



NEVADA COUNTY TRANSPORTATION COMMISSION

Grass Valley • Nevada City • Nevada County • Truckee

MINUTES OF MEETING March 20, 2013

A meeting of the Nevada County Transportation Commission (NCTC) was held on Wednesday, March 20, 2013 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, Jason Fouyer, Ann Guerra, Sally Harris, Larry Jostes, and Ed Scofield

Members Absent: Carolyn Wallace Dee

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 9:36 a.m.

Pledge of Allegiance

PUBLIC COMMENT

There was no public comment.

CONSENT ITEMS

1. Financial Reports
 - A. December 2012 and January 2013. *Approved.*
2. NCTC Minutes

February 15, 2013 Special Meeting Minutes. *Approved.*
3. Revised Findings of Apportionment for FY 2012/13 and Preliminary Findings of Apportionment for FY 2013/14. *Adopted Resolution 13-05 approving the Revised Findings of Apportionment for the FY 2012/13, and adopted Resolution 13-06 approving the Preliminary Findings of Apportionment for the FY 2013/14.*
4. FY 2013/14 State Transit Assistance Apportionments. *Adopted the apportionment table as a basis for allocation from the State Transit Assistance Fund for the FY 2013/14.*

5. FY 2011/12 Fiscal and Compliance Audit for the Nevada County Transportation Commission. *Accepted the FY 2011/12 Fiscal and Compliance Audit for the Nevada County Transportation Commission.*
6. Nevada County's Request for NCTC's Approval of Certifications and Assurances for Their Federal Transit administration (FTA) Section 5311 FFY 2013 Grant Application Package in the Amount of \$325,365. *Adopted Resolution 13-07 approving the programming of FFY 2013 FTA Section 5311 grant funds in the amount of \$325,365 from the regional apportionment.*
7. Amendment to the Nevada County Coordinated Public Transit-Human Services Transportation Plan. *Adopted Resolution 13-08 amending the 2008 Nevada County Coordinated Public Transit-Human Services Transportation Plan.*

Commissioner Beason made a motion to approve the Consent Calendar. Commissioner Scofield seconded the motion. The motion passed unanimously.

INFORMATIONAL ITEMS

8. Correspondence

- C. Truckee Tahoe Airport Land Use Commission (TTALUC) December 19, 2012 Draft Minutes. File 40.2.1.4.

Executive Director Landon reported that the TTALUC Draft Minutes were added to correspondence to keep the NCTC Commissioners aware of staff support going into that body. He said the meeting had a presentation that was made by Truckee Tahoe Airport staff regarding an aircraft tracking system that Truckee has. Mr. Landon thought the information was noteworthy that Truckee is one of three airports in the world to have this unique system; and one of about thirty-five throughout the United States to have similar systems.

9. Executive Director's Report

9.1 North State Transportation for Economic Development Study

Executive Director Landon said this study is a sixteen county effort that is intended to help relate transportation improvements to economic activity within the sixteen county region. He said they recently reviewed the Transportation Landscape Report and the Economic Landscape Report. They are both draft documents that will go into the final report with recommendations to be available around May 1st. Mr. Landon said they were anxious to see how this might help both state and federal funding for the region, and the final documents will be shared with their economic-related partners.

9.2 Update of the NCTC Western Nevada County Traffic Model

Executive Director Landon reported the traffic model update was bogged down a little bit. NCTC staff put in some extra effort to build a complete data base for the model. He said that work had been completed and they would be meeting the next day with the Project Advisory Committee to move forward with the land use data and begin developing the future year land use scenario. Mr. Landon said the project is on schedule and he expects completion of the new traffic model by June 30th.

Commissioner Beason asked about the lack of information on the non-residential generated traffic outside of Grass Valley. He asked if the lack was outside the sphere or outside the city limits, because he thought there was information on the Loma Rica Industrial Project. Mr. Landon responded that it was a data layer outside of the city sphere. He added that the county GIS data base did not have square footage of the various buildings. He said in the past model they looked at non-residential land uses based on their gross acreage, so it was readily available from the assessor parcel data. Mr. Landon said with this model the consultant is getting it down to a more refined model so they are looking at the footprint of buildings in order to get the square footage of activity on each parcel. He said when the project is completed, they will be turning that data layer over to the county.

