

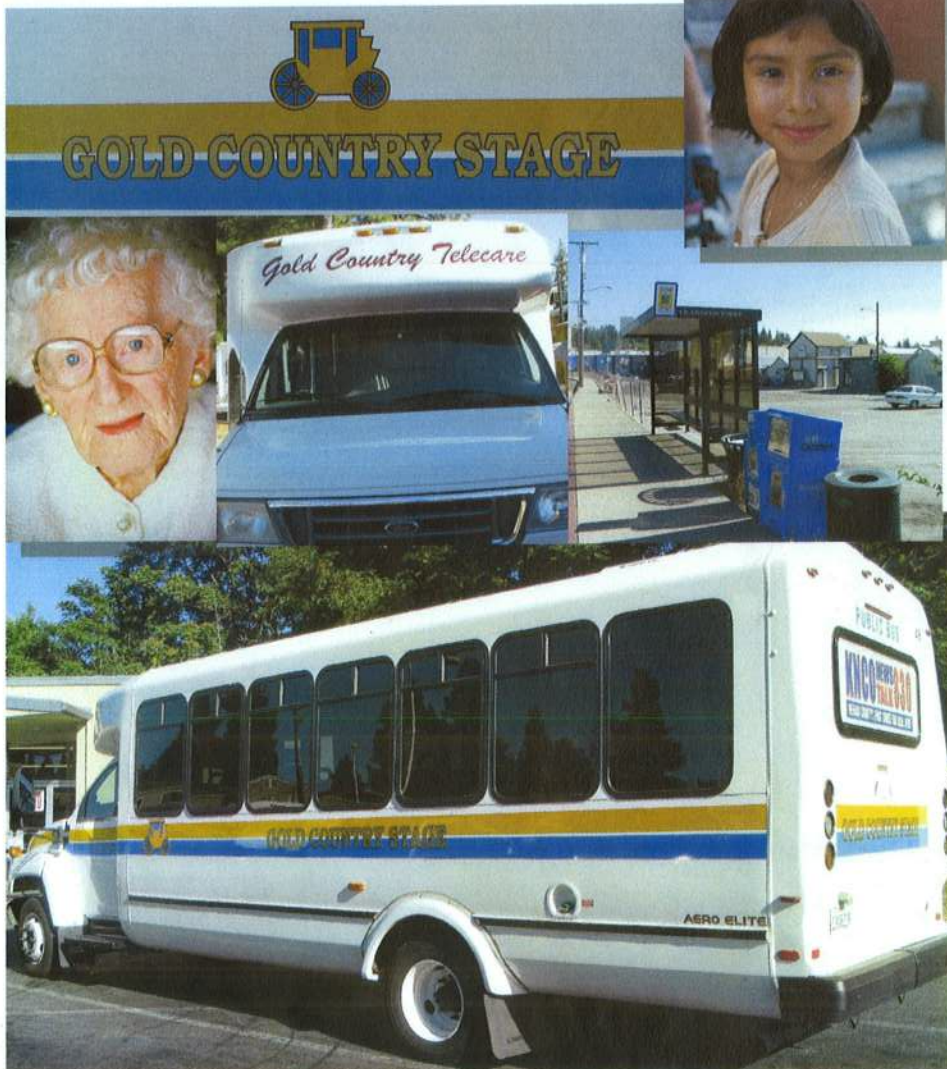
Nevada County Transportation Commission

Transit Development Plan Update

In Association With:
Community Action Partners

Western Nevada County FY 2010/2011 to FY2014/2015

Final Report



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**RESOLUTION 11-09
OF THE
NEVADA COUNTY TRANSPORTATION COMMISSION**

ADOPT THE FINAL WESTERN NEVADA COUNTY TRANSIT DEVELOPMENT PLAN
UPDATE FOR FY 2010/11-FY 2014/15

WHEREAS, the Nevada County Transportation Commission contracted with Transit Resource Center to update the previously adopted transit development plan; and

WHEREAS, the adoption of the *Nevada County Transportation Commission Transit Development Plan Update-Western Nevada County FY 2010/2011 to FY 2014/2015 Final Report* will provide the Nevada County Transit Services Division a planning guide for operation of the transit/paratransit systems over the five year plan period; and

WHEREAS, the final plan will be utilized by the Nevada County Transit Services Division to make recommendations regarding transit services in western Nevada County to the Transit Services Commission and to the Nevada County Board of Supervisors.

NOW THEREFORE BE IT RESOLVED, that the Nevada County Transportation Commission adopts the *Nevada County Transportation Commission Transit Development Plan Update-Western Nevada County FY 2010/2011 to FY 2014/2015 Final Report* as complete per the terms of the contract with Transit Resource Center.

