



# NEVADA COUNTY TRANSPORTATION COMMISSION

Grass Valley • Nevada City • Nevada County • Truckee

## MINUTES OF MEETING March 19, 2014

A meeting of the Nevada County Transportation Commission (NCTC) was held on Wednesday, March 19, 2014 in the City of Nevada City Council Chambers, 317 Broad Street, Nevada City, California. The meeting was scheduled for 9:30 a.m.

Members Present: Nate Beason, Jason Fouyer, Ann Guerra, Sally Harris, Larry Jostes, and Ed Scofield

Members Absent: Carolyn Wallace Dee

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

Staff Absent: Mike Woodman, Transportation Planner

Standing Orders: Chairman Jostes convened the Nevada County Transportation Commission meeting at 9:31 a.m.

Pledge of Allegiance

### PUBLIC COMMENT

There was no public comment.

### CONSENT ITEMS

1. Financial Reports

A. December 2013 and January 2014. *Approved.*

2. NCTC Minutes

January 15, 2014 NCTC Meeting Minutes. *Approved.*

3. Revised Findings of Apportionment for FY 2013/14 and Preliminary Findings for FY 2014/15. *Adopted Resolution 14-02 approving the Revised Findings of Apportionment for FY 2013/14, and adopted Resolution 14-03 approving the Preliminary Findings of Apportionment for FY 2014/15.*

4. FY 2012/13 Fiscal and Compliance Audits. *Accepted the FY 2012/13 Fiscal and Compliance Audits. (Copies of the audits were only given to Commissioners.)*

have a list of projects, but they want to know how the implementation of the projects impact the regional system and what trends are being seen in the system. The process determines if the projects improve safety, if they improve the rideability of the system, etc. There are various performance measures identified that are unique or specific to each region. Executive Director Landon said it is a way of grading the effectiveness of the RTP projects that funds are spent on. He said early in his career there was a very distinct separation between maintenance funding and funding for capital improvements. He noted that over time, and given the relative reduction in transportation revenues, the lines separating maintenance and capital improvements have blurred. Now, in the RTP, there are discussions about preservation of the system, road maintenance, and how best to deal with pavements in order to be sure the public investment is maintained. Executive Director Landon said staff will also be looking at safety from the aspect of recent federal statistics that show rural roads have a much higher accident rate than urban roads. He said they will be giving information to the state and federal governments as to the safety of the rural roads and what performance measures the region will incorporate in the planning process to ensure that trends go in the desired direction.

Executive Director Landon noted that staff put in for a grant of \$70,000 from the California Department of Transportation Office of Regional and Interagency Planning. He said NCTC would potentially be the first rural agency to have a performance based RTP in the State of California. Executive Director Landon said he received a call that morning and NCTC has been awarded \$68,500 of the \$70,000 requested. He noted this is included in the draft budget for next fiscal year.

Commissioner Guerra stated she was pleased to see that NCTC staff was selected to be the lead rural agency to do a performance based RTP and staff was successful in getting funding. She mentioned The Union's recent "Letter to the Editor" article regarding the installation of a signal at Loma Rica Road and she thought performance based data in planning would be valuable for a wide range of uses. Commissioner Guerra said it will be very exciting and she was glad to see NCTC in the lead.

Chairman Jostes asked if you take the Dorsey Drive Interchange, for example, will there be a way to measure the effect when it is in full operation and the traffic patterns. He asked if there would be something after the fact, once the interchange is opened, to then look at how both traffic patterns are corrected and accidents rates are affected. Executive Director Landon replied yes, there will be, and for him that is one of the exciting things of this approach to planning rather than just watching or monitoring the list and saying we have a particular project done and we are on to the next project; there will be a System Report that will come out mid-cycle to show how our system is performing. The RTP is updated every five years based on the state requirement, but as staff goes through the process, there will be System Reports that can be looked at to determine items, such as what impact did the Dorsey Drive Interchange have, what impact did the improvement at SR 49/La Barr Meadows Road have, and what impact did construction of the Transit Transfer Center have on the transit system. Executive Director Landon said, "As we move forward, we will have a basis to say to the state and federal funding sources that we had a goal of increasing some measure. For example, in the case of the Transit Center, what is the trend of transit ridership after construction of the project. Also listed will be the future projects that we think will add onto that goal."

