

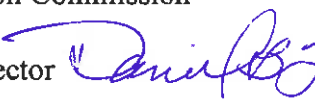


NEVADA COUNTY TRANSPORTATION COMMISSION

Grass Valley • Nevada City • Nevada County • Truckee

MEMORANDUM

TO: The Nevada County Transportation Commission

FROM: Daniel B. Landon, Executive Director 

SUBJECT: Executive Director's Report for the July 18, 2012 Meeting

DATE: July 3, 2012

1. REAUTHORIZATION OF FEDERAL TRANSPORTATION ACT

Congress defied all of the predictions that a transportation bill would not be adopted this year and passed a two-year surface transportation act on June 29, 2012. An initial review of the bill provides the following information:

Name: MAP-21 (Moving Ahead for Progress in the 21st Century)

Expires: October 1, 2014.

Annual Funding: \$54.6 billion (basically continues current funding level with a slight increase for inflation). The previous act, SAFETEA-LU, had average annual funding of \$50.1 billion.

The passage of this bill means that federal funds will continue to flow to the State of California and will facilitate approval of the allocation request for construction funding for the Dorsey Drive Interchange.

2. TRAFFIC MODEL UPDATE

On June 22, 2012, staff distributed a Request for Proposals to develop an update of NCTC's travel demand forecasting model.

NCTC uses travel demand forecasting models to identify future improvements to the regional system of road streets and highways. The NCTC travel demand forecast model was last updated in 2008. The City of Grass Valley uses the same software platform for its travel demand forecast model and an update of the city model is included as part of this project.

Proposals from consulting firms are due August 10, 2012. Proposals will be reviewed and ranked by a consultant selection committee. Selection of the consultant and contract approval will be included on the September 19, 2012 NCTC agenda.

3. TRUCKEE TAHOE AIRPORT LAND-USE COMMISSION (TTALUC)

The TTALUC met on April 6, 2012, the main action item on their agenda was review of the Hotel Avery Project. The hotel Avery is a proposed hotel/restaurant that would be built within the Truckee downtown specific plan area and is located in Zone D of the Truckee Tahoe Airport Land Use Compatibility Plan (TTALUCP). The project was presented for a consistency determination due to the fact that the estimated average occupancy of the project exceeded the compatibility criteria for Zone D.

The TTALUC found the project to be consistent with the TTALUCP subject to the following conditions:

1. An overflight easement shall be recorded for the project.
2. The project shall not be permitted to install any distracting lights that could be mistaken for airport lights, or any sources of electrical interference with aircraft communications or navigation.
3. In considering the average occupancy of the site, the TTALUC found the project consistent with the compatibility plan due to the fact that the average occupancy would be subject to wide variations based on the nature of the business (i.e. hotel/restaurant), the time of day, and season of the year. The TTALUC also took into consideration that the maximum occupancy of the site was within the Zone D Intensity Criteria.

4. CALIFORNIA AIRPORT LAND-USE CONSORTIUM STATEWIDE CONFERENCE

On May 14th and 15th, I attended the inaugural California Airport Land Use Consortium Statewide Conference. The conference provided a good overview of current legislative topics related to airport land-use planning and an opportunity to network with staff from other airport land-use commissions. Topics covered in the workshop sessions included:

Caltrans handbook update; during this session information regarding the four compatibility factors (airspace, overflight, noise, and safety) was presented.

ALUCP and CEQA Preparation and Process, this session included discussion of the CEQA requirements and processes, including shortcuts and pitfalls, related to the adoption of an Airport Land Use Compatibility Plan.

Legal and Regulatory Requirements, information was provided regarding constitutional issues such as takings, nexus, and proportionality. Discussion also included zoning and general plan implications, and the legal risks of "gerrymandering" zone boundaries.

Agency and Stakeholder Engagement, this session looked at balancing aviation community interest with those of property developers. It also considered successful coordination among ALUC's local governments and airport operators.

ALUC GIS Implementation Tools, this session provided a demonstration of GIS mapping that is being used to assist in the implementation of airport land use compatibility plans.