

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, November 19, 2008 at 9:30 a.m., Nevada City Council Chambers, 317 Broad Street, Nevada City, CA.**

NEVADA COUNTY TRANSPORTATION COMMISSION NEWSLETTER

Issue 37

"Creating a better future by building upon successes of the past"

September 2008


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Corridor System Management Plan

When the SR 49/La Barr Meadows Road Improvement Project was awarded \$18.5 million of Proposition 1B funds, it was required that a Corridor System Management Plan (CSMP) be developed to ensure that there is a coordinated plan in place to improve mobility and safety into the future for the entire corridor. Caltrans District 3 went to work to organize and coordinate efforts with regional and local transportation agencies to partner in this task. The funds carry a responsibility to ensure that money is used efficiently and produces measurable results to reduce congestion on vital travel corridors in the state.

A CSMP is a comprehensive and integrated management plan to increase transportation options, decrease congestion, and improve travel times in a transportation corridor. A CSMP includes all travel modes such as highways, parallel and connecting roadways, public transit, and bikeways, using intelligent transportation systems such as coordinated traffic signals, carpool lanes, transit strategies, etc. A corridor management strategy will be created, capital improvement projects identified, and the roles and responsibilities of each jurisdiction and agency recorded.

Currently a CSMP is being created for SR 49 from the I-80 junction in Auburn up to the SR 20 junction in Grass Valley. Working Papers 1 and 2 are available for viewing on a website found at www.corridormobility.org. Comments or questions are also welcomed by Caltrans staff and can be submitted at www.corridormobility.org/comment.php. For further information, you can call the NCTC office at 265-3202. 



Regional Transportation Mitigation Fee Update Approved

On July 16th the Nevada County Transportation Commission completed a three-year process of updating the Regional Transportation Mitigation Fee (RTMF) Program for western Nevada County.

A consensus was reached on twelve policy issues for the RTMF Update, and the nine fee zones that had different fees in the previous program were consolidated into one fee of \$439/trip for residential development and one fee of \$110/trip for nonresidential development. The NCTC voted at their July 16, 2008 meeting to endorse the adoption of the RTMF Nexus Study and to implement the RTMF Administrative Plan. The City of Grass Valley, Nevada City, and Nevada County have since passed resolutions and ordinances in their jurisdictions to implement the new fee program. An RTMF Agreement will be signed between each jurisdiction and the NCTC to acknowledge the Commission's role to collect, monitor, and disperse funds when the designated improvements go into the planning, design and construction stages, and NCTC staff will be available to facilitate discussion as new issues arise and a future update is needed.

NEW FEE SUMMARY

<u>Residential Land Use</u>	<u>RTMF Fee per Dwelling Unit</u>
Single Family Dwelling	\$4,201
Multiple Family Dwelling	\$2,950
Secondary Single Family Dwelling	\$2,950
Mobile Home in MH Court	\$2,950
<u>Non-Residential Land Use</u>	<u>RTMF Fee per 1,000 Sq. Ft.</u>
Retail - Low	\$3,102
Retail - Medium	\$5,191
Retail - High	\$13,987
Office	\$1,330
Industrial	\$546

The table below shows a comparison of RTMF fees currently charged in neighboring counties.

County	Year	S.F. Residence	Gen. Commercial	Office
El Dorado	2007	\$26,450*	\$10.37/ sq. ft.	\$2.66 / sq. ft.
Placer	2007	\$4,631	\$9,864 / DUE**	\$6,345 / DUE**
Sacramento	2007	\$12,095	\$18.25 / sq. ft.	\$12.85 /sq. ft.
Yuba	2005	\$4,306	\$3.16 / sq. ft.	\$1.90 /sq. ft.
Nevada	2008	\$4,201	\$5.19 /sq. ft. ***	\$1.33/ sq. ft.

* El Dorado County's fee program sets aside approximately 22% of the fees from each Single Family Residence for Highway 50 improvements.

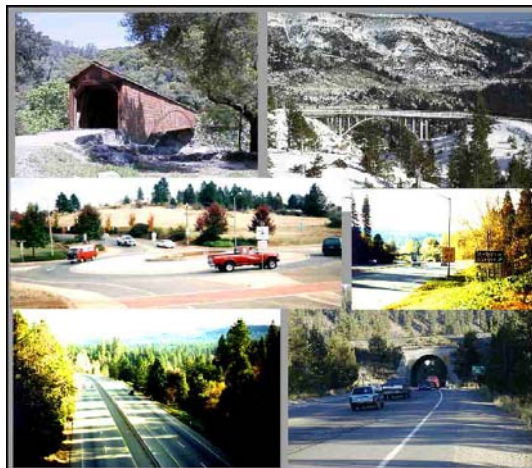
** DUE = Dwelling Unit Equivalents.

