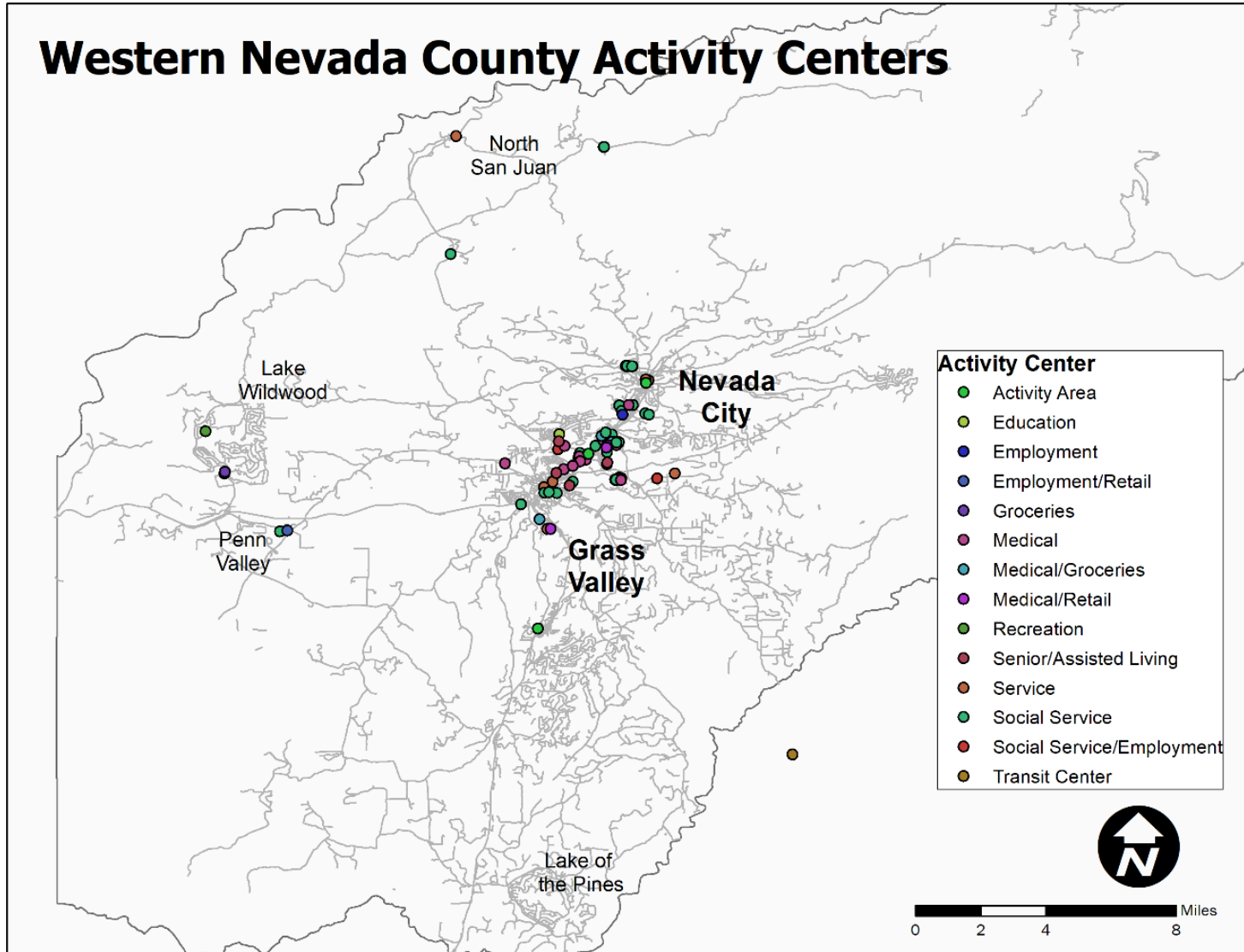


Table 2-5 Western Nevada County Activity Centers

JURISDICTION	ACTIVITY CENTER	TYPE OF ACTIVITY
Alta Sierra	Forest Springs Mobile Home Park	Activity Area
Auburn	Davita Dialysis	Medical
Auburn	Sutter Faith Auburn Hospital	Medical
Auburn	Social Security	Social Service
Auburn	Community Recovery Resources	Social Service
Auburn	Auburn Train Station	Transit Center
Colfax	Colfax Amtrak	Transit Center
Grass Valley	Valley View Apartments	Activity Area
Grass Valley	Sierra Pines Mobile Home Park	Activity Area
Grass Valley	Sutton Way Apartments	Activity Area
Grass Valley	Dorsey Drive Apartments/Mobile Homes	Activity Area
Grass Valley	Nevada Union Adult Education	Education
Grass Valley	Golden Empire Convalescent Hospital	Medical
Grass Valley	Hospice of the Foothills	Medical
Grass Valley	Sierra Nevada Memorial Hospital	Medical
Grass Valley	Davita Dialysis at home	Medical
Grass Valley	Sierra College Drive Medical Facilities	Medical
Grass Valley	Sierra Nevada Memorial Hospital Diagnostic Center	Medical
Grass Valley	Living Well Medical Clinic	Medical
Grass Valley	Yuba Docs Urgent Care	Medical
Grass Valley	Sierra Nevada Urgent Care	Medical
Grass Valley	Western Sierra Pharmacy	Medical
Grass Valley	Dokimo's East Pharmacy	Medical
Grass Valley	CVS	Medical/Groceries
Grass Valley	Raley's and Raley's Pharmacy	Medical/Groceries
Grass Valley	Save Mart and Save Mart Pharmacy	Medical/Groceries
Grass Valley	K-Mart and K-Mart Pharmacy	Medical/Retail
Grass Valley	Walgreens	Medical/Retail
Grass Valley	Rite Aid	Medical/Retail
Grass Valley	Hilltop Commons Senior Living	Senior/Assisted Living
Grass Valley	Wolf Creek Care Center	Senior/Assisted Living
Grass Valley	Atria Senior Living	Senior/Assisted Living

Grass Valley	Crystal Ridge Care Center	Senior/Assisted Living
Grass Valley	Cascades Senior Living	Senior/Assisted Living
Grass Valley	Gold Country Village	Senior/Assisted Living
Grass Valley	Brunswick Village Assisted Living	Senior/Assisted Living
Grass Valley	Eskaton Village	Senior/Assisted Living
Grass Valley	Bret Harte Retirement Inn	Senior/Assisted Living
Grass Valley	Grass Valley Senior Center Apartments	Senior/Assisted Living
Grass Valley	Nevada City Senior Apartments	Senior/Assisted Living
Grass Valley	Department of Motor Vehicles	Service
Grass Valley	Nevada County Airport	Service
Grass Valley	United States Post Office	Service
Grass Valley	Grass Valley Library	Service
Grass Valley	United States Post Office	Service
Grass Valley	Alta California Regional Center	Social Service
Grass Valley	Behavioral Health Department	Social Service
Grass Valley	Forever Families	Social Service
Grass Valley	Food Bank of Nevada County	Social Service
Grass Valley	Nevada County Health Department	Social Service
Grass Valley	Nevada County Mental Health	Social Service
Grass Valley	Western County Crown Point Facility	Social Service
Grass Valley	Big Brother Big Sister	Social Service
Grass Valley	Hospitality House	Social Service
Grass Valley	Nevada County Substance Abuse Treatment and Recovery	Social Service
Grass Valley	Common Goals Substance Abuse Counseling Services	Social Service
Grass Valley	Partner's Family Resource Center	Social Service
Grass Valley	FREED Center	Social Service
Grass Valley	Gold Country Community Center	Social Service
Grass Valley	Interfaith Food Ministry of Nevada County	Social Service
Grass Valley	Women, Infants, and Children Supplemental Nutritional Program	Social Service

Grass Valley	Nevada County Veterans services Office	Social Service
Grass Valley	Connecting Point	Social Service
Grass Valley	Spirit Peer Empowerment Center	Social service
Grass Valley	Neighborhood Center of the Arts	Social Service/Employment
Grass Valley	PRIDE Industries	Social Service/Employment
Lake Wildwood	Holiday Market	Groceries
Lake Wildwood	Pleasant Valley Pharmacy	Medical
Lake Wildwood	Lake Wildwood Community Center	Recreation
Lake Wildwood	Lake Wildwood Assisted Living Manor	Senior/Assisted Living
Nevada City	Downtown Nevada City	Activity Area
Nevada City	Seven Hills Business District	Employment
Nevada City	Dokimo's Nevada City Pharmacy	Medical
Nevada City	Eric Rood Government Center	Service
Nevada City	Nevada County Library	Service
Nevada City	Nevada County Library	Service
Nevada City	Social Security Office	Service
Nevada City	United States Post Office	Service
Nevada City	Nevada County Superior Court	Service
Nevada City	Nevada County Housing and Community Services	Social Service
Nevada City	Nevada County Welfare Office	Social Service
Nevada City	Adult and Family Services	Social Service
Nevada City	Community Support Network of Nevada County for Children and Families	Social Service
Nevada City	Sierra Services for the Blind	Social Service
Nevada City	Big Brother Big Sister	Social Service
Nevada City	California Children Services	Social Service
Nevada City	Terence K McAteer Family Resource Center	Social Service
Nevada City	Child Advocates of Nevada County	Social Service
Nevada City	Anew Day	Social Service
North San Juan	Sierra Family Medical Clinic	Medical
North San Juan	United States Post Office	Service
North San Juan	Common Goals Substance Abuse Clinic	Social Service
Penn Valley	Penn Valley Shopping Center	Employment/Retail
Penn Valley	United States Post Office	Service

Penn Valley	Helping Hands Caregiver Resource	Social Service
Roseville/Rocklin	Sierra College	Education
Roseville/Rocklin	Sutter Roseville Medical Center Emergency Department	Medical
Roseville/Rocklin	Kaiser Permanente Roseville Medical Center	Medical
Roseville/Rocklin	Del Oro Caregiver Resource Center	Social Service
Roseville/Rocklin	Golden Sierra Job Training Agency	Social Service
Sacramento	UC Davis Medical Center	Medical
Sacramento	Shriners Hospital for Children	Medical
Western Nevada County	Milhou's Children's Services	Social Service
Alta Sierra	Forest Springs Mobile Home Park	Activity Area
Auburn	Davita Dialysis	Medical
Auburn	Sutter Faith Auburn Hospital	Medical
Auburn	Social Security	Social Service
Auburn	Community Recovery Resources	Social Service
Auburn	Auburn Train Station	Transit Center
Colfax	Colfax Amtrak	Transit Center
Grass Valley	Valley View Apartments	Activity Area
Grass Valley	Sierra Pines Mobile Home Park	Activity Area
Grass Valley	Sutton Way Apartments	Activity Area
Grass Valley	Dorsey Drive Apartments/Mobile Homes	Activity Area
Grass Valley	Nevada Union Adult Education	Education
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Grass Valley	Sierra Nevada Memorial Hospital	Medical
Grass Valley	Davita Dialysis at home	Medical
Grass Valley	Sierra College Drive Medical Facilities	Medical
Grass Valley	Sierra Nevada Memorial Hospital Diagnostic Center	Medical
Grass Valley	Living Well Medical Clinic	Medical
Grass Valley	Yuba Docs Urgent Care	Medical
Grass Valley	Sierra Nevada Urgent Care	Medical
Grass Valley	Western Sierra Pharmacy	Medical
Grass Valley	Dokimo's East Pharmacy	Medical
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Lake Wildwood	Pleasant Valley Pharmacy	Medical
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Nevada City	Seven Hills Business District	Employment
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Nevada City	Eric Rood Government Center	Service
Nevada City	Nevada County Library	Service
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Nevada City	Social Security Office	Service
Nevada City	United States Post Office	Service
Nevada City	Nevada County Superior Court	Service
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Nevada City	California Children Services	Social Service
Nevada City	Terence K McAteer Family Resource Center	Social Service
Nevada City	Child Advocates of Nevada County	Social Service
Nevada City	Anew Day	Social Service
North San Juan	Sierra Family Medical Clinic	Medical
North San Juan	United States Post Office	Service
North San Juan	Common Goals Substance Abuse Clinic	Social Service
Penn Valley	Penn Valley Shopping Center	Employment/Retail
Penn Valley	United States Post Office	Service
Penn Valley	Helping Hands Caregiver Resource	Social Service
Roseville/Rocklin	Sierra College	Education
Roseville/Rocklin	Sutter Roseville Medical Center Emergency Department	Medical
Roseville/Rocklin	Kaiser Permanente Roseville Medical Center	Medical
Roseville/Rocklin	Del Oro Caregiver Resource Center	Social Service
Roseville/Rocklin	Golden Sierra Job Training Agency	Social Service
Sacramento	UC Davis Medical Center	Medical
Sacramento	Shriners Hospital for Children	Medical
Western Nevada County	Milhaus Children's Services	Social Service

2.6.2 EASTERN NEVADA COUNTY

The Eastern Nevada County Activity Centers are shown in Map 8 and a full list of the activity centers is shown in Table 2-6 Eastern Nevada County Activity Centers. Although there are services in Eastern Nevada County, specialized care and major employer centers are located outside of Eastern Nevada County either in neighboring Placer County, Nevada, or Sacramento County. Most county services are also located in Western Nevada County with minimal transportation options to reach Grass Valley and Nevada Cit.

