

## 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.

### 2008 NCTC Commissioners

**Nate Beason, Chairman**  
Nevada County District I Supervisor

**Tim Brady, Vice Chairman**  
Member-at-Large

**Carolyn Wallace Dee**  
Truckee Town Council

**Sally Harris**  
Nevada City Council

**Chauncey Poston**  
Grass Valley City Council

**John Spencer**  
Nevada County District III Supervisor

**Russ Steele**  
Member-at-Large

## This Newsletter is Prepared by the Staff of the Nevada County Transportation Commission

**Daniel B. Landon**, Executive Director  
**Mike Woodman**, Transportation Planner  
**Nancy D. Holman**, Administrative Services Officer  
**Toni Perry**, Administrative Assistant

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.

101 Providence Mine Road, Suite 102  
Nevada City, CA 95959

(530) 265-3202

Fax: (530) 265-3260

Web Page: <http://www.nctc.ca.gov>

E-mail: [nctc@nccn.net](mailto:nctc@nccn.net)

### Upcoming NCTC Meeting

The next meeting of the Nevada County Transportation Commission is scheduled on: **Wednesday, March 19, 2008 at 9:30 a.m., Nevada City Council Chambers, 317 Broad Street, Nevada City, CA.**

# NEVADA COUNTY TRANSPORTATION COMMISSION NEWSLETTER

Issue 35

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

March 2008

### Inside this Issue:


Pg. 2 – Federal Appropriations  
Pg. 3 – Air Quality Projects  
Pg. 4 – Next NCTC Meeting

## Rural Counties Task Force

The Rural Counties Task Force (RCTF) was formed in 1988 as a joint effort between the California Transportation Commission (CTC) and the rural counties that are represented by Regional Transportation Planning Agencies. The purpose was to ensure rural counties have a voice and are actively engaged as decisions are made regarding statewide transportation policies and programs. The RCTF represents 28 rural counties across the State of California that generally have populations of less than 250,000 and do not have a single urbanized area greater than 50,000.

Rural California is very diverse in terms of geography, culture, history and economic conditions. Therefore, rural transportation issues may vary depending on the economic base, topography, or proximity to urban areas and tourist destinations. But, there are certain issues that pertain to all rural areas of California, such as the lack of adequate and reliable revenue sources to maintain the state highway system in these regions.

Funding formulas are often based on population. Rural areas have about 7% of the state's population, but approximately 46% of the roadways. Receiving a smaller funding share than the larger counties makes it difficult to partner with Caltrans to fund costly improvements needed to address growth or to fund maintenance of the regional road systems. Every dollar invested today in preventative maintenance saves six dollars of rehabilitation and saves twenty dollars of reconstruction. The RCTF is committed to partnering with other transportation agencies to identify solutions to issues they face.

Mike Woodman, NCTC Transportation Planner, is serving a two-year term as Chairman of the Rural Counties Task Force. Mike is the voice for rural counties at statewide CTC meetings, and he keeps an active level of communication flowing between the rural counties so they stay on top of the issues and proposed laws that influence rural counties. Good job Mike! 



## Making Every Dollar Count


*The California Legislature called a special session to address the state's fiscal crisis. Their efforts are focused on budget cuts and deferred payments for the current fiscal year in an effort to face the \$16 billion budget deficit. It is predicted that next year's budget will be hit even harder with cutbacks.*

As Nevada County prepares for the inevitable fallout from these actions, all branches of the government and state subsidized programs must creatively face any budget shortfalls. The local jurisdictions have realized for several years the necessity to create new sources of revenue as the current sources dry up. The Town of Truckee and Nevada City were successful in passing sales tax measures that have helped them fund numerous transportation improvements in their communities. In 2007 the NCTC was successful in securing \$18.5 million of Proposition 1B Corridor Mobility Improvement Account (CMIA) funds to be used toward the construction of major improvements on SR 49 at La Barr Meadows Road. Because Prop. 1B is a voter approved bond the money is secure for this project. Design and landscape plans are underway and first right-of-way offers will be made in the next few months. Construction is scheduled to begin in spring 2009.

Another proposed funding source, also a result of Proposition 1B, is the California Goods Movement portion of the bill that provides funding to improve corridors in the state that have a high volume of freight movement. The California Transportation Commission (CTC) established guidelines for funding from the Trade Corridors Improvement Fund (TCIF) Program. The CTC determined that the freight corridor from the San Francisco Bay Area east is a key artery for the movement of goods to and from the west coast to the remainder of the United States. Caltrans and the Union Pacific Railroad submitted a request for \$43 million from TCIF to install two additional tracks and do tunnel improvements at Donner Summit to support freight movement efforts. These improvements would also enhance the potential for future passenger rail service to and from the Lake Tahoe/Reno recreational areas. The Town of Truckee supports this project and requested NCTC send a letter of support to the CTC.