### 10.3 Bay to Tahoe Basin Recreation and Tourism Rural Roadway Impact Study

Executive Director Landon reported that El Dorado County Transportation Commission is the lead agency on the study and they have received the draft report from the project consultant. He

very encouraged that Nevada County will get some recognition out of the five nominations. Executive Director Landon noted that NCTC should be notified by the end of the week as to the three finalists in each category.

Chairman Jostes clarified that the projects have to be completed to be eligible for nomination. Executive Director Landon replied that they have to be completed and in use in 2013. He noted there are many broad categories that projects are submitted under. NCTC submitted two projects under Pedestrian/Bicycle Facilities, one Aviation project, one Conventional State Highway project, and one Transit/Rail Facilities project. Executive Director Landon stated that staff felt all of the projects submitted were very deserving and worthy of recognition, and if we get only an honorable mention that is something. He thought the fact that a small county, such as Nevada County, had five projects submitted is commendable. Commissioner Beason asked if the jury making the decisions take into consideration the fact that we are not Los Angeles. Executive Director Landon said there is a large panel made up of public and private sector transportation professionals from around the state that review all the projects submitted. He stated there is a criteria for small and large projects nominated.

#### 11. Project Status Reports

##### A. Caltrans Projects: Winder Bajwa, Caltrans District 3 Project Manager for Nevada County

Mr. Bajwa gave a brief summary of projects listed in his March Project Status Report.

- *Operational Improvements at Holcomb Drive and Cherry Creek Road* – Mr. Bajwa reported that this project will upgrade the intersection at Cherry Creek Road and SR 49 by adding a right turn lane and widening the shoulder. It is funded by the State Highway Operations and Protection Program (SHOPP) and the Minor A Program for District 3. He said the project is scheduled for advertisement on March 24<sup>th</sup> and bid opening is April 23<sup>rd</sup>. They are expecting construction to start two months after awarding the contract in the summer of 2014.
- *Operational Improvements at Carriage Road and Ladybird Drive* – Mr. Bajwa reported the project will upgrade two intersections on SR 49 by adding right turn lanes and widening shoulders. The project was awarded to Hansen Brothers Enterprises in Grass Valley and they are waiting for the weather to become more predictable, without rain in the forecast, before they start construction. Executive Director Landon commented that he drove that portion of SR 49 the previous day and noted there was some clearing, grubbing, and tree removal at that location, so the project is underway.
- *Shoulder Widening From Old Downieville Highway to Newtown Road* – Mr. Bajwa noted that the project is funded by Congestion Mitigation and Air Quality (CMAQ) funds and Caltrans Minor A Program funds. He said the design work is completed and there are three environmental permits on the project. They requested federal funds for the project of \$320,000 that is coming through the NCTC CMAQ Program. He said they will advertise the project this spring and hope to start construction this summer. Due to environmental mitigation issues with the Army Corp of Engineers (ACE), construction will be delayed until after September.

Commissioner Beason requested more information on what has to be done before construction can start on this project. A Caltrans staff member in the audience responded that the ACE has

Commissioner Fouyer noted that the report stated they would repair the embankment, so he assumed there was some erosion there. Mr. Bajwa said it could have a little bit of embankment work to do, but mostly the project is to fix the #2 lane northbound, as well as fix the shoulder and guardrail; it is about a 500 foot length.

Chairman Jostes said there was a sinkhole problem on SR 49, within the past year or two, just south of Grass Valley. He stated that required a fair amount of expenditure; obviously, it was an emergency repair. He asked if those costs came out of the same funds. Mr. Bajwa replied no; emergency work is a different pot of money statewide. He explained that the Minor A Program is where each Caltrans District gets a lump sum within each fiscal year and there are a list of projects, based on their needs, such as safety and operational improvements that the money is used for. Chairman Jostes said since this is not an emergency like the sinkhole, that raises the same types of questions being asked by the other Commissioners; if the project is discretionary and is not a safety or performance issue, then it seems it should be put into some order that the Commission could discuss. Chairman Jostes asked Mr. Bajwa to be prepared at the next NCTC meeting to answer in a short way how this little piece of the process works; how this particular project hopped onto the priority list ahead of other pending projects, and who put it in the priority list. Chairman Jostes explained that he was not saying that the project did not need to be done, but in fact, if it needs to be done for safety or operational reasons, then you have to wonder if the funding is in the right pot. Mr. Bajwa said he would have information for the Commission at the next meeting.