Map 8 Eastern Nevada County Activity Centers

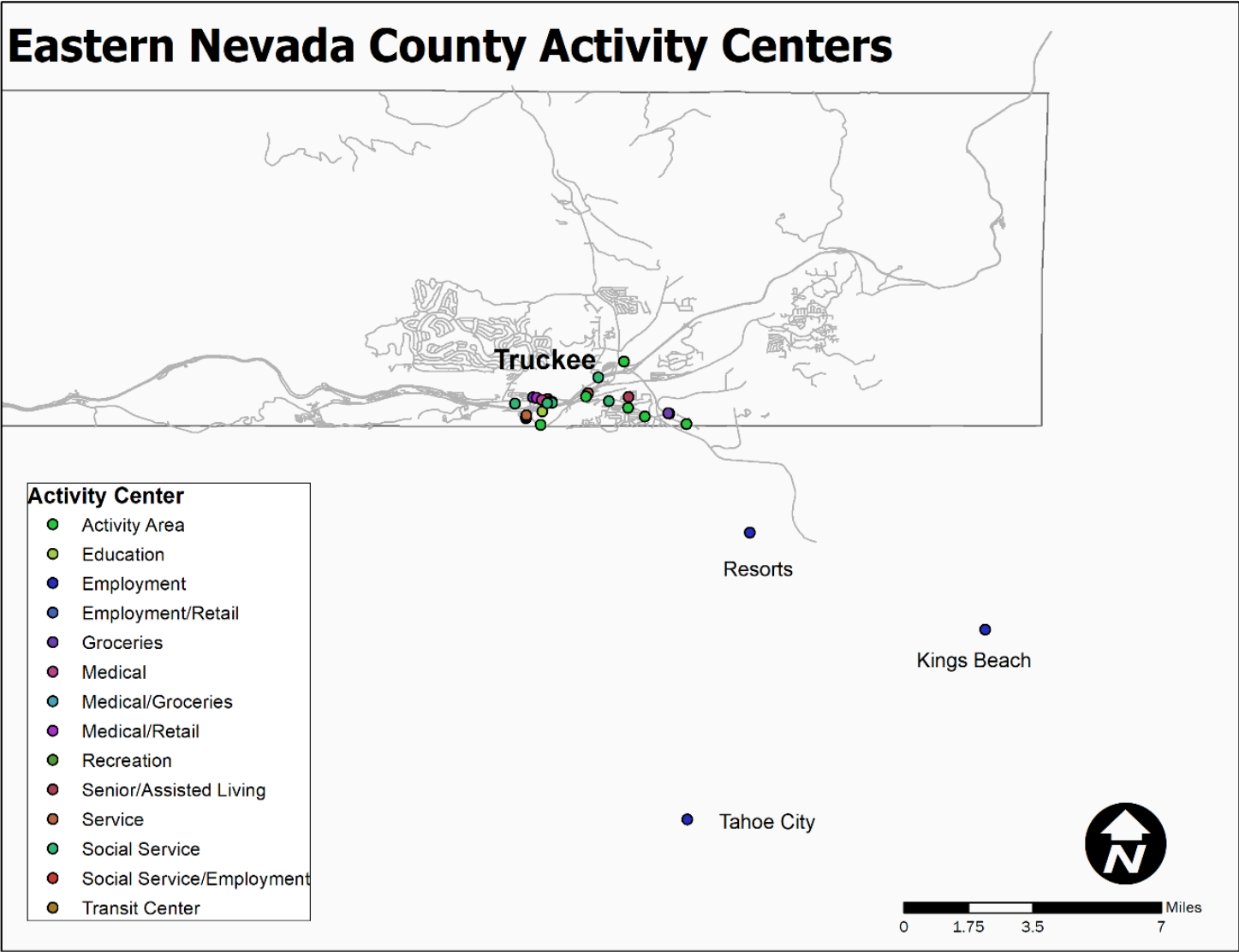


Table 2-6 Eastern Nevada County Activity Centers

JURISDICTION	ACTIVITY CENTER	TYPE OF ACTIVITY
Reno	Reno VA Hospital	Medical
Reno	Renown Medical Center	Medical
Reno	Saint Mary's Regional Medical Center	Medical
Reno	Domestic Violence and Sexual Assault Coalition	Social Service
Reno	Crisis Pregnancy Center	Social Service
Reno	Senior Community Service Employment Program	Social Service/Employment
Resorts	Northstar (Resort Triangle)	Employment
Resorts	King's Beach (Resort Triangle)	Employment
Resorts	Tahoe City (Resort Triangle)	Employment
Truckee	Donner Creek Mobile Home Park	Activity Area
Truckee	Coachland Mobile Home Park	Activity Area
Truckee	Village Green Mobilehome Park	Activity Area
Truckee	Sierra Senior Services (operates Meals on Wheels)	Social Service
Truckee	Truckee Pines Apartments	Activity Area
Truckee	Soaring Ranch Development	Activity Area
Truckee	Hennessey Flat Apartments	Activity Area
Truckee	Truckee Train Station	Activity Area
Truckee	Truckee Town Hall	Activity Area
Truckee	Sierra College - Tahoe Truckee	Education
Truckee	Raley's	Groceries
Truckee	Safeway	Groceries
Truckee	Tahoe Forest Clinic and Pharmacy	Medical
Truckee	Tahoe Forest Primary Care Clinic	Medical
Truckee	CVS	Medical
Truckee	Tahoe Forest Hospital	Medical
Truckee	Save Mart and Save Mart Pharmacy	Medical/Groceries
Truckee	Rite Aid	Medical/Retail
Truckee	Sierra Senior Services	Senior/Assisted Living
Truckee	United States Post Office	Service
Truckee	United States Post Office	Service
Truckee	Truckee Library	Service

JURISDICTION	ACTIVITY CENTER	TYPE OF ACTIVITY
Truckee	Big Brother Big Sister	Social Service
Truckee	Sierra Nevada Children's Services	Social Service
Truckee	Truckee Nevada County Superior Court	Social Service
Truckee	Sierra Community House (Formerly Family Resource Center)	Social Service
Truckee	Nevada County Substance Abuse Treatment and Recovery	Social Service
Truckee	Joseph Center	Social Service
Truckee	Alta Regional Center	Social Service
Truckee	Truckee Department of Social Services	Social service
Truckee	Sierra Bible Church Food Pantry	Social service

3 EXISTING TRANSIT SERVICE

The following section details the transit and mobility choices for Nevada County. For the full analysis please see the Technical Memorandum: Existing Conditions.

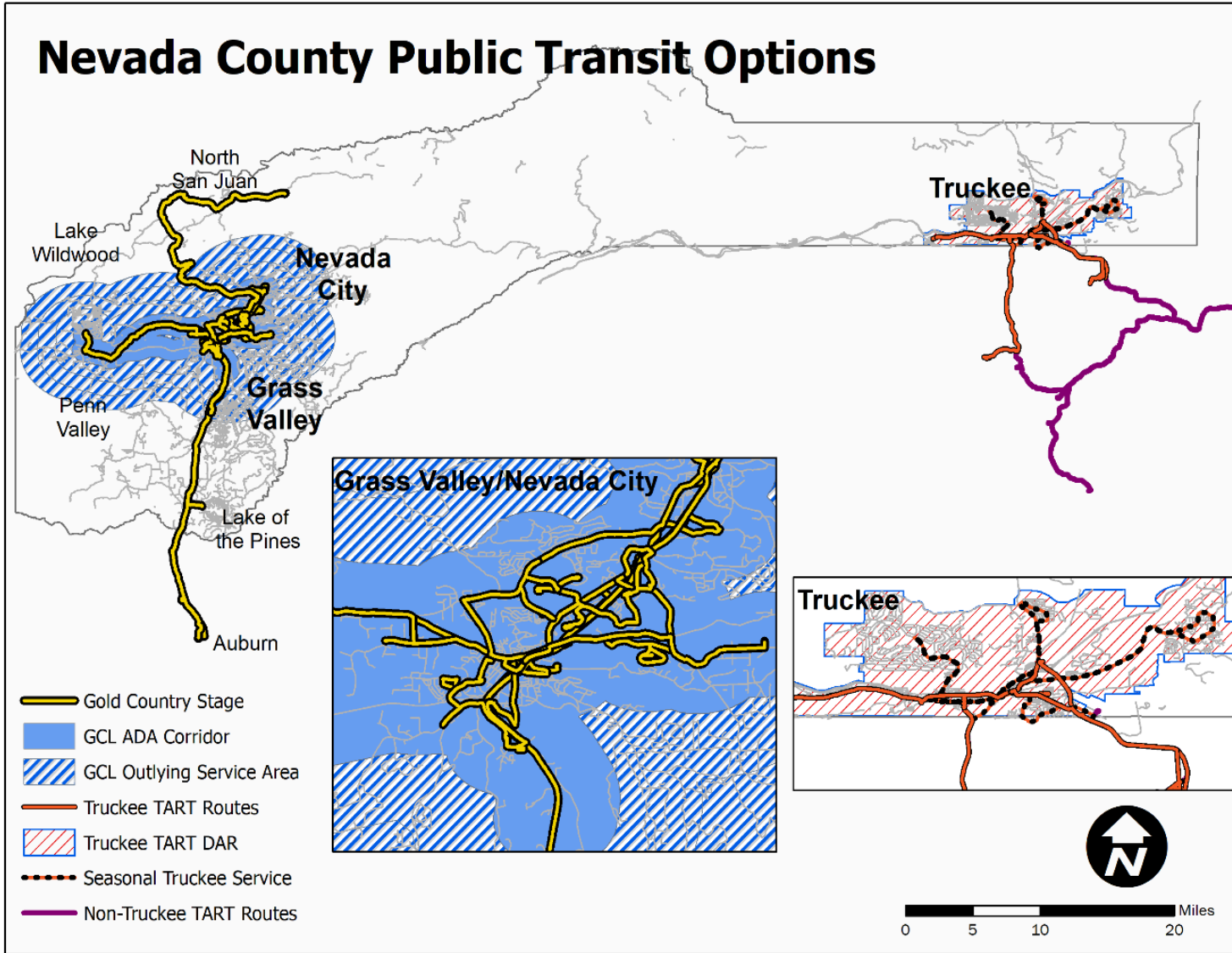
3.1 SUMMARY OF SERVICE

There are four distinct public transit services located in the county that serve residents in Western and Eastern Nevada County:

- Western Nevada County
 - Nevada County Connects formerly Gold Country Stage
 - Nevada County Now formerly Gold Country Lift
- Eastern Nevada County
 - Tahoe-Truckee Area Regional Transit (TART) fixed route (inclusive of Truckee TART service and regional service administered by Placer County Transit on Highway 89 and 267)
 - Truckee TART Dial-A-Ride

In addition to the public transit operators in Nevada County, there are other transit providers that serve the county which include social service agencies, railroads, and private companies. A map of the public transit providers is shown in Map 9. A more detailed description of each of the services is discussed in the sections below.

Map 9 Nevada County Public Transit Options



3.1.1 WESTERN NEVADA COUNTY PUBLIC TRANSIT PROVIDERS

Nevada County Connects and Now are the primary public transportation options in Western Nevada County. In FY19, Connects carried over 200,000 passengers and Now carried almost 35,000 passengers.

Table 3-1 & Table 3-2 show the operating information for Nevada County Connects and Now and Map 10 details the service area.

