



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*

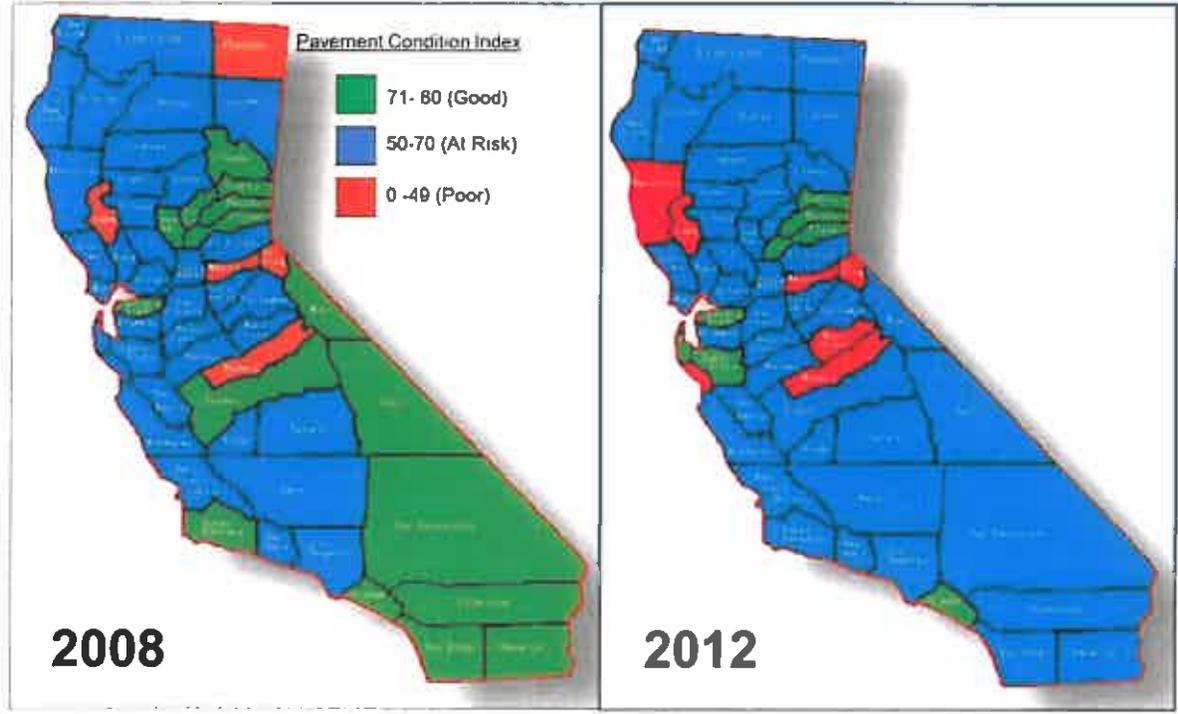
SUBJECT: Executive Director's Report for the May 21, 2014 Meeting

DATE: May 9, 2014

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

The Nevada County Transportation Commission (NCTC) is managing this project on behalf of the 26 member Rural Counties Task Force (RCTF). The consultant for the project is Nichols Consulting Engineers (NCE), a nationally recognized pavement specialty firm.

Pavement networks are often an agency's most valuable asset. These assets are not only expensive to operate and maintain, but are also an essential component of an agency's overall identity and economic health. Since pavement maintenance and rehabilitation costs are increasing faster than available budgets, agencies must find more efficient ways to accommodate these needs.



The maps above are examples of the results collected from the California Local Streets and Roads Needs Assessment studies done in 2008 and 2012. Although the California Statewide Local Streets and Roads Needs Assessment provides similar data as that requested by this project, the needs of

rural counties have been averaged with 540 cities and counties, and thus provides an incomplete picture of the rural counties alone.

Some typical differences between rural and urban roads include the following:

- Paving construction costs on rural roads are, on average, approximately 86% of urban counties.
- Different types of maintenance treatments are often applied to rural roads, such as rejuvenators and chip seals; these are not common on urban roads.
- Rural counties have lower traffic volumes in most cases, and therefore, different pavement performance models for roads.

During the month of April, NCE collected data by reaching out to 98 small cities and rural counties. At the completion of the initial data collection, NCE had received data on 72% of the agencies, which represented more than 89% of the total road miles within the project area. During the first two weeks of May, NCE conducted additional outreach to enhance the data set.

Over the next three months, NCE will utilize this data to answer the following questions:

- What are the conditions of rural roads and highways in the 26 RTPAs?
- How much will it cost to bring them up to best management practices (BMP) condition or most cost effective condition?
- How much will it cost to maintain them once we have achieved BMP or the optimal pavement condition?
- What are the differences between revenues and operations and maintenance needs? Is there a funding shortfall?
- What are the impacts of different funding scenarios?

The survey data will be summarized by county and will include the following:

- Total miles (centerline and lane-miles) maintained per agency.
- Total urban/rural miles (centerline and lane-miles) maintained per agency.
- Total highway miles by county.
- Breakdown of essential safety and regulatory costs and needs.

The final report will be presented at the September RCTF meeting.

2. CALL FOR PROJECTS FOR CONGESTION MITIGATION AND AIR QUALITY (CMAQ) FUNDING

Staff has issued a call for projects in western Nevada County that are eligible for CMAQ funding. Projects will be programmed in FFYs 2014/15 and 2015/16. The total amount of CMAQ funds available is approximately \$1,413,305. The project applications are due June 20, 2014. After project applications have been reviewed and ranked, a project listing will be presented to NCTC at its September meeting for approval.

3. NCTC REGIONAL TRAFFIC MODEL UPDATE

The Project Advisory Committee met on May 6th and reviewed the 2035 land-use data. Committee members are to complete final edits to the data by May 15th. The consultant will then load the land use into the model and run the future year scenario. After the future year model forecast is complete,

Fehr and Peers will add components to the model to increase its ability to respond to various residential and nonresidential development scenarios. Information that will be analyzed and used in the model will include residential population density, nonresidential employment density, and total employment and retail employment per household. The final step of this project will be completion of the Model Development Report.

4. CALIFORNIA TRANSPORTATION COMMISSION TOWN HALL MEETING

On April 7th and 8th five members of the California Transportation Commission (CTC) held a Town Hall meeting in South Lake Tahoe, California. During the two-day event, there were presentations from numerous local, state, and federal agencies about projects in the Lake Tahoe Basin and the surrounding California and Nevada counties.

On the second day of the Town Hall meeting, I had the opportunity to present examples of how the Town of Truckee and the other agencies in the Truckee-North Tahoe Resort Triangle Area are coordinating pedestrian and bicycle projects. During my presentation, I had the opportunity to note the importance of the SR 89 "Mousehole" project and thanked the CTC members for programming funding for this project in the 2014 State Transportation Improvement Program.



5. CALIFORNIA AIRPORT LAND USE CONSORTIUM CONFERENCE

On March 19-21, I had the opportunity to participate in a conference of California Airport Land-Use Commissions. Topics covered in the conference workshops included: development and adoption of Airport Land Use Compatibility Plans (ALUCPs), the impact of airports on the surrounding communities, working with the Federal Aviation Administration on compatibility issues, and preparation of compatibility reviews and implementation of ALUCP policies.

