



# NEVADA COUNTY TRANSPORTATION COMMISSION

Grass Valley • Nevada City • Nevada County • Truckee

## MEMORANDUM

TO: The Nevada County Transportation Commission

FROM: Daniel B. Landon, Executive Director 

SUBJECT: Executive Director's Report for the September 8, 2010 Meeting

DATE: August 24, 2010

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### 1. SR 49 STAKEHOLDERS COMMITTEE MEETING JULY 23, 2010

This meeting included representatives from Caltrans, Golden Oaks Homeowners Association, Nevada County Department of Public Works, Higgins Fire District, Citizens for SR 49 Safety, Board Supervisors Spencer and Scofield, and the Nevada County Transportation Commission (NCTC) staff. The first item was a report on the passing lane project just north of Combie Road by Caltrans Project Engineer Dave Catania. He noted that a deceleration lane for cars turning into Cameo Drive was added during the project and that the project still came in under budget. Caltrans received many comments from Cameo Drive residents that the deceleration lane is a real benefit to them.

Caltrans Safety Engineer Robert Peterson reviewed accident statistics for the five lane section of SR 49 from Wolf/Combie Road to Dry Creek Road. He noted that there had been nine accidents in the past five years, and in response to a query from the Committee, found that only two of those accidents would have possibly been helped by the installation of a median rumble strip. Committee members also asked about refreshing paint and reflectors in the safety corridor section of SR 49.

The next item of discussion was the need for signal preemption devices at Wolf/Combie Road, Lime Kiln, and Alta Sierra intersections. Jerry Good with Higgins Fire District had done research and provided some initial costs for signal preemption devices for the Combie/SR 49 intersection.

Dawn Cheser of Caltrans District 3 reported on the Corridor System Management Plan (CSMP) Annual Report, which was shared with the NCTC at its July 21, 2010 meeting. The last item on the agenda was a report by Winder Bajwa on the SR 49/La Barr Meadows Road Signalization and Widening Project.

Action items resulting from the meeting included the following:

- 1) Dan Landon, NCTC Executive Director, is to contact Caltrans Striping Division: On July 28, 2010 Mr. Landon made contact with Caltrans Striping foreman and discussed the need for refreshing the striping on SR 49 south of Grass Valley to the county line. The foreman noted he believed most of the striping is thermoplastic and was not due to be replaced or refreshed at this point in time, but that he would check the area and refresh where appropriate. Mr. Landon also contacted Steve Kirkpatrick regarding the replacement of reflectors that had been knocked off by snow plows last winter. Mr. Kirkpatrick had a crew replace the reflectors on August 2<sup>nd</sup> and 3<sup>rd</sup>.

- 2) Dawn Cheser with Caltrans Planning is to contact James Day with Caltrans Local Assistance regarding grant opportunities: Ms. Cheser contacted Mr. Day on July 26<sup>th</sup> and he provided information regarding Highway Safety Improvement Program (HSIP) and high risk rural roads (HR3) funding, which may provide opportunities to fund signal preemption devices.
- 3) Supervisor Spencer requested cost estimates for a signal preemption device at the three intersections: Steve Castleberry, Nevada County Public Works Department, contacted Grey Electric and was told that installation of signal preemptions is a fairly routine activity. For a four-legged intersection, the cost is about \$15,000 per intersection. This does not include installation of devices within vehicles. The \$15,000 cost is based on the cost of installing signal preemption at the Highway 20/Pleasant Valley Road intersection.
- 4) Caltrans is to prepare a press release regarding the La Barr Meadows project delay: A press release was sent out on August 2, 2010 and was utilized by KNCO Radio and The Union newspaper.

## 2. FORMATION OF THE NORTH STATE SUPER REGION

At the July NCTC meeting, the Commission adopted Resolution 10-38 authorizing the Executive Director to participate in the formation of the North State Super Region. At this time, eight of the counties – Nevada, Shasta, Plumas, Modoc, Mendocino, Del Norte, Lassen, and Humboldt, have approved the Memorandum of Agreement. Four counties – Butte, Trinity, Glenn, and Colusa are scheduled to take action on the agreement during August. Three counties – Lake, Tehama, and Sierra are scheduled to act on the agreement in September, and Siskiyou County is scheduled to take action in October. Staff from the Shasta Regional Transportation Planning Agency are coordinating an initial meeting of the North State Super Region, tentatively scheduled to be held in October in Chico.

## 3. AIRPORT LAND USE COMMISSION STATUS

*Truckee Tahoe Airport Land Use Commission (ALUC)* – On July 22<sup>nd</sup> the Placer County City Selection Committee met and appointed a representative to the Truckee Tahoe ALUC. With that appointment being made, the representatives on the Truckee Tahoe ALUC are as follows:

*Nevada County Board of Supervisors:*

Ted Owens, Nevada County 5<sup>th</sup> District Supervisor

*Nevada County City Selection Committee:*

Mark Brown, Truckee Town Councilman

*Nevada County Airport Managers:*

Kevin Bumen, Director of Aviation, Community Relations, and Communications for Truckee Tahoe Airport

*Placer County Board of Supervisors:*

Jennifer Montgomery, Placer County 5<sup>th</sup> District Supervisor

*Placer County City Selection Committee:*

Paul Joiner, City of Lincoln Council

*Placer County Airport Managers:*

Brent Collinson, Legal Counsel for Truckee Tahoe Airport District

*Seventh member is appointed by the other six members*

The NCTC staff will be working with these individuals to set up the first meeting of the Truckee Tahoe ALUC, and to select the seventh member during the month of September.

