



# NEVADA COUNTY TRANSPORTATION COMMISSION

Grass Valley • Nevada City • Nevada County • Truckee

## MINUTES OF MEETING May 18, 2011

A meeting of the Nevada County Transportation Commission (NCTC) was held on Wednesday, May 18, 2011 in the Nevada County Board of Supervisors Chambers, 950 Maidu Avenue, Nevada City, California. The meeting was scheduled for 9:30 a.m.

Members Present: Nate Beason, Carolyn Wallace Dee, Ann Guerra, Sally Harris, Larry Jostes, Dan Miller, and Ed Scofield

Staff Present: Daniel Landon, Executive Director; Mike Woodman, Transportation Planner; Nancy Holman, Administrative Services Officer; Toni Perry, Administrative Assistant

Standing Orders: Chairman Jostes convened the Nevada County Transportation Commission meeting at 9:30 a.m.

Pledge of Allegiance

### PUBLIC COMMENT

There were no public comments.

### CONSENT ITEMS

1. Financial Reports

A. February 2011 and March 2011. *Approved.*

2. NCTC Minutes

March 9, 2011 Special Meeting and March 16, 2011 Meeting. *Approved.*

3. FY 2009/10 Fiscal and Compliance Audits. *Accepted as presented.*

4. Revised Findings of Apportionment for 2011/12 FY. *Adopted Resolution 11-21 approving the Revised Findings of Apportionment for FY 2011/12.*

5. Allocation Request from the County of Nevada for Deferred Revenue. *Adopted Resolution 11-22 accepting Nevada County's request for \$335,127 of Local Transportation Funds, identified as deferred revenue in the FY 2009/10 fiscal audit to be reallocated for transit/paratransit operations for FY 2010/11.*

6. Authorization to Purchase Computers. *Adopted Resolution 11-23 authorizing the purchase of two Intel Core i5 desktop computer systems at a cost not to exceed \$1,200 each, and one Intel Core i5 notebook computer at a cost not to exceed \$1,400.*
7. Revised PTMISEA Funding Agreement with the Town of Truckee. *Adopt Resolution 11-24 authorizing the Executive Director to sign the Revised Funding Agreement 10-01(R).*

Commissioner Miller made a motion to approve the Consent Calendar. Commissioner Dee seconded the motion. The motion passed with an abstention from Commissioner Dee of Item #2, March 9, 2011 and March 16, 2011 NCTC Minutes, due to her absence from the meetings.

### INFORMATIONAL ITEMS

#### 8. Correspondence

C. *Transportation Development Foundation - Transportation Facts. 5/2/11, File 1030.2.4.*

Chairman Jostes commented that the transportation facts were interesting. Executive Director Landon said he included the facts in the meeting packet since they illustrate the impact of transportation as an industry on the national economy.

#### 9. Executive Director's Report

9.1 Review of Nevada County Transportation Commission's Activities for FY 2010/11 and Objectives for FY 2011/12

Executive Director Landon noted that staff was looking forward to the 2011/12 Objectives and asked the Commissioners to include any items that were overlooked or that they would like staff to focus on in the coming year. No further items were brought forth.

9.2 Loma Rica Ranch Specific Plan

Executive Director Landon reported that the Loma Rica Ranch Specific Plan was approved by the Grass Valley City Council. He said there are two intersections that are included in the Regional Transportation Plan (RTP): the Loma Rica Drive/Brunswick Road intersection and the Idaho-Maryland Road/Brunswick Road intersection. The Idaho-Maryland Road/Brunswick Road intersection was identified as a mitigation to the Loma Rica Ranch project and when there are 135 building permits the intersection improvements would be constructed. Mr. Landon added that it is a project also included in the Grass Valley Transportation Improvement Fee Program, so fees collected from new development would be utilized for the project, and any cost in excess of the fees collected would be the responsibility of the applicant.