*** Nevada County Land Use Category = Retail - Medium.

(Continued on page 2)

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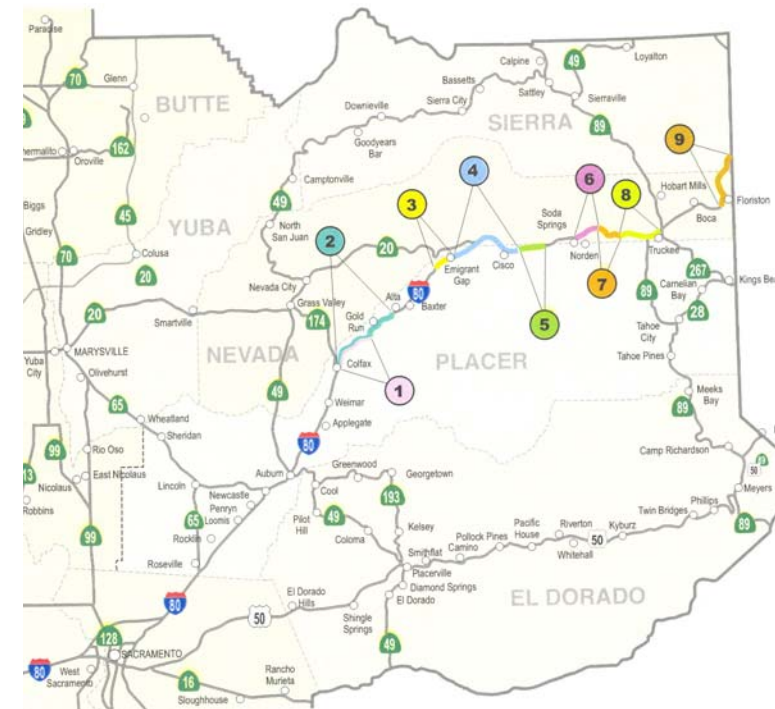
RTMF Capital Improvement Program

The **RTMF Program Update** consists of fifteen projects in the Capital Improvement Program (CIP) for western Nevada County (see below). The Technical Advisory Committee decided to divide the projects into two tiers, with Tier 1 being the highest priority projects to be funded and constructed first. The Dorsey Drive Interchange project is considered a regional project that benefits all three jurisdictions in western Nevada County. The project has a construction start date of 2016/17, unless additional funding can be supplied through other sources, which will speed up the start of construction. The SR 20/49 SB Ramps project located at Idaho-Maryland/East Main Street is a City of Grass Valley project that is currently under construction. The Brunswick Road/Loma Rica Drive Intersection and the Brunswick Road/East Bennett Street at Greenhorn Road Intersection are a top priority for Nevada County and are scheduled for full funding in 2010/11. The Ridge Road/Gold Flat Road NB Ramps at SR 20/49, Ridge Road/Gold Flat Road SB Ramps at SR 20/49, and the Ridge Road/Zion Street intersection are three locations that tie closely to one another and they are Nevada City's top priority project that would have full RTMF funding by 2018/19.

TIER No.	LOCATION	PROPOSED IMPROVEMENT	COST	NEW GROWTH %	RTMF SHARE	FUNDING PRIORITY
1	Dorsey Drive Interchange	Construct new interchange.	\$34,950,000	33%	\$11,533,500	1
1	SR-20/49 SB Ramps/ Idaho Maryland/ E. Main St.	Install two-lane roundabout.	\$2,600,000	70%	\$1,823,000	2
1	Brunswick Road/ Loma Rica Drive Brunswick Road/ E. Bennett Street/ Greenhorn Road	Provide solution for Loma Rica/ Brunswick Road intersection future LOS deficiency.	\$2,941,400	63%	\$928,000	3
1	Ridge Road/Gold Flat Road/SR-20/49 NB Ramps, Ridge Road/Gold Flat Road/SR-20/49 SB Ramps, & Zion St./Ridge Rd.	Install intersection improvements: roundabout or signals. Close spacing of intersections necessitates improvements at all 3 intersections.	\$4,000,000	79%	\$3,132,421	4
2	SR-49 NB Ramps/ E. McKnight Way, SR-49 SB Ramps/ W. McKnight Way, McKnight Way/La Barr Meadows Rd, & McKnight Way/Taylorville Rd.	Closely spaced intersections necessitate improvements at all 4 intersections.	\$5,499,457	44%	\$2,438,438	8
2	SR-49/ Combie Road	Provide second southbound left-turn lane with receiving lane.	\$2,345,800	100%	\$2,345,800	6
2	SR-20/ Pleasant Valley Road	Restripe southbound approach to include a left turn lane and a through left turn lane.	\$575,900	100%	\$575,900	9
2	SR-20/49 SB Ramps/ Brunswick Road	Improve operation of Brunswick Rd/Nevada City Hwy. intersection and eastbound Brunswick Rd. access to SB on ramp.	\$892,279	100%	\$892,279	5
2	SR-20/ Penn Valley Drive/ R&R Hwy	Add WB LT Storage and provide 4 through lanes at intersection.	\$2,492,600	60%	\$1,492,600	13
2	SR-20/49 NB Ramps/ Idaho Maryland Rd.	Install coordinated signals at ramps and Railroad Ave.	\$1,143,935	100%	\$996,935	10
2	SR-20 EB Ramps/ McCourtney Road	Install single-lane roundabout or traffic signal.	\$1,290,215	84%	\$1,078,967	11
2	SR 174/ Brunswick Road	Realign SR 174 to create 4 way intersection and install signal.	\$4,269,200	33%	\$1,408,836	12
2	E. Main St./Bennett St.	Continue to collect reimbursement for improvement constructed under original RTMF program.	\$1,500,000	100%	\$1,500,000	7
2	Dorsey Drive Extension	Extend two lane road from Sutton Way to Brunswick Road.	\$4,529,602	40%	\$1,793,683	14
2	State Route Facilities	Local Initial Contribution.	\$216,371,600		\$3,000,000	15
Annual administrative costs and five-year updates.					\$620,000	
TOTAL			\$285,401,988		\$35,560,359	

