

JAN ARBUCKLE – Grass Valley City Council
 ANDREW BURTON – Member-At-Large
 CAROLYN WALLACE DEE – Truckee Town Council
 ANN GUERRA – Member-At-Large, Chair
 DAN MILLER – Nevada County Board of Supervisors
 VALERIE MOBERG – Nevada City City Council
 ED SCOFIELD – Nevada County Board of Supervisors, Vice-Chair



DANIEL LANDON, Executive Director
 MICHAEL WOODMAN, Deputy Executive Director


Grass Valley • Nevada City

Nevada County • Truckee

File: 370.2
 1200.4

MEMORANDUM

TO: Nevada County Transportation Commission

FROM: Daniel B. Landon, Executive Director 

SUBJECT: Executive Director's Report for the May 16, 2018 Meeting

DATE: May 4, 2018

THE ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017 (SB 1)

The attached SB 1 Projects List for Nevada County shows that \$13,871,156 will be provided to projects in Nevada County from the first round of SB 1 funding. If SB 1 is repealed this level of funding will not be available.

SR 49 STAKEHOLDERS COMMITTEE MEETING

The notes below provide an overview of the items discussed at the SR 49 Stakeholders Committee Meeting held April 12, 2018:

1. Update on corridor enforcement and accident statistics:
 - a) Nevada County:
 Grass Valley CHP Commander George Steffenson reviewed statistics for SR 49 from McKnight Way to the Bear River (Beat 31). In the first quarter of 2018, there were 81 traffic stops with 45 citations for speed, 23 for registration violations, and two for misdemeanor driving under the influence. During the same period there were 17 collisions, no fatal accidents, and four injury accidents. Lt. Steffenson noted that the Auburn and Grass Valley CHP offices submitted a joint application to the Office of Traffic Safety for funding for "special enforcement" days for the next two years. The focus of these events will be on speed enforcement.
 - b) Placer County:
 Auburn Area CHP Commander John Price noted there was only one collision (property damage only) in January 2018, on Beat 249 (SR 49 from Dry Creek to Nevada County Line). Capt. Price pointed out that from January 2017 through December 2017 there were 38 collisions on Beat 249, with one fatal accident and 10 injury collisions. He stated that

it is important to keep in mind that during the same period there were 214 collisions with six fatalities on SR 65, and 366 collisions on I-80 from Sacramento County Line to Sierra College Blvd.

2. Review and Status Report by Caltrans of Planned Projects on State Route 49:

a) Nevada County:

Jonathan Pray, Caltrans Project Manager for Nevada County reviewed the attached "Planned Projects on State Route 49 in Nevada and Placer Counties."

Mr. Pray also gave information about a project not on the list that will correct the Super Elevation on a curve just north of Mother Lode Road. Super Elevation is defined as the amount by which the outer edge of a curve on a road is banked above the inner edge. This project will be constructed at a location where there was a "run off the road" fatality. Chet Krage, with Citizens for Highway 49 Safety, asked to see the plans for the project. Mr. Pray replied he will find out when the plans will be available for review. During the review of the projects on the list, there was considerable discussion about the Wolf Road/Combie Road area, particularly related to the Combie Road Improvement project and the Higgins Marketplace project. There were concerns that the entrance to CVS seems too close to the SR 49 intersection, and questions as to the accident rate in that segment of Combie Road.

b) Placer County:

Mr. Pray also discussed the Roundabout Concept that Caltrans is considering from Dry Creek Road to the Wolf Road / Combie Road Intersection (see attached Roundabouts and Concrete Median Barrier Concept vicinity map). Simply put, the concept is to put a median barrier in this segment of SR 49 and construct roundabouts approximately every one to one and a half miles to provide the opportunity to reverse travel direction for vehicles that have entered the highway between the roundabouts. While traffic would need to slow to negotiate the roundabout intersections, it would not stop completely as it does at signalized intersections. Also, roundabouts have proven to be much safer than standard intersections.

c) Scott and Jolie Allen presented a petition containing approximately 1,500 signatures collected on paper to Caltrans engineer Jonathan Pray. The people who signed this petition want to see a number of safety features done soon on Highway 49. Jolie has an additional 1,406 signatures collected electronically on her website www.fix49.org. Her website has received over 20,000 visitors in the last year.