Executive Director Landon noted that the Loma Rica Drive/Brunswick Road intersection was included in NCTC's Regional Transportation Mitigation Fee (RTMF) Program. He said there are ongoing discussions as to what the actual improvement would be, but as it goes through the planning process the applicant will be required to pay into the RTMF whatever their prorata share would be for the future improvement. Mr. Landon stated that Nevada County has set aside some past fees. There was a hope at one point of using state/local partnership funds to fund a component of the improvement, but that has not come to fruition. He noted even though the council approved the Loma Rica Ranch project, he thought it would be some time before the project would be constructed.

Commissioner Beason asked for clarification as to the conventional knowledge that the Dorsey Drive Interchange had to be approved for the Loma Rica Ranch project to go forward. Technically, he thought the developer could keep moving forward and do a small amount of construction without the interchange. Commissioner Miller commented that was correct, but he did not think there would be any infrastructure work done for at least four or five years. Commissioner Beason said the Board of Supervisors had discussed what could or could not happen in terms of the Dorsey Drive Interchange. Tom Last, City of Grass Valley Planning Director, said the Environmental Impact Report (EIR) for the Loma Rica Ranch project looked at traffic analysis with and without the Dorsey Drive Interchange being constructed. Mr. Last said the end result was that the Dorsey Drive Interchange does not have to be in place for the Loma Rica Ranch to be fully mitigated. He noted if the interchange does not go in, then the applicant would be responsible for improving other intersections because traffic would be sent to other areas of the community, such as along Idaho-Maryland Road and also to the Brunswick Basin. Commissioner Beason asked if the EIR indicated that the developer could build 700 units without the Dorsey Drive Interchange. Mr. Last responded yes that was what the traffic study showed.

Commissioner Beason asked if sewers and local roads were required to be put in. Commissioner Miller said at a Grass Valley City Council meeting the developer wanted to know if they had to pay for these or if the city would pay. The city thought it was obvious that the developer would have to pay for them. Mr. Last said this is the first phase of development, before the structures are built, which would most likely occur near Sutton Drive. One of the first things they would be required to do is put in the Dorsey Drive extension from Sutton Drive over to Brunswick Road in order to make the circulation system work. Mr. Last said in the first phase the developer would also have to put in the infrastructure for sewer, water, and storm drainage. Commissioner Beason added that when a certain number of increased vehicle trips is reached, then they would have to improve Idaho-Maryland Road/Brunswick Road. He said he did not know if the lack of the Dorsey Drive Interchange would accelerate that improvement and change the impact traffic-wise or not. Mr. Last said it might, but the way the traffic study looked at it was, if the Dorsey Drive Interchange does not go in, then the tripping point is 135 PM Peak Hour trips to require the improvement at Idaho-Maryland Road/Brunswick Road. Commissioner Miller said the City of Grass Valley had originally thought they would do some improvements to Loma Rica Drive. The city decided not to do that, but there will be a cost to the developer when the new connection is created to Loma Rica Drive.

Commissioner Beason asked if the city had worked out conditions of approval that the developer would have to pay for other than what is in the EIR. Commissioner Miller said yes. Mr. Last said through the mitigation measures there is a set of conditions and also the city prepared a twenty-three page table of changes to the plan. He said, in a sense, those changes are conditions of approval because they add clarifications to the Specific Plan in terms of how it would be implemented. Mr. Last added when the applicant submits a tentative subdivision map for residential homes, or comes into the city for larger parcel maps for any type of commercial or nonresidential development, that would be the time the city would be looking at the detailed conditions of approval that would apply to the extension of specific infrastructure and other site improvements.

