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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

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 *Daniel B. Landon*
SUBJECT: Executive Director’s Report for the May 20, 2015 Meeting
DATE: May 12, 2015

1. SR 49 - CORRIDOR PLANNING

The Nevada County segment of SR 49 is included in the Caltrans Interregional Road System as both a “Focus Route” and a “High Emphasis Route”. It is also a vital arterial link in Placer County and is the gateway route from the Interstate 80 corridor to Nevada County.

Until 1998, nearly all of the planning for this corridor was conducted without significant coordination between the state and the two counties. In 1998, the three agencies began discussions regarding long-term traffic planning for the corridor. These discussions led to a formal project known as the “SR 49 Corridor Study”. Following that study, Nevada County utilized its partnership with Caltrans to inventory natural and cultural resources along the corridor, determined acceptable traffic operation standards, and prepared policy tools to maintain and enhance the identified resources and traffic operations. That effort led to the completion of the Caltrans Corridor System Management Plan for SR 49 in 2008.

In 2004, as part of the corridor planning process, Caltrans and the Nevada County Transportation Commission (NCTC) developed the SR 49 Design Goals and the attached maps. The SR 49 Design Goals and maps are available at www.nctc.ca.gov under "Current Topics".

This information is being given to the Commission to provide the previously planned improvement concept for the corridor as Caltrans begins the Project Approval/Environmental Documentation (PA/ED) phase for the segment of SR 49 from La Barr Meadows Road to McKnight Way.

2. DRAFT 2015 INTERREGIONAL TRANSPORTATION STRATEGIC PLAN

The Interregional Transportation Strategic Plan (ITSP) is a Caltrans planning document that provides guidance for the identification and prioritization of interregional transportation projects identified on the State’s Interregional Transportation System.

An update of the ITSP was prepared in 1998 in response to SB 45 to communicate Caltrans visions, strategies, principles, objectives, and criteria for operating, developing, and improving interregional transportation facilities. The ITSP provided the framework that guided the identification and prioritization of interregional transportation improvements to be funded in the Interregional Transportation Improvement Program (ITIP). The 1998 ITSP identified 10 strategic interregional routes, known as "Focus Routes", to be the highest priority for ITIP funding. In Nevada County both State Routes (SR) 20 and 49 were designated as Focus Routes in the interregional road system.

On May 11, 2015 Caltrans released the Draft 2015 ITSP update for review and comment. The Draft 2015 ITSP abandons the designation of Focus Routes and now proposes the identification of 11 Strategic Interregional Corridors to be the highest priority for ITIP funding. However, the report states that the funding priorities from the previous ITSP have not changed, but significant statewide policies and goals have emerged since then. SR 20 and SR 49 are not included in the proposed new 11 Strategic Interregional Corridors. The Draft 2015 ITSP indicates that the rationale for this shift in objectives and priorities was to make the ITSP consistent with the State's sustainability policies, as well as Caltrans' new Mission, Vision, and Goals.

The plan states that the Interregional Roadway System (IRRS) facilities, not identified, still hold interregional significance and are still eligible for funding through the ITIP. However, given the limited amount of ITIP funding available, one can assume that ITIP funding will only be focused on the 11 Strategic Interregional Corridors and intercity rail.

The Draft 2015 ITSP has been released for public review and comment through June 8, 2015, and is posted at: http://www.caltrans-itsp2015.org/app_pages/view/13.

Written comments or questions can be submitted via email to: hq.system.planning@dot.ca.gov.

NCTC staff intends to comment on the Draft 2015 ITSP, and request that SR 20 and SR 49 be included in Strategic Interregional Corridors, and develop a strategy for a coordinated response.

3. CALTRANS AUDIT OF NCTC FINANCIAL MANAGEMENT SYSTEM

On March 25, 2015, NCTC received notice from Caltrans Office of Audits and Investigations that NCTC had been selected to receive an audit of its financial management system. The purpose of the audit is to determine whether NCTC's financial management system is adequate to accumulate and segregate reasonable, allocable, and allowable project costs in accordance with federal regulations, and the terms and conditions of NCTC's agreements with Caltrans.

Caltrans auditors arrived on April 1, 2015 and spent three days in the NCTC office reviewing materials. Since that time, staff continues to receive requests for additional information. The Caltrans staff auditors indicated that the typical financial system management audit requires approximately 200 hours of staff time to complete. We expect to receive a draft audit report near the end of June.

4. WESTERN NEVADA COUNTY TRANSIT DEVELOPMENT PLAN UPDATE

The purpose of the Western Nevada County Transit Development Plan update is to provide guidance to the Nevada County Transit Services Division and Transit Services Commission (TSC) for making operational adjustments to the fixed route transit system and paratransit services over the five-year planning period (2016-2021). NCTC's consultant, LSC

Transportation Consultants, Inc., is currently in the data collection phase of the project, which includes reviewing current and previous planning documents, analyzing demographic and economic conditions, updating data on major activity centers, and conducting on-board passenger surveys. The next phase of the project will be to analyze the effectiveness and efficiency of the existing public transportation services.

The schedule for the project is shown below:

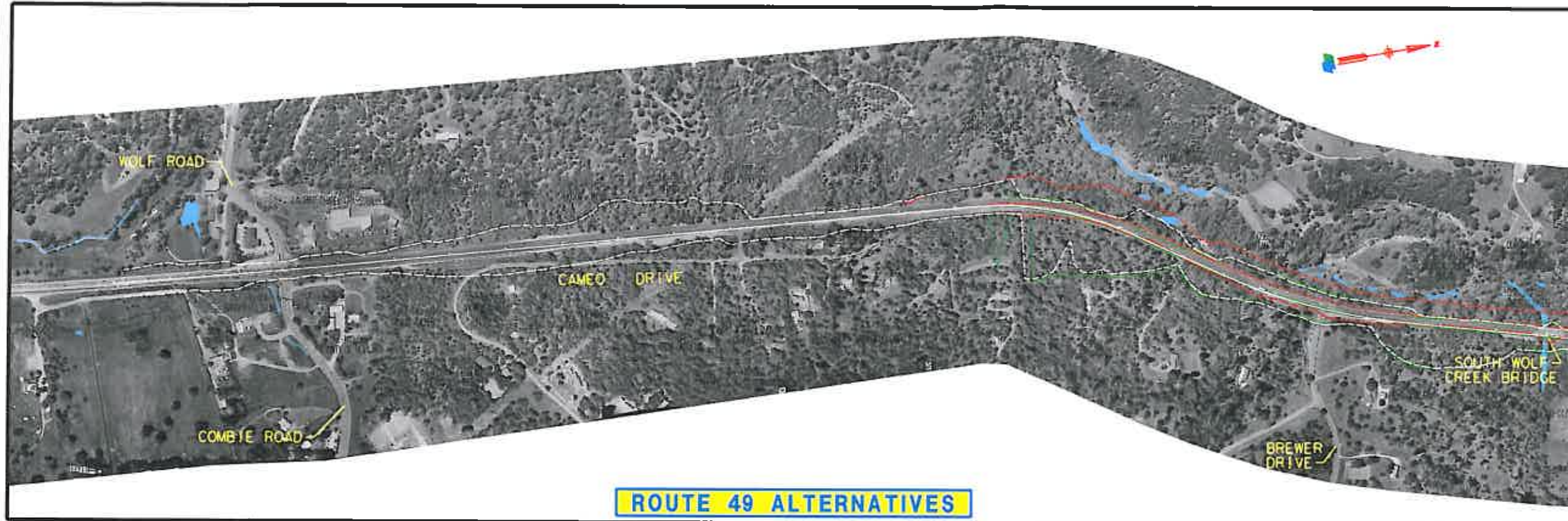
ACTIVITIES	DATE
Project Kick-off Meeting	March 12, 2015
Data Collection	March 13-May 30, 2015
Analyze Existing Transportation Services	June 2015
Summarize and Assess Transit Needs	June 2015
Identification and Evaluation of Service Alternatives	July 2015
Develop Capital and Financial Alternatives	July 2015
Develop Draft Report	August 2015
Present Draft Report to TSC	September 16, 2015
Final Report Accepted by NCTC	November 18, 2015
Project Complete	November 30, 2015