Map 10 Western Nevada County Transit Services

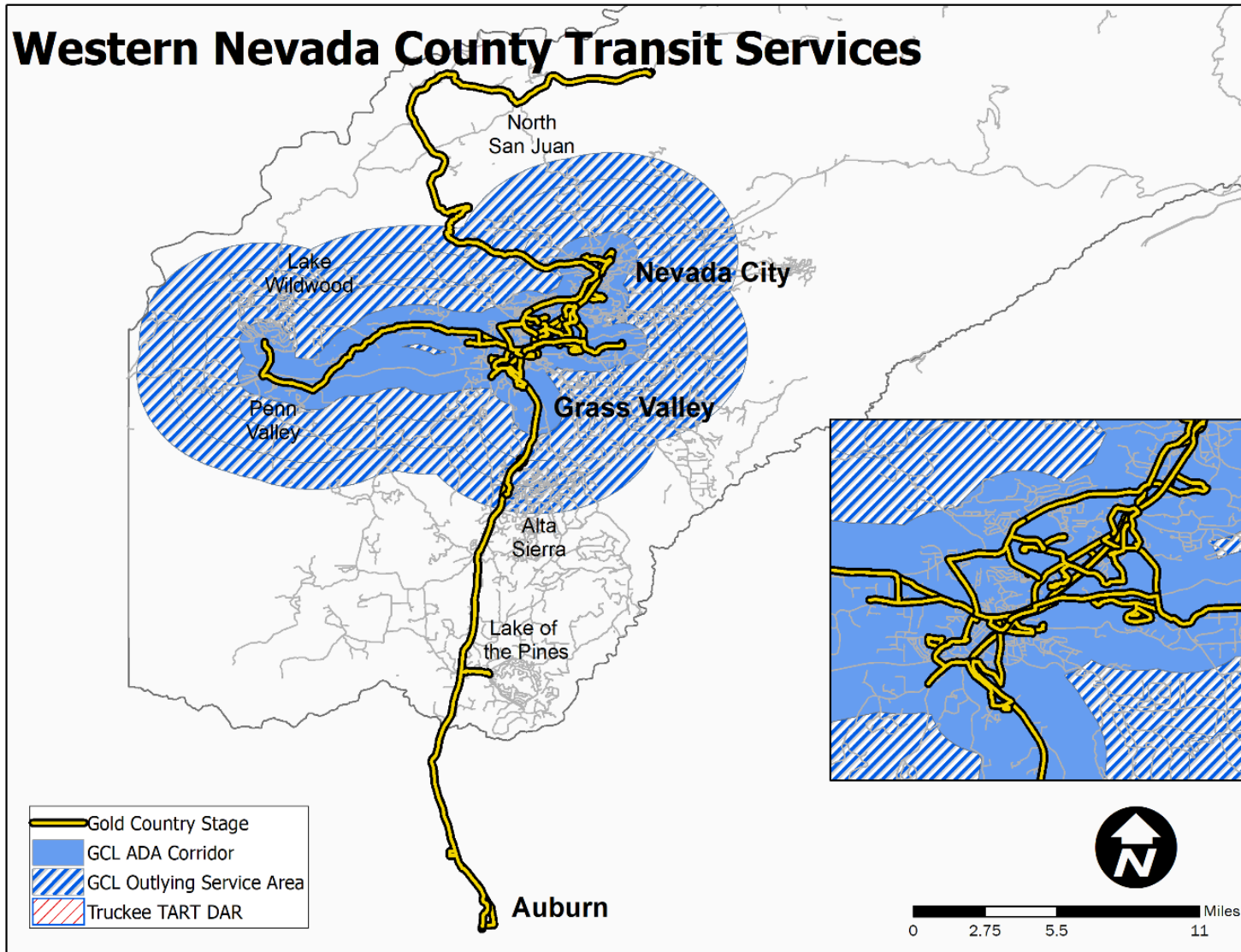


Table 3-1 Nevada County Connects Operating Information

SERVICE	OPERATING DAYS	OPERATING HOURS	RIDERSHIP FY19	VEHICLES NEEDED
Nevada County Connects	Route 1 – Grass Valley – Nevada City	7:00am-7:00pm (M-Sa)	54,466	1
	Route 2 – Grass Valley	7:30am-6:30pm (M-Sa)	50,286 ¹	1
	Route 3 – Grass Valley	7:00am-7:00pm (M-Sa)	50,286	1
	Route 4 – Grass Valley	6:30am-6:30pm (M-Sa)	63,467	1
	Route 5 – Grass Valley to Auburn	6:00am-5:00pm (Weekdays only)	15,170	2
	Route 6 – Grass Valley to Penn Valley	6:35am-7:25pm (Weekdays only)	10,597	1
	Route 7 Grass Valley to North San Juan/North Columbia	6:00am-6:30pm (Weekdays only)	2,360 (YTD FY20)	1
	Route AS – Grass Valley to Alta Sierra	8:30am-4:30pm (Saturdays only)	50,286	1

Source: Nevada County Transit Services

Table 3-2 Nevada County Now Operating Information

SERVICE	OPERATING DAYS	OPERATING HOURS	FARES	RIDERSHIP FY19	VEHICLES AVAILABLE
Nevada County Now	M-Sa	6:00am - 7:00pm	\$3.00 within ADA Corridor and \$5.00 outside Corridor	34,345	12

Source: Nevada County Transit Services

¹ Routes 2, 3, and AS ridership is combined because they are operated by the same vehicles.

The following table details the Nevada County Connects fares:

Table 3-3 Nevada County Connects

AGENCY FARE TYPE	ZONE 1	ZONE 2
Cash Fares		
Adult	\$1.50	\$3.00
Youth	\$0.75	\$1.50
Discounted	\$0.75	\$1.50
One-Day Pass		
Adult (18+)	\$4.50	\$7.50
Youth	\$2.25	\$3.75
Discounted	\$2.25	\$3.75
Monthly Pass		
Adult (18+)	\$45.00	\$90.00
Youth	\$22.50	\$45.00
Discounted	\$22.50	\$45.00

Source: Nevada County Transit Services

Nevada County Now Fares are double the single-ride Nevada County Connects fares that are within the core area (Zone 1) and then \$5.00 for trips that end or begin in the outlying ADA Service Area.

Nevada County Connects vehicles are all vans and require the use of a lift for any wheelchair passengers which can impact on-time performance when providing service. All of Nevada County Now's vehicles are past their useful life of four years and/or 100,000 miles.

Table 3-4 Nevada County Connects and Now Vehicles

SERVICE	VEHICLE	MAKE	MODEL	YEAR
Nevada County Connects	57	IC-Eldorado	AreoElite HDE	2015
	58	IC-Eldorado	AreoElite HDE	2016
	59	IC-Eldorado	AreoElite HDE	2016
	60	IC-Eldorado	AreoElite HDE	2016
	61	IC-Eldorado	AreoElite HDE	2016
	62	IC-Eldorado	AreoElite HDE	2016
	63	IC-Eldorado	AreoElite HDE	2016
	64	IC-Eldorado	AreoElite HDE	2016
	65	IC-Eldorado	AreoElite HDE	2016
	66	IC-Eldorado	AreoElite HDE	2018
	67	IC-Eldorado	AreoElite HDE	2018
Nevada County Now	2	Ford	V350	2018
	3	Ford	V350	2018
	4	Ford	V350	2018
	5	Ford	V350	2018
	6	Ford	E350	2013
	7	Ford	E350	2013
	8	Ford	E350	2013
	9	Ford	E350	2013
	10	Ford	E450	2013
	11	Ford	E450	2013
	12	Ford	E450	2013
	13	Ford	E450	2013

Source: Nevada County Transit Services

3.1.2 OTHER WESTERN NEVADA COUNTY TRANSPORTATION OPTIONS

In addition to Nevada County Connects and Now, the following organizations provide service that residents in Western Nevada County could use to connect to needed services.

Table 3-5 Other Western Nevada County Transportation Options

SERVICE	SERVICE AREA	TYPE OF SERVICE	OPEN TO PUBLIC	TRIPS PER DAY	DESCRIPTION
Amtrak	Nevada County	Bus	Yes	4 (each direction Auburn)	Throughway Bus Service from Sacramento, passengers arriving in Sacramento through Coast Starlight, Capital Corridor or San Joaquin can connect with GCL in Auburn
Amtrak	Western Nevada County	Rail	Yes	1 (each direction)	Capitol Corridor train in Auburn (Route 5 on GCS connects there)
Veteran's Service Office & Nevada County Health and Human Services Agency	Nevada County	Social Service Transportation	No	Twice per Week	Provides transportation from Grass Valley & Truckee to Reno VA on Tuesdays & Wednesdays, also available for other medical appointments, volunteer drivers
Area 4 Agency on Aging (A4AA)	Western Nevada County	Social Service Transportation	No	N/A	Coordinates volunteers aged 55 and older to provide services to elderly members of the community, including rides to medical appointments, errands and meal delivery service.
LogistiCare	Nevada County	Social Service Transportation	No	N/A	Coordinates non-emergency medical transportation

					services, and is available to persons needing transportation to medical-related appointments or errands, including Medicare and Medicaid clients, seniors, disabled and special needs persons
Sierra Services for the Blind	Western Nevada County	Social Service Transportation	No	N/A	Offers transportation services to medical appointments, to pick up prescriptions and to meetings/events
Fast Taxi	Western Nevada County	Taxi Service	Yes	N/A	Taxi Service in Western Nevada County
Gold Country Cab & Courier	Western Nevada County	Taxi Service	Yes	N/A	Taxi Service in Western Nevada County
211	Nevada County	Social Service	Yes	N/A	Connects customers with resources including transportation options
Gold Country Transportation, Inc.	Nevada County	Social Service	Unknown	N/A	Non-Emergency Medical Transportation for Ambulatory and non-wheelchair customers in the surrounding Gold Country

3.1.3 EASTERN NEVADA COUNTY PUBLIC TRANSIT PROVIDERS

Truckee has a dial-a-ride program (Truckee DAR), a local route (Local) and multiple seasonal services that include service during the holidays and Thursday nights during select times of the year. The TART system offers free rides across the fixed-route system and on the Truckee DAR for ADA eligible clients. The Truckee DAR also offers discounted fares for seniors and non-ADA eligible customers. The services that operate all year long (Truckee DAR and the Local) provide over 24,000 passenger trips a year. A map of the Truckee services and the seasonal services are shown in the tables below.

Map 11 Eastern Nevada County Transit Services

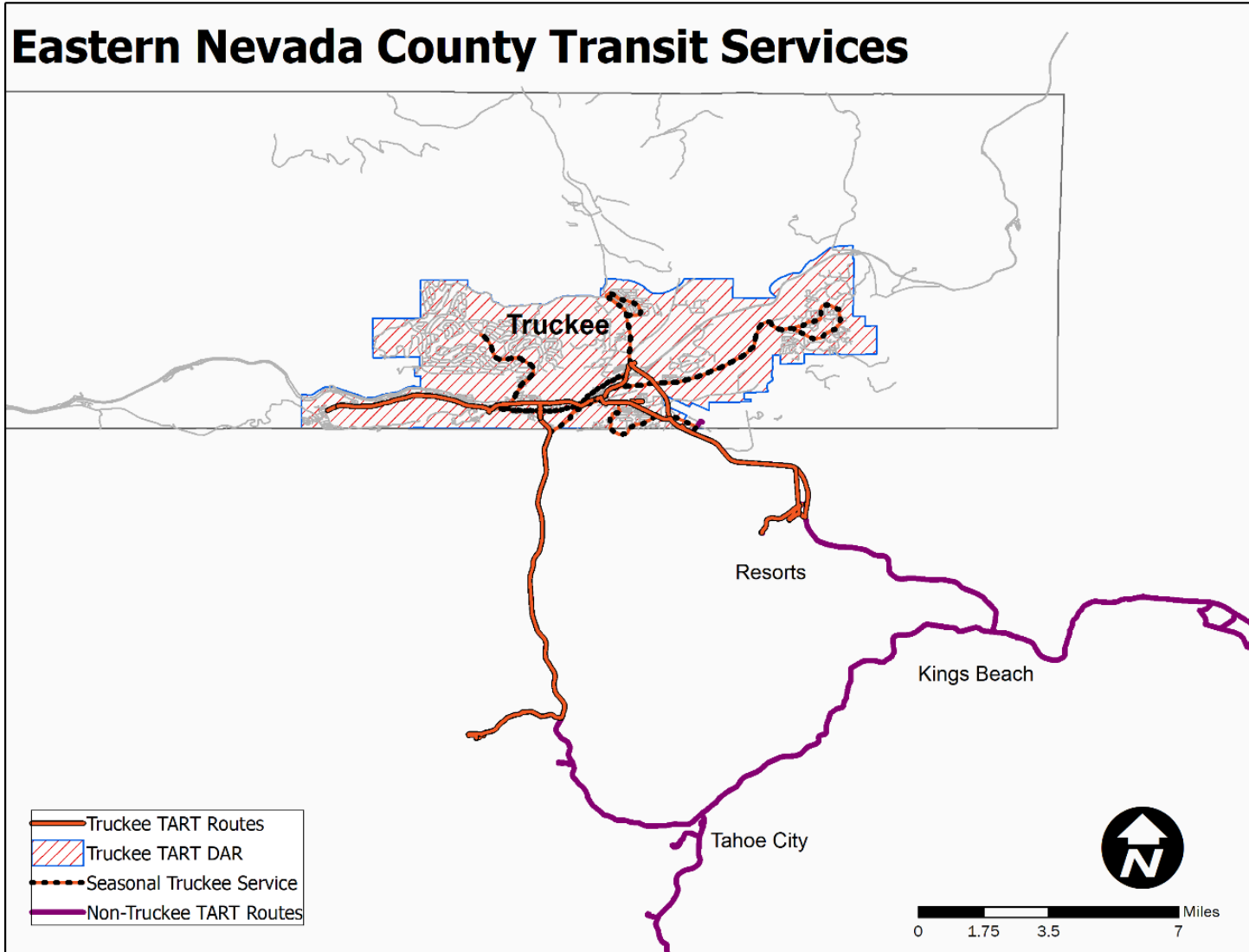


Table 3-6 Truckee TART Operating Information

SERVICE	OPERATING DAYS	OPERATING HOURS	FARES	RIDERSHIP FY 2019	VEHICLES
Truckee TART	Local	7:05am – 7:11pm	Free	17,055	1
	Truckee DAR	8:00a, - 5:00pm	Free for ADA, \$6.00 for same-day passengers or \$20.00 for 10 rides	7,171	2
	Squaw Valley & Northstar Night Service	6:00 pm – 11:35 pm (summer and winter) Shoulder Season 6:00 pm – 10:35 pm	Free	-	2

Source: Truckee TART

The Truckee TART service operates with eight vehicles with the most recent vehicles equipped with 4-wheel drive and able to continue to provide access during snowy conditions.