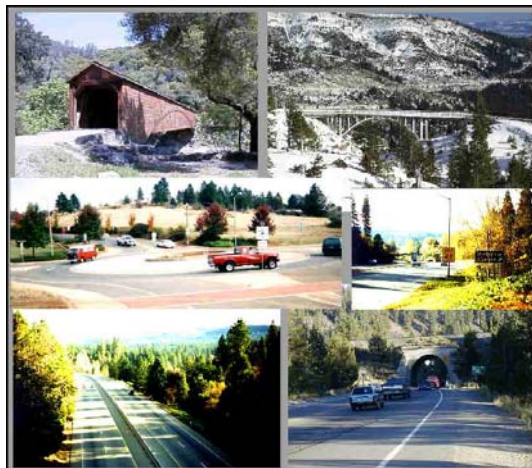


Union Pacific Railroad moving freight in Soda Springs  
(photo by usatrains.ch)

A public hearing was held in Oakland on February 21<sup>st</sup> and the outcome of that hearing was that CTC staff recommended the Donner Summit project be funded. The CTC is scheduled to adopt the TCIF program of projects at their April 10<sup>th</sup> meeting. The Donner Summit project is to construct 9.3 miles of second mainline railroad track, upgrade 1.3 miles of side track to mainline track standards, and to increase tunnel clearance over the Donner Summit. Construction is scheduled to start July 2010. Total project cost is \$86.8 million and Union Pacific will provide \$43 million for the project. 

## Nevada County Transportation Commission Newsletter

101 Providence Mine Road, Suite 102  
Nevada City, CA 95959



## Federal Appropriations

**The Federal Government** is also a potential source of revenue through Federal Appropriations. U.S. Congressman John Doolittle was able to secure Federal Appropriations funds for several Nevada County transportation projects. Here is a review of the projects currently being funded.

**Dorsey Drive Interchange appropriation awarded through Nevada County efforts** – The 2008 Consolidated Appropriations Act has designated a federal earmark of \$735,000 to be used toward the construction of the Dorsey Drive Interchange. This funding source requires no local match of funds and all the funds are available for use this year. The Dorsey Drive project is progressing with right-of-way appraisal maps being prepared and property acquisition scheduled to begin in the spring of 2008.



Schematic of proposed Dorsey Drive Interchange

**SR 89 Mousehole appropriation awarded through Truckee** – The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) has provided \$2,827,744 for the widening of SR 89 at the Union Pacific Railroad overcrossing. A portion of the roadway bottlenecks from a four-lane highway into a two-lane road at the tunnel for the railroad, and the narrow tunnel is a safety concern for pedestrians and vehicles passing through. A Value Analysis (VA) study was completed in February that brought together experts to review all aspects of the project to determine with fresh eyes if there were any oversights and to consider better ways to complete the project. Caltrans brought in the corporation HDR, one of the foremost railroad specialists in the country, to participate in the process. VA studies are now required on all projects greater than \$25 million on the National Highway Systems. VA is used to enhance product value by improving the relationship of performance to cost through the study of function. A big part of the Project Development process is striving for cost reduction while maintaining or improving project quality. Technical studies will be completed by July 2008 and an interim project is being considered to provide a pedestrian-activated signal. Town of Truckee officials have designated this project as a top priority.



SR 89 Mousehole in Truckee

**Gold Country Stage Transit Transfer Center appropriation awarded through Nevada County efforts** – From SAFETEA-LU funding this project will receive \$777,747 through the Federal Transit Administration over a period of four years to aid in the development of a new transit transfer center. The project funding will allow for land acquisition, bus bays for passenger boarding and unloading, outdoor passenger shelters, an enclosed passenger waiting area, bicycle racks, lighting, and landscaping. In Federal Fiscal Year (FFY) 2006 \$178,882 was provided, in FFY 2007 \$186,659, in FFY 2008 \$202,214, and in FFY 2009 there will be a federal earmark of \$209,992. The funds are available for a three year period so they must be obligated within three years of the appropriation or they will be lost. The appropriation year is year one, therefore, the FFY 2006 funds must be used by the end of FFY 2008. There is a 20% match of funds required on these annual appropriations and the match funds cannot be from another federal source.



Drawing of proposed Transit Transfer Center

**2009 Federal Appropriations Requests in western Nevada County** – Nevada County Supervisor and NCTC Chair Nate Beason requested the Board direct county staff to prepare 2009 Federal Appropriations Requests as follows: 1) Funding of \$2 million for a secondary access route to the Loma Rica Industrial Park, known as the Greenhorn Bypass – submitted to Congressman Doolittle; 2) Funding request for \$15 million for improvements on SR 49 between Grass Valley and Combie Road – submitted to Senator Feinstein. The NCTC authorized the chairman to sign letters of support for these two projects at their February meeting. [NCTC](#)



Greenhorn Bypass Connector Road to Loma Rica Drive

## Congestion Mitigation and Air Quality Projects

**In October 2007 the Nevada County Transportation Commission** issued a call for projects that were located in western Nevada County and were eligible for Congestion Mitigation and Air Quality (CMAQ) funding. There was \$643,760 available for Federal Fiscal Year (FFY) 2007/08 to fund transportation projects that could demonstrate emission reductions to improve air quality and potentially work toward air quality attainment for western Nevada County.