9.3 Bicycle Master Plan (BMP) Update

Executive Director Landon said the BMP Update is underway and public workshops have been conducted to receive input. He stated the project is moving ahead well. He noted that they were pleased with the level of participation and input on the plan at the workshops, even though there was inclement weather.

9.4 Eastern Nevada County Transit Development Plan (ENCTDP) Update

Executive Director Landon reported the ENCTDP is proceeding toward a finalization in April and then a presentation to the Truckee Town Council in May.

9.5 FY 2012/13 Congestion Mitigation Air Quality (CMAQ) Improvement Program

Executive Director Landon said the CMAQ Program looks at a multi-year funding cycle and they received notification in February that their funding for this current year is going to be about \$135,000 less than the initial estimates. He explained that is because Congress was unable to come to an agreement on a funding level, so they went back to the 2009 funding level that was considerably less than the initial estimates based on MAP-21, the latest Federal Transportation Act. Staff will be sharing some adjustments and changes to the program as they go forward.

9.6 Bay to Basin Study

Executive Director Landon stated this is a cooperative effort with El Dorado County Transportation Commission as the lead agency. NCTC is providing input as to facilities within Nevada County, looking at how transportation and travel from the Bay Area impacts our area when people come up to recreate in the greater Lake Tahoe area. He said Michael Woodman, NCTC's Transportation Planner, is Nevada County's project representative and the study is underway and is proceeding well.

9.7 NCTC Compensation Survey

Executive Director Landon said, based on the discussion at the January NCTC meeting, and consistent with past practices, staff has initiated a compensation survey. They are looking at a survey of six other regional planning agencies and the four local jurisdictions. A compensation survey related to staff salaries will be brought to the May NCTC meeting.

There were no questions or comments on the Executive Director's Report.

10. Project Status Reports: Winder Bajwa, Caltrans District 3 Project Manager for Nevada County; Trisha Tillotson, City of Grass Valley Senior Civil Engineer; Becky Bucar, Town of Truckee Associate Engineer.

- *SR 49/La Barr Meadows Road Widening Project* – Mr. Bajwa stated the project is about 92% complete. Soundwalls and highway planting work have been completed. He said the three remaining items, which are the open grade asphalt/concrete, thermoplastic striping, and drainage work, will be completed by the summer. He said the highway is open to the public and everything is functioning.

Commissioner Scofield said he is sure that Caltrans is monitoring the lights at this intersection, and it is so much better than it was, but he is still getting phone calls that at times during the evening rush hour there are backups and no one is moving. He asked Caltrans to continue to monitor the effectiveness of the traffic lights. Commissioner Scofield noted that on the southbound side of the highway, with the newest through lane that was opened, there is a right hand turn arrow that is very visible and it is confusing when you drive through the intersection. When he drove on that section the other day he watched a big rig make an abrupt move over into the left hand fast lane because of the arrow, which is left over on the pavement when that was the right hand turn lane. Commissioner Scofield said there is also a stripe of some type on the other side of the intersection that makes it appear that you are headed toward the Ponderosa Pines Mobile Home Park. He asked Mr. Bajwa to have something done to get rid of those markings that are left over on the pavement. Mr. Bajwa responded that this is one thing that is good about the additional overlay because it will hide all the shadowing effects and the thermoplastic striping will delineate the actual lines and lanes. Commissioner Scofield replied that the work Mr. Bajwa mentioned will be done this summer, but the arrow is very misleading and needs to be covered up now. Mr. Bajwa said he will talk to the construction crew to make sure it is done now.

- *SR 49 Minor A SHOPP Projects* – Mr. Bajwa said this work is south of the La Barr Meadows Road project. The environmental work is done and design work is almost complete on the first of two projects. He said the cost estimate for the Carriage Road, Ladybird, and Cherry Lane project exceeded the \$1 million dollar threshold for the Minor A Program, and guidelines dictate you are not allowed to go over that amount. He said the Cherry Creek/Holcomb location of the project has been removed to stay within the \$1 million. The dropped intersection will either be included in the second project at Brewer Road and Smith Road, or they will do a separate Minor A project when the funding becomes available.

Executive Director Landon explained that the reason Cherry Creek was selected to be dropped out was it had the lowest accident rate of the three. Chairman Jostes asked if there would be a loss by dropping one project or would they have been contracted separately. He asked if it would be more expensive to do two separate projects rather than doing the three locations at the same time. Mr. Bajwa said there will be a little more additional cost to do another project just with the engineering support costs, the contract cost, and of course the project will be smaller. He said in this case there is no choice; they cannot go over \$1 million.

