



MINUTES OF NCTC MEETING November 9, 2022

An online meeting of the Nevada County Transportation Commission (NCTC) was held via teleconference, in light of COVID-19 and the state of emergency proclamation and state and local recommended measures for physical distancing, on Wednesday, November 9, 2022, via Zoom. Notice of the meeting was posted 72 hours in advance. The meeting was scheduled for 9:30 a.m.

Members Present: Jan Arbuckle
Daniela Fernandez
Susan Hoek
Ed Scofield
Jay Strauss
Duane Strawser
Jan Zabriskie

Staff Present: Mike Woodman, Executive Director
Aaron Hoyt, Deputy Executive Director
Dan Landon, Executive Advisor
Kena Sannar, Transportation Planner
Dale Sayles, Administrative Services Officer
Carol Lynn, Administrative Assistant

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

Pledge of Allegiance, Roll Call

PUBLIC COMMENT: There was no public comment.

CONSENT ITEMS

1. Adopt Resolution Making Findings and Determinations Authorizing Virtual Teleconference Meetings under Government Code Section 54953(e) (AB 361)
Resolution 22-36
2. Financial Reports
August and September 2022

3. NCTC Minutes
September 21, 2022 NCTC Meeting Minutes

4. Proposed 2023 NCTC Meeting Schedule
Agenda item pulled for discussion

ACTION: Approved Consent Items excluding Item 4 by roll call vote
MOTION: Strawser / **SECOND:** Hoek
AYES: Arbuckle, Fernandez, Hoek, Scofield, Strauss, Strawser, Zabriskie
NOES: None
ABSENT: None
ABSTAIN: None

ACTION ITEMS

4. Proposed 2023 NCTC Meeting Schedule
Agenda item pulled for discussion

The March 15, 2023 NCTC meeting was rescheduled to March 1, 2023 to accommodate the Transit Services Commission to allow time for them to see the transit budget before it goes to the Board of Supervisors.

ACTION: Approved Proposed 2023 NCTC Meeting Schedule by roll call vote
MOTION: Hoek / **SECOND:** Fernandez
AYES: Arbuckle, Fernandez, Hoek, Scofield, Strauss, Strawser, Zabriskie
NOES: None
ABSENT: None
ABSTAIN: None

5. Western Nevada County Regional Transportation Mitigation Fee (RTMF) Program Annual Report for FY 2021/22
Report Approved

The Western Nevada County Regional Transportation Mitigation Fee program was originally adopted in January of 2001 by City of Grass Valley, City of Nevada City, and Nevada County. The purpose of the program is to ensure that new development funds its fair share towards financing identified regional transportation improvements to mitigate their associated impact in relation to increased traffic. The fees are collected by the jurisdictions, and NCTC administers the program.

The Annual Report assists the cities and county to comply with Government Code 66006 that requires agencies that adopt fees to provide an annual report presented at a public meeting. The annual report documents the capital improvements for which the fees are collected, identifies the approximate date anticipated for construction, presents the fee schedule, documents any interfund transfers, loans or refunds from the Regional Transportation Mitigation Program fund, the amount of fees collected and interest and expenditures for each improvement, and the total percentage of the cost of the public improvement that was funded with the fees. This information is presented in the exhibits that accompany the annual report.

The Regional Transportation Mitigation Fee is a developer fee for transportation improvements collected by the local jurisdictions when a building permit is pulled for a project. Those fees are then transferred to NCTC who holds the fund and administers the program. For a residential development, the trip rate is calculated based off the Institute for Transportation Engineers Trip Generation Manual. The county and the jurisdictions utilize the fee to generate revenues for regional transportation improvements that are outside of the local jurisdictions' capital improvement programs. The fee is developed and updated every five years. As part of the project advisory committee, NCTC staff work closely with the Nevada County Contractors Association, and a main focus is to make sure that the fee is fair and reasonable, and that there is a strong nexus established between the development, the impacts, and the needed improvements.

An update of the RTMF program is currently underway, and will be presented to the Commission by the consultants, who will provide presentations and the opportunity for further discussion.

ACTION: Approved RTMF Annual Report by roll call vote

MOTION: Strauss / SECOND: Strawser

AYES: Arbuckle, Fernandez, Hoek, Scofield, Strauss, Strawser, Zabriskie

NOES: None

ABSENT: None

ABSTAIN: None

6. TDA Allocation Request from the Town of Truckee for STA Funds for Transit Capital Costs During FY 2022/23
Resolution 22-37

The Town of Truckee requested State Transit Assistance capital funds for their Railyard Transit Center project. The project proposes to relocate buses from the current congested depot site to a more favorable location, and the \$279,000 from the State Transit Assistance fund will go towards purchase of the property.

The Town of Truckee went through a public process to look at several different sites, and was able to secure a site within the railyard redevelopment project that accommodated the future needs of the transfer facility. This allocation will complete the funding for the right of way and allow them to move forward with development of the new Transit Center site. The Town is looking to make a big push on increased public transportation, not just fixed route buses, but also multimodal transportation like biking.