Table 3-7 Truckee TART Vehicles

SERVICE	VEHICLE	MAKE	MODEL	YEAR
Truckee TART	924	Chevrolet	Aero Elite	2009
	925	Chevrolet	Starcraft	2016
	926	Chevrolet	Starcraft	2016
	927	Ford	El Dorado Aero Elite 320	2016
	928	Ford	El Dorado Aero Elite 320	2016
	929	Ford	El Dorado Aero Elite 270	2017
	930	Ford	Glaval	2020
	931	Ford	Glaval	2020

Source: Truckee TART

3.1.4 OTHER EASTERN NEVADA COUNTY TRANSPORTATION PROVIDERS

In addition to public transit in Truckee, the following organizations provide service that residents in Eastern Nevada County could use to connect to services.

Table 3-8 Other Eastern Nevada County Transportation Options

SERVICE	SERVICE AREA	TYPE OF SERVICE	OPEN TO PUBLIC	TRIPS PER DAY	DESCRIPTION
Amtrak	Nevada County	Bus	Yes	3 (each direction Truckee)	Throughway Bus Service from Sacramento, passengers arriving in Sacramento through Coast Starlight, Capitol Corridor or San Joaquin can connect with connections from GCS at Auburn
Amtrak	Eastern Nevada County	Rail	Yes	1 (each direction)	Coast Starlight with Service from Chicago to the Bay Area with limited Stops.
Greyhound	Eastern Nevada County	Bus	Yes	5 (each direction)	I-80 corridor between Reno and Sacramento (and beyond to SF), 5 eastbound from Sacramento through Truckee, 5 westbound from Reno through Truckee
Placer County TART	Eastern Nevada County	Bus	Yes	N/A	2 routes (TART Highway 89 and TART Highway 267): Highway 89 bus runs along the western shore of Lake Tahoe from Tahoe City to Truckee with additional stops in Squaw Valley. Highway 267: Crystal Bay and Truckee with additional stops near Northstar Village and the Truckee Airport
North Lake Tahoe Express	Eastern Nevada County	Bus	Yes	2 (each way)	Service between Reno Tahoe International Airport and the North Lake Tahoe, Truckee, and Incline Village regions
Tahoe Forest Hospital	Eastern Nevada County	Social Service	No	N/A	Extended Care Center provides transportation to residents' scheduled activities and medical appointments
Veteran's Service Office & Nevada County Health and Human	Nevada County	Social Service Transportation	No	Twice per Week	Provides transportation from Grass Valley & Truckee to Reno VA on Tuesdays & Wednesdays, also available for other medical appointments, volunteer drivers

Services Agency					
LogistiCare	Nevada County	Social Service Transportation	No	N/A	Coordinates non-emergency medical transportation services, and is available to persons needing transportation to medical-related appointments or errands, including Medicare and Medicaid clients, seniors, disabled and special needs persons
211	Nevada County	Social Service	Yes	N/A	Connects customers with resources including transportation options
Gold Country Transportation, Inc.	Nevada County	Social Service	Unknown	N/A	Non-Emergency Medical Transportation for Ambulatory and non-wheelchair customers in the surrounding Gold Country

3.1.5 NON-TRANSPORTATION RELATED SERVICES

The introduction of COVID-19 has disrupted traditional transit for many vulnerable populations like senior and disabled customers who are more likely to have adverse health impacts if they contract the disease. The health implications create a dilemma because many of these customers rely on public transit because they do not have another option either because they lack a car or are unable to drive a car, but must still work, receive treatment (dialysis), or receive needed social interactions.

Because of this, we must ensure there are alternative options for vulnerable populations to receive food, treatment, and/or human interaction. The following table (Table 3-9) lists the current meals on wheels like service and home treatment that is available in the County. In the coming years, there may need to be a shift from providing people to services to providing services to people when possible.

Table 3-9 Non-Transportation Related Services

SERVICE	SERVICE AREA	TYPE OF SERVICE	OPEN TO PUBLIC	DESCRIPTION
Meals on Wheels- (Sierra Senior services)	Eastern Nevada County	Meals on Wheels	No	Provides meals to seniors in Truckee
Great Plates	Nevada County	Meals on Wheels	No	A COVID-19 created program that provides meals to seniors and other eligible customers throughout the county
Davita Home Care	Nevada County	Dialysis treatment at home	Yes	Although not possible in all cases, this allows individuals who need dialysis to receive it at home.

4 COORDINATION OF SERVICES

4.1 WESTERN NEVADA COUNTY COORDINATION OF SERVICES

Nevada County Now does not connect with any services outside of the core area of transportation, with the exception that customers could schedule a ride to use the Veterans Service Office transportation to Reno; however this service only operates twice per week at a specific time with very minimal flexibility and is only offered to veterans. In addition to the limited connections, Nevada County Now does not serve outlying areas like the majority of Alta Sierra and Lake Wildwood and all of Lake of the Pines and North San Juan which forces residents in those areas to use the fixed-route service with limited service there and back or find another mode of travel.

Nevada County Connects allows customers to transfers with Placer County Transit in Auburn and Amtrak; however, that Nevada County Connects service operates with 60+ minute frequencies, and is connecting to two services (Amtrak and Placer County Transit) that have low frequency. Customers that are adversely affected by weather or have physical limitations would be unable to use the service because of the limited options available (i.e. they may have to wait long durations for the services which could be difficult). For customers that are able to connect with Placer County Transit, for them to travel to Sacramento (the major city in the region) they would then need to transfer to another mode (Sacramento Regional Transit District's light rail). If any of the three services are running late, the customer could be severely delayed traveling to or from the destination. Within the core service area, the existing rider's guide, maps, and schedules are difficult for customers to use to navigate with multiple deviations, and limited service.

Additionally, Nevada County Connects and Now do not operate on Sundays which then causes residents to rely on family and friends or potentially expensive taxi service to get to areas that they need to go to.

211 serves as a database for residents and visitors to call or visit the website for assistance, but the web-based platform is difficult to navigate, and confusing to use. To effectively plan a trip, customers would need to call in and discuss with a specialist.

4.2 EASTERN NEVADA COUNTY COORDINATION OF SERVICES

The Truckee TART Local Route connects with the regional TART routes at the Truckee Depot along with Greyhound and Amtrak. The Truckee TART DAR also allows customers to schedule rides to and from connections in the Town of Truckee.

There is no service that connects Eastern Nevada County with Western Nevada County. Residents that rely on government or major medical services must travel to Reno or find rides to Sacramento with friends or family. This was formerly provided by the NTTT service and if funding can be identified the service is planned to be brought back. Coordination between the Eastern and Western Nevada County Operators could potentially benefit a bi-county service through increased funding and marketing.

Coordination between 211 serves as a connecting point for residents and visitors to call for assistance, but the web-based platform is difficult to navigate, and confusing to use. To effectively plan a trip, customers would need to call in and discuss with a specialist.

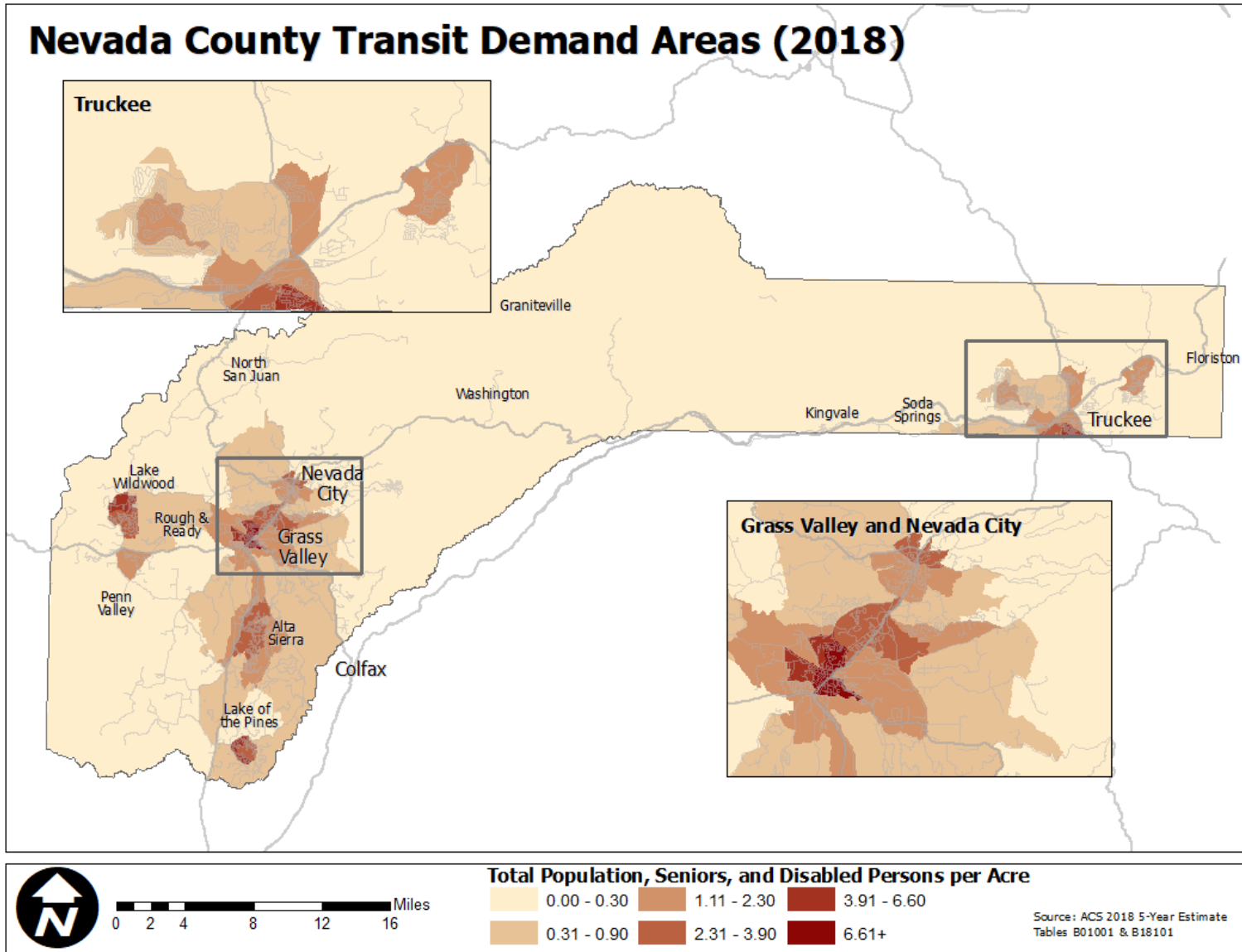
Eastern Nevada County is in a difficult area with the coordination of services because they are part of Nevada County, but the major government centers in the county located in Grass Valley and Nevada City are very far away and costly to provide service to and from. Adding to the difficulty is that the major employment areas (the resorts) are primarily located in adjacent Placer County and medical services are in Reno. Reno is also closer in distance than Grass Valley or Nevada City which also contributes to further isolation of Eastern Nevada County from the rest of the County.