Commissioner Beason said there is the Army Corp of Engineers, the Water Quality Control Board, and the Fish and Wildlife Service all making sure things are done right. Mr. Bajwa said all the permits should be acquired by June and they would then be able to construct the project this summer. Commissioner Beason asked if the project would be changing the course of the streambed. Mr. Bajwa said in one of the locations that was correct. He said in order to widen

the highway, they have to put fill dirt in one of the locations, and the other agencies consider that as impact, i.e. stream water alterations; so they have to get a permit. Commissioner Beason said then the course is not being changed, but the characteristics of the slope are being changed. Mr. Bajwa said they have to change the slope of the embankment that goes into the streambed and that triggers the need for a permit.

- *SR 20/49 Major SHOPP Rehabilitation Project from East of Indian Springs Road in Grass Valley to the Junction of SR 49 East of Nevada City* – Mr. Bajwa reported that the project was awarded to Teichert Construction at \$7.793 million and construction will start when the weather improves around April or May.

Commissioner Harris said she knew that Mr. Bajwa was in charge of a project last summer in Sierra County, and she asked if this project would be of the same magnitude or was it just an overlay. Mr. Bajwa said it is a similar scope for the project; they are rehabilitating the roadway with a small amount of asphalt. He said the length of the project is much smaller at sixteen or seventeen miles, and they will be skipping the Dorsey Drive area. Commissioner Harris asked if lane closures will be involved occasionally. Mr. Bajwa said yes. Commissioner Harris asked for a press release before the project starts, since it affects people commuting from Penn Valley and anyone traveling through Grass Valley and Nevada City on SR 20. She would like people to know in advance what would be happening and when. Commissioner Beason agreed that the public must be informed that there will be delays.

Commissioner Fouyer said when comparing the scope of the two projects, there had been a lot of pavement grinding on SR 49, so he asked if there would be a lot of grinding on the SR 20 project. Mr. Bajwa replied that he did not expect much grinding on this project. They did grind and mill on the other project where they dug out places, but on this project they would only be grinding at the bridges and intersections where the pavement conforms. Commissioner Fouyer asked if the grinding would be done during daytime hours. Mr. Bajwa said most of the work will be done during the daytime.

- *Dorsey Drive Interchange* – Trisha Tillotson, Senior Civil Engineer and Deputy Director of Public Works for the City of Grass Valley, gave the update on the Dorsey Drive Interchange project. She said they awarded the contract to McGuire and Hester on January 22, 2013 for \$15,191,874, which is within the budget. They expect to begin construction on May 6th and the construction period is 250 working days, which will be two construction seasons. Ms. Tillotson said they are working on an open house date to provide construction details to the public. They will also arrange a ground breaking ceremony and will invite the Commissioners to attend. Their public outreach efforts will be enhanced by their construction management consultant who is developing a website and will also have a hot line available. She said they will be letting the public know how to access all of this information. She asked for questions.

Commissioner Harris asked, given there is the other overlay project on SR 20 this summer, how much of the work to be done on the Dorsey Drive project will have any impact on the flow of traffic on SR 20. Ms. Tillotson said the highway will be widened on both sides and also the bridge will be widened. She said any closures will be at night when the bridge is being widened because you have to completely close the highway when you are widening the bridge. She said the city will coordinate with Caltrans. She has been in communication with Mr. Bajwa and the construction manager for Caltrans on the other SR 20 project as far as when they do their overlay and when the city will be doing theirs for Dorsey. She added they most likely will not do the overlay on the Dorsey project until the following year.

Commissioner Guerra said she was very happy to hear there will be a website and a hotline. She asked if the hotline will be available for people who do not use the internet, and will there be information posted or available for people who live in the apartments since they will be heavily impacted. Ms. Tillotson said they will be sending out a letter to all of the immediately impacted residences and businesses with the website and hotline information. The hotline will be checked regularly, especially during normal working hours. Their construction management consultant, HDR, has a team set up to answer questions and they will contact the city when needed. Ms. Tillotson said they are putting forth an effort to get the word out and work with residents to let them know about pedestrian access as well as vehicular access.

