

TERRI ANDERSEN – Nevada City City Council
NATE BEASON – Nevada County Board of Supervisors
CAROLYN WALLACE DEE – Truckee Town Council
JASON FOUYER – Grass Valley City Council (2015 Vice-Chair)
ANN GUERRA – Member-At-Large
LARRY JOSTES – Member-At-Large (2015 Chairman)
ED SCOFIELD – Nevada County Board of Supervisors



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DANIEL B. LANDON, Executive Director
Nevada County Transportation Commission
Nevada County Airport Land Use Commission

Grass Valley • Nevada City

Nevada County • Truckee

COMMISSION

MEMORANDUM

TO: The Nevada County Transportation Commission

FROM: Daniel B. Landon, Executive Director 

SUBJECT: Executive Director's Report for the November 18, 2015 Meeting

DATE: November 9, 2015

1. 2015 INTERREGIONAL TRANSPORTATION STRATEGIC PLAN AND INTERREGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

The Interregional Transportation Strategic Plan (ITSP) is a Caltrans document that provides guidance for the identification and prioritization of interregional transportation improvements to be funded in the Interregional Transportation Improvement Program (ITIP). The purpose of the ITSP is to be a guiding document for all investment in the interregional transportation system.

In past plans, SR 49 from Auburn to Grass Valley, and SR 20 from US 101 to I-80, were listed as Interregional "Focus Routes". There were 10 such routes statewide and they were prioritized to be upgraded to their minimum facility-concept standards within 20 years. In the 2015 ITSP, focus routes have been integrated into "Strategic Interregional Corridors" and the highways in the corridors are listed as "Priority Interregional Highways". However, SR 49 from Auburn to Grass Valley and SR 20 from I-80 to I-5 had not been included in the Strategic Interregional Corridors and were therefore not listed as Priority Interregional Highways in the 2015 update of the ITSP.

On October 21, 2015, Nevada County Transportation Commission (NCTC) Chairman Jostes and Commissioner Carolyn Wallace Dee attended the California Transportation Commission (CTC) meeting in Oakland, with Executive Director Dan Landon and Transportation Planner Mike Woodman. The purpose of the trip was to request that in its adoption of the 2015 ITSP, the CTC include SR 49 and SR 20 as Priority Interregional Facilities and part of the North Coast – Northern Nevada Strategic Interregional Corridor. Following presentations by the NCTC representatives, the CTC approved NCTC's request.

In his presentation, Chairman Jostes pointed out that SR 20 and SR 49 had previously been identified as part of the 10 Interregional Road System Corridors with the highest priority in the state for completion to minimum facility standards. He noted that funding partnerships between NCTC and Caltrans had advanced both regional and state goals, and had leveraged funding from other sources. He stated that without the priority status provided by the requested designations, acquisition of funds to complete future projects would be extremely difficult. He cited the fact

that NCTC has programmed regional funds to accomplish the Project Approval and Environmental Documentation (PA&ED) studies, and the Plans, Specifications, and Estimates (PS&E) for the next phase of safety and operational improvements on SR 49 south of Grass Valley. He concluded by expressing the concern that without priority status for the corridor, future funding may be delayed to a point where the investment of regional funds may be wasted or poorly utilized.

Mike Woodman stated that the segments of SR 20 and SR 49, which were omitted from inclusion in the 2015 ITSP as Priority Interregional Facilities, complete the major east-west interregional connection linking Mendocino and the North coast to Northern Nevada, and also serve as emergency detours routes to I-80. The segments omitted span five counties and serve interregional goods movement and recreational traffic traveling between the north coast, the Truckee/Lake Tahoe Region, and State of Nevada, as well as connecting Placer and Nevada County to I-80. He added that NCTC recognizes that funding constraints may, in the short-term, direct funding priorities to other corridors, but not including SR 20 and SR 49 in Strategic Interregional Corridors as Priority Interregional Facilities, clearly leaves the improvements needed in these corridors with no realistic hope of being completed.