5 TRANSIT DEMAND AREAS

The following map shows transit demand areas for Nevada County based on demographic information from the ACS 5-Year Estimate Tables. The map aggregates total population, senior, and disabled person densities from 2018 to reveal areas that may have high transit demand. These three groups were chosen as a proxy for transit demand because denser populations typically support higher ridership on public transportation and seniors and disabled persons represent transit-dependent populations.

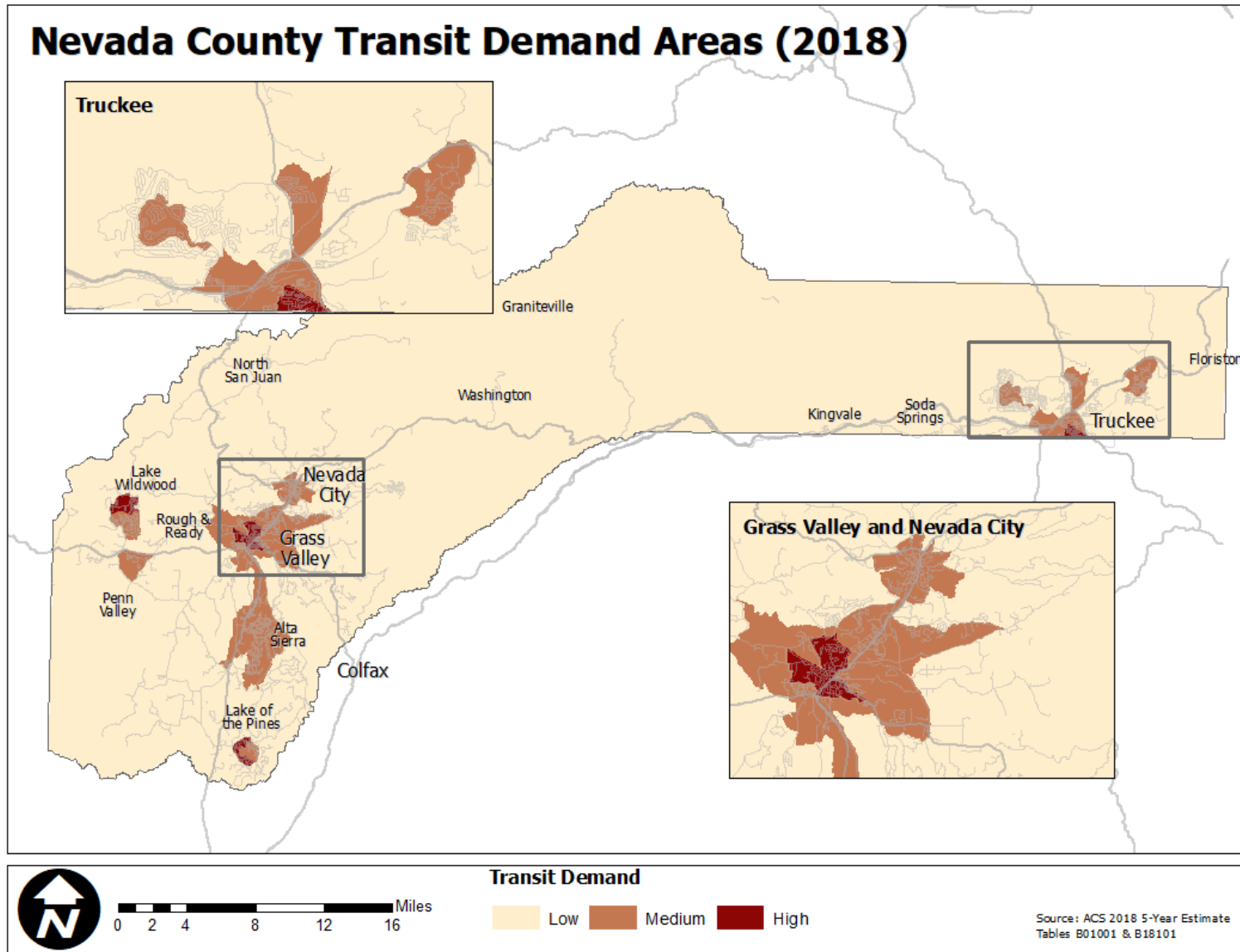
The highest densities for transit demand in Nevada County are Grass Valley, Nevada City, Truckee, Lake Wildwood, Alta Sierra, and Lake of the Pines. Grass Valley has the highest density, with over 6.6 persons per acre. Lake of the Pines also has a density over 6.6 persons, but this is most likely due to the small size of the area. The other areas mentioned above vary from 2.3 to 6.6 persons per acre. These high-density areas are where Nevada County should focus its public transportation efforts.

Map 12 Nevada County Transit Demand Areas



The map below (Map 13) consolidates the transit demand areas into three tiers, high, medium, and low in Nevada County. Similarly to above, the high transit demand areas are in Downtown Grass Valley, Lake Wildwood, Lake of the Pines, and a southern section of Truckee. The following sections provide more detail by Eastern and Western Nevada County.

Map 13 Nevada County Transit Demand Areas (Categorized)



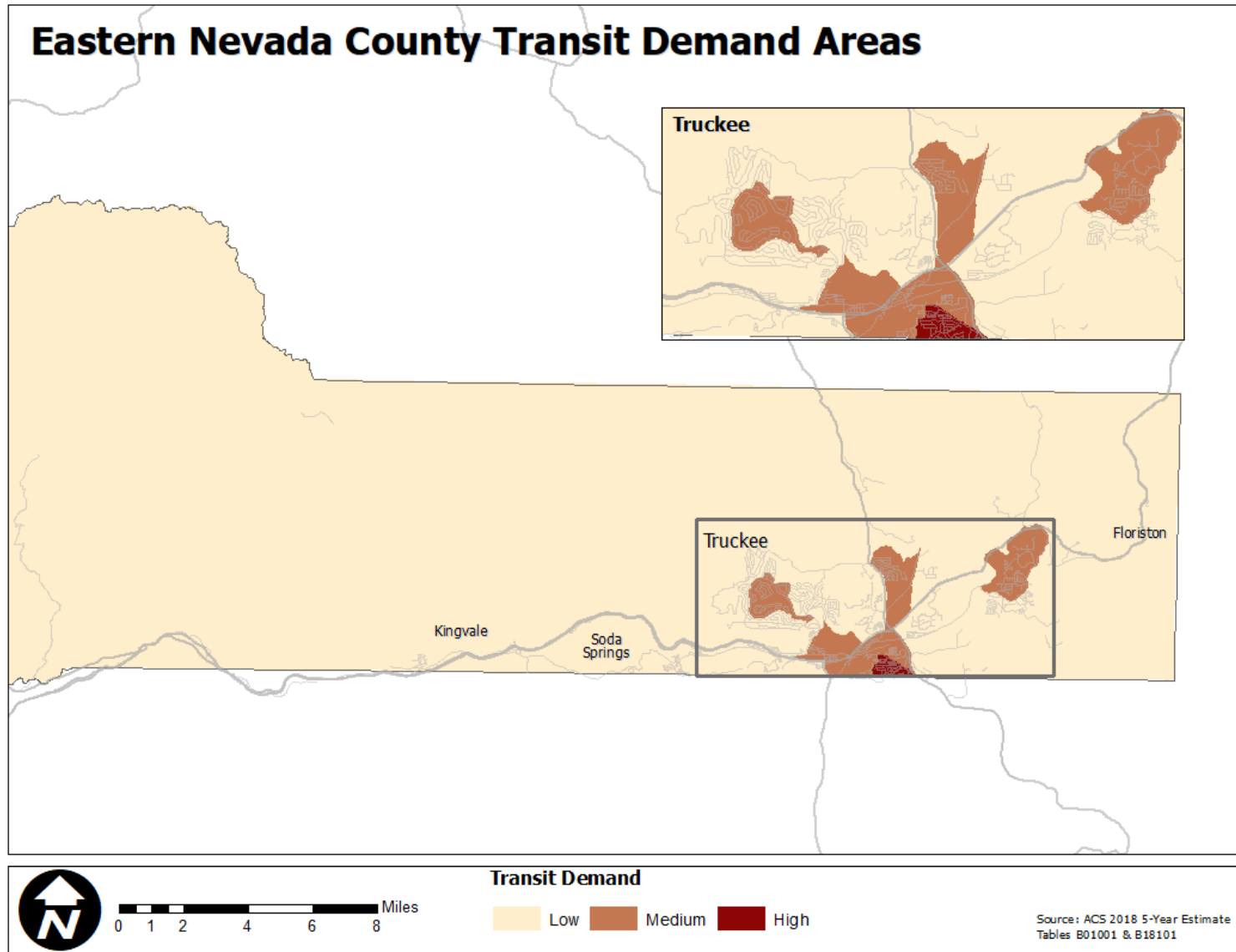
5.1 EASTERN NEVADA COUNTY

The area with the highest transit demand in Truckee is located south and west of Old Brockaway Rd just west of the airport. This area is one of the more dense areas in the Town with apartments, a mobile home park, and houses with smaller lots. In addition to that area, Glenshire in the northeast, Prosser Lakeview Estates in the north, Tahoe Donner in the northwest, and the area surrounding Downtown which includes the Tahoe Forest Hospital and the Senior Apartments have medium demand for transit.

There is minimal transit demand outside of Truckee in Eastern Nevada County.

Through the Truckee TART Dial-a-Ride service, the entire town is served by transit that is accessible to everyone.

Map 14 Eastern Nevada County Transit Demand Areas



5.2 WESTERN NEVADA COUNTY

The highest transit demand in Western Nevada County occurs in Downtown Grass Valley and parts of Lake Wildwood and Lake of the Pines.

Alta Sierra, Nevada City, portions of Grass Valley, Penn Valley, and portions of Lake of the Pines all have medium transit demand.

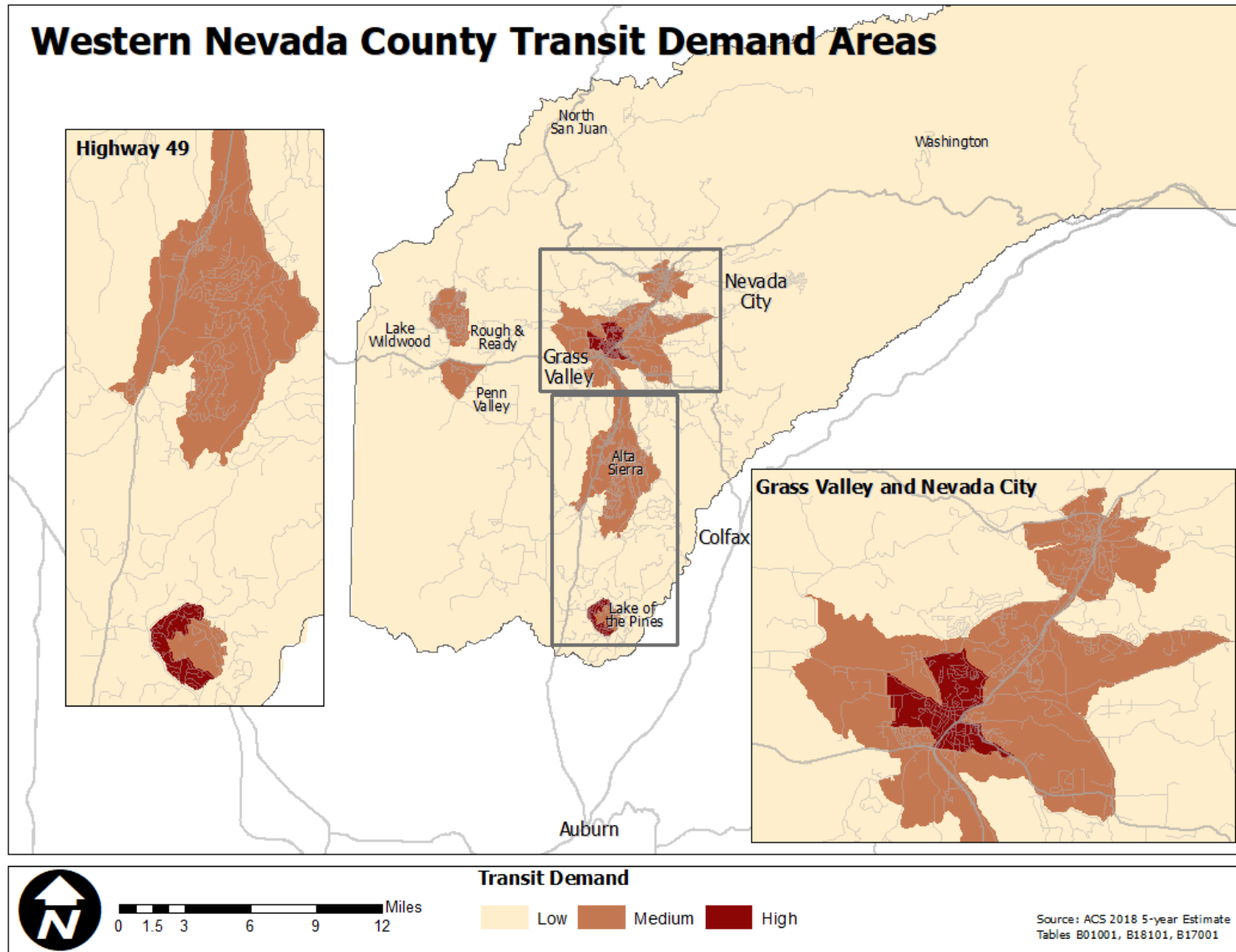
The rest of the county, which includes North San Juan, North Columbia, Rough and Ready, and Washington have very low transit demand and the areas between Lake Wildwood, Penn Valley, Alta Sierra, and Lake of the Pines also have very low transit demand.

