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MEMORANDUM

TO: Nevada County Transportation Commission

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

SUBJECT: Executive Director's Report for the September 2019 Meeting

DATE: September 18, 2019

NEW EMPLOYEE

I am pleased to announce that as of September 16, NCTC has a new employee. Kena Sannar, formerly Caltrans District 3 Planner for Nevada County, has been hired on staff in the position of Transportation Planner. Having worked closely with Kena for the past three years, we are excited to add her talents and “can do” attitude to our team.

INFRASTRUCTURE FOR REBUILDING AMERICA (INFRA) GRANT STATUS

The Federal Department of Transportation informed staff on July 26 that the INFRA Grant application for the SR 49 Corridor Improvement Project submitted in March 2019 was not among those selected for funding. The department received close to 200 applications requesting nearly \$9.8 billion in funding, more than 11 times the amount of funding available. Only 10% of the applications submitted were proposed to receive an award.

ZERO TRAFFIC FATALITIES TASK FORCE

On August 21, 2019, Deputy Executive Director Mike Woodman represented NCTC and the Rural Counties Task Force at the second Zero Traffic Fatalities Task Force workshop. The workshop was attended by representatives from the California State Transportation Agency, the Department of Transportation (Caltrans), California Highway Patrol, the Department of Public Health, and other relevant stakeholder and public entities. The Task Force membership represents a balance of rural and urban; southern, central, and northern California; advocacy groups, and engineering and traffic safety specialists.

There will be two more workshops prior to the completion of a report of findings that will be submitted to Governor Newsom and the California Legislature. The report is to include a detailed analysis of the following topics:

1. The existing process for establishing speed limits, including a detailed discussion on where speed limits are allowed to deviate from the 85th percentile.
2. Existing policies on how to reduce speeds on local streets and roads.
3. A recommendation on if an alternative to the use of the 85th percentile as a method for determining speed limits should be considered, and if so, what alternatives should be looked at.
4. Engineering recommendations on how to increase vehicular, pedestrian, and bicycle safety.
5. Additional steps that can be taken to eliminate vehicular, pedestrian, and bicycle fatalities on the road.
6. Existing reports and analyses on calculating the 85th percentile at the local, state, national, and international levels.
7. Usage of the 85th percentile in urban and rural settings.
8. How local bicycle and pedestrian plans affect the 85th percentile.

ADOPTION OF THE STATE TRANSPORTATION IMPROVEMENT PROGRAM FUND ESTIMATE BY THE CALIFORNIA TRANSPORTATION COMMISSION

The State Transportation Improvement Program (STIP) is a major source of funding for transportation improvements throughout the State of California. The STIP is divided into two major funding categories: the Regional Improvement Program (RIP) and the Interregional Improvement Program (IIP). Seventy-five percent of the STIP is directed to the RIP, which is then sub-allocated to counties by formula. The remaining 25 percent is programmed to the IIP, which is then allocated to the California Department of Transportation (Caltrans) for projects of interregional significance.

The California Government Code requires the California Transportation Commission (CTC) to adopt the STIP Fund Estimate by August 15 in each odd-numbered year. The purpose of the Fund Estimate is to forecast all federal and state funds reasonably expected to be available for programming in the subsequent STIP. Each even-numbered year, the CTC is required to program projects nominated by Regional Transportation Planning Agencies and adopt a STIP based on the funding identified in the adopted STIP Fund Estimate.

The current STIP Fund Estimate includes applicable resources provided by Senate Bill 1. This includes resource contributions created from supplemental excise taxes, excise tax rate stabilization, indexing of excise taxes to inflation, and the creation of new programs and accounts.

On August 14, 2019, the CTC adopted the STIP Fund Estimate. The STIP Fund Estimate is a biennial estimate of all resources available for the state's transportation infrastructure over the next five-year period. This STIP Fund Estimate covers state fiscal years 2020-21 through 2024-25, with 2019-20 included as the base year.

As shown below, the adopted STIP Fund Estimate shows Nevada County as having \$3,239,000 for programming through FY 2024-25.

Calculation of New Programming Targets and Shares
(\$ in thousands)

County	Unprogrammed Balance (Carryover from 2018 STIP)	Formula Distribution (2020 STIP Share through 2024-25)	Net Share (Total Target)
Nevada	\$1,492	\$1,747	\$3,239

Staff will develop recommendations regarding the programming of Nevada County's Net Share and present them at the November 2019 NCTC meeting.