A. Caltrans Projects: Rochelle Jenkins, Caltrans Public Information Officer, and Ed Yarborough, Caltrans Safety Coordinator for Construction

Rochelle Jenkins introduced a project that will be done this year on I-80 between Magra and Loomis. She noted there will be some impact to our community, so they are informing NCTC before construction starts, and she provided the Commission a handout with details. They are planning only a one or two night impact to the area. Ms. Jenkins said Caltrans will be increasing the vertical clearance one foot on nine overcrossing structures to 16 feet-6 inches, which is the required standard for clearance of high-load vehicles. They will raise six existing bridge decks with hydraulic lifts and the other three structures they will dig out under the bridge to provide the vertical clearance. She said the first structure they will work on is Magra, which is the structure that will impact our community.

Ms. Jenkins said one of the reasons this project is being done is because I-80 is a military corridor, and if they needed to move large quantities of military equipment to San Francisco Port, they would need to do it as quickly as possible. She said oversized loads currently are being diverted onto public roads through local communities because there is not adequate clearance under some of the bridge overpasses on I-80. The Federal Government mandated this be addressed immediately to improve national defense. Ms. Jenkins added this work will also enhance movement of regular commerce over-sized loads. There is \$4.7 million of commerce every hour going over I-80, so this will help the local economy as well to move commerce as quickly as possible and also keep those loads off of county and city roads. She noted the nine locations are from Brace Road, which is in between Loomis and Rocklin, all the way east to Magra. Ms. Jenkins stated that Weimar Cross Road is the next bridge west of Magra and it will be a dig-down project that will not require a complete closure of I-80.

Ms. Jenkins said, regarding traffic impacts, when they actually lift the bridge structure it will require a night time closure of I-80 for one to two nights from 11:00 p.m. to 5:00 a.m. in order to jack up the bridge. They obviously cannot have live traffic traveling under a structure that they

keep heading west; if they head south they will maneuver out of the area and miss the detour. The Utah Department of Transportation partners in an I-80 coalition with Caltrans and they are willing to coordinate such projects with them.

Commissioner Beason asked if they were sure it would only take one or two days. Mr. Yarborough responded that all of Caltrans projections and past experience indicates, if the contractor has everything staged and prepared, he should be able to lift the bridge in two days. He said the jacks on these systems will do six inches at a time, so as they lift the bridge up they have to shim every inch as it goes up. They are going to wait and see what the contractor's plans are, but there will either be a second set of jacks that they can immediately start lifting the next six inches, or they will have to take and reposition the jacks and brace them up and then lift the next six inches. Caltrans does not know what their plans are as yet. Commissioner Beason questioned if they would wait to close the road until the contractor is ready to go. Mr. Yarborough replied that they will have lane closures in place that will allow the contractor to stage equipment as much as possible, and the idea is when it is 11:00 p.m. they will shut down the interstate in both directions.

Commissioner Beason asked when all of this would happen. Rochelle Jenkins said currently there is not an exact schedule; they are waiting on the contractor, but Caltrans is looking at late May to early June. She said another benefit is the project will be completed before getting into the height of fire season. She said they did not have any issues with that during the Gold Run III project, but that was a part of the reason why they chose to complete the Magra project first.

Commissioner Beason asked for more details on their outreach program. Rochelle Jenkins replied that Caltrans has a website called "Raise80.com", and they are providing information through radio and newspaper advertisements. She likes that Nevada County tells her what they want done.