Although not included as a high transit demand area (medium transit demand), there are multiple senior apartments off of Sutton Way in Grass Valley which is also where Freed and 211 are located.

Grass Valley also has the Loma Rica Industrial Area and Whispering Pines Business Park with social service organizations that are in the medium demand transit area.

There are also a number of government facilities in Nevada City in the medium transit demand area that would create additional demand (Eric. Rood Government Center, County Court).

Map 15 Western Nevada County Transit Demand Areas



6 STRATEGIES TO MEET TRANSPORTATION NEEDS

The improvement strategies can be deployed in both Eastern and Western Nevada County and include service delivery models that are currently in operation and should continue to remain in operation and expand in service area if additional funding does become available. The strategies are summarized in Table 6-1 below. ‘

Table 6-1 Types of Strategies

Category	Type of Strategy	Characteristics
Transit	Fixed-Route Bus Service	Scheduled service that travels along a path, at specific times, that usually provides service within a community, and has relatively short distances between stops.
	Deviated-Fixed-Route Bus Service	Scheduled service that travels along a path, at specific times, that usually provides service within a community, and may have stops but also may deviate to specific locations or areas to pick-up passengers.
	Commuter Bus Service	Similar to fixed-route local bus service but has longer distances between stops and usually connects a community to an employment center or rail service.
	Intercity Bus Service	Scheduled bus service that travels very long distances and usually has a single stop in cities.
	Demand Response Bus Service	Bus service that operates when requested by customers and usually utilizes smaller vehicles because of fewer passengers transported and may need to navigate smaller neighborhood streets.
	Rail Service	Service provided by commuter, heavy, or trolley trains on a fixed track.
	Neighborhood Electric Vehicles (NEV)	Service provided with smaller vehicles that look similar to golf carts and serve much shorter distances in small communities and neighborhoods.
	Volunteer Driver Program	Service that matches customers with volunteers that provide trips either with their own car or a shared car that a social service agency provides.
	Vanpool Subsidy	A program that helps offset the cost to customers using vanpools to travel to job centers.
	Travel Training	Service provided by social services agencies that train potential customers how to use transit service.
	Reduced/Free Fare Programs	Program that provides free or reduced transit fares for a targeted group or all customers.
Active Transportation	Bike/Scooter Share	Service delivery model that allows customers to rent bikes and scooters, and depending on the chosen model, customers can return the equipment to docking stations, designated areas, or sidewalk segments that do not impact accessibility.
	Sidewalk Improvements	Accessibility improvements that increase the availability of walking paths.
	Crosswalk Improvements	Accessibility improvements that improve the safety when crossing streets.
	Bike/Multi-Use Paths	Paths that are completely separated from roadways and improve the safety of the active transportation users that include pedestrians, bikers, scooter riders, and any other non-motorized user.
Technology	Scheduling/Dispatch Software	SaaS used to improve the service delivery for both fixed-route and demand response services through reducing potential errors in schedule development and exportation and the picking up and dropping off of passengers for on-demand service.

Category	Type of Strategy	Characteristics
	App-Based Ride Hailing/Mobile Ticketing	SaaS tools that allow customers to call for trips and/or purchase tickets for transit service.
	On-Board Vehicle Monitoring	SaaS that monitors vehicle health to improve performance and the longevity of equipment through improved monitoring of the status of various equipment on the vehicle.
	Automatic Passenger Counters and Software	SaaS that records when and where passengers board and alight and can be used to report ridership, relay real-time vehicle load information, and improve scheduling.
	On-Board and at Facility Surveillance	Equipment that improves the safety of the service through improved ability to investigate accidents, passenger and employee incidents, and other incidents that occur around the transit vehicle or facility.
Vehicles and Infrastructure	Non-Zero Emission Vehicles	Vehicles that do not comply with California mandate to transition to zero-emission vehicles, small transit agencies are able to continue to procure non-zero-emission vehicles until 2026.
	Zero-Emission Vehicles (ZEV)	Vehicles that emit zero-tailpipe emissions and are usually powered through electric batteries or hydrogen fuel cell.
	Zero-Emission Infrastructure	Infrastructure that refuels ZEV which would include hydrogen production through electrolysis, the tanks needed to store hydrogen, battery charging equipment, solar panels for electrical production, and/or the storage of electricity to power vehicles during energy disruptions.
	Transit Center Improvements and/or Relocation	The improvement to existing transit centers through enhanced amenities or the movement of a transit center to improve transit performance through improved circulation, better connections between services, and better use of space.
Stop Improvements	Benches and Shelters	Equipment that enhance the comfort for passengers while waiting for transit service by providing a place to rest, especially for seniors and disabled, and shelter from the elements.
	Real-Time Travel and Schedule Information	Real-time travel information for transit service that can be at the stop or accessed through an application/website that informs customers when the service should arrive and has the ability to relay important information like detours or service disruptions to customers waiting.

6.1 TRANSIT SERVICE

Building upon existing transit service in the County will enhance the mobility of senior and disabled residents, while also creating a robust multi-modal system for the community. The transit strategies Table 6-2 have been identified through discussions with the public, stakeholders, and the analysis of gaps in the service area. Many represent expansion of existing services, while others explore implementing new services.

Table 6-2 Transit Service Strategies

Part of the County	Type of Strategy	Strategy
Eastern	<i>Fixed-Route Bus Service</i>	Maintain existing service on the Truckee Local Route, eventually extending the span and increase frequency to 30-minutes.
Eastern	<i>Fixed-Route Bus Service</i>	Introduce Community Shuttles that connect different areas of Truckee to the Downtown/Transit Center.
Eastern	<i>Fixed-Route Commuter Bus Service</i>	Introduce a service similar to the NTTT Senior Shuttle that provides customers the option to travel to destinations in Reno, Nevada, Placer, and Sacramento Counties.
Eastern	<i>Demand-Response Bus Service and Microtransit</i>	Maintain existing service on the Truckee DAR service, eventually expanding to more vehicles operating to provide enhanced service.
Eastern	<i>Demand-Response Bus Service and Microtransit</i>	Explore microtransit programs in different areas in Truckee that work in coordination with the Truckee DAR service.
Eastern	<i>Reduced or Free Fare Programs</i>	Maintain free fares on the service.
Eastern	<i>NEV</i>	Introduce NEV service areas to enhance first/last mile connections for seniors and disabled customers.
Eastern	<i>Volunteer Driver Programs</i>	Introduce a volunteer driver program that connects volunteers with different modal options in areas that are traditional hard to serve with public transit. This would be operated by a social service agency and help provide service for Eastern Nevada County residents living outside of Truckee
Eastern	<i>Vanpool Subsidy</i>	Provide Vanpool subsidies to provide alternative mode choice to commutes between major destinations like Truckee and Reno.
Eastern	<i>Travel Training</i>	Enhance travel training to improve access to public transit and improve independence for seniors and disabled residents.
Western	<i>Fixed-Route and Deviated Fixed-Route Local Bus Service</i>	Implement recommendations in the Western Nevada County Transit Development Plan, including increased frequency on Route 1.
Western	<i>Fixed-Route Commuter Bus Service</i>	Introduce Commuter Bus Service to Sacramento to increase one-seat rides for Western Nevada County Residents.
Western	<i>Demand-Response Bus Service and Microtransit</i>	Implement recommendations in the Western Nevada County Transit Development Plan as they relate to Demand-Response Service and expanded service areas.
Western	<i>Reduced or Free Fare Programs</i>	Introduce Free Fare Programs if it becomes financially sustainable.
Western	<i>NEV</i>	Introduce NEV service areas to enhance first/last mile connections for seniors and disabled customers.

Part of the County	Type of Strategy	Strategy
Western	<i>Volunteer Driver Programs</i>	Introduce a volunteer driver program that connects volunteers with different modal options in areas that are traditional hard to serve with public transit. This would include areas in North San Juan and North Columbia.
Western	<i>Vanpool Subsidy</i>	Provide Vanpool subsidies to provide alternative mode choice to commuters and in rural areas that are hard to serve with
Western	<i>Travel Training</i>	Enhance travel training to improve access to public transit and improve independence for seniors and disabled residents.
Both	<i>Intercity Bus Service</i>	Increase the availability of inter-city bus service between Sacramento and Reno with service to Auburn and Truckee either through Greyhound, Amtrak Thruway, FlixBus, or MegaBus.
Both	<i>Rail Service</i>	Increase rail service between Reno and Sacramento to reduce congestion along the I-80 and increase travel options for residents of both Eastern and Western Nevada County

6.2 ACTIVE TRANSPORTATION

Active transportation is an important component towards creating a complete and robust mobility network, providing more complete pedestrian and bicycle networks will improve safe access to existing transit infrastructure, and expanding mode sharing programs. The active transportation strategies were informed by stakeholder outreach (including agency and community contributions), as well as identified gaps in service.

Table 6-3 Active Transportation Strategies

Part of the County	Type of Strategy	Strategy
Eastern	<i>Bike/Scooter Share</i>	Expand or add to the existing Zagster Bike Share program in Truckee for use along the bike paths.
Eastern	<i>Sidewalk Improvements</i>	Construct sidewalks consistent with the prioritization identified in the Nevada County Active Transportation Plan (2017).
Eastern	<i>Crosswalk Improvements</i>	Construct crosswalks consistent with the prioritization identified in the Nevada County Active Transportation Plan (2017).
Eastern	<i>Bike/Multi-Use Paths</i>	Construct bike/multi-use paths consistent with the prioritization identified in the Nevada County Active Transportation Plan (2017).
Western	<i>Bike/Scooter Share</i>	Introduce bike or scooter share with a contract similar to the one used in Eastern Nevada County with Zagster or work with bike/scooter share companies and the two cities to allow for permitted use in the city.
Western	<i>Sidewalk Improvements</i>	Construct sidewalks consistent with the prioritization identified in the Nevada County Active Transportation Plan (2017).
Western	<i>Crosswalk Improvements</i>	Construct crosswalks consistent with the prioritization identified in the Nevada County Active Transportation Plan (2017).
Western	<i>Bike/Multi-Use Paths</i>	Construct bike/multi-use paths consistent with the prioritization identified in the Nevada County Active Transportation Plan (2017).

6.3 TECHNOLOGY

Technology complements mobility services by improving ease of use and ease of access, as well as improved performance monitoring for the agency, which can improve the quality of the service provided. The recommended strategies range from customer-facing tools like mobile ticketing to agency-facing utilities like expanded security measures at stations and on-board vehicles.

Table 6-4 Technology Strategies

Part of the County	Type of Strategy	Strategy
Eastern	<i>Scheduling/Dispatch Software</i>	Procure scheduling and dispatch software that allows for improved scheduling making for fixed-route and demand-response services.
Eastern	<i>App-Based Ride Hailing/Mobile Ticketing</i>	Procure ride hailing equipment to eventually use if day of ride hailing is implemented to increase the usability of Truckee DAR service.
Eastern	<i>On-Board Vehicle Monitoring</i>	Procure on-vehicle monitoring equipment or partner with Placer County Transit's existing system.
Eastern	<i>Automatic Passenger Counters and Software</i>	Procure passenger counters and software to improve service monitoring and reporting.
Eastern	<i>On-Board and at Facility Cameras</i>	Procure cameras for vehicles and at facilities to increase safety and security.
Eastern	<i>Automatic Passenger Counters and Software</i>	Procure mobile payment options that enhance the ability for customers to board and pay for the service.
Western	<i>Scheduling/Dispatch Software</i>	Procure scheduling and dispatch software that allows for improved scheduling making for fixed-route and demand-response services.
Western	<i>App-Based Ride Hailing/Mobile Ticketing</i>	Procure ride hailing equipment for day of ride hailing to increase the usability of Nevada County Now.
Western	<i>On-Board Vehicle Monitoring</i>	Procure on-vehicle monitoring equipment.
Western	<i>Automatic Passenger Counters and Software</i>	Procure passenger counters and software to improve service monitoring and reporting.
Western	<i>Automatic Passenger Counters and Software</i>	Procure mobile payment options that enhance the ability for customers to board and pay for the service.