Town of Truckee Transportation Program Manager Alfred Knotts explained that the parcel for this project was made available to the Town as part of the Railyard Master Plan several years ago. The downtown depot will continue to function as an interregional location, and will include Amtrak, Greyhound buses, and multimodal connections. The new facility will be located adjacent to future development and more high-density residential uses, and will accommodate 8 to 10 buses, have more curb space for private shuttles, and for transportation network companies like Uber and Lyft. It will function like a multimodal mobility hub, with programs like bike sharing and connections to bicycle and pedestrian facilities such as Legacy Trail and Trout Creek Trail. With a combination of funding from the General Fund, State of Good Repair, and Caltrans local public partnership funds, this allocation will be very helpful in making the overall funding for the project possible.

ACTION: Approved Resolution 22-37 by roll call vote
MOTION: Zabriskie / **SECOND:** Arbuckle
AYES: Arbuckle, Fernandez, Hoek, Scofield, Strauss, Strawser, Zabriskie
NOES: None
ABSENT: None
ABSTAIN: None

INFORMATIONAL ITEMS

7. Executive Director's Report

The California Transportation Commission released their staff funding recommendations for Cycle Six of the Active Transportation Program, and both of NCTC's submitted projects, the State Route 49 Multimodal Corridor Improvement project, and the State Route 174/49/20 Roundabout project, were recommended for funding. Both of those projects total a combined funding recommendation of just over \$19 million of Active Transportation Program funding. The State Route 49 Multimodal Corridor Improvement project received a recommendation for \$13.8 million from the Small Rural and Urban Funding component, and the State Route 174/49/20 Roundabout project was recommended for \$5.4 million from the Statewide Funding component.

The State Route 174/49/20 Roundabout project will begin in 2023/24, with construction scheduled for 2026/27. NCTC is working closely with the City of Grass Valley on this project, which will improve safety operations and pedestrian mobility in entering the downtown corridor.

The State Route 49 Multimodal Corridor Improvement project came about as part of citizen input at an NCTC commission meeting where concerns were raised about this corridor. The project will eliminate the high-speed slip ramp where drivers exit Highway 49 onto West Broad Street at a relatively high rate of speed heading towards Chief Kelly Drive, a location that has seen a lot of near misses. There will be a sidewalk extending up Cement Hill Road on both sides, providing connections to Hirschman Trail. The Orchard Street/Maidu Avenue intersection will utilize a roundabout for safe crossing and help reduce speeds through the corridor. The North Bloomfield intersection will be improved with modern crosswalks and crossing features, and there will be a decomposed granite trail heading from North Bloomfield Road towards Coyote Street and continuing on towards State Route 20/49. This project will improve pedestrian mobility and safety throughout the corridor. Decomposed granite will be used on the trail to keep the costs down, but if there was a desire to pave the trail, that project would be eligible for Congestion Mitigation Air Quality funding.

The project does not include improvements to the Hwy 49/20/Uren Street intersection at this time due to the amount of earth work it would take to lower the steep grade coming down to that intersection, but it may be considered for future funding possibilities.

The project includes roundabouts as opposed to signals for safety reasons. With signals there tend to be more high-speed accidents with more severe injuries, while roundabouts reduce speeds which slow the traffic through the corridor. The high-speed slip ramp where drivers exit Highway 49 onto West Broad Street will have a roundabout that will help reduce speeds of the traffic there. For the timeline of the project, environmental documentation will start in 2023/24, design and right of way will progress in 2025/26, and construction will begin in 2026/27.

The State Route 174/49/20 Roundabout project will provide better pedestrian connections to and from the Park-and-Ride in that location, which may enhance utilization of the parking area there.

On another topic, Mr. Woodman was invited to participate on the Institute of Transportation Engineers Senate Bill 743 Task Force, which will be focused on clarifying issues surrounding the analysis of highway capacity increasing projects. As part of this effort, the Task Force will prepare several technical white papers to help inform State guidance on these issues.

11. Project Status Report

A. Caltrans Project: Sam Vandell, Caltrans District 3 Project Manager for Nevada County.

Sam Vandell, Caltrans District 3 Project Manager for Nevada County, reviewed the November Caltrans Project Status Report.

Sam Vandell and Masha Bokova gave a presentation on safety data for the Highway 20 corridor from the Yuba County line to the Golden Center Freeway. The safety analysis was done for 10 years and incorporated a stretch of 12 miles. The collision data indicated that a primary collision factor on the corridor is speeding. Based on this information, there does not appear to be any collision patterns that could be corrected through a safety project. The collisions and fatalities are well below the state average, and typically projects or studies are initiated when collisions are above the state average. Most of the accidents happened during daylight hours and in dry conditions, with a higher percentage during the holiday months of November and December. It was suggested that a map showing the accident locations could be useful in determining if there is a section that can be identified and further evaluated.