Chairman Jostes asked for clarification of the statement that the Dorsey Drive bridge will be closed at times. Ms. Tillotson replied when the actual widening work for the bridge is done, it will be closed for eight days during the night time hours, to close the section of highway. Chairman Jostes said he was thinking of the bridge itself because it is access to the hospital from that one direction. Ms. Tillotson said the bridge will remain open and at times there will only be one lane of traffic, but they will have traffic control in place. Chairman Jostes also asked if the bid came in within their expectations and within budget. Ms. Tillotson replied that it did.

Commissioner Beason clarified that it was not required to raise the height of the bridge, because at one point it was discussed. Ms. Tillotson replied that the bridge was not going to be raised. She said there was a meeting to discuss the bridge, and Executive Director Landon was involved. She added that there were many money saving changes and solutions on this project.

Commissioner Scofield asked what the first phase of the project would entail. Ms. Tillotson said they will work on the south side of Dorsey Drive first and then do the highway widening areas. The contractor is now in the process of working up his plan and he told the city he might have a slightly different phasing plan that they will review.

- *SR 89 Mousehole Pedestrian Undercrossing Project* – Becky Bucar, Associate Engineer for the Town of Truckee, referred to a PowerPoint handout given to the Commissioners. She reported they are building a Pedestrian and Bicycle Tunnel under the Union Pacific Railroad (UPRR) tracks and next to the existing “Mousehole” vehicular tunnel on SR 89. The project will include concrete paths that will connect north to Deerfield Drive and south to West River Street; it is about a one-half mile trail. Ms. Bucar had drawings of what the project would look like and also the current Mousehole tunnel, which is very narrow at 24 feet wide. She said currently pedestrians have to walk or run in the traffic lanes of the Mousehole to get to their destination. The pedestrian/bicycle tunnel will be 10 feet wide, adjacent to the existing Mousehole, will have an arch on the top to match the traffic tunnel, with rocks and stained concrete on the surface. Ms. Bucar said they have added reconstruction of the mobile home park driveway to the project. Originally the plans were to conform the driveway at the right-of-way, but looking closer at the project it would require the driveway be steepened, and it is already pretty steep. They decided to reconstruct the driveway and chase the grade, to keep the grade at least to what it is right now. Plans are to put in a transit shelter next to the bus pull-out, put in a storm drain system, and an infiltration basin.

Ms. Bucar reported that Caltrans currently has an easement for SR 89 through the railroad right-of-way, and this project goes out slightly past that easement, so the Town needs to apply for an additional section easement. An engineer’s drawing with project measurements and details were included in the handout. She said the appraisal for that piece was done and appraisal reviews were done; they are now waiting on Caltrans staff

to review it before it is sent to the UPRR. The Town will negotiate with the railroad to determine the cost of the easement, and then they will dedicate it to Caltrans towards the SR 89 right-of-way. Ms. Bucar said the next step would be to enter into a Construction and Maintenance Agreement with the railroad to build the project. She said they will also need to get a right-of-entry for the mobile home park driveway work and she expects to get that within the next couple of months. The utility relocations were reported and Southwest Gas has a line that is potentially in conflict with the tunnel construction. She thought they might be able to protect the line in place, so they are looking into what measures would be needed to do that. Ms. Bucar reported there is about 100 to 500 feet of waterline that will probably need to be relocated because it is in conflict with the additional storm drain systems or would just be jeopardized due to the construction process when they are building retaining walls on the site. She said they are currently working on determining who is responsible to pay for the relocation; is it a project cost or is it a cost for the public utility district.

Ms. Bucar reported that they submitted the 60% designs to Caltrans and the UPRR for review the last time she was before the Commission about one year ago. The agencies sent comments back to the Town and they just submitted a 95% set of Plans, Specifications, and Estimates (PS&E) to the agencies, and are waiting on their review. She said they also included some design exceptions in that package, which included a slight change in how the concrete path was described; whether it was a multi-use path (which is what they called it previously), or what they are now calling a Class I Bikeway. The new classification has a different level of standards that must be adhered to. She stated that this change required some design exceptions and it cost just under \$100,000.