attachments

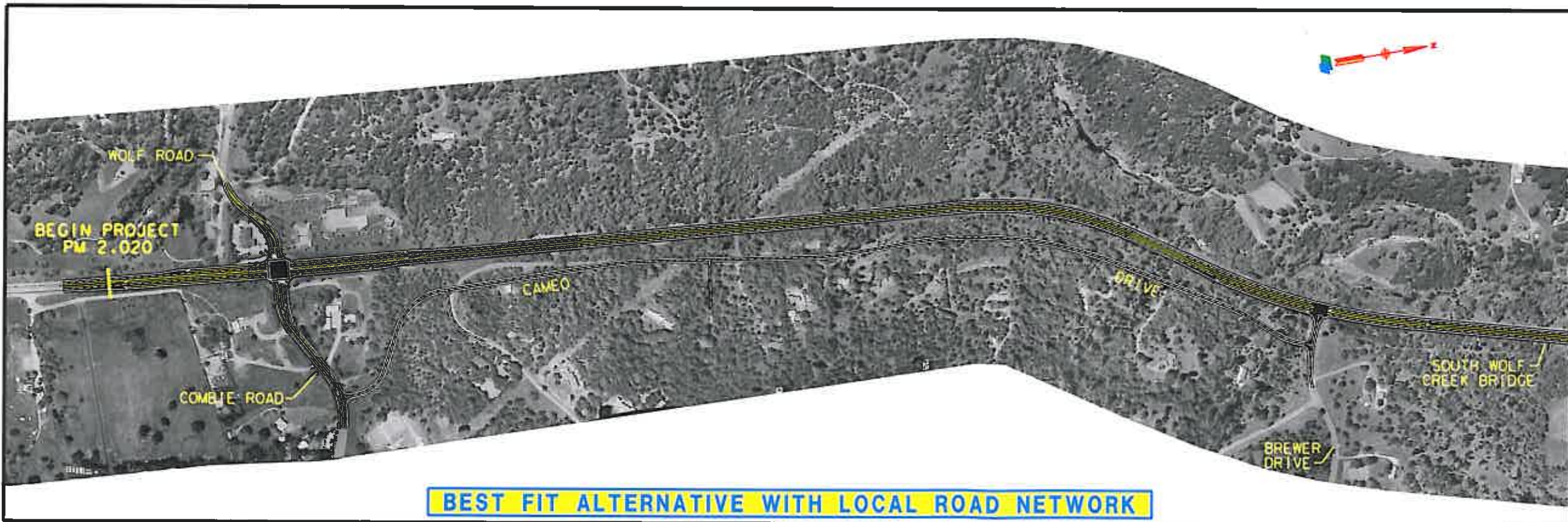
DESIGN GOALS

NEV 49 WIDENING EA 03 – 2A690 WOLF-COMBIE ROAD TO GRASS VALLEY

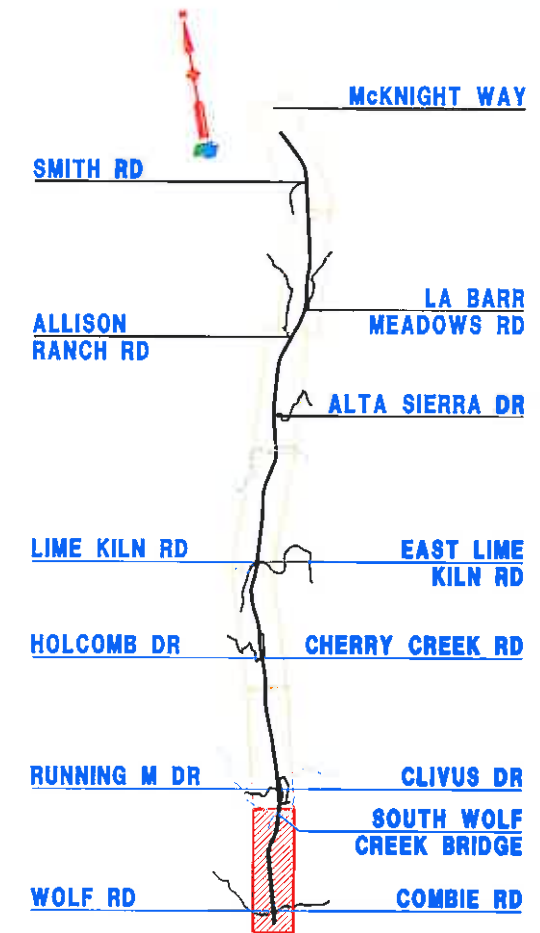
- **FREE FLOWING TRAFFIC FROM END TO END. NO “NORTH AUBURN” ATMOSPHERE AFTER COMPLETION.**
- **PROTECT SCENIC RESOURCES. KEEP RURAL CHARACTER WITH TREES, LANDFORMS, AND OTHER FEATURES.**
- **AVOID ENVIRONMENTAL IMPACTS WHENEVER POSSIBLE. CHERRY AND WOLF CREEKS AVOIDED.**
- **IMPROVE EXISTING ENVIRONMENTAL IMPACTS WHEREVER POSSIBLE. WE PLAN UP TO EIGHT ANIMAL CROSSINGS, PLACE 114 ACRES OF MITIGATION PROPERTY IN LARGE PARCELS, BUY SUFFICIENT R/W FOR FLAT (1:2) SLOPES AND SLOPE ROUNDING.**
- **USE CREATIVITY TO REDUCE COSTS THROUGH GOOD DESIGN. PROPOSED IDEAS INCLUDE NARROWER SHOULDER AND MEDIAN WIDTH.**
- **IMPROVE SAFETY TO MAINLINE AND ACCESS ROAD TRAFFIC BY CONSOLIDATING ACCESS POINTS AND CONSTRUCTING FRONTAGE ROADS.**