Commissioner Scofield said he was confused as to what the Board of Supervisors decided at their last meeting; if it was the mitigation of the realignment of Idaho-Maryland Road. Commissioner Beason said the Board's preferred option was the mitigation for that intersection. They could not remember if it was with or without the Dorsey Drive extension. Commissioner Scofield said the mitigation from the PM Peak Hour trips would just be the realignment of Idaho-Maryland Road and not the extension. Mr. Last said the Dorsey Drive extension would most likely be put into phase one of the construction to make the whole circulation system work. He added once the developer starts

to build anywhere beyond Olympia Creek by Sutton Drive, the developer will have to put in the full roadway connection and start with the infrastructure. Commissioner Beason thought the city's preferred option would be to realign Idaho-Maryland Road through some control function such as a roundabout or a signal where the Dorsey Drive extension comes into Brunswick Road. He noted that the Board of Supervisors agreed that putting a roundabout or any thing else on the slope of the road on Brunswick would be unsafe. Mr. Last said it was also the Grass Valley City Council's preferred approach to move the roundabout to a flatter area of Brunswick.

Chairman Jostes said if you assume that Loma Rica Ranch goes to the full extent and is fully developed there were two possible scenarios: one with the Dorsey Drive Interchange and one without the interchange. He said with the Dorsey Drive Interchange much of the traffic on SR 49 could exit at Dorsey Drive and flow into that area, and if there is no Dorsey Drive Interchange, the traffic would use Brunswick Road and Idaho-Maryland Road. Chairman Jostes asked, with or without the Dorsey Drive Interchange, would there be significantly different approaches to improvements planned for Idaho-Maryland Road and Brunswick Road from the development site to SR 49. Mr. Last responded that if the Dorsey Drive Interchange does not go through, there would be additional traffic improvements that would be required for the developer to do primarily on Idaho-Maryland Road but not so much Brunswick Road. He added that Sutton Way would have to be widened to the full city standard once development occurs there. If the Dorsey Drive Interchange is not built, then there are additional improvements that will have to be made at Centennial Drive, and even if the interchange is built, there are necessary improvements needed at Railroad Avenue where there are dual stop signs right now. Chairman Jostes asked if there were a significant difference in costs and obligations to the developer depending on whether the Dorsey Drive Interchange is built or not. Mr. Last said it would be more costly for the developer if the interchange did not go in, but he does not know the exact numbers.

### 9.3 Draft Supplemental Environmental Impact Report (SEIR) for the 2010 Nevada County Regional Transportation Plan (RTP)

Executive Director Landon noted that the Commissioners were given a draft of the SEIR and the updated draft RTP at this meeting. Staff has been working with the consultant, DeNovo Planning Group, to develop the SEIR. He commented that they have done a far more thorough job than what staff would be able to do, particularly related to greenhouse gas emissions and some of the newer issues. Mr. Landon said staff would bring all of the reports to the Commission for final approval at the July 20, 2011 NCTC meeting. Both reports are in the libraries for a 45-day public review period that will end July 1<sup>st</sup>.

### 9.4 Potential Changes in Air Quality Standards

Executive Director Landon notified the Commission that there could be potential changes in air quality standards coming up. The U.S. Environmental Protection Agency (EPA) was successfully sued over some issues, and they are going to be reducing the amount of ozone precursors that are allowed under the 8-hour standard. Along with the new standard, the EPA is considering changing boundaries of nonattainment areas. Mr. Landon said the California Air Resources Board (CARB) has written a detailed letter explaining why they do not think that is a good idea. One of the things the U.S. EPA is looking at is pulling Nevada County into the Sacramento nonattainment area. They are also saying that improvements in the upwind area, i.e. Sacramento, should not count toward Nevada County's air quality attainment. Mr. Landon stated it is not possible for Nevada County to reach attainment without Sacramento's improvements.

Executive Director Landon said that Commissioner Scofield, Gretchen Bennitt from Northern Sierra Air Quality Management District (NSAQMD), Supervisor Ted Owens who sits on the Air Quality Board, and himself went to meet with the CARB staff. They are very supportive of Nevada County's position and have written a letter to the congressional delegation and to the U.S. EPA maintaining that Nevada County, for various technical reasons, should remain separate. Mr. Landon will keep the Commission posted on upcoming activity.