Commissioner Dee pointed out that SR 49 acts as a lifeline route to several communities in Nevada, Placer, and Sierra Counties, and is the major interregional state highway connecting to the Interstate 80 gateway to California. She added that to not include SR 20 and SR 49 in the North Coast-Northern Nevada Strategic Interregional Corridor will negatively impact state and regional economies. In 2014, Caltrans estimated that I-80 is used to ship an average of \$4.7 million in commercial freight every hour, 24 hours a day, 7 days a week. She also stated that when I-80 is closed between Emigrant Gap and Colfax due to accidents, construction, maintenance activities, or wildfires, the SR 20/49 corridors are used to detour truck and vehicular traffic to keep freight and recreational traffic moving. Data collected by Caltrans District 3 Traffic Management Center indicates that between 2004 and 2014 there were 188 closures of Interstate 80 where truck traffic and passenger vehicles were rerouted onto SR 20 and SR 49. Commissioner Dee also referenced a letter from the California Trucking Association that supported NCTC's request.

Dan Landon referred to three graphics provided to the CTC (see attached). The first graphic shows that SR 20 and SR 49 are included in the California Highway Freight Network and are classified as Tier 3 facilities. The second graphic shows that notwithstanding their inclusion in the Highway Freight Network, the two routes were not slated for designation as part of the Strategic Interregional Corridors and Priority Interregional Facilities listed in the 2015 ITSP. The final graphic shows that the volumes of automobile and truck traffic on SR 20 and SR 49 are among the highest in the north state.

Caltrans received 57 comment letters from legislators, regional agencies, local agencies, and the public regarding the 2015 ITSP. Nineteen or approximately one-third of those letters were in support of NCTC's requests.

2. WESTERN NEVADA COUNTY TRANSIT DEVELOPMENT PLAN UPDATE

The consultant has completed an evaluation of potential service alternatives, capital alternatives, and developed performance measures for the public transit systems. A public workshop will be scheduled in December to present the study findings to date and give the public an opportunity to provide input on the potential service alternatives. The consultant will then prepare the Draft Report which will include a recommended implementation plan and financial plan. The Draft Report will be presented to the Transit Services Commission at their regularly scheduled January

20, 2016 meeting for review and comment. Comments received from the January presentation to the TSC will be incorporated into the Final Report that will be presented to the NCTC for adoption at their regularly scheduled March 16, 2016 meeting.

The remaining schedule for the project is shown below:

ACTIVITIES	DATE
Public Workshop	December 2015
Develop Draft Report	December 2015
Present Draft Report to TSC	January 20, 2016
Final Report Accepted by NCTC	March 16, 2016
Project Complete	March 31, 2016

3. GOLD FLAT ROAD CORRIDOR TRAFFIC ANALYSIS

The consulting firm, Omni Means Ltd., has completed the data collection phase of the project, including field observations and traffic counts covering the AM Peak Period, Midday Peak Period, and PM Peak Period. This information was used to model the traffic operations in the corridor and to determine when and where traffic improvements would be needed.

On October 29th, the Project Advisory Committee (PAC) met with the consultant to review the preliminary findings of the traffic analysis. The consultant will now complete the traffic analysis and the recommended improvement plan and present it to the PAC for review and comment in December. The final report will then be prepared and presented to the NCTC at the regularly scheduled January 20, 2016 meeting for acceptance as complete per terms of the contract.

4. REGIONAL TRANSPORTATION MITIGATION FEE UPDATE

The consulting firm, Parsons Brinkerhoff, has been waiting for analyses to be completed on the Gold Flat and McKnight Way Interchanges. The results of the analyses for those interchanges were received the first week in November and will be used to update the Regional Transportation Mitigation Fee (RTMF) project list and cost estimates. Those documents should be ready for review by the PAC by early February 2016. Parsons Brinkerhoff will then update the RTMF fee schedule and prepare the Nexus Report and Administrative Manual.

5. NEVADA COUNTY BICYCLE MASTER PLAN AMENDMENT STATUS

The Town of Truckee has completed their planning effort to update the Town of Truckee Trails and Bikeways Master Plan, which was adopted by the Town Council on September 22, 2015. NCTC staff will now work with the transportation consulting firm, Fehr & Peers, to incorporate the updated information into an amendment of the Nevada County Bicycle Master Plan (NCBMP).