Ms. Bucar talked about project funding. She said the Project Approval and Environmental Documentation (PA/ED) phase of the project is completed and was mostly done by Caltrans; it included preliminary planning, looking at all of the alternatives, and completing the environmental document. She said they just realized that Caltrans had some significant cost savings, so originally they were allocated just under \$2 million, but they came in under budget by almost \$500,000. Her understanding is that extra federal funding that was not spent can be used towards the construction of the project. She thinks it is going to be about \$1 million to finish the PS&E design effort; about \$205,000 towards right-of-way and utility relocation; and then construction costs are estimated at \$8.1 million, which is up about \$1 million since the last presentation. She said some of the increase is because they now have better information than the initial cost estimate, and they have added additional storm drain work, the reconstruction of the driveway, and a conduit for a potential future signal coordination between Deerfield and West River Street. Ms. Bucar summarized where they spent funds to date. She said a lot of the money came from the federal High Priority Project (HPP) funds. There were also federal Transportation, Community, and System Preservation (TCSP) Program funds, and there were State Transportation Improvement Program (STIP)/Regional Improvement Program (RIP) funds that came early in the project, around 2006, that were used for the PA/ED. The Town put up about \$350,000 towards the project from their AB 1600 traffic impact funds.

Ms. Bucar reviewed the construction funding and where the project currently stands. There are \$4.4 million of SHOPP funds; \$500,000 of HPP funds that are a result of a cost savings that Caltrans had on the planning side, so that will go towards the construction; \$1.3 million of STIP/RIP that was programmed with NCTC's support; and about \$350,000 in Truckee AB 1600 traffic impact fee funds. She said there is a short fall of

about \$1.5 million and they have some ideas of where they can get more funding. She said they are probably going to put together an application for highway safety improvement program funds soon. Ms. Bucar has talked to Caltrans Planning staff and they are also looking for some funding sources. She said the Town's priority would be to look at funding sources that would not compete with projects regionally. She said they hope that over the next summer they may get some answers as to where additional funding might come from and then by this fall when the STIP funds start, hopefully, they will have a better picture of exactly what they will need to move the project forward. She commented that the funding shown is still programmed in FY 2014/15, so they are still planning construction in 2015 at the earliest, with possibly some utility relocations starting the year prior.

Commissioner Scofield asked how big of a factor cost-wise is the waterline as to whether the Town does the work or the district does it. Ms. Bucar replied that it is probably \$50,000 to 100,000; it is not a huge percentage in the project cost.

Commissioner Harris said it was amazing on one hand that a pedestrian/bicycle tunnel would cost \$8 million, but having been involved in many projects, she does understand all the details of it. She said, from a safety perspective having driven through the vehicular tunnel many times over the past thirty years, the project is essential. She looks forward to the project being completed and thanked Ms. Bucar for her presentation.

Commissioner Guerra also thanked Ms. Bucar for the detailed presentation and credited Truckee for being really creative in getting the project to this point of almost starting construction.

Chairman Jostes asked if there were any issues with the UPRR at this point-in-time to hinder the project from going forward. Ms. Bucar said the comments that came back on the 60% submittal have been addressed by the Town. She said it was her understanding that with the 95% and 100% submittal there could possibly be additional concerns. She said when plans get to this level they start looking at the project more carefully to get the details of the construction worked out and that could be where they get comments. Ms. Bucar said, to date, the Town has not heard anything that is going to keep them from going forward. She said they have kept the railroad involved from the very start and they will probably know more within the next few months when they get comments back.

Chairman Jostes said he heard there is potential spending continuing in lead-up to getting everything put together. He said it would be nice to have that locked down so they are not going down a path that ultimately is stopped by the railroad. He said that was a concern. Chairman Jostes stated there is a shortfall already in this project, and NCTC will have to absorb additional costs on the SR 49/La Barr Meadows Road project, and funding is being reduced. He asked staff what their concern was at this point about the probability that this tunnel project will ultimately be fully funded. Executive Director Landon replied that his concern would be the lack of knowledge that they have at this time, but at the California Transportation Commission (CTC) meeting he attended last month, they just initiated their fund estimate process for this next Regional Transportation Improvement Program (RTIP) cycle. The CTC staff outlined some of the assumptions they are using. Mr. Landon said one of the big unknowns for the state is what is going to happen at the federal level with the implementation of the latest Federal Transportation Act. He said at this point they are focused on having a draft fund estimate by July and a final fund estimate by September. That would enable NCTC to know what kind of regional money would be available to either help with this project or other projects. Mr. Landon also noted that he had a conversation and communication with planning staff at Caltrans District 3 this past

week, and commensurate with the CTC kicking off their fund estimate process, Caltrans is beginning to look at candidate projects for their funding in the same cycle. He said this project was initially submitted by planning staff at District 3 as a project to receive more funding from the Caltrans side. They do not know at this point whether that proposal will hold, but at least they have submitted it and will see what happens. Chairman Jostes said he thought this was an important project and he supports it. He said the problem is the cost of building and building here. He said there are two possible roadblocks and maybe the probabilities are low; one is funding and one is the railroad. Chairman Jostes said it would be nice to get past those.