Commissioner Beason said the CHP escort was an issue with the Gold Run project because there was a tremendous amount of noise at night with truck jake brakes. He asked if the CHP will keep the trucks down to a slower speed as they descend down SR 20 toward Nevada City. Ms. Jenkins replied that is the purpose of the CHP escort system. There is no honor system; the trucks have no choice. Commissioner Beason asked if they will escort the trucks all the way through Nevada City and Grass Valley. Mr. Yarborough said they will only escort the trucks down to Uren Street, at the junction of SR 20/49 in Nevada City, and then the CHP will turn around and go back up to I-80. Commissioner Beason said that needs to be changed since that is just the edge of town. Commissioner Harris said this is when everyone will be asleep and they will be greatly bothered by the noise. Mr. Yarborough said his concern was the CHP can escort trucks on a two-lane facility, but on a freeway facility he did not think it would work. He said there will also be cars behind the truck caravan. He explained the CHP will line up trucks at SR 20/I-80, and when it is time to escort the trucks, they will slow down the public traffic to allow the trucks to exit down the off-ramp together and then the cars will fall in behind them. Mr. Yarborough said they would talk to the local CHP office to find out if they are willing to escort traffic all the way through town. Currently they plan to stop the escort at Uren Street. Rochelle Jenkins stated that CHP gave Caltrans a lot of push-back on the Gold Run project regarding shuttling traffic past Uren Street, so that is why they picked that stopping point for this project. Ms. Jenkins added that she can address this issue with the new local CHP Commander. Commissioner Beason said, after a lot of painful issues last time, they were able to get the trucks escorted at a low speed all the way through Nevada City and Grass Valley and he thought all the way down to Bell Road. Ms. Jenkins said they never shuttled past Uren Street. Commissioner Beason said they got them to slow down somehow. Ms. Jenkins said there were CHP patrol cars

Commission and the project is in Placer County. She knew she needed to let everyone here know what was going on and the Magra Bridge is the first structure to be raised. Ms. Jenkins is hoping that Mother Nature will cooperate and the project will be done before the really hot temperatures, when people open their windows at night. The project will be completed in one or two nights; it will not take all summer. She said she owns the responsibility of the shortcomings of Gold Run III and she is not going to repeat them. Ms. Jenkins stated that she sat down with Executive Director Landon in his office, told him of the entire project, and asked him how she should help the community. She affirmed that NCTC was by no means an afterthought. She said the Utah connection is something Caltrans has as an overall coalition; it is not a part of this project, but it is an extra tool that she wanted to show to reassure the Commission that they can excel over what they did with Gold Run III.

Commissioner Harris likened the experience to having a bad root canal done because of what the community experienced with Gold Run III. She stated that is where Caltrans is starting with the nervousness and acceptance factor of this project. She asked Ms. Jenkins to think about the community all the time, consider not having the escort of trucks every fifteen minutes, and go to the Nevada City Council to explain the project.

Ed Yarborough noted that the Gold Run III project was funded under one program and this project is funded under a completely different program and Caltrans grabs funding when it becomes available. He said it is unpredictable when the CTC will provide funding to you versus when you would like to have it. Mr. Yarborough said the Magra Bridge project is being funded because of a federal requirement for the State of California and the project is a very high priority issue for Caltrans Corporate Management to get it completed. He said they are hoping it will take only one night, but they plan for two nights because in a six hour window that is a great amount of work to do and they are going to be rushed. He said the contractor is going to be required to develop a minute-by-minute schedule and Caltrans will hold them to a very tight timeline to make sure the road gets opened on time so they do not impact the commute hours. Mr. Yarborough said, as part of the contractor's contingency plan, they will have drop-dead times, meaning at a given point-in-time if the work has not progressed to a certain point, then they will be required to stop, clean up, open up the road, and come back the following night to finish the work. Caltrans will hold the contractor accountable to that and they have contractual means to do that. The Resident Engineers have the high responsibility to help them do that. Ms. Jenkins said there is also a financial incentive to the contractor to meet the Caltrans deadline, as well as Resident Engineers Ed and Sam making sure they are on schedule.