3. Report on SR 49 Corridor System Management Plan Update:

Dan Landon reported that NCTC has selected Omni-Means as the consultant to update the SR 49 Corridor System Management Plan (CSMP). The purpose of the CSMP is to develop concepts and strategies to increase capacity and preserve operational function of SR 49. Caltrans' first CSMP for SR 49 was completed in 2009, and "State of the Corridor" reports were issued in 2010, 2011, and 2012. CSMPs are foundational documents supporting a partnership-based, integrated management of all travel modes (cars, trucks, transit, bicycles, and pedestrians) and infrastructure (highways, roads, rail tracks, information systems and bike routes) so that mobility along the corridor is provided in the most efficient and effective manner possible.

CALIFORNIA ROAD CHARGE PILOT PROGRAM

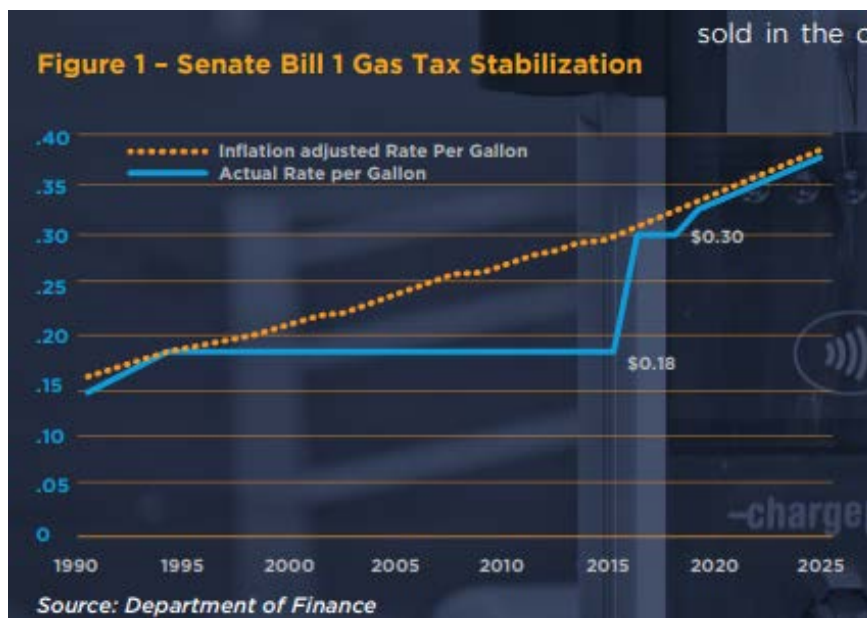
On April 19, 2018, NCTC received the California Road Charge Pilot Program 2017 Final Report. The paragraphs below are excerpts from the Report:

With the passage of Senate Bill 1077 (DeSaulnier, 2014), California demonstrated the commitment and foresight to investigate a long-term, sustainable transportation funding mechanism known as a “road charge” as a potential replacement to the gas tax. Taking direction from the Legislature, California completed the largest road charge research effort to date, piloting more than 5,000 vehicles that reported in excess of 37 million miles driven over a nine-month duration. These statistics only serve to reinforce Californians’ desire for mobility, a safe and reliable transportation system, and an improved overall quality of life.

Road charge is an innovative funding mechanism that allows drivers to support road maintenance based on the distance they travel or the period of time they use the roads, rather than the amount of gasoline they consume.