Commissioner Harris asked if the worst were to happen and Nevada County would be included with Sacramento, and that action would have impact on Congestion Mitigation and Air Quality (CMAQ) funds over time; when would the change in funding actually come into play. Executive Director Landon replied that he did not know exactly when the money part would change, but the draft implementation plan is due out July 1<sup>st</sup>, and that would be available for comment for 45 days. A significant issue Mr. Landon shared was that Gretchen Bennitt observed if Nevada County is included into the same nonattainment area, and potentially this could extend to Truckee being included as part of the whole county, the businesses in Nevada County would be under the same requirements as the businesses in Sacramento. The local businesses are not contributing to the problem and it would be an economic impact to the county's private sector. The other potential is it could delay, or add significant restrictions to, using federal money for transportation projects. Mr. Landon said the county is working with CARB and NSAQMD, and looking at meeting in person with the U.S. EPA possibly before the draft comes out to see if they can make some headway on the issue.

Commissioner Beason asked if the U.S. EPA stated any reason for the change in nonattainment districts because several years ago Nevada County was put in its own nonattainment area because of the upwind problem with the Sacramento ozone, which is different than carbon emissions. Executive Director Landon replied that the lady they spoke to at CARB, Lynn Terry, said that the U.S. EPA is working from an east coast paradigm where the areas are so close together there is really not an issue about transport. Therefore, a portion of CARB's letter to the U.S. EPA explained that the west coast geography and climate are so different that there really is a need for different standards. CARB pointed out that the need was acknowledged in previous documents and it would be counter-precedent to try to change the standards now.

Commissioner Scofield asked about the lawsuit that affected the change. Executive Director Landon said he understood the lawsuit was mainly over the level of pollutants that were allowed in the 8-hour ozone standard. A technical committee was put together and they suggested that the level of pollutants should be set around 0.7 parts per million; the current standard is at 0.8. The technical committee made a recommendation that the previous administration did not agree with so they set it at 0.8 and that is what triggered the lawsuit. Through the course of several years the lawsuit has gone on and now they are being required via the courts to lower to the 0.7 standard, but they are not required necessarily to change the air boundary districts so that is where Nevada County gets into the issue.

Chairman Jostes said he can think of a number of locations in the west, such as Salt Lake City, Denver, and Phoenix; cities and basins that have adjoining communities that are affected by the cities nearby. He asked if any other area in the western U.S. has fought this issue, because this is not a unique situation to Sacramento and Nevada County with small communities downwind of large cities. Executive Director Landon said it is not unique in California and in 2004/05 Nevada County was successful in making that argument to the U.S. EPA. It is not without precedent, but at that point in time Region 9, the western region of U.S. EPA, was somewhat against the county's position

and the county was successful in working with them and getting them to recognize it. This time around they are in support of Nevada County.

#### 9.5 AB 1308 (Miller)

Executive Director Landon brought this bill to the attention of the Commission that proposes to allow for transportation funding to be continuously appropriated, which would put it outside of the state budget process. In years when a budget was not enacted on by the date, projects would be able to continue to move forward. Mr. Landon said this made sense to transportation staff that this would be a good thing. He was told by legislative staff a week previously that the bill would probably go into suspension, although there are many reasons why it should move forward, but it has become a bargaining chit in the budget process. He thought the bill would not move forward, but staff will keep an eye on it and if there is any possibility for the bill to pass then he would encourage people to support it.

