

Nevada County Transportation Commission

The Nevada County Transportation Commission (NCTC) is the Regional Transportation Planning Agency for Nevada County. NCTC coordinates state and federal transportation programs for Nevada County, the City of Grass Valley, Nevada City, and the Town of Truckee.

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The Nevada County Transportation Commission Newsletter is published quarterly. If you would like to be added to the mailing list, please write or call the Nevada County Transportation Commission office.

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Upcoming NCTC Meeting

The next meeting of the Nevada County Transportation Commission is scheduled on: **Wednesday, January 25, 2012 at 9:30 a.m., Nevada County Board of Supervisors Chambers, 950 Maidu Avenue, Nevada City, CA.**

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NEVADA COUNTY TRANSPORTATION UPDATE

Issue 50

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Regional Transportation Improvement Program Projects

The Nevada County Transportation Commission (NCTC) approved and submitted several projects on December 14th to the California Transportation Commission (CTC) for the FY 2011/12 Regional Transportation Improvement Program (RTIP). Once the projects are approved by the CTC, they are combined with projects from each county to create a state-wide document known as the State Transportation Improvement Program (STIP). The RTIP and STIP are five-year listings that are updated every two years. When the CTC adds projects into the STIP they are considered "programmed", and a project must be programmed into the STIP in order for funding to be provided by the CTC.

The Dorsey Drive Interchange project is programmed in the STIP for \$10.555 million in FY 2012/13. The City of Grass Valley requested an additional \$3 million in the 2011/12 RTIP to support the project's construction contingency and \$600,000 for construction management expenses. When approved by the CTC, \$3.6 million will be added to the \$10.555 million in FY 2012/13 for Dorsey Drive.

The Dorsey Drive Interchange Project is "shovel ready" with project plans and specifications ready to bid. The environmental evaluation and right-of-way purchases are completed, and utility relocations are underway and on schedule. The remaining project schedule is as follows:

- December 2011 City identified by CTC as lead agency
- February 2012 Consultant selected to review bid package
- April 2012 Consultant completes bid package review
- June 2012 Caltrans & City complete bid documents
- July 2012 CTC authorizes funding
- Fall 2012 Advertise and open bids
- Winter 2012/13 Award bid
- 2015 Construction completed



Utility relocation in progress for the Dorsey Drive Interchange project



Preconstruction work near the Dorsey Drive overcrossing nearly completed

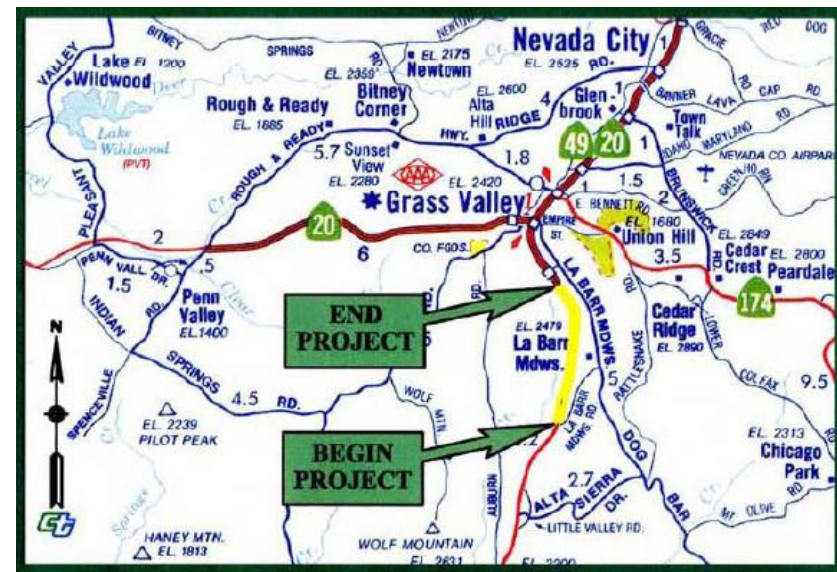
With bids going out in Fall 2012, the cost to construct the project could rise above the current estimate and the additional contingency funds would be needed to have the project fully funded and to allow it to go out to bid. The additional \$3 million could also be used for any unforeseen change orders that would arise during construction.

The Dorsey Drive Interchange, when completed, will provide direct access from the highway to medical buildings and the only regional hospital, access to the community college and high school, access to fire stations and several commercial areas, will improve emergency response times, will help the city with congestion relief, and provide new bicycle facilities and pedestrian sidewalk improvements.

(RTIP continued on page 2)

Regional Transportation Improvement Program (cont'd.)

Caltrans and NCTC will initiate planning a new project on SR 49 to continue the widening improvements that are currently under construction along SR 49 near the La Barr Meadows intersection. The new section will begin where the current project ends and continue north to approximately four-tenths of a mile south of McKnight Way in Grass Valley. The plan includes \$3 million for Project Approval and Environmental Documentation (PA/ED) and \$3 million for Plans, Specifications, and Estimates (PS&E). Caltrans District 3 fully supports the use of Interregional Transportation Improvement Program (ITIP) funding for future phases of this project, subject to funding availability. During the PA/ED phase of the project, Caltrans engineering and planning staff will develop and analyze alternative plans for improving the highway. Public outreach will be conducted to give citizens an opportunity to review and comment on the various alternatives.