Once the draft amendment to the NCBMP is prepared, NCTC staff will provide presentations of the draft to the Truckee Town Council and Nevada County Board of Supervisors for their review and comment. The proposed amendment to the NCBMP will then be presented to the NCTC for adoption.

attachements

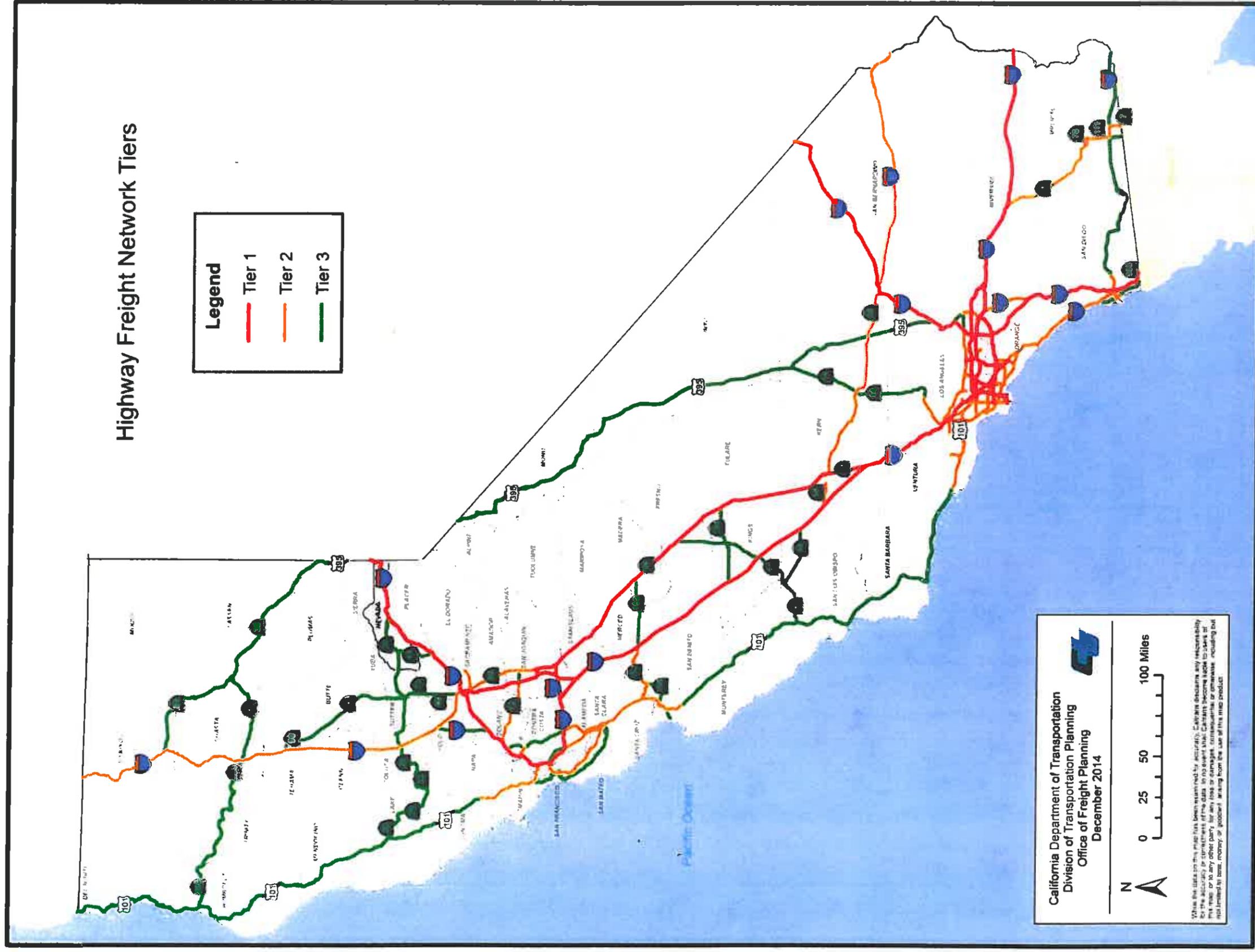


Figure 11: Highway Freight Network Tiers

INTERREGIONAL TRANSPORTATION STRATEGIC PLAN

Priority Interregional Facilities

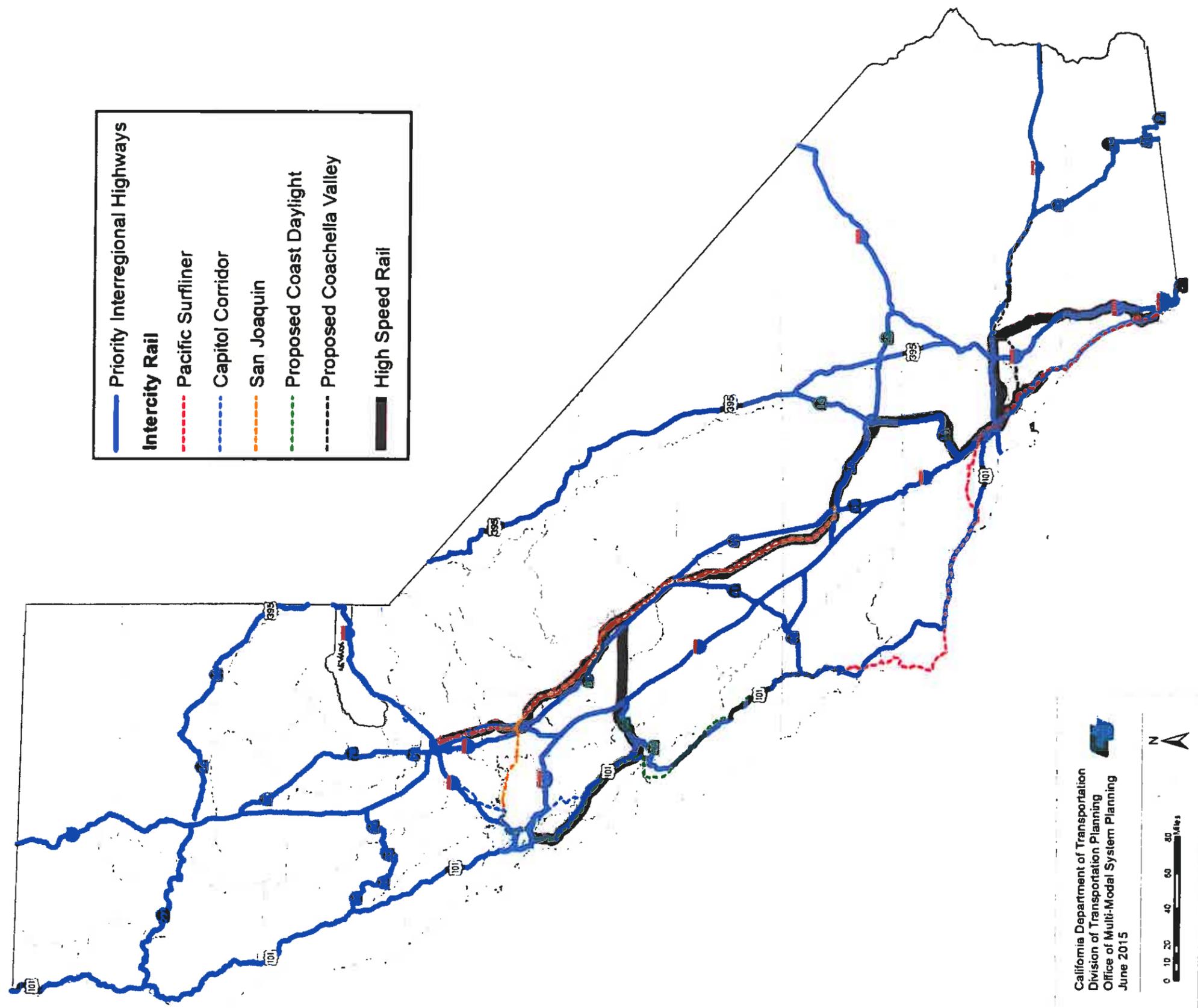