#### 10. Caltrans District 3 Project Status Report: Winder Bajwa, Caltrans Project Manager for Nevada County.

- *Dorsey Drive Interchange* – Mr. Bajwa said the design work is done and Plans, Specifications, and Estimates (PS&E) will be done the end of May, and then Caltrans will make all documentation available to the City of Grass Valley to allow them to advertise the project. The right-of-way (R/W) acquisition is still outstanding for two parcels owned by the same family: Springhill Manor Convalescent Home and Sierra View Manor. Caltrans sent them a contract and comments were received back from them. Caltrans is hoping to work with the owners to finalize the contract. If they cannot come to agreement, Caltrans will proceed with the condemnation process. Caltrans date is August or September to turn over the project. Mr. Bajwa has been working with Executive Director Landon and Tim Kiser, City of Grass Valley Public Works Director, on the project financial side. A State Transportation Improvement Program (STIP) Amendment has been processed and Caltrans is working on a Cooperative Agreement with the City of Grass Valley. Mike Woodman, NCTC Transportation Planner, is working with Mr. Bajwa on the Federal Transportation Improvement Program (FTIP) Amendment and that should be processed quickly. Mr. Bajwa said once the project is ready to advertise, Caltrans will request an E-76, which is the federal side of the budget, to obligate the Congestion Mitigation and Air Quality (CMAQ) funds.

Executive Director Landon commented on the R/W issue and noted that if the condemnation process is started, it would not be to move people out of the buildings. All that needs to happen is to shift one of the entrances from Joerschke Drive to Dorsey Drive in order to change the location of their ingress and egress.

Chairman Jostes asked if there were any timetable for budget decisions in the state government level for the funding of Dorsey Drive. Mr. Bajwa said the majority of funding will come out of the STIP, which is \$10.5 million. Currently the funds are available in the FY 2012/13. The CTC is the only entity that could advance those funds and they are not currently advancing any STIP projects since the money is not there. The other funds are locally driven and controlled such as the Redevelopment Agency (RDA) funds and CMAQ. Executive Director Landon added that without the state budget being enacted there will not be any action on transportation funds in the state. He noted that there had been some hope to get federal funds this year. However, in April there was a continuing resolution passed for the federal budget that carries the federal budget through to the end of this current fiscal year ending September 30<sup>th</sup>, and that continuing resolution actually decreased the

amount of transportation funds moving forward. Hope has since dwindled to get federal funding for the Dorsey Drive Interchange project this year.

- *SR 49 Five Lane Widening at the La Barr Meadows Road Intersection* – Mr. Bajwa reported a ground breaking ceremony was conducted the previous day and it was very cold. Commissioner Beason, Executive Director Landon, and several other local advocates were in attendance. The contractor will wait for good weather to start construction.

Commissioner Beason shared some history that the project was started by a local partnership between NCTC and Caltrans District 3 with Executive Director Landon, Mr. Woodman, and Tom Brannon who was the Project Manager for District 3 at the time. He said it took a lot of work to get the funding from the CTC and initially Caltrans Headquarters was not supporting the inclusion of the project in the bid for Proposition 1B funding. Commissioner Beason stated he was convinced one of the reasons Nevada County received the \$18.5 million for the project was due to the fact that the proposal written by NCTC staff was by acclamation the most complete application submitted in the entire process, and it was competing against Los Angeles and San Francisco and Sacramento. He thought NCTC staff and Caltrans District 3 deserved a lot of credit for getting the project funded.

- *SR 89 Pedestrian Undercrossing at the Mousehole* – The environmental phase of the pedestrian tunnel is completed and the document has been signed. The Town is now the lead agency on the project and will be responsible to complete the R/W, design, and then construction administration of the project. Mr. Bajwa reported that a Cooperative Agreement was drafted and being sent to Dan Wilkins in Truckee. The Town is developing a scope of work to hire a consultant to finish the design portion, assist in R/W acquisition, and help coordinate the project with the Union Pacific Railroad. Mr. Bajwa noted that Caltrans District 3 Director Jody Jones and staff support the project from the perspective that it will enhance an Americans with Disabilities Act (ADA) component in that location. Therefore, a State Highway Operations and Protection Program (SHOPP) Amendment has been submitted to obtain \$4.7 million in funding for the pedestrian tunnel. Mr. Bajwa said Caltrans Headquarters is reviewing the proposal and District 3 staff are helping to resolve some issues that have been raised. An issue paper has been created and they will pursue funding.
- *SR 20 Safety Project Between Penn Valley Road and Deadman's Flat Overcrossing* – Mr. Bajwa said Caltrans received allocations March 24<sup>th</sup>, bids were opened March 26<sup>th</sup>, and they expect to award the contract within a few weeks. Work is scheduled to begin in July.