Historically, transportation funding has been impacted by two main factors: inflation and vehicle fuel efficiency. Until this year, with the passage of the Road Repair and Accountability Act of 2017 (Senate Bill 1), the state gas tax had not been adjusted for inflation since 1994, which significantly reduced its purchasing power. Senate Bill 1 adjusted fuel rates for past inflation and includes future inflation adjustments, solving the inflation issue and delaying the expected transportation funding shortage by a decade or more. However, the impact of improving vehicle fuel efficiency remains an issue, especially as new vehicles sold in the coming decades are expected to be much more fuel efficient.

Without Senate Bill 1’s inflation adjustments, the transportation funding shortfall would be quickly approaching. The new Senate Bill 1 revenues, as illustrated in Figure 1, stabilize the state’s short-term transportation infrastructure funding needs and provides time to explore alternatives to continued reliance on fuel taxes.



The current gas tax revenue mechanism was developed and implemented on a consumption basis, when fuel efficiency of vehicles did not vary dramatically. Over the past decades, however, vehicle fuel efficiency has steadily increased with major advancements in the past five years, due in part to greater availability of alternative fuel vehicles.

Compounding the effect of improved fuel efficiency was the stagnant gas tax rate. However, after two decades without an adjustment for inflation, the passage of Senate Bill 1 restored the purchasing power of the gas tax, helping the state address the immediate backlog of transportation maintenance and repair needs.

Looking to the future, when gas-powered vehicles will be the minority, a revenue collection method based primarily on consumption will not be a sustainable option. As our fleet becomes increasingly efficient the necessary funding to maintain and operate our transportation infrastructure will diminish, putting a greater burden on segments of society with minimal disposable income when the only populations driving gas-powered cars are the poorest Californians. Moving towards a usage-based system of revenue collection, has the potential to equitably distribute the cost to maintain and operate our transportation infrastructure to those who use the system.

This Road Charge Pilot Program confirmed the viability of many aspects of a user-based transportation revenue mechanism. However, many obstacles must still be evaluated before transitioning from a gas tax to a road charge is considered. Purposeful research, deliberative planning, and careful application, in a fully transparent process, will help to minimize the risks associated with adopting any new transportation funding mechanism.

While much of the concern regarding an immediate funding crisis has been addressed by Senate Bill 1's updates to the existing transportation infrastructure funding mechanism, a road charge program is worthy of further research to prepare the state for a future where most of the cars on the road are powered by alternative energy sources.