6.4 VEHICLES AND INFRASTRUCTURE

The strategies for improving vehicles and infrastructure are driven by the California Air Resources Board's mandate that transit agencies are required to transition to 100 percent zero emission vehicles by 2040. All new vehicle purchases must be zero emission by 2029. Zero emission technology is still in its infancy, with questions around range and level of service capability, in addition to increased vehicle costs. The strategies are intended to assist Nevada County as they begin to address these issues.

Table 6-5 Vehicle and Infrastructure Strategies

Part of the County	Type of Strategy	Strategy
Eastern	<i>Zero-Emission Vehicles</i>	Start procuring zero-emission vehicles to comply with the California Air Resources Board’s Innovative Clean Transit Regulation by 2026.
Eastern	<i>Zero-Emission Infrastructure</i>	Construct Zero-Emission Infrastructure to charge/refuel zero-emission vehicles.
Eastern	<i>Transit Center Improvements and/or Relocations</i>	Relocate and build the Truckee Transit Center. If that is deemed too cost prohibitive, improve the amenities at the existing transit center.
Eastern	<i>Non-Zero-Emission Vehicles</i>	Procure non-zero-emission vehicles (small transit agencies are not required to procure zero-emission vehicles prior to 2026 and then only a percentage of their fleet needs to be zero-emission) to ensure that vehicles are not surpassing their useful life.
Western	<i>Zero-Emission Vehicles</i>	Start procuring zero-emission vehicles to comply with the California Air Resources Board’s Innovative Clean Transit Regulation by 2026.
Western	<i>Zero-Emission Infrastructure</i>	Construct Zero-Emission Infrastructure to charge/refuel zero-emission vehicles.
Western	<i>Transit Center Improvements and/or Relocations</i>	Relocate and build the Truckee Transit Center. If that is deemed too cost prohibitive, improve the amenities at the existing transit center.
Western	<i>Non-Zero-Emission Vehicles</i>	Procure non-zero-emission vehicles (small transit agencies are not required to procure zero-emission vehicles prior to 2026 and then only a percentage of their fleet needs to be zero-emission) to ensure that vehicles are not surpassing their useful life.

6.5 STOP IMPROVEMENTS

Passenger amenities at stops can significantly influence whether a person uses a transit service. Lack of amenities or a safe environment can deter passengers, especially seniors or disabled, who may need furniture while waiting for the bus. Table 6-6 highlights the stop improvement strategies aimed at creating an environment that provides necessary amenities for all passengers, thereby enhancing mobility within the community.

Table 6-6 Stop Improvement Strategies

Part of the County	Type of Strategy	Strategy
Eastern	<i>Benches and Shelters</i>	Construct benches and shelters where financially sustainable and warranted by ridership.
Eastern	<i>Benches and Shelters</i>	Construct shelter modifications to allow for the closing and opening of shelters where warranted by increased vandalism.
Eastern	<i>Real-Time Travel and Schedule Information</i>	Implement real-time schedule information at key transfer and major stops to improve transit reliability awareness for customers.

Part of the County	Type of Strategy	Strategy
Western	<i>Benches and Shelters</i>	Construct benches and shelters where financially sustainable and warranted by ridership.
Western	<i>Real-Time Travel and Schedule Information</i>	Implement real-time schedule information at key transfer and major stops to improve transit reliability awareness for customers.

7 STRATEGY PRIORITIZATION

7.1 PRIORITIZATION METHODOLOGY

The following evaluation criteria was used to identify the priority of strategies based on feedback from the project:

- **Criteria 1 – Mandated Service:** is it mandated by local, state, or government agencies?
 - **Examples include:**
 - Paratransit service
 - Transition to Zero-Emission Vehicles
 - ADA accessible improvements
- **Criteria 2 – Benefit to Targeted Community:** Is it a new service that is financially sustainable and directly enhances the mobility of seniors, disabled, low-income, veterans, and/or minorities?
- **Criteria 3 – Meets Documented Needs:** How well does the strategy address transportation gaps or barriers identified through the Coordinated Public Transit-Human Services Plan?
 - Provide service in a geographic area with limited transportation options
 - Serve a geographic area where the greatest number of people need a service
 - Increase quality of service not currently provided with existing resources
- **Criteria 4 - Feasibility of Implementation:** How likely is the strategy to be successfully implemented?
 - Be eligible for continued funding
 - Result in efficient use of available resources
 - Have a potential project sponsor or individual champion with operational capacity carry out the strategy
- **Criteria 5 – Coordination:** how would the strategy build upon existing services?
 - Avoid duplication and promote coordination of services and programs
 - Allow for and encourage participation of local human service and transportation stakeholders

The refined evaluation methodology modified the scoring process.

- A strategy meeting either Criteria 1 or 2 was identified as a high priority
- A strategy meeting Criteria 3 – 5 it was identified as a high priority
- A strategy meeting two of Criteria 3 – 5 it was identified as a medium priority
- A strategy one of Criteria 3 – 5 it was identified as a low priority

The increased priority for Criteria 1 and 2 is based on the requirement that strategies for those are either mandated by a government agency (transition to zero-emission vehicles or paratransit service) or will directly improve the mobility options for seniors and disabled customers, a targeted group in the Coordinated Plan development. The changes to the prioritization of strategies was done to ensure that transit providers needing to comply with certain regulations are able to pursue funding for projects under these strategies and maintain or expand on the existing level of service. The changes were also made to ensure that strategies that benefit sustainable benefit targeted populations have high priority.

7.2 RECOMMENDED STRATEGIES PRIORITY PLAN

Table 7-1 to Table 7-5 details the prioritization scoring results for the transit, active transportation, technology, infrastructure, and stop improvement strategies.

Table 7-1 Transit Services Strategies, Criteria, and Priority

Part of County	Tool Type	Strategy	Criteria					Priority
			1	2	3	4	5	
Eastern	<i>Fixed-Route Local Bus Service</i>	Maintain existing service on the Truckee Local Route, eventually extending the span and increase frequency to 30-minutes.	✗	✗	✓	✓	✓	
Eastern	<i>Fixed-Route Local Bus Service</i>	Introduce Community Shuttles that connect different areas of Truckee to the Downtown/Transit Center.	✗	✗	✓	✓	✓	
Eastern	<i>Fixed-Route Commuter Bus Service</i>	Introduce a service similar to the NTTT Senior Shuttle that provides customers the option to travel to destinations in Reno, Nevada, Placer, and Sacramento Counties.	✗	✗	✓	✗	✓	
Eastern	<i>Demand-Response Bus Service and Microtransit</i>	Maintain existing service on the Truckee DAR service, eventually expanding to more vehicles operating to provide enhanced service.	✗	✓	✓	✓	✓	
Eastern	<i>Demand-Response Bus Service and Microtransit</i>	Explore microtransit programs in different areas in Truckee that work in coordination with the Truckee DAR service. Which could include NEVs	✗	✗	✓	✓	✓	
Eastern	<i>Reduced or Free Fare Programs</i>	Maintain free fares on the service.	✗	✗	✓	✓	✓	
Eastern	<i>Volunteer Driver Programs</i>	Introduce a volunteer driver program that connects volunteers with different modal options in areas that are traditionally hard to serve with public transit.	✗	✗	✓	✗	✓	
Eastern	<i>Vanpool Subsidy</i>	Provide Vanpool subsidies to provide alternative mode choice to commutes and in rural areas that are hard to serve with traditional fixed-route service.	✗	✗	✓	✗	✓	
Eastern	<i>Travel Training</i>	Enhance travel training to improve access to public transit and improve independence for seniors and disabled residents.	✗	✓	✓	✓	✓	
Western	<i>Fixed-Route and Deviated Fixed-Route Local Bus Service</i>	Implement recommendations in the Western Nevada County Transit Development Plan, including increased frequency on Route 1.	✗	✗	✓	✓	✓	
Western	<i>Demand-Response Bus Service and Microtransit</i>	Implement recommendations in the Western Nevada County Transit Development Plan as they relate to Demand-Response Service and expanded service areas.	✗	✗	✓	✓	✓	
Western	<i>Reduced or Free Fare Programs</i>	Introduce Free Fare Programs if it becomes financially sustainable.	✗	✗	✓	✗	✓	
Western	<i>NEV</i>	Introduce NEV service areas to enhance first/last mile connections for seniors and disabled customers.	✗	✗	✓	✓	✓	

Part of County	Tool Type	Strategy	Criteria					Priority
			1	2	3	4	5	
Western	<i>Volunteer Driver Programs</i>	Introduce a volunteer driver program that connects volunteers with different modal options in areas that are traditional hard to serve with public transit. Specifically for areas like North San Juan and North Columbia.	✗	✗	✓	✗	✓	
Western	<i>Vanpool Subsidy</i>	Provide Vanpool subsidies to provide alternative mode choice to commutes and in rural areas that are hard to serve with traditional fixed-route service.	✗	✗	✓	✗	✓	
Western	<i>Travel Training</i>	Enhance travel training to improve access to public transit and improve independence for seniors and disabled residents.	✗	✗	✗	✓	✓	
Eastern and Western	<i>Intercity Bus Service</i>	Increase the availability of inter-city bus service between Sacramento and Reno with service to Auburn and Truckee either through Greyhound, Amtrak Thruway, FlixBus, or MegaBus.	✗	✗	✓	✗	✗	
Eastern and Western	<i>Rail Service</i>	Increase rail service between Reno and Sacramento to reduce congestion along the I-80 and increase travel options for residents of both Eastern and Western Nevada County.	✗	✗	✓	✓	✓	

Table 7-2 Active Transportation Strategies, Criteria, and Priority

Part of County	Tool Type	Strategy	Criteria					Priority
			1	2	3	4	5	
Eastern	<i>Bike/Scooter Share</i>	Expand or add to the existing Zagster Bike Share program in Truckee for use along the bike paths.	✗	✗	✓	✓	✓	
Eastern	<i>Sidewalk Improvements</i>	Construct sidewalks consistent with the prioritization identified in the Nevada County Active Transportation Plan (2017).	✗	✓	✓	✓	✓	
Eastern	<i>Crosswalk Improvements</i>	Construct crosswalks consistent with the prioritization identified in the Nevada County Active Transportation Plan (2017).	✗	✓	✓	✓	✓	
Eastern	<i>Bike/Multi-Use Paths</i>	Construct bike/multi-use paths consistent with the prioritization identified in the Nevada County Active Transportation Plan (2017).	✗	✓	✓	✓	✓	
Western	<i>Bike/Scooter Share</i>	Introduce bike or scooter share with a contract similar to the one used in Eastern Nevada County with Zagster or work with bike/scooter share companies and the two cities to allow for permitted use in the city.	✗	✗	✓	✓	✓	

Part of County	Tool Type	Strategy	Criteria					Priority
			1	2	3	4	5	
Western	<i>Sidewalk Improvements</i>	Construct sidewalks consistent with the prioritization identified in the Nevada County Active Transportation Plan (2017).	✗	✓	✓	✓	✓	
Western	<i>Crosswalk Improvements</i>	Construct crosswalks consistent with the prioritization identified in the Nevada County Active Transportation Plan (2017).	✗	✓	✓	✓	✓	
Western	Bike/Multi-Use Paths	Construct bike/multi-use paths consistent with the prioritization identified in the Nevada County Active Transportation Plan (2017).	✗	✓	✓	✓	✓	

