



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 March 19, 2014 Meeting

DATE: March 12, 2014

1. STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Following the Nevada County Transportation Commission's (NCTC) approval of the 2014 Regional Transportation Improvement Program (RTIP), staff presented the RTIP to the California Transportation Commission (CTC) on January 30, 2014. In response to the presentation at the CTC, CTC staff recommended the second scenario presented in Resolution 13-36 to program \$3.132 million for construction in FY 2014/15 for the SR 89 "Mousehole" project, and to program \$3.0 million for PA/ED in FY 2015/16 and \$3.0 million for PS&E in FY 2018/19 for the SR 49 Widening project from La Barr Meadows Road to McKnight Way. The CTC is scheduled to adopt the 2014 STIP on March 20th. NCTC staff believes that the adoption will include CTC staff's recommendations.

2. 2015 PERFORMANCE BASED REGIONAL TRANSPORTATION PLAN

At the January 2014 Rural Counties Task Force meeting, the Caltrans Office of Regional and Interagency Planning (ORIP) issued a call for nominations for projects to receive additional Rural Planning Assistance (RPA) funds that have not been used by rural agencies during the past few years.

On February 28th NCTC staff submitted an application for \$70,000 to prepare a Performance Based Regional Transportation Plan for Nevada County. This project has been included in the Draft 2014/15 FY Overall Work Program (OWP) presented under Action Item #14 in this agenda packet.

Performance Based Planning and Programming (PBPP) has received special focus by Federal Highway Administration (FHWA) and Caltrans during the past few years. Staff believes that this application represents the first effort by a rural California Regional Transportation Planning Agency to implement a Performance Based Regional Transportation Plan. Some of the objectives of PBPP are to give decision-makers quantifiable standards by which they can select projects and make investment decisions. Another very important aspect is to monitor the performance of the transportation system to determine the effectiveness of projects implemented and to provide opportunities for modifications to Regional Transportation Plan objectives based on data collected and trends observed.

Staff expects to receive a response from the ORIP as to the status of the grant application by March 20th.

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

The purpose of this study is to identify the impacts of interregional tourism travel on Interstate 80, US 50, and State Routes 20, 49, 88, 89, and 267 within El Dorado, Placer, Amador, and Nevada Counties. 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 PAC met on December 10th to review the analysis that has been completed to date in relation to the interregional travel patterns, tourism data, and economic analysis. The funding analysis is in progress and will summarize the available funding opportunities, future funding opportunities, and recommendations on how agencies can use the data from the report to better position themselves to obtain funding. The draft report is scheduled to be completed in March and will then be circulated for review and comment.

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

The PAC participated in a kick-off meeting held on February 21st to review the scope of work, schedule, and data needs list. The PAC also discussed the current coordination efforts, changes in public transportation services, and identified key study stakeholders. In the coming months, the consultant will document the existing transportation options and human services providers, existing coordination of services, assess transit needs, and conduct stakeholder outreach and workshops. The consultant will summarize the results of these activities in a working paper that will be reviewed by the PAC in April. The remaining schedule of activities is provided below:

ACTIVITIES	DATE
Identification and Evaluation of Strategies	May 2014
Prioritization of Strategies	June 2014
Development of Implementation Plan	June/July 2014
Identification of Funding Sources	June/July 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

5. CALIFORNIA TRANSPORTATION FOUNDATION 2013 AWARD NOMINATIONS

On February 10th the California Transportation Foundation (CTF) sent an email announcing the opportunity to nominate and register projects, people, programs and organizations to recognize excellence in transportation, all modes, from all regions of the state and private sector. Awards, known as the "Tranny Awards" will be presented on May 22, 2014. NCTC staff sent an email to the Town of Truckee, the Truckee Tahoe Airport, Nevada City, Nevada County Transit Services, and to Caltrans District 3 requesting information on specific projects they completed in 2013. On March 3rd, NCTC staff submitted the five nominations below. The CTF received 119 nominations and will notify the top three finalists in each category for the Tranny Awards for 2013, no later than Wednesday, March 19th.

#1 - Brockway Road Class I Bike Trail - Town of Truckee

Category: Pedestrian/Bicycle – Facilities for bicycle, pedestrian, and equestrian modes of travel.