ROUTE 49 ALTERNATIVES



BEST FIT ALTERNATIVE WITH LOCAL ROAD NETWORK



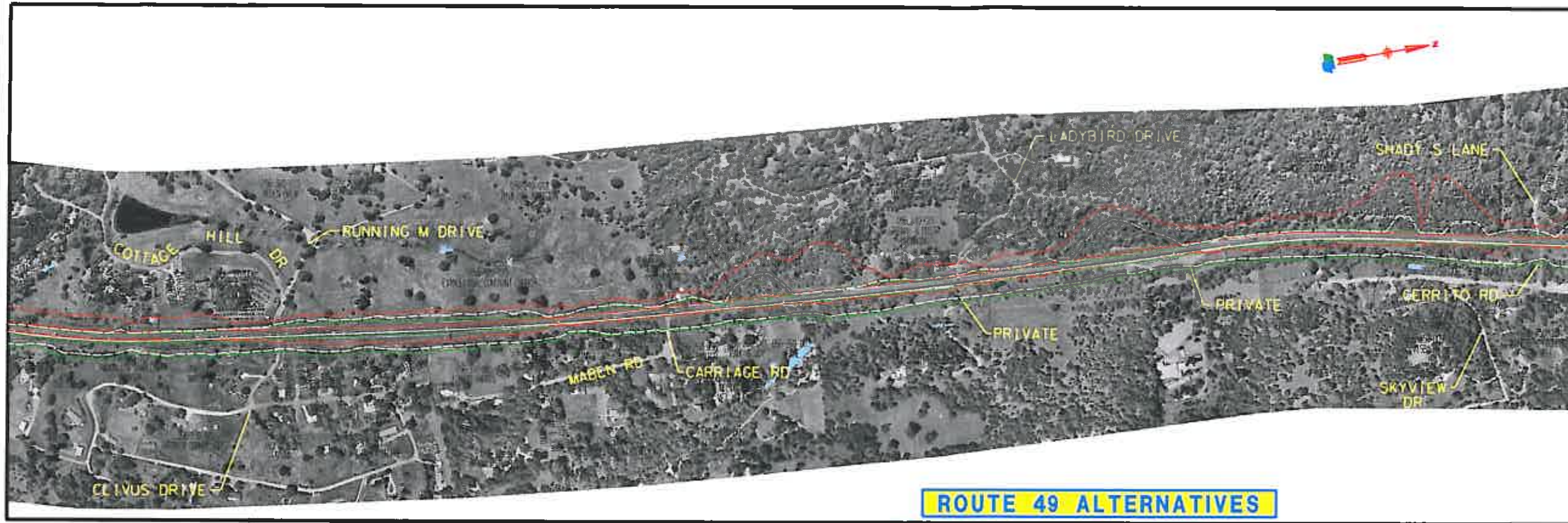
**SHEET 1 OF 7
ROUTE 49**

LEGEND

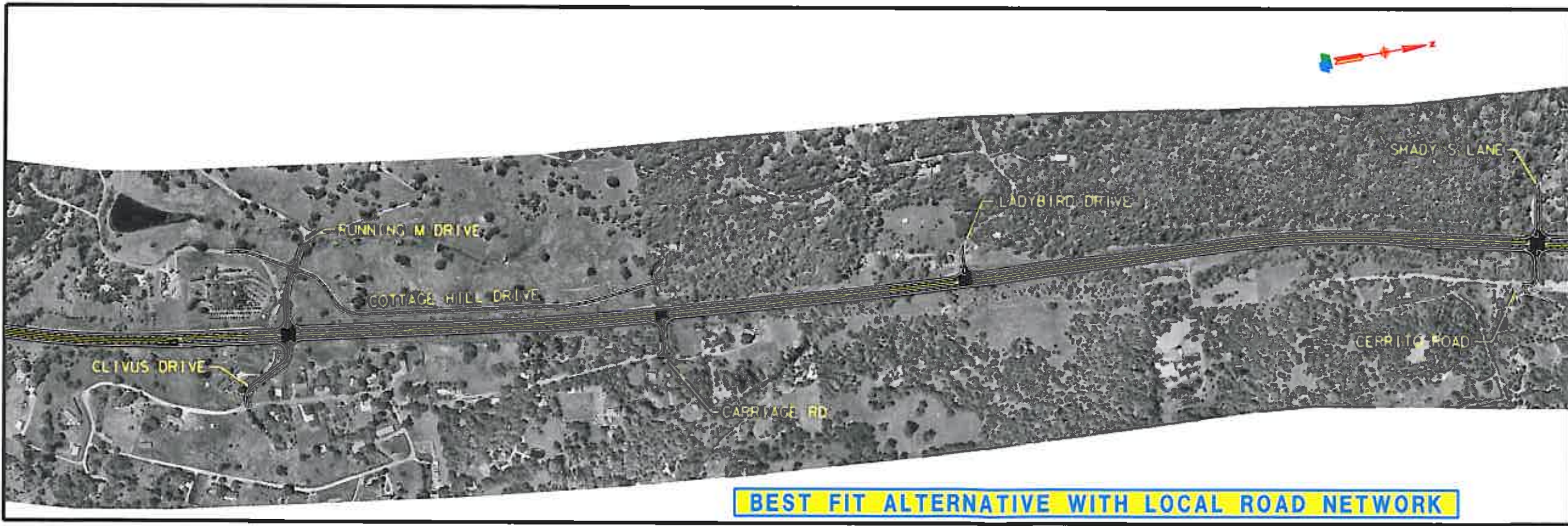
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-  CENTERLINE ALIGNMENT
- BEST FIT ALTERNATIVE**
-  CUT / FILL LINE
-  CENTERLINE ALIGNMENT
- WIDEN EAST ALTERNATIVE**
-  CUT / FILL LINE
-  CENTERLINE ALIGNMENT
- WIDEN WEST ALTERNATIVE**
-  HYDROGRAPHIC AREAS
-  APPROXIMATE COUNTY ASSESSOR'S PROPERTY LINES
-  RECENT OWNERSHIP NAME/PARCEL NO.
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ROUTE 49 ALTERNATIVES WITH EMPHASIS ON LEAST ENVIRONMENTAL IMPACT