Commissioner Fouyer said he appreciated Caltrans efforts and he thinks we have a pretty good neighborhood community, even though we may not be projecting that here, and we will be expecting them to be good neighbors as well. He said to be first is not always good, but he would have rathered they had gone to three other communities before they came here because we would be the discovery; but they are trying to get out in front of the game. Commissioner Fouyer said Caltrans had some impressions and they were emotionally based, but when they listed all the things they had done, and the last thing they commented on was the notification of our community, they talked about everything else around it, but not necessarily the communities that are being impacted and how they will address that. He also invited Caltrans to come to a Grass Valley City Council meeting, and noted that everyone on the freeway corridor is impacted.

Commissioner Fouyer commented, regarding the escorting of trucks, that you get trucks going down south of Alta Sierra with the grades and all the driveways and that is dangerous. He was concerned for residents in that area needing to safely access the highway going north or south with a long line of trucks and cars to contend with. He would like Caltrans to mitigate any

trucks on our freeway, we know something has happened on I-80. Commissioner Scofield said he did not think this was going to be near the controversial issue that weeks and weeks of this would cause.

Commissioner Beason said the thing that was an issue last time is there are apartments that back up to SR 49 and people were moving out. Ms. Jenkins said she remembered speaking to the property manager and this time it is only going to be one or two nights and she did not think they would have that issue. She added that they can plan for this and she is here for the community to help out. She invited anyone to call her whenever anything happens.

Executive Director Landon asked if the escorts would be going in both directions or just down from I-80 on SR 20. Ms. Jenkins replied that it would be just down the Harmony Ridge grade. Mr. Yarborough added that it would be westbound lanes from I-80/SR 20 down to Nevada City and he said they would work with the CHP as to how far they will escort the trucks. Ms. Jenkins said they will also discuss if there will be strategic placing of CHP cruisers. Mr. Yarborough said they have radar trailers that can be used to slow down traffic. Commissioner Fouyer said this is one of those projects where you wish the bid did not go to the cheapest chicken. Mr. Yarborough said the project did not go to the lowest bidder, since they did not complete the paperwork, so the bid went to the second lowest bidder. Commissioner Fouyer said it went to the cheapest chicken that completed the package. Mr. Yarborough said Caltrans will hold the contractor accountable for public safety.

B. Truckee's SR 89 "Mousehole" Project: Becky Bucar, Associate Engineer, Town of Truckee

Executive Director Landon reported on the project since Ms. Bucar was not at the meeting. He stated it is expected the CTC will approve the additional funding to fully fund the project at their meeting the next day. Executive Director Landon said Ms. Bucar has sent up a series of conference calls with the Federal Highway Administration, Caltrans, CTC staff, and NCTC and the next call would be that coming Friday. Ms. Bucar is working on having the CTC make the allocation at their May meeting so everything is in place to start the project June 1<sup>st</sup>.

Chairman Jostes asked if the project is fully funded with this allocation. Executive Director Landon replied yes and the project will start.

## ACTION ITEMS

12. Amendment II to the FY 2013/14 Overall Work Program

Executive Director Landon said there were two items being adjusted in the budget. The first one is the inclusion of the Rural Counties Task Force (RCTF) Performance Measurement Data project that is sponsored by the RCTF. NCTC has been asked to be the lead agency. Executive Director Landon said he has been notified by Caltrans that they will provide \$47,500 for this current year to get the project started and there will be an additional \$52,500 in FY 2014/15 to finish the project. The second project is the Coordinated Public Transit-Human Services Transportation Plan Update and the schedule has been modified as approved at the previous NCTC meeting. This project will also be carried into FY 2014/15.

There was no further discussion. Commissioner Guerra made a motion to adopt Resolution 14-08 approving Amendment II to the FY 2013/14 Overall Work Program. Commissioner Fouyer

said he will be interested to see what is learned. Executive Director Landon said there are two components. They will be looking at rural areas on a statewide basis, so we can say there is a reason why you should treat rurals differently than the rest of the state. The other thing is the project will provide that data to each of the individual twenty-six counties, so they can say that Nevada County has these issues that you probably want to work on addressing. Executive Director Landon said El Dorado County may have some different issues that they will want to address in their planning documents.