Executive Director Landon asked how the bid came in as compared to the engineer's estimate. Mr. Bajwa did not have the information with him, but will provide it. He has seen some bids come in above the engineer's estimates, so that worries him a little because the estimates were calculated about six months ago and with oil prices going up it will affect the prices of asphalt concrete.

- *SR 49 Minor A Operational Project* – Mr. Bajwa reported that the areas of improvement are at Carriage Road, Ladybird Drive, Smith Road, Cherry Lane, and Brewer Road. This is split into two Minor A Projects and Caltrans is planning to deliver them in FY 2012/13 unless they are able to get additional funding before.

Executive Director Landon said the minor projects will make a nice addition to the completion of the SR 49/La Barr Meadows Road widening project, and hopefully when they are done the county will have been able to obtain other funding to keep improvements on SR 49 moving forward.

- *I-80/Donner 3 Project: 1 mile east of Castle Peak Road to 2.1 miles east of Donner Lake Road Undercrossing* – Mr. Bajwa reported that Caltrans has a special website ([www.getacross80.com](http://www.getacross80.com)) that lists all the latest information on construction projects along I-80. The work on this project includes replacing mainline ramps, media overcrossings, replacing metal beams and car-rails, rehabilitate drainage systems, and constructing various safety and operation improvements. R&L Grossmeyer, Inc. was awarded the contract on August 15, 2008 for \$64 million. Work resumed on May 16<sup>th</sup> and eastbound traffic will crossover to westbound lanes to work on the eastbound side. The project will be completed by the end of summer. Benefits of the project are the repair of 23 lane miles of distressed pavement that has a 20 year minimum design life on the pavement.
- *I-80/Emigrant Gap Project: Undercrossing at Emigrant Gap to the Undercrossing near Rainbow Road* – Mr. Bajwa reported that the work includes rehabilitation of the existing mainline and shoulders, rehabilitate drainage systems, replace bridge decks and bridge approach slabs, replace concrete polyester overlay, and construct traffic improvements that will be beneficial to heavy traffic during construction. Benefits to this project are replacement of 43 lane miles of severely distressed pavement that has a life expectancy of 20 years. Teichert Construction was awarded the contract on February 22, 2010 for \$90 million. This is the second season of work and they resumed work on May 2<sup>nd</sup> by placing temporary K-rails for crossovers of traffic. Eastbound traffic will be detoured to the westbound lanes to do work on the eastbound lanes. This detour will be in place for the entire summer construction season, therefore there will be traffic issues for travelers.

Mr. Bajwa said that Sam Jordan is the I-80 Project Manager for Caltrans and he could provide any additional information needed at a future NCTC meeting on the projects under construction this summer. Commissioner Beason asked if there would be any detouring of traffic on SR 20 due to these projects. Mr. Bajwa said he did not think there would be any detours necessary since they are doing crossovers of traffic to other lanes versus closing the highway for construction work. Commissioner Harris asked him to look into it further and give the Commission a definitive answer. Mr. Bajwa said he would contact the construction staff and project manager and report back to the Commission. Commissioner Beason said the lesson learned with this situation last time was the county would like to be told about a detour before it happens.

Commissioner Dee stated she could assure the Commission that the Donner Pass construction project would not affect SR 20; the barricades are in, they are ready to go, and the work is being done just over the summit. She said they will cross over traffic where the original crossover was for the first portion of the work done at Soda Springs and it will close the Donner Lake Interchange. She understood that Caltrans has agreed with the Town that they will open the Donner Lake Interchange for the July 4<sup>th</sup> holiday to mitigate traffic. Commissioner Dee said the Town of Truckee, working with Caltrans, thought it would be better to close the eastbound lanes and get the work completed this summer. Mr. Bajwa said the work is done faster this way and it also costs more if the contractor cannot come in with their equipment in one season and get the work done.