Table 7-3 Technology Strategies, Criteria, and Priority

Part of County	Tool Type	Strategy	Criteria					Priority
			1	2	3	4	5	
Eastern	<i>Scheduling/Dispatch Software</i>	Procure scheduling and dispatch software that allows for improved scheduling making for fixed-route and demand-response services.	✗	✗	✓	✗	✓	
Eastern	<i>App-Based Ride Hailing/Mobile Ticketing</i>	Procure ride hailing equipment to eventually use if day of ride hailing is implemented to increase the usability of Truckee DAR service.	✗	✗	✓	✗	✓	
Eastern	<i>On-Board Vehicle Monitoring</i>	Procure on-vehicle monitoring equipment or partner with Placer County Transit's existing system.	✗	✗	✓	✓	✗	
Eastern	<i>Automatic Passenger Counters and Software</i>	Procure passenger counters and software to improve service monitoring and reporting.	✗	✗	✗	✓	✓	
Eastern	<i>On-Board and at Facility Cameras</i>	Procure cameras for vehicles and at facilities to increase safety and security.	✗	✗	✗	✓	✓	
Eastern	<i>Automatic Passenger Counters and Software</i>	Procure mobile payment options that enhance the ability for customers to board and pay for the service.	✗	✗	✓	✗	✓	
Western	<i>Scheduling/Dispatch Software</i>	Procure scheduling and dispatch software that allows for improved scheduling making for fixed-route and demand-response services.	✗	✗	✓	✓	✓	
Western	<i>App-Based Ride Hailing/Mobile Ticketing</i>	Procure ride hailing equipment for day of ride hailing to increase the usability of Nevada County Now.	✗	✗	✗	✓	✓	
Western	<i>On-Board Vehicle Monitoring</i>	Procure on-vehicle monitoring equipment.	✗	✗	✗	✓	✓	
Western	<i>Automatic Passenger Counters and Software</i>	Procure passenger counters and software to improve service monitoring and reporting.	✗	✗	✗	✓	✗	

Part of County	Tool Type	Strategy	Criteria					Priority
			1	2	3	4	5	
Western	<i>Automatic Passenger Counters and Software</i>	Procure mobile payment options that enhance the ability for customers to board and pay for the service.	✗	✗	✗	✓	✓	

Table 7-4 Vehicles and Infrastructure Strategies, Criteria, and Priority

Part of County	Tool Type	Strategy	Criteria					Priority
			1	2	3	4	5	
Eastern	<i>Zero-Emission Vehicles</i>	Start procuring zero-emission vehicles to comply with the California Air Resources Board's Innovative Clean Transit Regulation by 2026.	✓	✗	✗	✓	✗	
Eastern	<i>Zero-Emission Infrastructure</i>	Construct Zero-Emission Infrastructure to charge/refuel zero-emission vehicles.	✓	✗	✗	✓	✗	
Eastern	<i>Transit Center Improvements and/or Relocations</i>	Relocate and build the Truckee Transit Center. If that is deemed too cost prohibitive, improve the amenities at the existing transit center.	✗	✗	✓	✓	✓	
Eastern	<i>Non-Zero-Emission Vehicles</i>	Procure non-zero-emission vehicles (small transit agencies are not required to procure zero-emission vehicles prior to 2026 and then only a percentage of their fleet needs to be zero-emission) to ensure that vehicles are not surpassing their useful life.	✗	✗	✓	✓	✓	
Western	<i>Zero-Emission Vehicles</i>	Start procuring zero-emission vehicles to comply with the California Air Resources Board's Innovative Clean Transit Regulation by 2026.	✓	✗	✗	✓	✗	
Western	<i>Zero-Emission Infrastructure</i>	Construct Zero-Emission Infrastructure to charge/refuel zero-emission vehicles.	✓	✗	✗	✓	✗	
Western	<i>Transit Center Improvements and/or Relocations</i>	Improve the amenities at the existing transit center.	✗	✗	✓	✓	✓	
Eastern	<i>Non-Zero-Emission Vehicles</i>	Procure non-zero-emission vehicles (small transit agencies are not required to procure zero-emission vehicles prior to 2026 and then only a percentage of their fleet needs to be zero-emission) to ensure that vehicles are not surpassing their useful life.	✗	✗	✓	✓	✓	

Table 7-5 Stop Improvement Strategies, Criteria, and Priority

Part of County	Tool Type	Strategy	Criteria					Priority
			1	2	3	4	5	
Eastern	<i>Benches and Shelters</i>	Construct benches and shelters where financially sustainable and warranted by ridership.	✗	✗	✓	✓	✓	
Eastern	<i>Benches and Shelters</i>	Construct shelter modifications to allow for the closing and opening of shelters where warranted by increased vandalism.	✗	✗	✓	✓	✓	
Eastern	<i>Real-Time Travel Information and Schedule Information</i>	Implement real-time and static schedule information at stops to improve knowledge of service.	✗	✗	✓	✓	✓	
Western	<i>Benches and Shelters</i>	Construct benches and shelters where financially sustainable and warranted by ridership.	✗	✗	✓	✓	✓	
Western	<i>Real-Time Travel Information and Schedule Information</i>	Implement real-time and static schedule information at stops to improve knowledge of service.	✗	✗	✓	✓	✓	

7.3 IMPLEMENTATION PLAN

The COVID-19 pandemic has created a new and unique funding situation and has complicated the recovery of transit ridership. Given the relatively high number of unknowns related to transit recovery and funding, providing a specific roadmap for implementation may not prove useful for Nevada County at this stage. Although the strategies are grouped by level of priority, the implementation plan is flexible and should be reviewed as funding becomes available. WSP recommends that high priority solutions implemented first followed by medium and low priority strategies.

7.3.1 EASTERN NEVADA COUNTY

Eastern Nevada County's recommended high priority strategies are focused on the relocation or improvement of the Truckee Transit Center, meeting the California mandate to transition to zero-emission vehicles, exploring microtransit projects, maintaining free fares, and realizing the completion of the Nevada County Active Transportation Plan.

Table 7-6 Eastern Nevada County Funding Plan

Category	High Priority	Medium Priority	Low Priority
Transit	<ul style="list-style-type: none"> • Maintain existing service on the Truckee Local Route, eventually extending the span and increase frequency to 30-minutes. • Introduce Community Shuttles that connect different areas of Truckee to the Downtown/Transit Center. • Maintain existing service on the Truckee DAR service, eventually expanding to more vehicles operating to provide enhanced service. • Explore microtransit programs in different areas in Truckee that work in coordination with the Truckee DAR service which may include NEV service • Maintain free fares on the service. • Enhance travel training to improve access to public transit and improve independence for seniors and disabled residents. • Increase Rail Service to Reno 	<ul style="list-style-type: none"> • Introduce a service similar to the NTTT Senior Shuttle that provides customers the option to travel to destinations in Reno, Nevada, Placer, and Sacramento Counties. • Introduce a volunteer driver program that connects volunteers with different modal options in areas that are traditionally hard to serve with public transit. • Provide Vanpool subsidies to provide alternative mode choice to commutes and in rural areas that are hard to serve with 	<ul style="list-style-type: none"> • Intercity Bus service to Reno/Sacramento
Active Transportation	<ul style="list-style-type: none"> • Construct sidewalks consistent with the prioritization identified in the Nevada County Active Transportation Plan (2017) or more recent plan. • Construct crosswalks consistent with the prioritization identified in the Nevada County Active Transportation Plan (2017) or more recent plan. • Construct bike/multi-use paths consistent with the prioritization identified in the Nevada County Active Transportation Plan (2017). 	<ul style="list-style-type: none"> • Expand or add to the existing Zagster Bike Share program in Truckee for use along the bike paths. 	N/A
Technology	N/A	<ul style="list-style-type: none"> • Procure scheduling and dispatch software that allows for improved scheduling making for fixed-route and demand-response services. 	N/A

Category	High Priority	Medium Priority	Low Priority
		<ul style="list-style-type: none"> • Procure ride hailing equipment to eventually use if day of ride hailing is implemented to increase the usability of Truckee DAR service. • Procure on-vehicle monitoring equipment or partner with Placer County Transit's existing system. • Procure passenger counters and software to improve service monitoring and reporting. • Procure cameras for vehicles and at facilities to increase safety and security. • Procure mobile fare payment system 	
Vehicles and Infrastructure	<ul style="list-style-type: none"> • Start procuring zero-emission vehicles to comply with the California Air Resources Board's Innovative Clean Transit Regulation by 2026. • Construct Zero-Emission Infrastructure to charge/refuel zero-emission vehicles. • Relocate and build the Truckee Transit Center. If that is deemed too cost prohibitive, improve the amenities at the existing transit center. • Procure vehicles for transit service 	N/A	N/A
Stop Improvements	<ul style="list-style-type: none"> • Construct benches and shelters where financially sustainable and warranted by ridership. • Construct shelter modifications to allow for the closing and opening of shelters where warranted by increased vandalism. • Implement Real-Time Schedule information at stops. 	N/A	N/A

7.3.2 WESTERN NEVADA COUNTY

The high priority recommendations in Western Nevada County are centered around maintaining transit service, exploring new service delivery methods, CARB roll-out plan compliance, and implementing the Nevada County Active Transportation Plan recommendations. The recommendations are shown in Table 7-7.

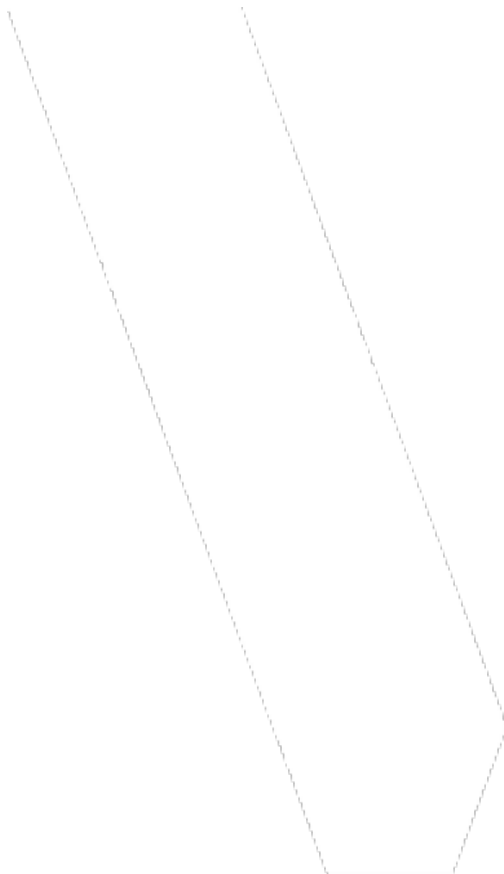


Table 7-7 Western Nevada County Implementation Plan

Category	High Priority	Medium Priority	Low Priority
Transit	<ul style="list-style-type: none"> Implement recommendations in the Western Nevada County Transit Development Plan, including increased frequency on Route 1. Implement recommendations in the Western Nevada County Transit Development Plan as they relate to Demand-Response Service and expanded service areas. Introduce NEV service areas to enhance first/last mile connections for seniors and disabled customers. Increased rail service at Auburn Station 	<ul style="list-style-type: none"> Introduce Free Fare Programs if it becomes financially sustainable. Introduce a volunteer driver program that connects volunteers with different modal options in areas that are traditional hard to serve with public transit specifically for North San Juan and North Columbia Areas. Provide Vanpool subsidies to provide alternative mode choice to commutes and in rural areas that are hard to serve with traditional transit. Enhance travel training to improve access to public transit and improve independence for seniors and disabled residents. 	<ul style="list-style-type: none"> Introduce Commuter Bus Service to Sacramento to increase one-seat rides for Western Nevada County Residents.
Active Transportation	<ul style="list-style-type: none"> Construct sidewalks consistent with the prioritization identified in the Nevada County Active Transportation Plan (2017) or most recent plan. Construct crosswalks consistent with the prioritization identified in the Nevada County Active Transportation Plan (2017) or most recent plan. Construct bike/multi-use paths consistent with the prioritization identified in the Nevada County Active Transportation Plan (2017) or most recent plan. Introduce bike or scooter share with a contract similar to the one used in Eastern Nevada County with Zagster or work with bike/scooter share companies and the two cities to allow for permitted use in the city. 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A
Technology	<ul style="list-style-type: none"> Procure scheduling and dispatch software that allows for improved scheduling making for fixed-route and demand-response services. Mobile Fare Payment Software 	<ul style="list-style-type: none"> Procure ride hailing equipment for day of ride hailing to increase the usability of Nevada County Now. Procure passenger counters and software to improve service monitoring and reporting. 	<ul style="list-style-type: none"> Procure on vehicle monitoring equipment
Vehicles and Infrastructure	<ul style="list-style-type: none"> Start procuring zero-emission vehicles to comply with the California Air Resources Board’s Innovative Clean Transit Regulation by 2026. 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A

Category	High Priority	Medium Priority	Low Priority
	<ul style="list-style-type: none"> • Construct Zero-Emission Infrastructure to charge/refuel zero-emission vehicles. • Improve the amenities at the existing transit center. • Procure replacement vehicles for transit service 		
Stop Improvements	<ul style="list-style-type: none"> • Construct benches and shelters where financially sustainable and warranted by ridership • Implement real-time and static schedule information at stops to improve knowledge of service. 	<ul style="list-style-type: none"> • N/A 	N/A