The Brockway Trail is a recreational and commuter trail located along Brockway Road and the Ponderosa Golf Course, connecting the Truckee Regional Park and Truckee River Legacy Trail with commercial and residential areas. The project provided the missing link between two existing Class I bike paths.

Approximately 1/2 mile of trail was constructed in 2013 using a Bicycle Transportation Account grant, Regional Surface Transportation Program funds, and private developer funds. The project design was funded with a combination of Town of Truckee funds and funds contributed by the Truckee Trails Foundation. In addition to the trail construction, the project included the creation of a small wetland area, ADA improvements, and an open bottom culvert where the trail crosses an existing drainage channel.



Brockway Road Class I Bike Trail – Town of Truckee

#2 - Zion Street / Ridge Road / Nevada City Highway Sidewalk Project

Category: Pedestrian/Bicycle – Facilities for bicycle, pedestrian, and equestrian modes of travel.

This is a two-part Congestion Mitigation and Air Quality funded project. Phase 1 of this pedestrian enhancement project is 1,600 lineal feet of sidewalk on Zion-Ridge Road and Searls Avenue. The new section of sidewalk completes a one-mile loop for pedestrian use. The loop is used by local business district employees, for recreational walking by residents, and enhances the city's Safe Routes to School system. Phase 2 of the project is 2,150 lineal feet of sidewalk that connects Nevada City to Grass Valley and unincorporated Nevada County. Phases 1 and 2 utilized native mine rock on the retaining walls and creatively re-used railing from the historic Nevada City Pine Street Bridge originally constructed in 1903. The rock and railing are features used throughout Nevada City.



Zion Street Portion of Nevada City Sidewalk Project

#3 - Tinloy Transit Transfer Center - Nevada County, CA

Category: Transit/Rail – Facilities for bus transit, light, urban, commuter, intercity, or freight rail.

Transit Services Division of the Nevada County Public Works Department has operated and managed the rural public transit system with fixed route service since 1975. Gold Country Stage is projected to provide 190,000 boardings in 2013/14 and runs Monday through Saturday.

As the bus system increased from one bus and two routes to ten buses and six routes, they outgrew the curbside hub transfer center with one bus shelter located in downtown Grass Valley. Traffic congestion, a location not ADA compliant, lack of bus capacity, inadequate passenger shelter, safety and security issues, and no expansion opportunities necessitated construction of a new transfer center. The new hub provides space for up to eight buses, is ADA compliant, with four shelters, and provides access to downtown shopping.



Tinloy Street Transit Transfer Center in Grass Valley

#4 - State Route 49/La Barr Meadows Road Signalization and Widening

Category: Conventional State Highway – State Highway that serves as a connector between communities while providing local access.

The \$30 million SR49/La Barr Meadows Road project south of Grass Valley was a response to the public's outcry for safety and operational improvements needed to reduce accidents on the two-lane highway in the area. Extensive public outreach and collaboration with Caltrans and the UC Berkeley ITS specialists resulted in the construction of a four-lane conventional highway with a continuous median/left-turn lane and 8-foot shoulders. Frontage roads and a signalized intersection eliminated the numerous access points to the highway and provided controlled access to SR49 by the fire station nearby. A wildlife undercrossing was built and three sound walls were constructed that reflect the visual character of this rural setting.

Project construction was funded by CMIA Prop 1B funds totaling \$18.5 million and ARRA funds.



Aerial view of the SR 49 / La Barr Meadows Road Widening Project with Frontage Roads

#5 - Truckee Tahoe Airport Multilateration Flight Tracking Technology

Category: Aviation – Airport-related infrastructure, including terminals, runways, and landside access.

For a small airport in the Sierras to spearhead installation of a state-of-the-art 3-D animation and modeling system without funding or prompting from federal authorities is truly extraordinary.

Long-range radars cannot see aircraft below the mountain peaks surrounding Tahoe. Truckee Tahoe Airport set a benchmark in pursuit of safety and community relations by acquiring the Multilateration tracking system. Benefits include locating lost aircraft, providing safety advisories, airspace data to pilots more accurate than radar, and the ability to design noise abatement flight procedures.

The system cost around \$1.6 million and was financed through airport operations revenue and local tax-base revenue. Truckee Tahoe Airport was the first general aviation airport in the U.S. to install Multilateration and their entire system is one-of-a-kind in North America.



Operations Center at the Truckee Tahoe Airport with Multilateration Displays