Commissioner Harris commented that one of the contractors doing work on I-80 this summer successfully bid on Nevada City's Measure S work. The bid was about \$25,000 less than the next closest bid. They were able to bid that low because they are already in the vicinity and their supply source is nearby; otherwise they would not have bid on the job. She added that the price per ton of asphalt is \$10 per ton more than what they paid last year for Measure S work, so the prices are indeed increasing.

11. Nevada County Economic Resource Council (NCERC) Update

Executive Director Landon reported that the NCERC is a local organization that NCTC participates in. They recently hired a new executive officer, Mr. Ron Moser, so he thought it would be good to refresh the Commission's understanding of NCTC's participation and provide the four specific goals of the NCERC in the coming year related to business retention and attraction.

Chairman Jostes added that as the participant for NCTC he has noticed with the new leadership there has been somewhat of a refocusing on issues, which he thinks is positive.

ACTION ITEMS

12. Final FY 2011/12 Overall Work Program (OWP)

Executive Director Landon explained that the Draft OWP had been circulated for comments since the last NCTC meeting. The local cities, town, and county did not have any comments on the OWP; however, Caltrans had some administrative-type changes they requested and they were addressed. Mr. Landon presented the Final FY 2011/12 OWP to the Commission and noted that the budget tables were adjusted to show a proposed contribution of \$10,000 from the City of Grass Valley for consulting work related to the traffic model update that is planned for the coming year. He has been in contact with Grass Valley Public Works staff, Trisha Tillotson, and a joint effort is planned and should be successful for both organizations.

Executive Director Landon reported that \$26,000 has been identified to carry over from the work being done on the Nevada County Airport Land Use Compatibility Plan (ALUCP) Update. The work should be finished the first quarter of the new fiscal year.

Commissioner Dee made a motion to adopt Resolution 11-25 approving the Final FY 2011/12 Overall Work Program. Commissioner Harris seconded the motion. The motion passed unanimously.

13. Closed Session

Chairman Jostes adjourned the meeting at 10:27 a.m. to go into a Closed Session to conduct an Employee Performance Evaluation of the NCTC Executive Director, Daniel B. Landon.

Chairman Jostes reconvened the meeting at 10:45 a.m. and noted there was no reportable action.

COMMISSION ANNOUNCEMENTS

Commissioner Harris noted for public information that Nevada City will have a new City Manager, David Brennan, who starts June 20<sup>th</sup>. He was formerly the Assistant, and then eventually the Nevada County Administrator years ago; therefore, some individuals would be familiar with him from that time period. He lives locally in District 1, Ridge Road area, and the city feels he will pick up things quickly and be a real asset for Nevada City.

Commissioner Beason commented that Commissioner Scofield, Supervisor Lamphier, and himself attended the groundbreaking ceremony for the SR 49/La Barr Meadows widening project the previous day. He said five people talked in about eight minutes or less due to the inclement weather.

SCHEDULE FOR NEXT MEETING

The next regularly scheduled meeting of the Nevada County Transportation Commission is on July 20, 2011 at the Town of Truckee Council Chambers, 10183 Truckee Airport Road, Truckee, CA.

ADJOURNMENT OF MEETING

Commissioner Dee moved to adjourn the meeting. Commissioner Harris seconded the motion. Chairman Jostes adjourned the meeting at 10:50 a.m.

Respectfully submitted: \_\_\_\_\_  
Antoinette Perry, Administrative Assistant

Approved on: \_\_\_\_\_

By: \_\_\_\_\_  
Lawrence A. Jostes, Chairman  
Nevada County Transportation Commission