BE IT FURTHER RESOLVED, that the Nevada County Transportation Commission directs staff to distribute the document to the Nevada County Transit Services Division, Gold Country Telecare, Grass Valley, Nevada City, and Nevada County, so that it may be used as a planning guide to improve transit/paratransit services in western Nevada County over the next five years.

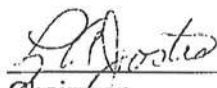
PASSED AND ADOPTED by the Nevada County Transportation Commission on January 26, 2011 by the following vote:

Ayes: Commissioners Beason, Dee, Guerra, Harris, Jostes, Miller and Scofield

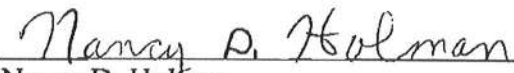
Noes: None

Absent: None

Abstain: None



Chairman
Nevada County Transportation Commission

Attest: 

Nancy D. Hoffman
Administrative Services Officer

that there are no non-profit organizations readily available to provide the specialized service. The FTA 5310 funds are apportioned to the State of California which conducts an annual competitive application process through the Department of Transportation and project awards are granted by the California Transportation Commission. Telecare has been successful in replacing about one bus per year with the FTA 5310 process. A total of \$379,618 is currently programmed over the next five years for FTA 5310 monies.

FTA 5311 ARRA Funding

In non-urban areas such as western Nevada County, American Recovery and Reinvestment Act (ARRA) monies have been made available through Caltrans' FTA 5311 program. \$250,000 will be utilized in FY 2010/11 for the construction of the Tinloy Transit Center.

Congestion Mitigation Air Quality (CMAQ)

The overall CMAQ funding was fully described above. \$130,000 in CMAQ funding will be received in FY 2010/11 for two Telecare buses. These buses were originally programmed in FY 2008/09.

Capital Expenditures

There are seven primary categories of capital expenditures over the next five year period:

- Vehicle replacement
- Bus stop improvements
- Grass Valley Transit Center
- Relocation of transit facility
- Vehicle tracking and passenger information
- Other bus technology options
- Safety and Security enhancements

Vehicle Replacements

Nevada County has developed a vehicle replacement schedule for Gold Country Stage buses and transit utility vehicles. That schedule has been utilized as the foundation of vehicle replacement schedule for the Transit Development Plan.

The replacement of Telecare buses was included in the 2008 TDP but assumed that funding would be available from FTA 5310 for two bus replacements per year. Funding for only one bus replacement per year has been available from FTA 5310 funds. In reviewing the fleet condition and replacement of Telecare buses, there is a need to replace eight buses over the next two years. Since

capital funding is available from the PTMISEA program for vehicle replacements and some money will also be available from the State Transit Assistance (STA) in the partial recovery scenario, it is recommended that the Transit Services Division procure and own the Telecare vehicles and provide them to Gold Country Telecare for use in paratransit service. It is a very common practice in the transit industry for the public entity such as the Transit Services Division of Nevada County to make public transit vehicles available to private contractors to operate contracted service, with the provision that the buses be properly maintained with periodic random inspections. The contract between the Transit Services Division and Gold Country Telecare would need to be amended to reflect the change in bus procurement.

The fleet replacement plan is shown in Exhibit 6-11. A total of seven Gold Country Stages buses and four utility vehicles will be replaced over the next five years with an expected cost of approximately \$974,000. A total of fifteen Telecare buses would be replaced over the next five years with an expected cost of \$961,900.

Bus Stop Improvements

Gold Country Stage staff are currently preparing an inventory of prioritized bus stop improvements. Public comment during the public participation phase of the TDP indicated that bus stop accessibility was a major issue that needed to be addressed over the next five years.

At a minimum five bus stops should receive accessibility and amenity upgrades. Accessibility improvements recommendations could also come from the Pedestrian Master Plan that is currently in progress. Bus stop amenities could include a bus shelter, benches, trash receptacles, public information and other identified needs. A total of \$359,048 is currently programmed over the next five years. It should be noted that another \$400,000 in PTMISEA capital funds are available if additional funds are needed after the bus stop improvement inventory is completed.

Grass Valley Tinloy Transit Center

As discussed in greater detail in Chapter 5, a new transit center is being designed and built in FY 2010/11 on Tinloy Street in Grass Valley. Currently, Siteline Architectures, Inc. and McProud & Associates Landscape Architecture are preparing the architectural design elements for the proposed transit facility. The facility will have a 330 foot transit-vehicle-only transfer bay along the north side of Tinloy Street, with an ADA compliant sidewalk/passenger waiting area covered by two 12' X 100" shelters. A restroom and bicycle parking facilities will be provided. Construction is scheduled to be completed in Summer 2011. \$907,000 is currently budgeted in FY 2010/11 for this project.