Interstate 80 Corridor Improvement Plan

Mike Bartlett, Caltrans District 3 Project Manager for I-80 Proposed Improvement Projects, gave a presentation to the Nevada County Transportation Commission (NCTC) at their July 16th meeting in Truckee. Mr. Bartlett highlighted nine projects in the Nevada County/Placer County I-80 corridor that have either begun construction or are proposed to begin in future years. He noted that project #1, Colfax Narrows, was the only project that is not funded yet. The section of I-80 between Alta and Emigrant Gap has already been improved.



I-80 Corridor Improvement Plan projects under construction or proposed for future dates.

- 1) **Colfax Narrows:** Near Colfax, from 0.2 mile east of SR 174 to Magra OH; rehab and widen roadway; to be determined when construction will begin. Cost = \$200 M
- 2) **Colfax/Gold Run III:** 5 miles east of Colfax from Secret Town OC to Alta Road UC; dig out roadway, AC overlay and median barrier upgrade; construction 2009 through 2010. Cost = \$70 M
- 3) **Nyack Rehab:** Near Emigrant Gap from Putts Lake UC to Carpenter Flat UC; PCC overlay and undercrossing; construction from 2008 to 2010. Cost = \$26.6 M
- 4) **Emigrant Gap:** From Carpenter Flat UC to Hampshire Rocks UC; PCC lane replacement and median barrier upgrade; construction 2010 to 2013. Cost = \$167 M
- 5) **Rainbow Rehab:** Near Kingvale from Hampshire rocks UC to Troy UC; PCC overlay and safety lighting upgrade; construction 2008 to 2010. Cost = \$31.5 M
- 6) **Donner 2:** From Soda Springs OC to west of Donner Summit; PCC overlay and bridge replacement at Castle Peak; construction 2007 to 2009. Cost = \$71 M
- 7) **Donner 3:** From Donner Summit to west of Donner Park OC; PCC lane replacement, storm water treatment upgrade; construction 2009 to 2012. Cost = \$78 M
- 8) **Donner 1:** In Truckee from east of Donner Lake UC to east of West Truckee UC; PCC overlay; construction 2008 to 2010. Cost = \$71 M
- 9) **Truckee River Canyon:** Near Floriston from the Truckee River Bridge to the Nevada State Line; PCC Lane Replacement and median barrier upgrade; construction 2009 to 2012. Cost = \$73 M

Mike Bartlett reported that Caltrans Director, Will Kempton, played an integral part in getting these projects funded with SHOPP (State Highway Operations and Protection Program) Funds and Garvee-Bond Funds. Project #7 (Donner 3) is funded through Proposition 1B SHOPP Augmentation Funds. Mr. Kempton decided to do all of the projects at once and not drag them out over many years, especially since the pavement was deteriorated and would not last. Much of the concrete driven on today is the original concrete laid when the highway was constructed in the early 1960's. The plan is to add extra layers of concrete, and every five to seven years when the chain wear needs attention, they will grind off and smooth out the concrete surface. After several grinding cycles, they will add more concrete to the surface.

Caltrans examined the impact these projects would have on the traveling public and came up with a strategy to use a three lane configuration during peak traffic times, with two lanes going eastbound on Friday and two lanes going westbound on Sunday. They will also do night work whenever possible, and plan to use moveable barriers in certain locations to allow the flexibility to move traffic when queues build up. The Commission complimented Caltrans on their hard work and extensive plans to refurbish the I-80 corridor. NCTC

California Transportation Plan 2035

Caltrans announced the launch of a new interactive Web portal, www.californiatransportationplan2035.org, for the development of the California Transportation Plan 2035. The plan is a statewide, long-range transportation plan that is updated every five years, and will be completed in September 2010. It includes goals, policies, and strategies to achieve a collective vision for California's future transportation system.

Public input into the plan is vital and the Web portal will be an easy location to receive information and provide feedback to Caltrans. The site features continually updated information on the progress of the plan's development, a calendar of events that will take place around the state, opinion polls, feature articles, and background information, including tools to help facilitate collaborative planning with other agencies. Web portal visitors will be able to search the site, sign up for automatic email updates or RSS feeds, submit comments, and view the comments of other visitors.

For more information, email laurie.waters@dot.ca.gov or call (916) 653-4466. NCTC