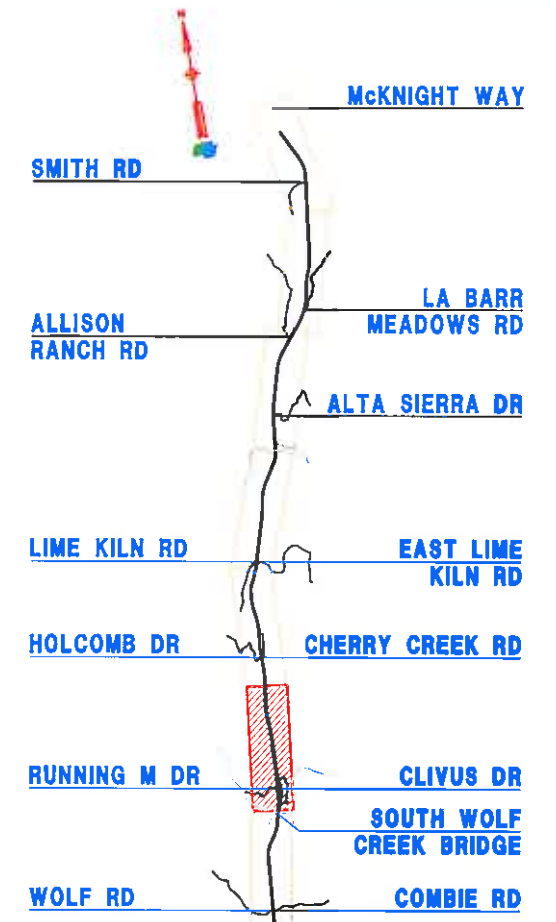
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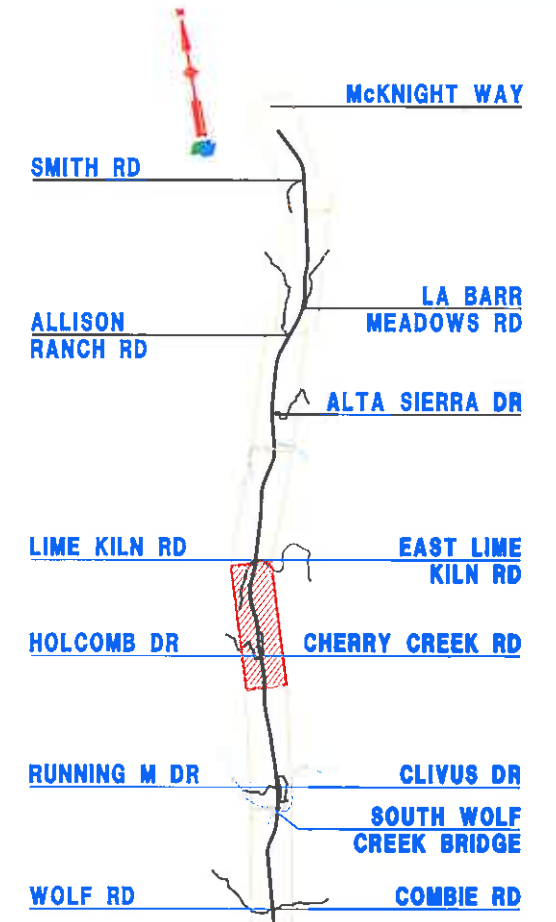
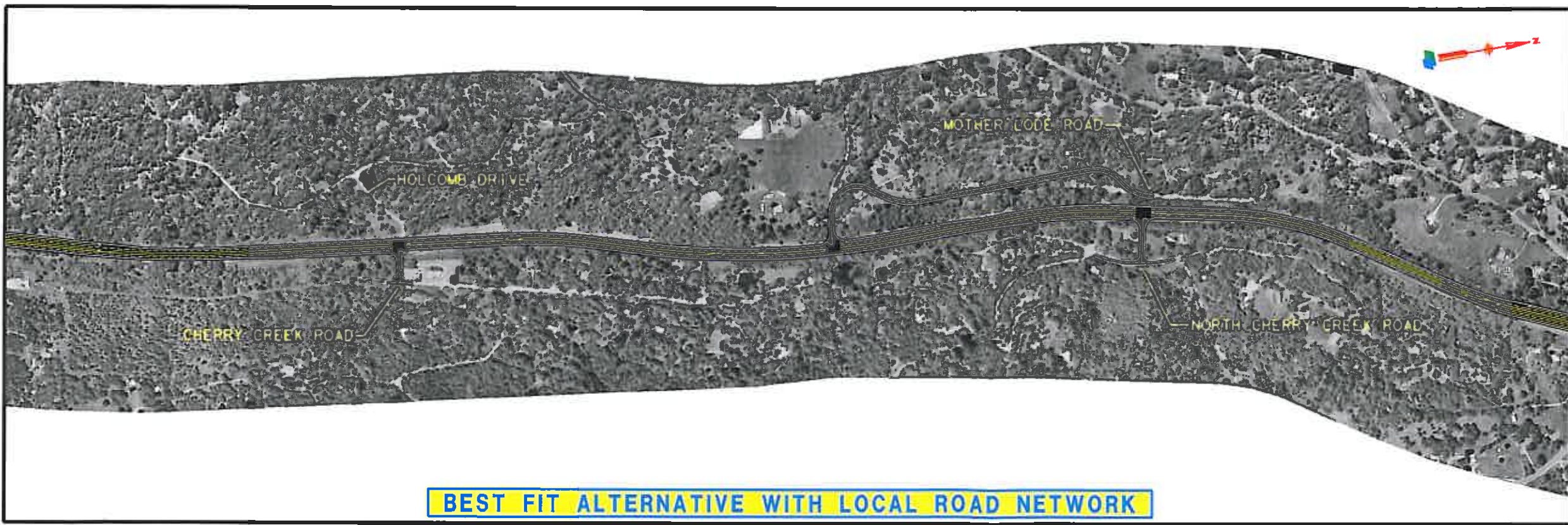
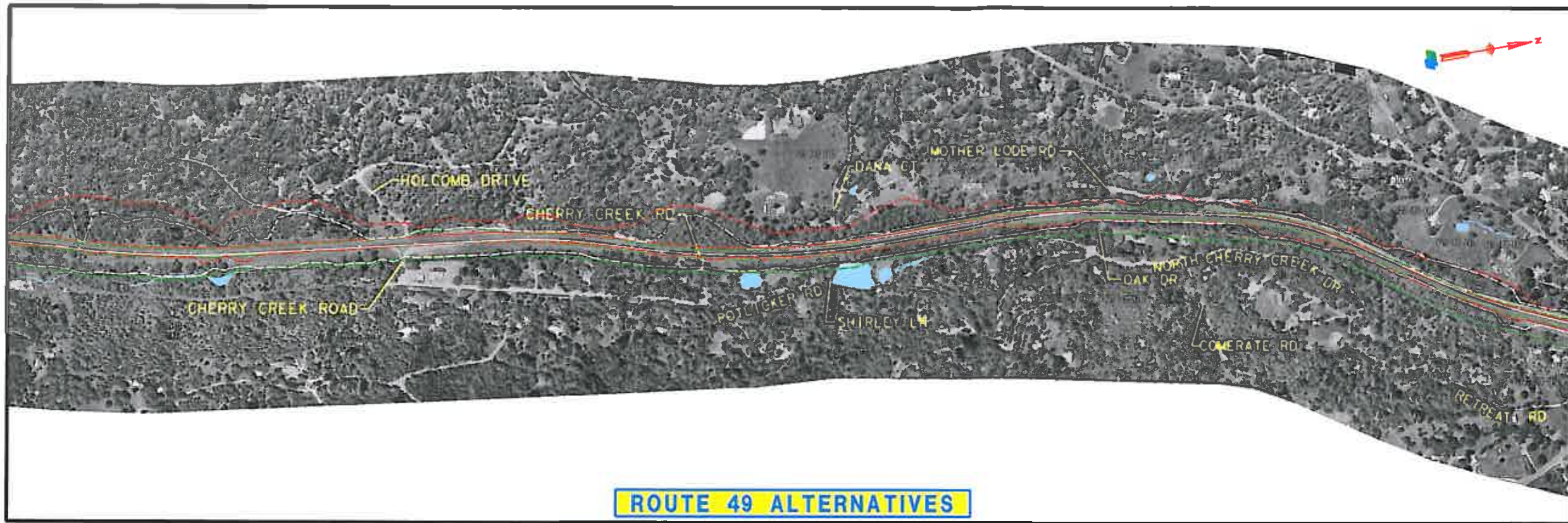
**SHEET 2 OF 7
ROUTE 49**