Commissioner Harris asked if this includes Caltrans roads, county roads, and the three cities' roads. Executive Director Landon replied yes. She asked if there will be distinct reports relative to each jurisdiction. Executive Director Landon replied yes; that is one of the things the consultant brought out in their interview that there really is a tiered system here; there is a state system, the regional road system of arterials, and then there is the local roads. He said they will get data to each level. Commissioner Harris said those are categories of roads, but will they also be jurisdictional for the County Board of Supervisors, Nevada City, and Grass Valley, so each entity can learn something and possibly incorporate it into their individual plans. Executive Director Landon said he will have to get back to the Commission on whether they will actually break out City of Grass Valley and Nevada City separately. Commissioner Beason said one of the things they have learned, regarding the cut-offs distinctively between Caltrans and local jurisdictions, is that Caltrans seems to be given more funding for state roads in its proportion. He said when Caltrans gets its federal money it seems like there is a disproportion about it that goes to non-rurals, which are not as risky roads. Executive Director Landon said Caltrans would argue that 75% of the funding comes to regional agencies, and Caltrans gets 25%, but how Caltrans spend that 25% is an issue.

Commissioner Fouyer said it sounded like data is being collected that can be used as a tool in the future to help identify why our roads need to be different. Executive Director Landon replied, or that we need to do differently than we currently are doing. Commissioner Fouyer said that was the point he was trying to make where one side we are only trying to do it in a fashion that says we need to do things a little bit differently here, but in the end we discover what we are doing wrong. Executive Director Landon said in the outline of this project the consultant supplies each county with three scenarios, as related to pavement maintenance: 1) If you continue to do what you are doing, this is where your PCI will go; 2) if you maintain your worst roads first, understanding that county supervisors and city council people get phone calls that say the road in front of their house needs to be repaired, this is where your PCI will go; 3) if you use what are considered best practices to maintain things before they fall into the pit, this is where your PCI will be. He said this will be a basis to educate the public as to why we do what we do. Commissioner Fouyer asked if we did not already do this. Commissioner Beason said yes we do this with the Capital Improvement Program, but this study will be more than just Nevada County. He said there are other counties that are just now starting Capital Improvement Programs. Executive Director Landon said one other thing that can come out of this is Nevada County's PCI is 63 or 67, and we are above the green line, but we are at a point where we need to maintain what we are doing. Commissioner Beason said in 2005 the county was at 60. Executive Director Landon said Nevada County is doing pretty well as a county and doing better than most rural counties. He said the report will also show that if there is some additional money put into maintenance, this is where we can go up. Commissioner Beason said he wanted to point out that Lowell Robinson has been running trucks in Nevada County for about sixty years and he says the roads are in better condition than he has ever seen.

Chairman Jostes stated, as a tax payer, that it seems much easier, almost too easy, to get money for studies than it does to get money for bus drivers or pavement, and we are dealing with a

with Aye votes from Commissioners Beason, Fouyer, Guerra, Harris, Jostes, and Scofield. (Commissioner Dee was absent.)

#### COMMISSION ANNOUNCEMENTS

Chairman Jostes announced he would be absent from the May 21, 2014 NCTC Meeting and Vice Chairman Fouyer will conduct the meeting.

Commissioner Harris announced the May meeting would be her last one as a member of the Commission, since she is stepping aside from the Nevada City City Council. Chairman Jostes thanked her for her years of service on the Commission and said she has been very helpful.

Executive Director Landon noted that he would be going to Santa Rosa that afternoon through Friday at a statewide meeting of Airport Land Use Commission staff. He said he would make a presentation on lessons learned from the adoption of Airport Land Use Compatibility Plans.

#### SCHEDULE FOR NEXT MEETING

The next regularly scheduled meeting of the Nevada County Transportation Commission is on May 21, 2014 at the Nevada County Board of Supervisors Chambers, 950 Maidu Avenue, Nevada City, CA.

#### ADJOURNMENT OF MEETING

Commissioner Beason made a motion to adjourn the meeting. Commissioner Harris seconded the motion. Chairman Jostes adjourned the meeting at 10:55 a.m.

Respectfully submitted: Antoinette Perry  
Antoinette Perry, Administrative Assistant

Approved on: May 21, 2014

By: Jason E. Fouyer  
Jason E. Fouyer, Vice Chairman  
Nevada County Transportation Commission