



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 July 16, 2014 Meeting
DATE: July 2, 2014

1. FEDERAL TRANSPORTATION ISSUES

NCTC staff, Caltrans, and regional transportation agencies throughout California, are monitoring a major issue at the federal level. The issue is how to avert the predicted shortfall of funding for the Federal Highway Trust Fund.

The balance in the Federal Highway Trust Fund is dropping and will soon go below \$4 billion, the cushion federal officials say is needed for incoming fuel tax revenue to cover outgoing payments to states. Revenue from federal gas and diesel taxes continue to flow into the Trust Fund, but the total is expected to be about \$8 billion short of the transportation aid the government has allocated to states this year. Over the next six years, a gap of about \$100 billion is forecasted if transportation spending is maintained at current levels and revenues are not increased.

One solution is to raise fuel taxes, which is what several blue-ribbon commissions have recommended and business groups like the U.S. Chamber of Commerce and the American Trucking Association have urged.

Senator Bob Corker, a Tennessee Republican, and Senator Chris Murphy, a Connecticut Democrat, have proposed a hike of gasoline and diesel taxes by 6 cents in each of the next two years, for a total increase of 12 cents. That would raise roughly \$164 billion over the next decade, filling the highway fund's revenue shortfall. The plan would also tie gas tax to inflation, using the Consumer Price Index, to keep the fund in the black. The taxes now stand at 18.4 cents a gallon for gasoline and 24.4 cents per gallon for diesel.

During the second week of June, Senate Finance Committee Chairman, Ron Wyden, an Oregon Democrat, offered a plan to keep transportation funds flowing for another six months. The Senate Finance Committee is expected to vote on the plan during the week of July 7th. Nearly a dozen proposals to address the problem have been floated in Congress, but so far, none have gained traction.

On June 30th, Caltrans Director, Malcolm Dougherty, participated in a conference with Secretary of Transportation, Anthony Foxx. Secretary Foxx communicated that the Federal Highway Trust

Fund will reach insolvency around the end of August 2014, absent any action to correct the imbalance. He also explained that in order to maintain solvency of the Trust Fund, the US Department of Transportation (DOT) will cap the amount of reimbursements to each state based on the total funding available and each state's share of Federal Formula Apportionments. States will receive only their share of funding, even if total billing exceeds the amount provided. Current year federal reimbursements to California have averaged \$320 million per month. Caltrans has estimated that the revenues to the Federal Highway Trust Fund are enough to fund about 70% of cash flow commitments. Director Dougherty stated that Caltrans is continuing to explore options to manage cash flow disruptions caused by this funding crisis, but that he remains hopeful Congress will take action to provide adequate resources to the Federal Highway Trust Fund.

NCTC staff will continue to watch this issue closely to determine any impacts to projects in Nevada County.

2. REGIONAL TRAFFIC MODEL UPDATE

With input from the Project Advisory Committee, the project consultant, Fehr & Peers, have completed the 2035 land use assumptions and are completing the 2035 version of the travel demand model. With the future scenario completed, Fehr & Peers will develop variables that will be integrated into the model to provide sensitivity to "smart growth" development. The final step to this project is the completion of the Model Development Report.

3. RURAL COUNTIES TASK FORCE STREETS & ROADS PERFORMANCE MEASUREMENT DATA PROJECT

On May 16, 2014, project consultant, NCE, provided the Rural Counties Task Force with an overview of the results from the statewide survey. During the month of May, NCE received pavement inventory and condition information from seven additional agencies. That information has been integrated into the survey data and NCE is working to summarize the pavement condition data by county. NCE is preparing a draft report for presentation at the Rural Counties Task Force September meeting, which will include financial analysis and existing pavement needs by county.

4. PROJECTS SUBMITTED FOR THE ACTIVE TRANSPORTATION PROGRAM

The Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. The ATP consolidates various federal and state transportation programs, including the Transportation Alternatives Program, Bicycle Transportation Account, and State Safe Routes to School, into a single program with a focus to make California a national leader in active transportation.

The goals of the ATP are to:

- Increase the proportion of trips accomplished by biking and walking.
- Increase the safety and mobility of non-motorized users.

- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals.
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
- Ensure that disadvantaged communities fully share in the benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

State and federal law segregate program funding into three components and is distributed as follows:

- 50% to the state for a statewide competitive program,
- 10% to small urban and rural regions with populations of 200,000 or less for the small urban and rural area competitive program, and
- 40% to Metropolitan Planning Organizations in urban areas with populations greater than 200,000 for the large urbanized area competitive program.

This replaces the current system of small-dedicated grant programs, which fund programs like Safe Routes to Schools, bicycle programs, and recreational trails. The intent of combining these programs is to improve flexibility and reduce the administrative burden of having several small independent grant programs.