LEGEND

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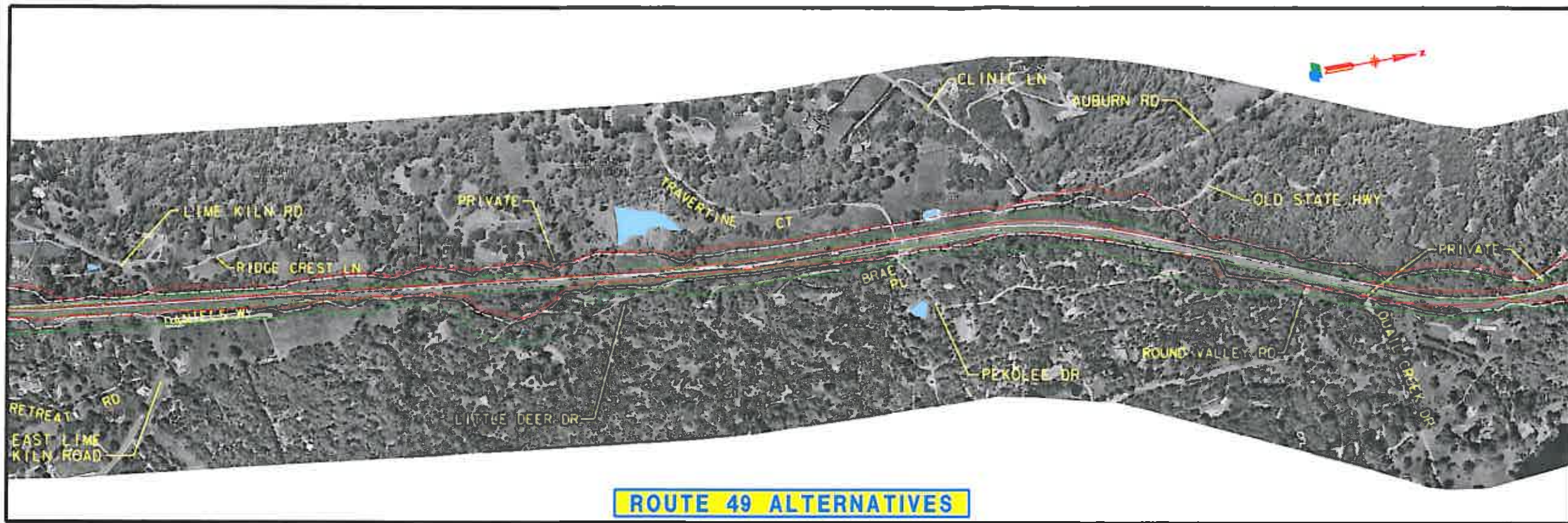
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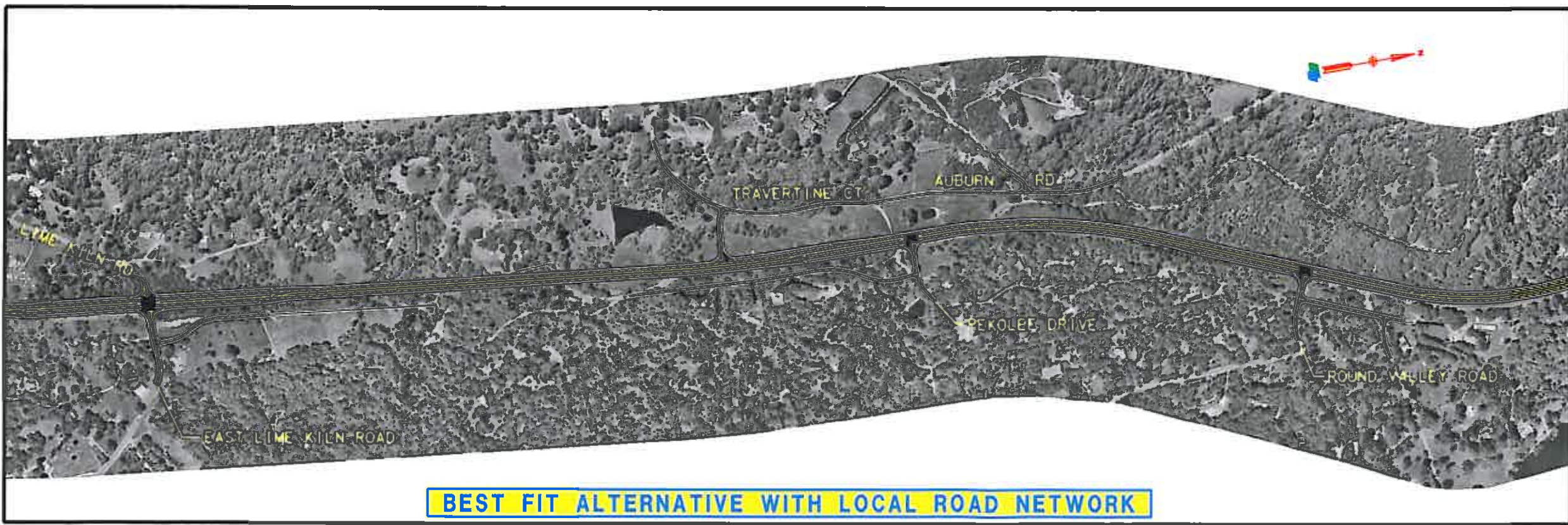
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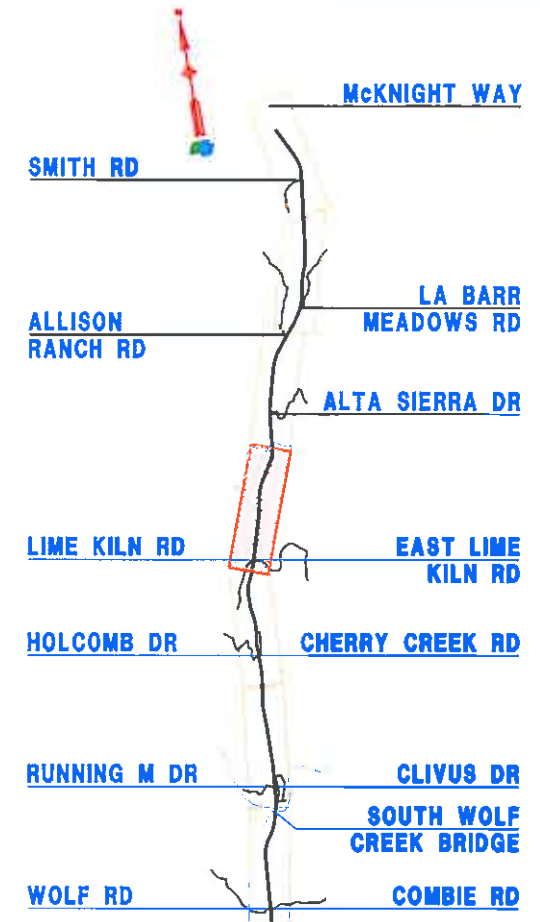
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ROUTE 49 ALTERNATIVES