Figure 16: Priority Interregional Facilities

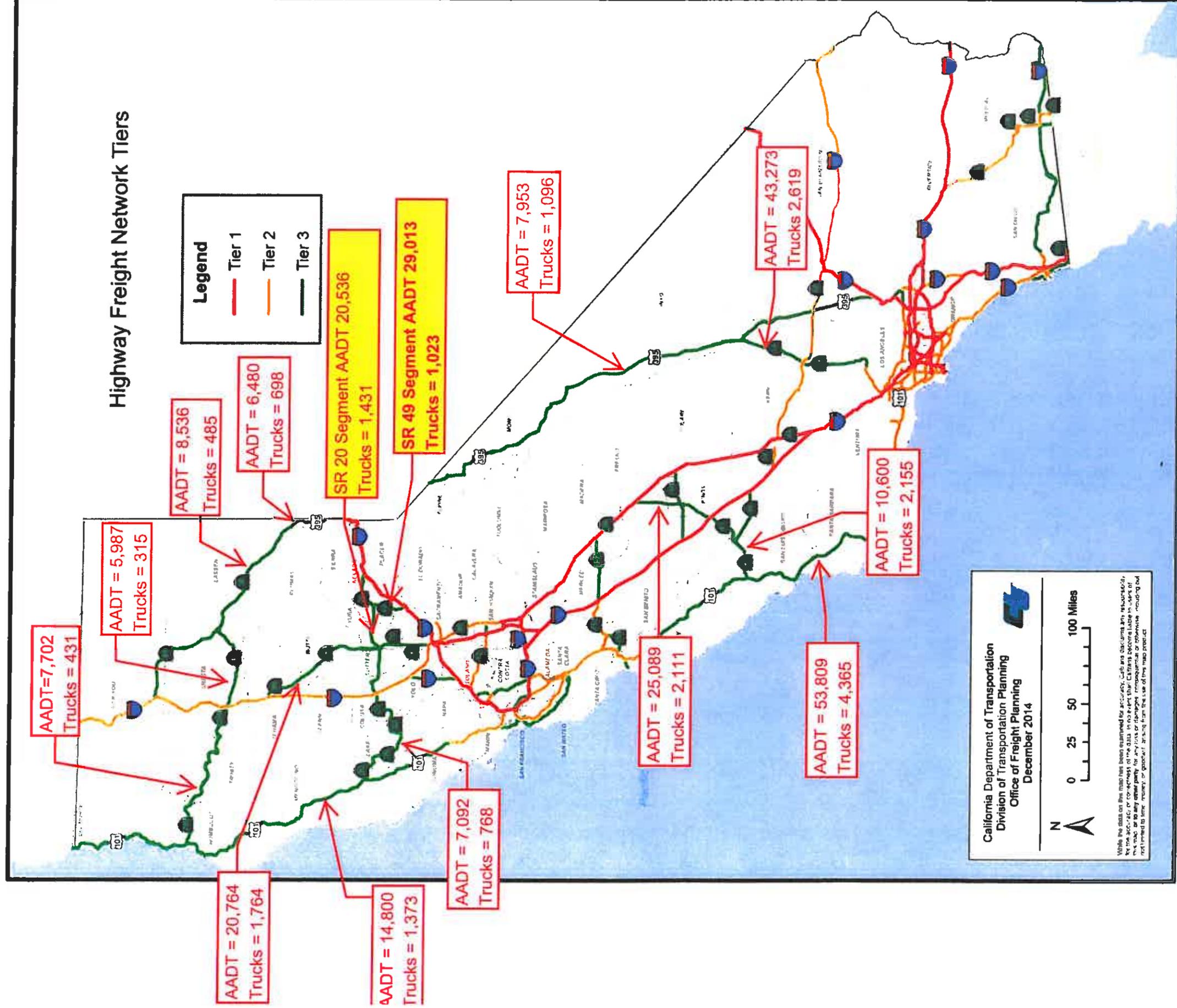


Figure 11: Highway Freight Network Tiers

Source: Caltrans Annual Average Daily Truck Traffic on CA State Highways.

Note: Volumes Shown are Averages for the Corridors