



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 September 19, 2012 Meeting

DATE: September 7, 2012

1. FEDERAL TRANSPORTATION REAUTHORIZATION

On July 6, 2012, President Obama signed into law a new two year transportation reauthorization bill named, "Moving Ahead for Progress in the 21st Century Act" (MAP-21). Caltrans is currently leading a coordinated stakeholder effort to develop appropriate state implementation legislation to address the various changes and consolidation of funding programs contained in MAP-21. As part of this effort, Caltrans has formed a 17 member MAP-21 Implementation Workgroup to identify the issues that need to be addressed in the state implementation legislation and to serve as a general Oversight Committee. Additional subcommittees are also being developed on specific implementation issues and NCTC staff has volunteered to participate on some of them.

The main focus of NCTC staff, in coordination with Rural Counties Task Force, is to ensure at a minimum that status quo funding levels, and the state versus regional funding splits, are maintained.

2. FY 2012/13 TRANSPORTATION PLANNING GRANTS

In March 2012, NCTC staff submitted two applications for FY 2012/13 Caltrans Transportation Planning Grants. The application for a \$40,000 Transit Planning Grant to update the Eastern Nevada County Transit Development Plan (ENCTDP) was approved, but the application for a \$35,000 Community Based Transportation Planning Grant to update the Nevada County Bicycle Master Plan was not approved.

In order to move forward with the update of the Bicycle Master Plan, NCTC staff has identified, and is recommending, alternative funding sources for this project in Amendment I of the FY 2012/13 Overall Work Program.

3. DORSEY DRIVE INTERCHANGE PROJECT

On August 22, 2012, the California Transportation Commission (CTC) allocated \$14,155,000 of Regional Improvement Program (RIP) funding for the construction of the Dorsey Drive Interchange project. The RIP funds have been combined with \$2.8 million of local and federal funds to reach the

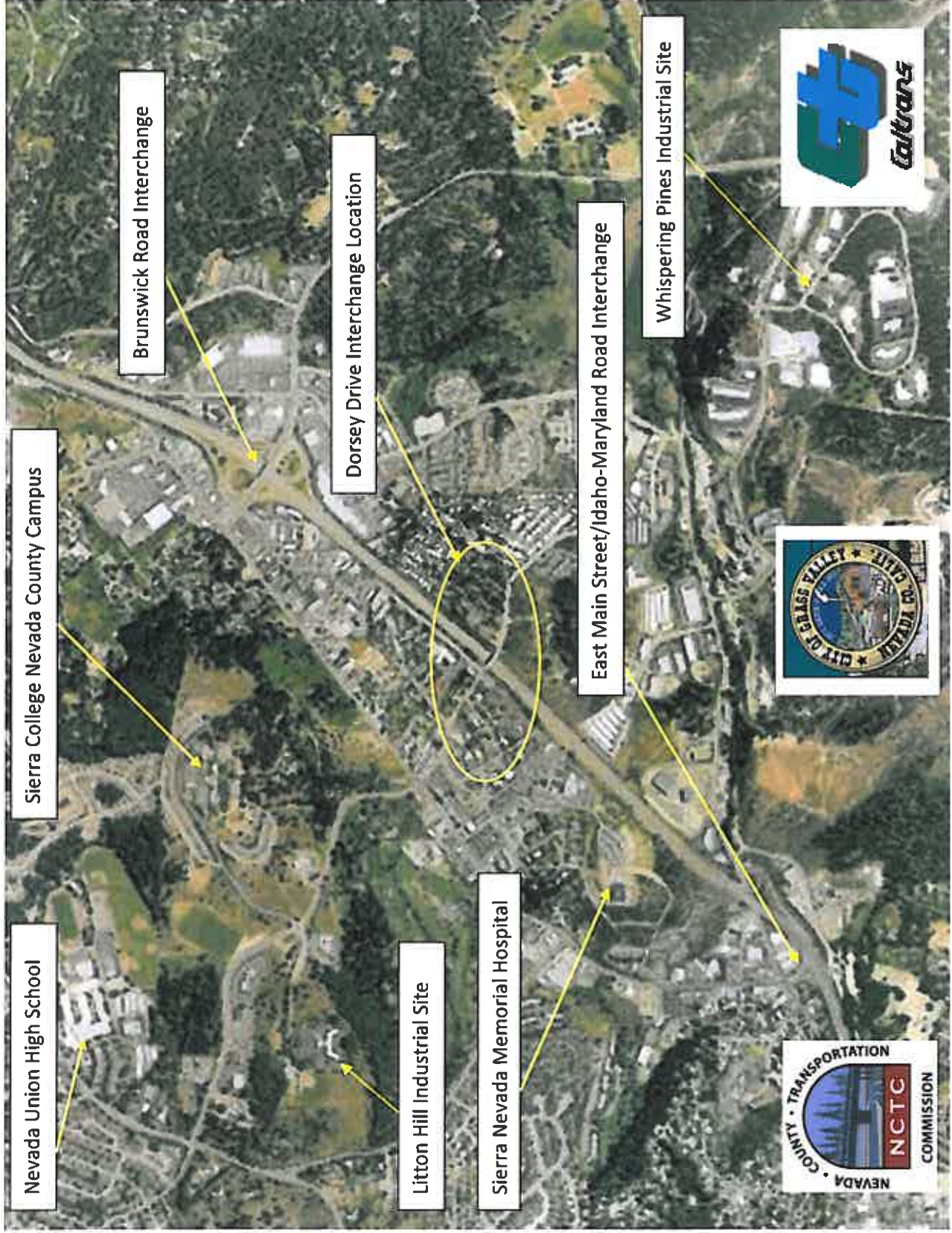
current construction cost estimate of \$17 million. A brief review of the history of this project follows:

- October 1984 the Dorsey Drive Interchange was identified as a high priority regional project; the initial construction cost estimate was \$2.54 million.
- Between October 1984 and April 1998, seven different studies were conducted to evaluate the potential design layouts and construction options for an interchange in the Dorsey Drive/Hughes Road vicinity.
- By 1990 the construction cost estimate had risen to \$8.2 million, and by 2006 the construction cost estimate ballooned to \$22 million. The recent recession has pushed the cost estimate down to \$17 million in 2012.
- In 1996, due to the passage of SB 45, the Dorsey Drive Interchange project became eligible for state funding.
- In 1998 NCTC submitted the Dorsey Drive Interchange project to the CTC for funding from the State Transportation Improvement Program (STIP).
- Since 1998 the project construction schedule has been delayed three times due to lack of funding.
- A survey taken in 2006 showed that 73% of Grass Valley voters felt the construction of the Dorsey Drive Interchange was “very important” or “extremely important”.

The City of Grass Valley has been designated as the lead agency for construction of the project, and the City's goal is to put the project out to bid by late 2012 and start construction in the spring of 2013. Three graphics showing the project's location and configuration are attached.

attachments

DORSEY DRIVE INTERCHANGE PROJECT





LEGEND:

- PROPOSED EMERGENCY ACCESS LOCATIONS
- BECK'S STATION (022+81) FOR LOWERING PROFILE OF WB RITE RT
TO ACHIEVE 4.7' = 116.5' (3) WEST, CLEARANCE
- END STATION (022+80) FOR LOWERING PROFILE OF WB RITE 30 BY 0.15 = 105.3' (1)
- END STATION (022+81) FOR LOWERING PROFILE OF WB RITE 30 BY 0.20 = 111.3' (1)
- END STATION (022+80) FOR LOWERING PROFILE OF WB RITE 30 BY 0.15 = 105.3' (1)
- END STATION (022+81) FOR LOWERING PROFILE OF WB RITE 30 BY 0.15 = 105.3' (1)

**DORSEY DRIVE IMPROVEMENTS (CALTRANS PROPOSAL) WITH
JOERSCHKE DRIVE - WB OFFRAMP ALIGNMENTS**

DORSEY DRIVE INTERCHANGE
03-NEV 20
KP R21.9/R23.2 (PM R13.6/R14.4)
EA 03-412401