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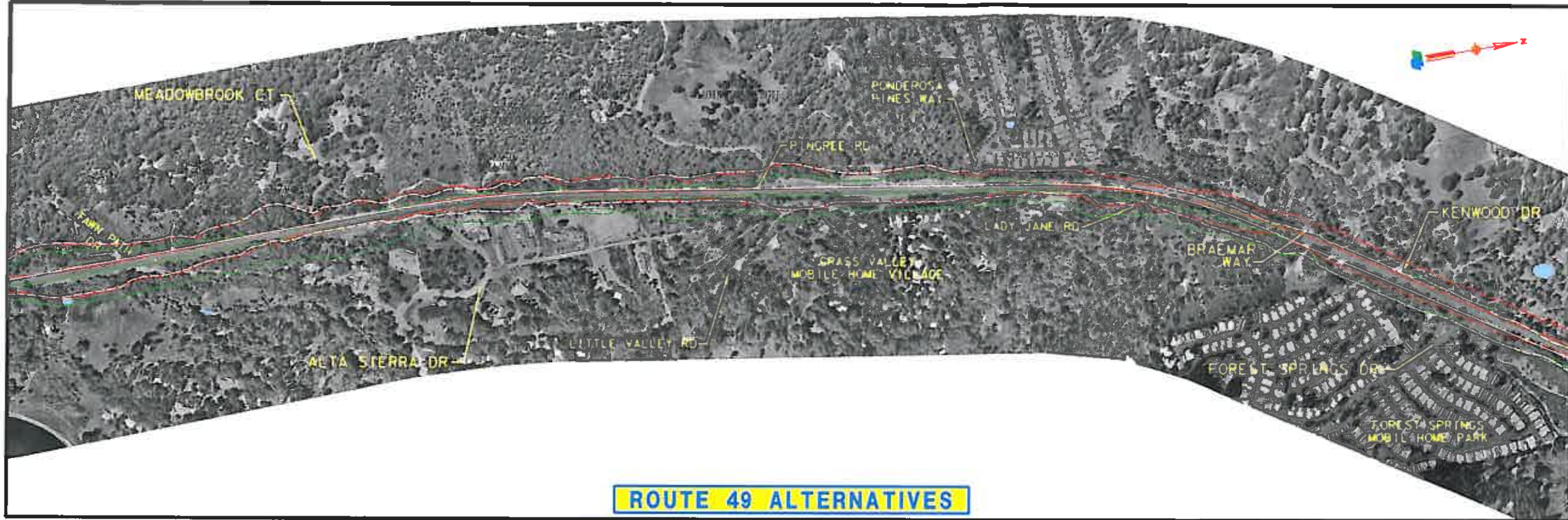
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ROUTE 49**