*Nevada County Airport Land Use Commission* – NCTC staff has been gathering information to develop a scope of work that can be used to prepare an update of the *Airport Comprehensive Land Use Plan (ACLUP)* adopted in 1987 for the Nevada County Airport. The ACLUP is now called the *Airport Land Use Compatibility Plan (ALUCP)*. Amendment I to the 2010/11 FY Overall Work Program in this agenda packet includes funding for the ALUCP update.

#### 4. TINLOY STREET TRANSIT TRANSFER FACILITY

On August 24<sup>th</sup> we received notification that the Federal Transit Administration had approved the construction plans and environmental report for the Tinloy Street Transit Transfer Facility. The Nevada County Department of Public Works estimates that they will start advertisement of the project September 17<sup>th</sup> and award the contract October 26<sup>th</sup>. The estimated construction cost is \$830,000, but that amount could change as a result of the bidding process. Current plans are to begin construction in early November, which includes bus lanes, sidewalks, passenger shelters, and a small building with restrooms. Construction is expected to be completed in early summer 2011.

#### 5. WESTERN NEVADA COUNTY TRANSIT DEVELOPMENT PLAN UPDATE

The Draft Western Nevada County Transit Development Plan (WNCTDP) has been completed by the consultant firm, Transit Resource Center, and is scheduled to be presented to the Transit Services Commission at their September 8, 2010 meeting for review and comment.

The WNCTDP contains two plan scenarios: a “base case” scenario and a “partial recovery” scenario. Given the economic uncertainties, the base case scenario assumes the service changes implemented on May 24, 2010 remain in place, the economic environment does not improve, and that Local Transportation Fund (LTF) revenues will only increase by 3% per year. The partial recovery scenario assumes that the economy improves over the next five years, revenues climb back to 90% of the FY 2007/08 levels, allowing some services to be restored as revenues increase, and that the Nevada County Transit Services Division is successful in applying for grant funds to implement some mobility management options.

One of the key findings from the WNCTDP was that in the base case scenario, with conservative revenue assumptions, expenses for public transportation services would increase at a higher rate than revenues over the next five years. In this scenario, declines in ridership and corresponding fare revenues, together with the assumed loss of State Transit Assistance funds, and the growing percentage of fixed administrative costs, are responsible for the projected budget deficits. In order to balance the revenues with expenses, it would be necessary to reduce vehicle service hours by approximately 900 annual hours in FY 2011/12, increase the average fare for Gold Country Stage by 10% in FY 2011/12, hold the Transit Services Division fixed costs constant between FY 2010/11 and FY 2011/12, and increase the fixed costs by only 2% to FY 2014/15.

The conservative assumptions utilized in the base case scenario were used to plan for the worst case scenario, and therefore, the need for additional service reductions and other measures may not be necessary if revenues increase as the economy recovers. The Transit Services Division will need to closely monitor the financial situation and consider making adjustments as necessary.

## 6. NEVADA COUNTY PEDESTRIAN IMPROVEMENT PLAN

Fehr & Peers Transportation Consultants held public workshops on August 3<sup>rd</sup> at the Grass Valley City Hall and August 4<sup>th</sup> at the Town of Truckee Community Recreation Center. NCTC staff conducted additional outreach on the Pedestrian Improvement Plan by having a booth and soliciting input at the August 5<sup>th</sup> Grass Valley Thursday Night Market, the August 7<sup>th</sup> Nevada City Farmers Market, and the August 12<sup>th</sup> Truckee Thursdays event. Public comments received have been forwarded to the consultant for their review.

The consultant is scheduled to perform a walking audit/field assessment of priority study areas in western Nevada County on September 8<sup>th</sup> and in eastern Nevada County on September 9<sup>th</sup>. The consultant will then meet with staff from the jurisdictions on September 10<sup>th</sup> to provide an overview of the findings of the walking audits/field assessments and preliminary project recommendations. At that point, preparation will begin on the draft report, which is scheduled to be presented to the NCTC at their November 17, 2010 meeting for review and comment.

## 7. FEDERAL FUND OBLIGATION – ARRA AND CMAQ STATUS

All of the Federal Fiscal Year (FFY) 2009/10 Congestion Mitigation Air Quality (CMAQ) improvement program projects, totaling \$878,183, have been obligated or submitted for obligation prior to the Caltrans August 20, 2010 deadline. Additionally, all of the American Recovery and Reinvestment Act (ARRA) projects approved by NCTC, totaling \$3,886,086, have been obligated prior to the September 30, 2010 federal deadline. As a result of the close coordination between NCTC staff, staff from the jurisdictions, and Caltrans, the Nevada County region was able to obligate a total of \$4,764,269 of FFY 2009/10 federal funds approved by NCTC.