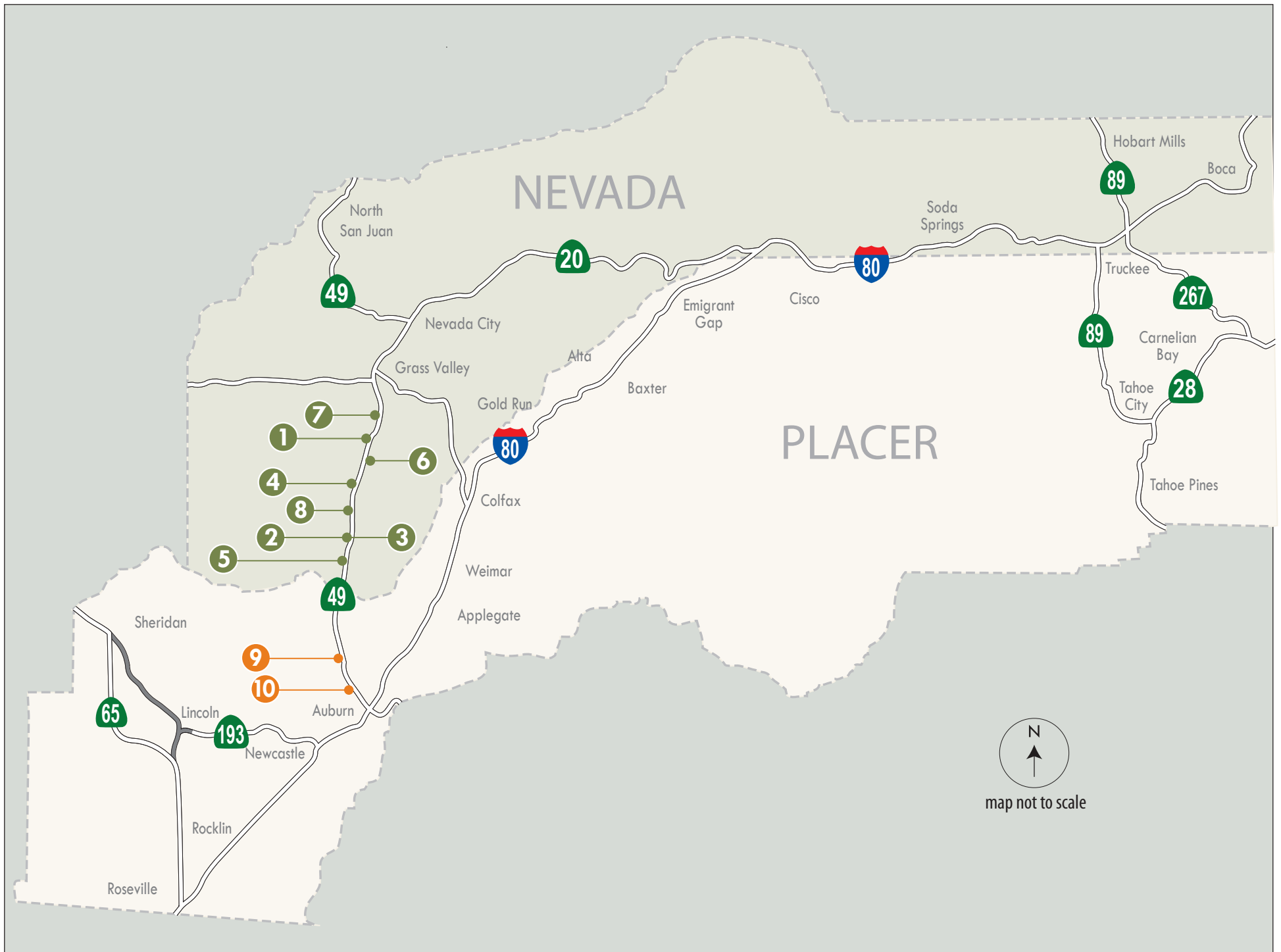
Detailed information regarding the Road Charge Pilot Program can be found at www.californiaroadchargepilot.com. Highlights, an Executive Summary, and the Road Charge Final Report are available at http://www.dot.ca.gov/road_charge/

