



# NEVADA COUNTY TRANSPORTATION COMMISSION

Grass Valley • Nevada City • Nevada County • Truckee

## MEMORANDUM

TO: The Nevada County Transportation Commission

FROM: Daniel B. Landon, Executive Director *Daniel B. Landon*

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

DATE: March 9, 2015

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### 1. TRANS-SIERRA TRANSPORTATION PLAN

During the past year, staff has been participating with a group known as the Trans-Sierra Transportation Coalition. This coalition, led by the Tahoe Transportation District, is made up of eleven California and Nevada counties, federal and state agencies, stakeholders, and citizens from northern California and northern Nevada committed to ensuring that the region's transportation system continues to support economic vitality, and preserves the quality of life in the region. The Trans-Sierra Transportation Coalition is developing a "transportation plan" and "business case" on the premise that good transportation systems take long term commitment and dedication. The Trans-Sierra Transportation Plan draws upon the individual transportation plans developed by the participating state and local transportation agencies for their respective communities.

Covering 17,087 square miles, and encompassing six California counties (Alpine, Amador, El Dorado, Nevada, Placer, and Sierra) and five Nevada counties (Carson, Douglas, Lyon, Storey, and Washoe), the Trans-Sierra Region is home to 1.2 million people. Though the relatively small population is dispersed across a large geographic area, approximately 60 million people live within 600 miles of the Trans-Sierra Region. The Trans-Sierra Region is home to major facilities of some of the best known name brands in America, including: Tesla, Microsoft, Google, Barnes & Noble, Amazon, Walmart, FedEx, Intuit, United Parcel Service, and Hewlett-Packard. The region boasts the world's largest business park, the 107,000-acre Tahoe-Reno Industrial Center, as well as major medical, educational, and research facilities. In addition to commercial and industrial activities, the economy of the region is also strongly driven by year-round tourism and recreation. The region attracts more than 13.5 million visitors annually that contribute over \$4 billion to the regional economy each year.

The individual transportation plans of the entities in the Trans-Sierra Region speak to the goals and objectives of each community, and to the transportation projects and services necessary to achieve those goals. Collectively, these plans create a path for realizing the coalition's transportation vision. If these plans are fully resourced and implemented, they would create a regional transportation network that can be sustainably operated, maintained, renewed, and expanded to meet the needs of businesses, residents, and visitors. This would be a fully

integrated, multimodal transportation system desired by each community and articulated in the transportation vision for the region. The system would include:

- Major corridors binding the region together and connecting it to the rest of the nation such as I-80, US-50, US-395, and I-580.
- Local streets and roads linking neighborhoods and providing access to businesses, employment, education, services, and amenities.
- Bicycle and pedestrian facilities providing healthy alternative mobility options consistent with a closer connection to the beautiful surroundings of the region.
- Integrated transit services offering residents and visitors real options for mobility within and between communities and attractions.
- Projects and initiatives mitigating the impacts of the transportation system on the fragile ecosystem and environment, thus ensuring that the quality of life for residents and the quality of experience for visitors remains intact for generations to come.

The Trans-Sierra Transportation Plan: Business Case, identifies, and quantitatively and/or qualitatively assesses the economic and non-economic benefits that could be realized by full implementation of the Trans-Sierra Transportation Plan. The information assembled in the Business Case indicates that an additional investment of \$15.9 billion is needed through 2035 to fully implement the Trans-Sierra Transportation Plan. If the savings in travel/delay time, crashes, and vehicle operating costs, are monetized, the additional investment would return an estimated \$18.8 billion in user benefits, which amounts to a return of approximately \$1.20 for every dollar invested.

The Trans-Sierra Transportation Plan and Business Case documents will be completed by the end of March 2015, and NCTC will receive a presentation of the documents at its May 20, 2015 meeting.

## 2. RURAL COUNTIES TASK FORCE PERFORMANCE INDICATORS

At the January 21, 2015 NCTC meeting, staff was authorized to proceed with the preparation of a report on behalf of the Rural Counties Task Force, titled, *Performance Monitoring Indicators for Rural and Small Urban Transportation Planning*. A request for proposals was distributed and proposals were received on February 25, 2015. The consultant selection committee, made up of Rural Counties Task Force members, held interviews on March 3<sup>rd</sup> and selected a consultant's team led by Kittelson and Associates, Inc. Kittelson's team will commence work by March 16<sup>th</sup> and will provide the Project Advisory Committee with a draft report by May 22, 2015.

## 3. UPDATE ON INCORPORATION OF TOWN OF TRUCKEE/EASTERN NEVADA COUNTY BICYCLE FACILITIES INTO NEVADA COUNTY BICYCLE MASTER PLAN UPDATE

As noted in the January Executive Director's Report, once the Town of Truckee completes their current planning effort to update the Town of Truckee Trails and Bikeways Master Plan, the information will then be amended into the Nevada County Bicycle Master Plan (NCBMP).

Additionally, recommendations for bicycle facilities in eastern Nevada County will also be amended into the NCBMP at that time.

The Town of Truckee needs to hold additional stakeholder committee meetings to review the draft plan, and therefore the completion of the project has been delayed. Town staff estimates the final adoption will occur in June 2015.

NCTC staff now anticipates that the preparation of the draft amendment to the NCBMP will most likely occur in July and August. NCTC staff will present the draft to the Nevada County Board of Supervisors and Truckee Town Council for their review and comment. Once comments are incorporated into the proposed amendment, it will be presented to the NCTC for review and comment in the fall of 2015.