Funding Resources: (\$ in thousands)	2013/14	2014/15	2015/16	3-Year Total
State Funds	\$34,200	\$34,200	\$34,200	\$102,600
Federal Funds	\$85,000	\$85,000	\$85,000	\$256,500
Total Resources	\$119,700	\$119,700	\$119,700	\$359,100

Distribution: (\$ in thousands)	2013/14	2014/15	2015/16	3-Year Total
Urban Regions (40% of Funds)	\$47,880	\$47,880	\$47,880	\$143,640
Small Urban & Rural Regions (10% of Funds)	\$11,970	\$11,970	\$11,970	\$35,910
Statewide Competition (50% of Funds)	\$59,850	\$59,850	\$59,850	\$179,550
Total Disbursements	\$119,700	\$119,700	\$119,700	\$359,100

The California Transportation Commission will approve projects for the Small Urban and Rural and Statewide portions of the program on August 20, 2014. Projects must include at least

11.47% in matching funds, except for projects predominately benefiting a disadvantaged community, stand-alone non-infrastructure projects, and Safe Routes to Schools projects. The minimum request for ATP funds that will be considered is \$250,000. This minimum does not apply to non-infrastructure projects, Safe Routes to Schools projects, and Recreational Trails projects. The six projects below were submitted to Caltrans on May 21, 2014 by agencies in Nevada County:

Grass Valley - Bicycle Improvements Project:

Project Cost: \$770,458

Project Location: Various locations citywide including: Sierra College Drive between Litton Drive and East Main Street, Morgan Ranch Drive between Vistamont Drive and Ridge Road, East Main Street between Scandling Avenue and Idaho Maryland Road, McCourtney Road between Mill Street and Brighton Street, Ridge Road between Slate Creek Road and Ventana Sierra Drive, Main Street between Idaho Maryland Road and Alta Street, Bennett Street between E. Main Street and Ophir Street, Mill Street between W. Main Street and McCourtney Road, S. Auburn Street between Main Street and McKnight Way, Richardson Street between E. Main Street and Alta Street, Alta Street between W. Main Street and Alta Vista Drive, Brighton Street between McCourtney Road and Chapel Street, and Packard Drive between Brighton Street and Butler Street.

Project Description: The purpose of this project is to improve the mobility accessibility and safety of non-motorized users through the construction of new bike routes, bike lanes, and the updating of existing intersections in order to eliminate undesirable conditions and deficiencies. Specifically, this project will include: 1) installation of a slurry seal coat, thermoplastic striping and marking, and signage in order to create Class II bike lanes on Sierra College Drive, Morgan Ranch Drive, East Main Street, McCourtney Road and Ridge Road; and 2) installation of thermoplastic striping and marking, and signage in order to create Class III bike routes on Main Street, Bennett Street, Mill Street, South Auburn Street, Richardson Street, Alta Street, Brighton Street, and Packard Drive

The proposed bicycle improvements project has been identified as a high need by the City of Grass Valley and many other local groups and agencies. The improvements are represented as priority projects in the Nevada County Bicycle Master Plan, adopted in June 2013.

Grass Valley - Curb Ramps and Accessible Pedestrian Signals Project:

Project Cost: \$827,000

Project Location: This project is located at eight signalized intersections in Grass Valley:

Morgan Ranch Drive at Ridge Road
Nevada City Highway at Gates Place
Brunswick Road at Nevada City Highway
Brunswick Road at Sutton Way

East Main Street at Dorsey Drive
East Main Street at Hughes Road
East Main Street at Bennett Street
Main Street at Auburn Street

Project Description: The proposed Curb Ramps and Accessible Pedestrian Signals Project would include the installation of various pedestrian improvements at eight signalized intersections within the City of Grass Valley. The anticipated improvements include: installing accessible pedestrian signals and pushbuttons, installing accessible pedestrian signal poles, installing curb ramps, installing concrete sidewalk, installing curb and gutter, installing striping, and completing various other related work. The proposed improvements will greatly enhance pedestrian safety and mobility of these intersections. The audible cues and pedestrian pushbuttons will provide much-needed safety enhancements for the sight impaired. In addition, the new curb ramps will make these areas more accessible for pedestrians with limited mobility, who currently may have no choice, but to use a vehicle to access the areas around these intersections.

Grass Valley - Safe Routes to School Project:

Project Cost: \$1,416,000

Project Location: This project is located adjacent to five local public schools:

Nevada Union High School at 11761 Ridge Road
Silver Springs High School at 140 Park Avenue
Grass Valley Charter at 225 South Auburn Street
Bell Hill Academy at 342 South School Street
Bitney College Prep High School at 135 Joerschke Drive

Project Description: The proposed Safe Routes to School Project would provide much-needed safety enhancements for children walking to and from local schools. Some of the improvements may include: stamped concrete crosswalks, lighted school crossing signs, standard school crossing signs, in-pavement lighting, a raised intersection, crosswalk striping, sidewalk, and curb ramps. The ultimate goal of this project is to increase the safety and mobility of students that walk to five Grass Valley schools through the enhancement of the main crosswalks that lead to these schools. In addition, the curb ramps will make these areas more accessible for pedestrians with limited mobility. This project has been identified as a high need by the City of Grass Valley and local schools.