Fifteen projects were submitted by the County of Nevada, City of Grass Valley and the City of Nevada City. The scoring criterion considered two aspects of the projects: Project Benefits (50%) and Project Readiness (50%). The projects were reviewed by NCTC staff and Northern Sierra Air quality Management District (NSAQMD) staff to develop a recommended ranking list for the Commission's review at their January 16, 2008 meeting. The Commissioners discussed the potential benefits of each submitted project and concurred with the proposed ranking of projects as they related to air quality improvements. When it was realized the county would lose any unused apportioned CMAQ funds, the color scanner/printer for the City of Grass Valley was added to the approval list to bring the total amount of funding closer to the allotted \$643,760.



Gem Stakeback Electric Vehicle to be used in Nevada City

The following projects were approved for submittal to Caltrans for CMAQ funding:

- Gold Country Stage, Public Outreach and Education Project for the transit system – \$39,839 (Nevada County)
- Gold Country Stage, Two 29' Clean Diesel Buses / Replace CNG buses – \$211,319 (Nevada County)
- Two Gem Stakeback Electric Vehicles / Replace 1985 pickup for meter reading and 1991 one-ton pickup at Pioneer Park for maintenance – \$22,132 (Nevada City)
- Two Clean Diesel Pickups / Replacements for 1982 pickup at sewer plant and 1988 pickup at water plant – \$67,725 (Nevada City)
- Three Clean Diesel Pickups / Replacements for Public Works construction and snow plow duties – \$123,943 (Grass Valley)
- Internet Citizen Outreach/Service Software Program / Complaints and fee payments online, trip reduction – \$15,935 (Grass Valley)
- Gold Flat Road/Ridge Road Interchange On-Ramps Improvements at SR 20/49 / Traffic congestion reduction – \$59,404 (Nevada City)
- Purchase Three Hybrid SUV Vehicles / Replace 2 Ford Explorers and 1 Bronco for municipal duties – \$83,218 (Grass Valley)
- Color Scanner/Printer / Electronic document transfer, trip reduction – \$18,750 (Grass Valley)

Once the funds are obligated, there is a period of up to two years to expend the funds. The Commissioners said they would encourage their staff in the various jurisdictions to start preparation now for next year's funding cycle. Commissioners hope to see projects ready for submittal that move traffic through intersections more quickly, address pedestrian movement/sidewalk projects, and identify ways to get more people to ride the buses. [NCTC](#)

## AB 2766 DMV Fund Program

**The Northern Sierra Air Quality Management District (NSAQMD)** is currently requesting project screening proposals in Nevada, Plumas, and Sierra Counties for the AB 2766 DMV Fund Program. Projects must reduce motor vehicle emissions or help meet the requirements of the California Clean Air Act of 1988. The funds are available as follows: \$168,323 for western Nevada County, \$29,625 for eastern Nevada County, \$65,749 for Plumas County, and \$15,671 for Sierra County.

The AB 2766 DMV Fund Program is an innovative way to allocate fees collected from motor vehicle registrations to be used for local projects that are designed to reduce air pollution. Only projects that reduce emissions from motor vehicles or reduce vehicle miles traveled from automobiles, trucks, or buses are eligible. This is a technical program that requires significant data collection and reporting. Local government agencies, private sector businesses, non-profit agencies, and research institutions are among those eligible for funding. Anyone proposing an effective project to reduce emissions from mobile sources of air pollution is encouraged to apply. Among several factors to be considered, the cost-effectiveness of a project is the most important factor, followed by the total emissions reductions, experience of the applicant, the amount of co-funding, and the development of new and innovative measures. The NSAQMD staff will review and recommend projects for funding, and the Board of Directors will approve the final project list.



Projects that have been funded in the past from this program include: Telecommuting and employee trip reduction incentives, van pools and rideshare services, "Spare the Air" promotions, bike lanes and bike racks, teleconferencing systems, street sweepers, public education and transit services marketing, electric and compressed natural gas (CNG) vehicles and refueling station, and landfill trip reduction.

Interested parties are to submit a two page screening proposal before the 5:00 p.m. March 28<sup>th</sup> deadline. The NSAQMD Plan For Use of AB 2766 Funds for FY 2008-09 is available for viewing on their web page at [www.myairdistrict.com](http://www.myairdistrict.com); select "Grants and Incentives," and then select "AB2766 DMV Funds." Projects that are selected from the screening round will have a Request for Proposal sent to the requester that must be completed by April 8<sup>th</sup>, to provide the information needed in a detailed proposal. The final proposal deadline is June 2<sup>nd</sup>, and Board approvals typically occur in June, with the funding cycle beginning October 1<sup>st</sup>. Work must be completed by September 30, 2009. [NCTC](#)