Boundaries of new SR 49 widening project included in the RTIP

The SR 89 pedestrian/bicycle undercrossing tunnel at Truckee's "Mousehole" is a long awaited safety project that has completed preliminary environmental work and project design. The project was initiated in the 2006 STIP. Caltrans and the Town of Truckee developed the design for the undercrossing and connecting trails east of the existing Mousehole tunnel. The project will separate bicycle and pedestrian traffic from vehicular traffic, thereby improving safety and transportation mobility capacity of the interregional SR 89 corridor, which is a primary access route between I-80, the Town of Truckee, and the Lake Tahoe Basin.

Based on current estimates, \$6.4 million is needed to construct the project. Caltrans has recommended that the CTC program \$4.7 million of State Highway Operations and Protection Program (SHOPP) funds for construction in the 2014/15 fiscal year. The Town of Truckee took over as lead agency on the project and has set aside \$1.3 million of their own Traffic Impact Fees for a portion of the construction funding, and requested that NCTC provide \$1.3 million of Regional Improvement Program funds in its 2011/12 RTIP to assist with construction.



Pedestrian/bicycle undercrossing to be funded for construction

Citizens for Highway 49 Safety requested NCTC add traffic signal preemption devices into RTIP funding for three locations along the SR 49 corridor between Combie Road and McKnight Way. NCTC approved the project to fund \$136,000 for installation of signal preemption devices at SR 49 intersections at Wolf/Combie Road, Lime Kiln, and Alta Sierra intersections, together with 20 vehicular devices divided amongst the Higgins Fire District and Nevada County Consolidated Fire District.

Traffic signal preemption allows the normal operation of traffic lights to be preempted by emergency vehicles to manipulate traffic signals in the path of an emergency vehicle, to stop conflicting traffic, and allow the emergency vehicle right-of-way, in order to help reduce response times and enhance traffic safety. Preemption devices will be installed on emergency vehicles and traffic lights will be equipped to receive activation signals.

A project application prepared by the Nevada County Public Works Department indicates that during a five-year period, from October 2004 through September 2009, there was a total of 97 accidents involving emergency vehicles at intersections along the SR 49 corridor. One of those accidents resulted in a fatality, and injuries occurred at 86 of the accidents. Final approval of the funding and timing of the project will be made by the California Transportation Commission at their March 28, 2012 meeting. **NCTC**

Western County Governance Study

The Western Nevada County Public Transportation Governance Study will be conducted by LSC Transportation Consultants, Inc., who will evaluate options for the administration and operation of transit and paratransit services in western Nevada County. The consultant, in coordination with stakeholders and community members, will conduct a detailed evaluation of the existing administrative structure, as well as alternative structures for the provision of public transit service in western Nevada County to determine if there are ways to enhance the effectiveness of the overall program. This planning effort will provide information to the Transit Services Commission and local governments in western Nevada County on the optimal manner in which the administration of fixed route transit and paratransit services can be provided cost effectively to meet both the present and future needs of the community.

A public workshop will be scheduled in mid-January 2012 to provide members of the public an overview of the study and provide a forum for public discussion on the existing governance structure, as well as potential alternatives. The draft report is scheduled to be completed in mid-March 2012, and the final report is to be presented to the Transit Services Commission at their May 16, 2012 meeting. A budget of \$40,000 was approved for the study. **NCTC**



Gold Country Stage provides transit services in western county

Town of Truckee Mobility Needs Assessment

The objective of this study is to identify mobility needs within Truckee and to develop a series of sustainable solutions aimed at optimizing existing services to adequately meet those needs. Six firms submitted proposals to do the study and staff from NCTC and the Town of Truckee ranked the proposals. Interviews were held and LSC Transportation Consultants, Inc. was selected as the preferred firm to develop Truckee's mobility needs assessment. A budget of \$30,000 is available for the consultant's work.

The final report will outline existing and projected transit demand, evaluate existing transportation services, both public and private, and develop potential solutions or strategies that address community needs, service gaps, and ways to enhance existing transportation services. All recommendations will be projected across the next five years.

Project objectives to be achieved through development of the Town of Truckee's Mobility Needs Assessment Study include:

- Identify and address mobility demand and needs through community input.
- Work with project stakeholders and the community in developing strategies for improving existing services.
- Identify potential challenges and service gaps related to existing public transit services.
- Provide practical solutions to address the identified service gaps and identified demand.
- Identify funding sources for future service enhancements and capital improvements.
- Develop a financial plan supporting the implementation of the preferred alternatives.



Town of Truckee Transit Services vehicle

Growth in the region between 2000 and 2010, coupled with the current economic climate and volatility of state and federal transit funding programs, have made addressing the mobility needs in the Truckee area very challenging. The Truckee area is currently served by Truckee Transit and Truckee Dial-A-Ride, as well as Placer County's Tahoe Area Regional Transit (TART) program. In addition, a volunteer transportation program focusing on non-emergency medical needs is currently being developed.

Public outreach activities for this study are scheduled to be conducted in January 2012 and will include an online community survey, stakeholder focus groups, and gathering input from the public at key locations in Truckee. The draft report is scheduled to be completed in mid-March 2012 and the final report will be presented to the Truckee Town Council in May 2012. **NCTC**