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MEMORANDUM

TO: Nevada County Transportation Commission

FROM: Michael Woodman, Executive Director 

SUBJECT: Executive Director's Report for the September 21, 2022 Meeting

DATE: September 21, 2022

PURSUIT OF STATE ROUTE 49 CORRIDOR IMPROVEMENT PROJECT – CONSTRUCTION FUNDING OPPORTUNITIES

NCTC staff intend to prepare and submit two different but coordinated grant applications to the California Transportation Commission, the Solutions for Congestion Corridors Program (SCCP) and the Trade Corridor Enhancement Program (TCEP). These grant applications are focused on securing funding for the construction of Phase 2 of the State Route 49 Corridor Improvement Project (SR 49 CIP). The SR 49 CIP begins at the limits of the previous La Barr Meadows Signalization Project (PM 11.1) and ends just south of the McKnight Way Interchange (PM 13.3), connecting to the four lane Golden Center Freeway.

Phase 2 includes the construction of the southbound truck climbing lane, eliminating the lane drop/merge point south of the McKnight Way Interchange, and construction of a new entrance on SR 49 to the new Nevada County Transit Operations Center. The SCCP grant application will focus on construction of the new entrance via SR 49 to the Transit Operations Center and will include the purchase of four zero emission buses and associated charging infrastructure for the Nevada County Transit Services Division. The TCEP grant application will be focused on the construction of the southbound truck climbing lane and eliminating the existing lane drop/merge point south of McKnight Way.

NCTC is working in coordination with Caltrans District 3 to prepare the required data for the grant applications. The TCEP grant application is due on November 18, 2022 and the SCCP grant application is due on December 2, 2022. If the grant applications are successfully awarded it would allow Phase 2 to begin construction in FY 2024/25 in conjunction with the construction schedule for Phase 1, which would provide construction cost savings and expedite delivery of the improvements in the corridor.

Construction funding is currently secured for Phase 1 through the State Highway Operations Protection Program (SHOPP) and includes construction of the northbound truck climbing lane, a 16' wide continuous two way left turn lane, 10' shoulders, and elimination of the northbound merge point improving operations and northbound evacuation capacity. Phase 1 also includes southbound right turn

lanes at Wellswood Way, Bethel Church Way, Smith Road, and Crestview Drive. Other safety features include enhanced wet night visibility striping, rumble strips, and pavement edge treatments. A wildlife undercrossing with fencing will also be installed as part of this phase to help reduce deer strikes.

SUSTAINABLE RURAL TRANSPORTATION SOLUTIONS SUMMIT

On August 4, 2022, the California State Transportation Agency (CalSTA), in coordination with the Rural Counties Task Force (RCTF), hosted the first of several planned workshops focused on sharing information and best practices, and to identify challenges and explore actions to equip rural communities with the tools they need to further the vision of the CalSTA Climate Action Plan for Transportation Infrastructure (CAPTI) Framework in rural settings. With an increasing amount of state and federal funding being administered through discretionary competitive grant programs, part of the first workshop focused on how rural projects can better align with CAPTI principles, and how state programs can address rural transportation needs and ensure that rural projects remain competitive for state and federal funding programs. NCTC's Executive Director and Deputy Executive Director participated on the planning committee for the summit. It was encouraging to have CalSTA engage the RCTF agencies and initiate an ongoing dialog to address rural issues and concerns in relation to implementation of the CAPTI principles.