SB 1 Projects List for Nevada County

Project Name	Project Program	Description	Cost	County Name	City Name
2017 Annual Street Rehab Project	Local Streets and Roads	Deferred maintenance on local street system / basic street maintenance and rehabilitation	\$75,000	Nevada County	Submitted by Grass Valley
2018 Annual Street Rehab Project	Local Streets and Roads	Deferred maintenance on local street system / basic street maintenance and rehabilitation	\$214,000	Nevada County	Submitted by Grass Valley
2018 Slurry Seal Project	Local Streets and Roads and Local Partnership Program	The 2018 Slurry Seal Project would apply slurry seal to approximately 33 miles of local road, representing 78 roadway segments, consistent with the Town's Pavement Maintenance Program. A slurry seal is a cold-mix combination of asphalt emulsion, fine well-graded aggregate, and water. This is a versatile treatment which results in a smooth surface with adequate friction with moderate costs. Slurry seals have been used by the Town for several years and have proven to be a cost-effective preventive treatment that is well accepted by the community.	Local Streets and Roads \$479,000 Local Partnership Program \$200,000	Nevada County	Submitted by Town of Truckee
Broad Street Y and Commercial Street	Local Streets and Roads	This project consists of roadway rehabilitation. Sidewalk will be widened and enhanced at intersections to provide safe, convenient and efficient pedestrian access within the Downtown Historic District. Pavement improvements include replacement of deteriorated pavement and improvements to cross-slope for drainage. This project will help reduce traffic congestion and improve pedestrian safety which reduces vehicle emissions helping the State achieve its air quality and greenhouse gas emissions reductions goals.	\$271,568	Nevada County	Submitted by Nevada City
SB 1 - Road Maintenance and Rehabilitation program	Local Streets and Roads	This 5-year road maintenance and rehabilitation plan will resurface or repave roads throughout Nevada County. Roads are selected and prioritized based on the County's Pavement Management System to ensure revenues are being used on the most high-priority and cost-effective projects that also meet the communities' priorities for transportation investment. The plan includes various potential pavement preservation and replacement techniques.	\$2,750,785	Nevada County - Submitted by County DPW	
State Highway Project	State Highway Project	\$6 million drainage project will repair culverts along State Route 49 from the Nevada/Placer County line to north of Lime Kiln Road in Nevada County, and along SR-49 from south of Round Valley Road to south of Kenwood Drive in Nevada County.	\$6,000,000	Nevada County, Placer County- Submitted by Caltrans	
State Highway Project	State Highway Project	\$3.5 million bridge project will revamp eight bridges on U.S. Highway 50, State Route 20, Interstate 80 and SR-89 in the counties of El Dorado, Nevada and Placer.	\$3,540,000	El Dorado County, Nevada County, Placer County - Submitted by Caltrans	
Transit Shelter Replacement	State of Good Repair FY 17-18	Replace a transit shelter that is not ADA compliant	\$137,780	Nevada County	Submitted by Town of Truckee
State Transit Assistance FY 17-18	State Transit Assistance FY 17-18		\$170,357	Nevada County - Submitted by County DPW	
State Transit Assistance FY 17-18	State Transit Assistance FY 17-18		\$32,666	Nevada County	Submitted by Town of Truckee
TOTAL SB 1 FUNDS			\$13,871,156		



PLANNED PROJECTS ON STATE ROUTE 49 IN NEVADA AND PLACER COUNTIES



NEVADA COUNTY-PLANNED

- 1** Alta Sierra Drive - Install Flashing Beacons northbound and southbound directions
Construction Time Frame: 2018
- 2** Brewer Road – Increase wattage at existing light. Work Order has been placed.
Construction Time Frame: 2018
- 3** Brewer Road – Upgrade intersection lighting.
Construction Time Frame: 2018
- 4** Install radar speed feedback signs.
Locations: TBD
Construction Time Frame: 2018
- 5** Wolf Road/Combie Road – Install acceleration lanes, northbound and southbound direction.
Conceptual Approval will be submitted in May to Headquarters.
Construction Time Frame: 2020
- 6** Round Valley Road/Quail Creek Drive – Install Two-Way Left Turn Lanes.
Conceptual Approval will be submitted in May to Headquarters.
Construction Time Frame: 2020

- 7** La Barr Meadows Road to McKnight Way

 - Widen shoulders to 8' width
 - Construct a continuous two-way left-turn lane
 - Construct southbound right-turn lanes at Crestview Drive, Smith Road, Christian Life Way and Wellswood Way
 - Construct a northbound truck climbing lane
 - Install new TMS elements including CCTV, CMS, upgrade lighting and install fiber optic cables

Project Initiation Form – Approved
Construction Time Frame: 2023
- 8** Shoulder Widening to Current Standards – 2 miles total length. (Location - Varies)
Construction Time Frame: As time allows, will be added to future projects.

PLACER COUNTY-PLANNED

- 9** Dry Creek Road – Upgrade lighting for pedestrians just north of Dry Creek Road.
Construction Time Frame: 2020
- 10** Install Rumble Strips on Two-Way Left-Turn locations.
Construction Time Frame: 2019

03-Pla-49 PM 7.7/11.373

03-Nev-49 PM 0.0 – 2.0

Roundabouts and Concrete Median Barrier Concept

VICINITY MAP



In Placer and Nevada County, on Route 49, between Dry Creek Road and Wolf Combie Road.