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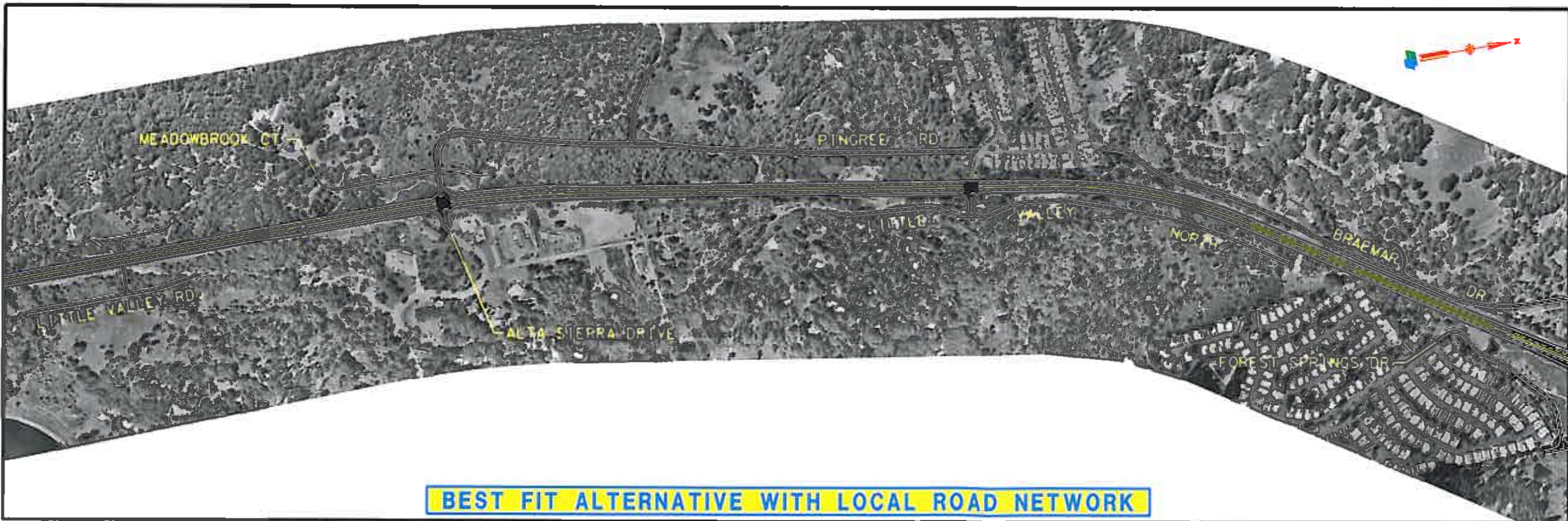
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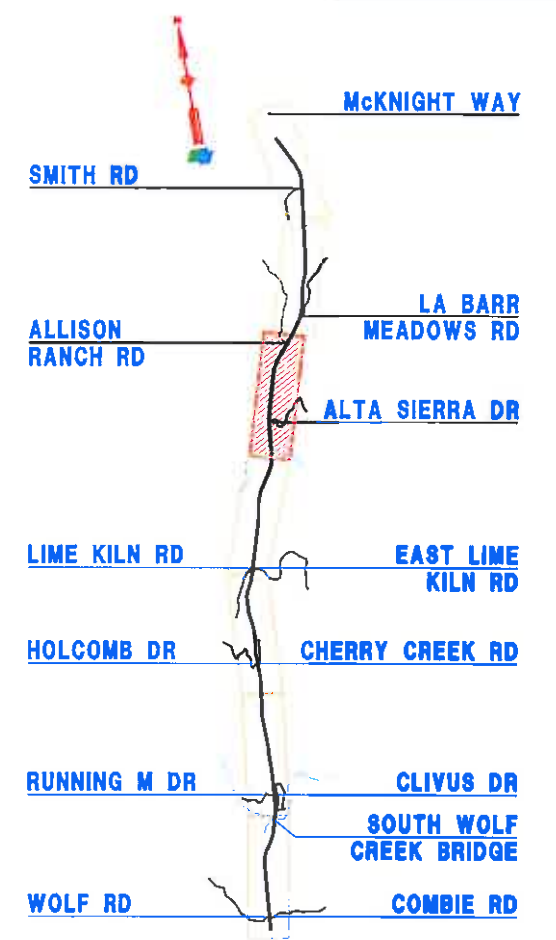
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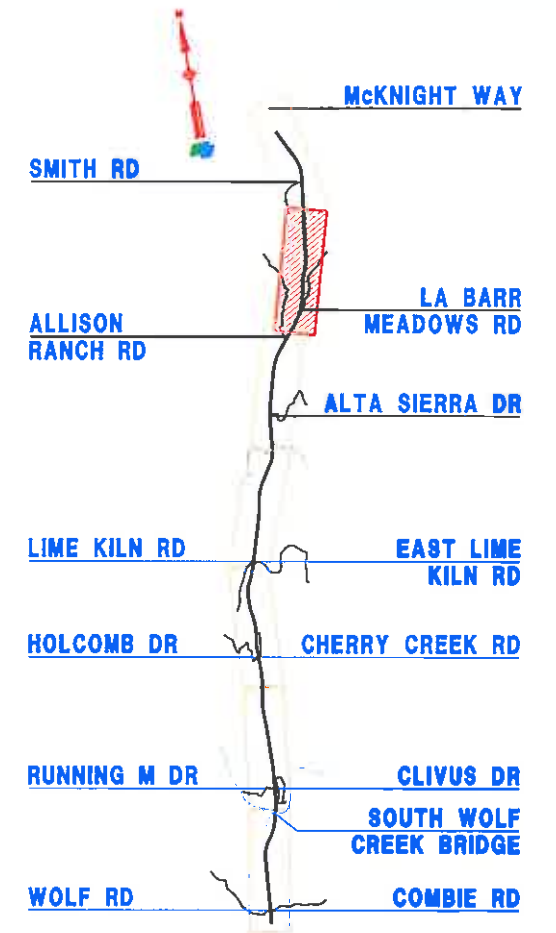
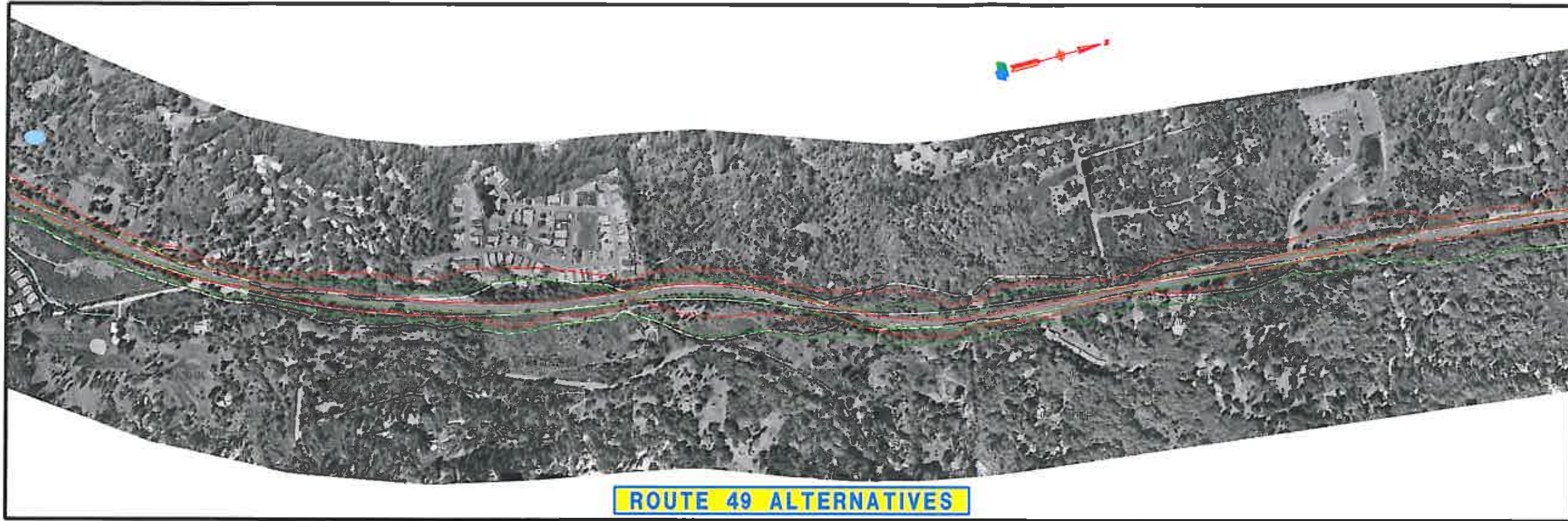
**SHEET 5 OF 7
ROUTE 49**