Wet collisions are those that occur on wet pavement where hydroplaning might have been a factor. If the number of those collisions is high, they would initiate a project that would install a high friction surface. Based on this safety data, the number was low, with a majority of collisions occurring on dry pavement during daylight and clear weather. The pavement is currently a rubberized open grade asphalt, which allows the water to drain below the surface to the next level of asphalt, which helps divert water off the surface. The first big rain of the season can make for hazardous conditions, as oils, parts of tires, low micro particles, and other vehicle materials get deposited on the road. It is important during this period to drive safe for the conditions, and to avoid speeding and other distractions such as cell phone texting.

There was concern about the particular segment between Rough and Ready Highway and the Golden Center Freeway, where there is a steep grade and drivers tend to travel very fast. Caltrans will work on reviewing that segment more thoroughly, develop a map of the collisions in that section and do further investigation to see if there is more that can be done to provide a safer corridor. Executive Director Woodman suggested a long-term solution could be doing a Safety Needs Assessment for both of the segments of Highway 20, west between Penn Valley and Grass Valley as well as northeast of Nevada City. Looking at the accident data from the updating of the Regional Transportation Plan, there is a large cluster of accidents occurring between the stretch from Nevada City to Scott's Flat Road, and a Safety Needs Assessment could be helpful in finding solutions that could be applied in both corridors. Mr. Vandell will talk to the Planning and Safety Departments to see about doing safety reviews and audits in those segments to give more insight into potential traffic patterns and issues. CHP enforcement helps drive down high speeds, and despite the challenges of funding constraints and staffing issues, they have had a presence in these corridors, providing enforcement on a fairly regular basis.

There have been some complaints involving the Highway 20 widening project, particularly about the recreational trail being blocked off during the construction at White Cloud. Hopefully Caltrans can work with the Forest Service and the local bike club to find a way to have a quick detour on a couple of those areas, because that trail is used year-round.

There have also been some complaints involving the construction on Highway 20, where dust is being kicked up from construction and street sweepers on the turn that drops down into Bear Valley. Drivers stopped at the one-way control point have had to turn on their headlights to see through the dust, as the contractors were not using water mitigation or moisture. It would be good to address this issue with the contractors before things dry out again next spring.

Caltrans was reminded to look into adding the merge lane arrows at the Wolf/Combie Road intersection on Highway 49 going in both directions to help mitigate any problems with drivers trying to merge onto the highway and causing a backup of traffic there.

B. Truckee Tahoe Area Regional Transit Report – Alfred Knotts, Transportation Program Manager for Town of Truckee

Alfred Knotts, Transportation Program Manager for Town of Truckee, reviewed the Truckee Transit Report.

The fixed route and Dial-A-Ride systems are starting to see a rebounding of the transit service to pre-COVID levels, about a 30% increase over last year.

Truckee Tart implemented a pilot program of a micro transit service, which is an app-based system for on-demand transit where rides can be scheduled from door to door, in the summer period from June 25 to September 5. It was a free supplemental service that increased their ridership with new clients, making up about 70% of their overall ridership. The service was funded using local and general funds, not Transportation Development Act funds. They were able to get the additional funding to initiate a winter pilot program that will run from December 15 to April 2. The service area will be extended to include the middle school and some low income and affordable housing projects.

The Railyard Transit Plaza and Transit Center will be done in phases, with site design and development this summer, and construction in the 2024/25 season.


The sales tax renewal initiative was passed, increasing the tax for their trail system from a quarter cent to a half cent sales tax, which will generate \$3 to \$3.5 million per year based on historic collections. The voters also approved, by nearly 80%, a no sunset date. That will help leverage federal and state dollars, and increase levels of service on maintenance and other amenities such as trail construction. Keeping the trails open during the winter period has been a high priority, which they have been able to do with the passage of these funds.

Nevada County Transit Manager Robin Van Valkenburgh asked if Truckee Transit might lean more towards eliminating the Dial-A-Ride service and maintaining the micro transit service as a feeder to the fixed route into the Highway 267 and 89 corridors. Mr. Knotts said they have LSC Transportation Consultants looking at alternatives of how the micro transit service could be incorporated into the existing system, and how the use of the technology could be used. He said in their area of service the average trip length is about five miles. They will be looking to see what options might be the most efficient and cost effective.

COMMISSION ANNOUNCEMENTS: The first in-person meeting will be in March to meet the new state requirements.

SCHEDULE FOR NEXT MEETING: The next regular meeting of the NCTC has been scheduled for March 1, 2023 at 9:45 a.m. at the Grass Valley City Council Chambers.

ADJOURNMENT OF MEETING: The meeting was adjourned at 10:58 a.m.

Respectfully submitted by: 
Carol Lynn, Administrative Assistant

Approved on: March 20, 2023

By: 
Ed Scofield, Chair
Nevada County Transportation Commission