Grass Valley - Sidewalk Improvements Project:

Project Cost: \$991,712

Project Location: Various locations city-wide, including: Idaho Maryland Road between Sutton Way and Springhill Drive, Sutton Way from north of its intersection with Dorsey Drive to Golden Gate Terrace, East Main Street at Murphy Street, Ray Street between Colfax Avenue and North Henderson Street, Maltman Drive between Brunswick Road and Joerschke Drive, and Chapel Street between Brighton Street and Pleasant Street.

Project Description: The purpose of this project is to improve mobility, accessibility, and safety of non-motorized users through the construction of new walkways and the updating of existing intersections in order to eliminate undesirable conditions and accessibility deficiencies.

Specifically, this project will include: 1) the installation of a concrete sidewalk, curb, gutter, and pavement conforms on Idaho Maryland Road between Sutton Way and Springhill Drive; 2) the installation of a concrete sidewalk, curb, gutter, curb ramps and pavement conforms on Sutton Way from north of its intersection with Dorsey Drive to Golden Gate Terrace; 3) the construction of a raised intersection and ADA compliant curb ramps and crosswalks at the intersection of E. Main Street and Murphy Street; 4) replacement of a deficient elevated sidewalk on Race Street between Colfax Avenue and Henderson Street; 5) the installation of a concrete sidewalk, curb, gutter, and pavement conforms on Maltman Drive between Brunswick Road and Joerschke Drive; and 6) the installation of a concrete sidewalk, curb, gutter, and pavement conforms on Chapel Street between Brighton Street and Pleasant Street.

Town of Truckee - Trout Creek Trail Phase 2:

Project Cost: \$1,900,000

Project Location: Trout Creek Trail Phase 2 will continue from the point where Phase 1 of the trail ends near Euer Valley Road and continues northwest for approximately 2,203 linear feet. The trail will then turn west across Trout Creek before continuing west to the trailhead on Northwoods Blvd.

Project Description: The project will construct approximately 4,166 linear feet of new Class I Bicycle and Pedestrian trail. When Phase 2 is complete, the total length of the Trout Creek Trail, including Phase 1 will measure approximately 8,370 linear feet (1.58 miles). The creek crossing will consist of a new 80 foot long single span bridge so as to avoid the creek and wetlands adjacent to the creek. The project will provide an ADA accessible trail for bicycles and pedestrians. The project constructs the final connecting trail segment between historic downtown Truckee and the Truckee Donner subdivision, which contains over 6000 residential properties.

Truckee-Donner Recreation and Park District - Tahoe-Pyramid Bikeway: Hirschdale to Floriston:

Project Cost: \$2,086,700

Project Location: This trail is located parallel to I-80 and the Truckee River from Hirschdale to Floriston.

Project Description: This project will complete the last 4.4 mile missing link in a route for non-motorized travel through the Truckee River Canyon connecting Truckee, California, to Reno, Nevada. Portions of this section are the residential enclaves of Hirschdale on the west, and Floriston on the east. Upon completion of this section, these isolated homes will have off-the-freeway connections to each other and to the nearest

commercial centers of Truckee and Reno. No non-motorized route exists today, only the freeway or the railroad tracks.

5. NEVADA COUNTY COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN

LSC Transportation Consultants Inc. has completed a working paper that documents existing transportation options and human services providers, existing coordination of services, and an assessment of transportation needs. The Project Advisory Committee held a meeting on July 1st to provide comments on the document, discuss potential strategies, and stakeholder involvement. Two workshops are scheduled to be held at the end of July to engage public and non-profit human service agency representatives, transit agency representatives, and transit riders on potential strategies to improve regional mobility. A flyer for the workshops is included with the Correspondence section of this agenda packet. The remaining schedule of activities is provided below:

ACTIVITIES	DATE
Identification and Evaluation of Strategies	July 2014
Prioritization of Strategies	July 2014
Development of Implementation Plan	July/August 2014
Identification of Funding Sources	July/August 2014
Admin. Draft Report for Review and Comment	August 1-August 8, 2014
Final Draft Report Delivered to NCTC	August 29, 2014
Present Draft Report to NCTC	September 17, 2014
Final Report Delivered to NCTC	October 31, 2014
Project Complete	November 30, 2014

6. BAY TO TAHOE BASIN RECREATION AND TOURISM RURAL ROADWAY IMPACT STUDY

El Dorado County Transportation Commission is the lead agency for this planning effort and NCTC is a partner participating on the Project Advisory Committee (PAC). The study area consists of Interstate 80, US 50, and State Routes 20, 49, 88, 89, and 267 within El Dorado, Placer, Amador, and Nevada Counties. The purpose of this study is to identify the impacts of regional and interregional tourism travel on the rural highway system within the study area, evaluate the existing and future tourism market, associated impacts and needs based on existing conditions, and to provide an evaluation of existing transportation funding sources and potential future funding opportunities. The information collected as part of this study can be utilized by NCTC in the regional planning process and will be available to local agencies focused on improving the economic tourism market in Nevada County.

The Draft Report has been completed by the consultant. An overview of some of the key findings of the study will be provided at the July 16th NCTC meeting. The Final Report is scheduled to be completed in August.