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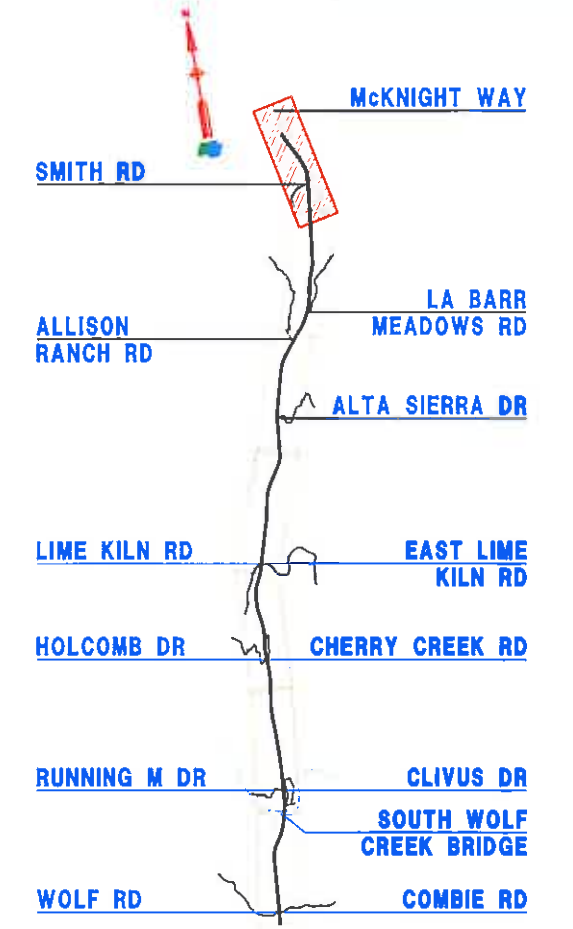
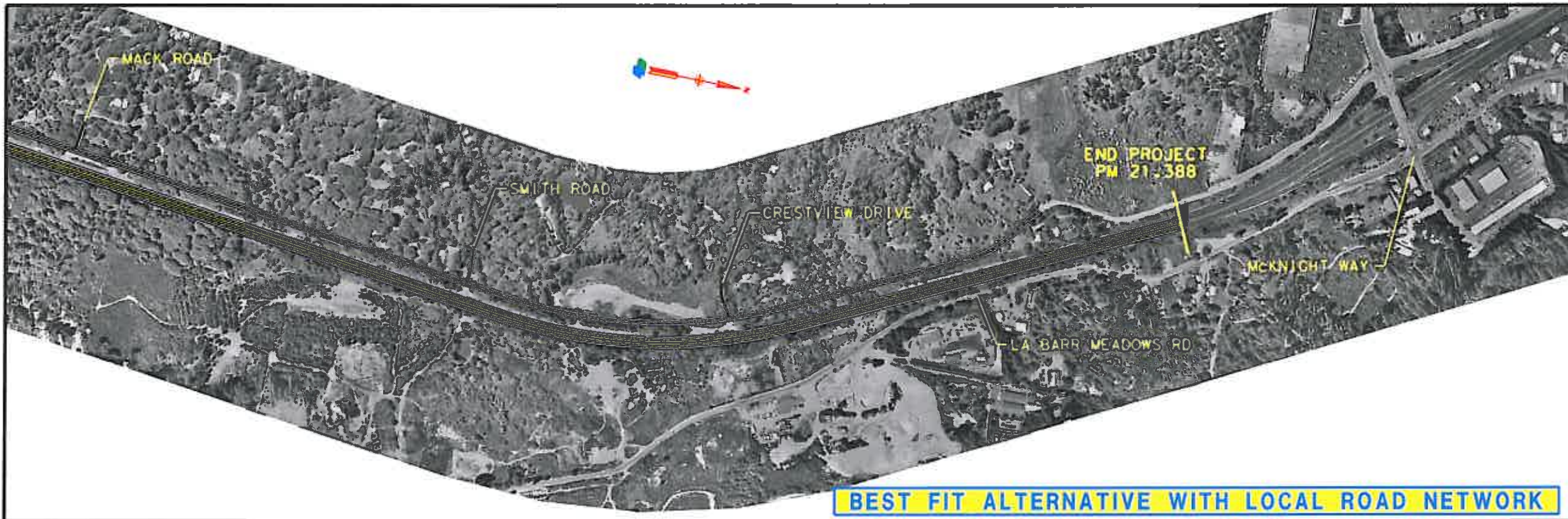
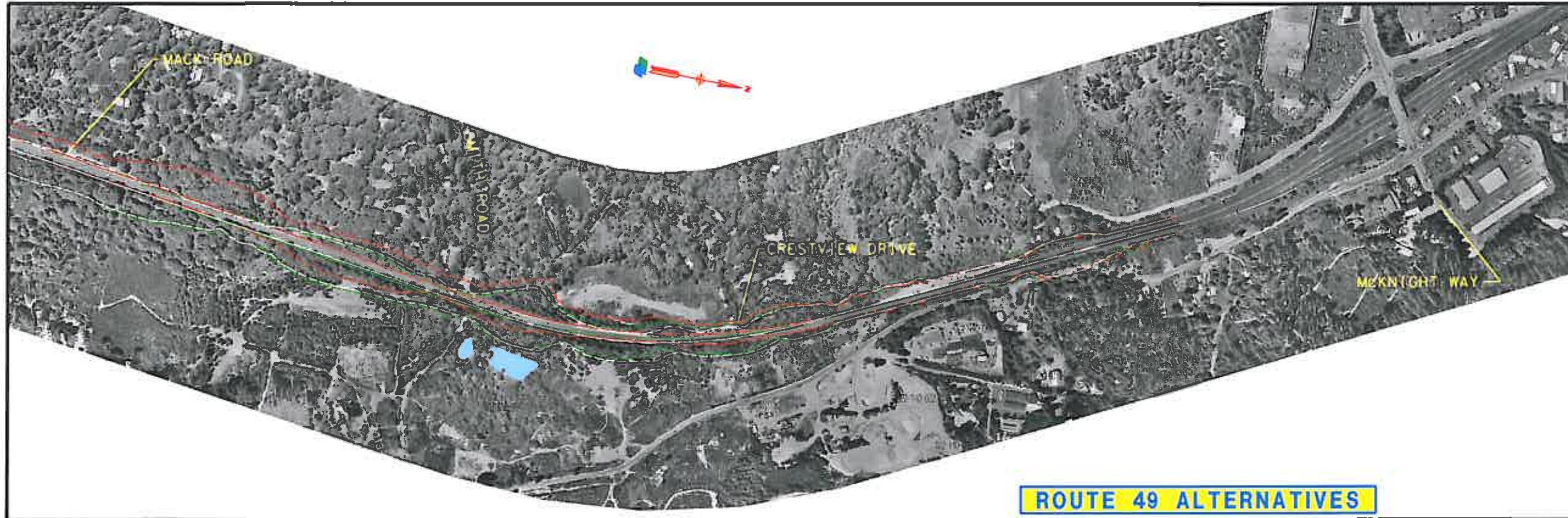


**SHEET 6 OF 7
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