ACTION ITEMS

11. Proposed Projects for the 2013/14 FY Overall Work Program

Executive Director Landon reported that the purpose of the Draft 2013/14 FY Overall Work Program (OWP) is to show the state and federal governments how NCTC will be integrating federal planning factors into the work program, to outline any new and continuing major activities, and to present a summary of expected revenues and expenditures for the fiscal year.

Executive Director Landon said with the approval of the federal act, MAP-21, they have re-energized the federal planning performance factors, so they have been listed and identified in the OWP. He said there were three of them he would like to highlight. One of them is performance management. As dollars in the transportation arena become more and more scarce, there is an increasing effort to tie the expenditure of funds for projects to the performance and outcome of the project. NCTC staff will be looking with Caltrans at the local projects, and providing criteria on how they will achieve cost benefits for the dollars that are expended.

Executive Director Landon reported that another major issue has become safety. He said as dollars become scarcer, they want to insure that projects being constructed are improving the safety of the facilities. NCTC will be working with Caltrans to identify criteria that will help demonstrate how the projects will improve safety. Mr. Landon commented that both of these issues are related to the development of the traffic model and the consultant being used is very conversant with what are called 4D add-ons. These are an added dimension of transportation modeling and they will help NCTC define some of the criteria and show how the projects selected will integrate, as well as show performance and safety in the transportation arena.

Executive Director Landon stated the Federal Transit Administration is putting additional emphasis on maintaining a state of good repair. He said those Commissioners who also sit on the Transit Services Commission had worked with their staff that morning in talking about developing a fleet for paratransit service. He said this is in concert with not only the local Transit Development Plans (TDP), but is in-sync with where the federal and state governments are going, to insure that Commissions are taking good care of the assets they provide public transit with. He said this is now being included in the OWP.

Executive Director Landon highlighted some of the projects being added to the OWP. He said in addition to the Caltrans SR 49 Corridor System Management Plan, NCTC developed a Comprehensive Corridor Plan for SR 49 back in 1992. He said it has been updated over the years to be sure it stays up-to-date with the current traffic operations, and the plan will be updated in the coming fiscal year.

Executive Director Landon stated that NCTC staff will be working in concert with Nevada County on looking at some alternatives and feasibility analysis for improvements at the

Brunswick Road/Loma Rica Drive intersection, which is one of the key improvements that is included in the Regional Transportation Mitigation Fee (RTMF) Program. Mr. Landon said, similarly, staff will be working with the City of Grass Valley to provide some funding to help with alternatives and design analysis on the improvements that are slated in the RTMF for the McKnight Way Interchange. He said the OWP will be carrying forward the update of the RTMF Program. It has been delayed a little bit this year, although staff will get underway shortly with the development of the request for proposals, contract development, and consultant selection. He said when the new fiscal year begins, the project will be underway and it is hoped to have it work efficiently during FY 13/14.

Executive Director Landon said there is a document that was originally developed by the state several years ago looking at rural areas of the state and coordinating human services transportation with public transit. He said staff is going to undertake the update of that state developed plan and focus it on Nevada County's particular situation. Therefore, staff is putting in for a public transit planning grant to accomplish that.

Executive Director Landon noted again that the document before the Commission was a draft and he asked for their review and comment. He also asked for direction from the Commission to send the Draft FY 13/14 OWP out to the member agencies so they can provide comments as well. Mr. Landon said a result of those reviews could bring additional projects that staff will bring back to the Commission in May for approval of the final plan.

Commissioner Beason referred to Work Element 2.1 on page 8 of the Draft OWP that pertained to the SR 49 Comprehensive Corridor Plan Update and a consultant contract for that costing \$40,000. He said he is trying to understand, and questioned, if at some point this would dovetail with all the things that Caltrans does in studies and evaluations on that corridor. He said last year the Commission identified \$4 to \$5 million for improvements on SR 49, which have to begin with an assessment analysis and design criteria. Commissioner Beason asked how the SR 49 Comprehensive Corridor Update adds value to the other activities that are going on there. Executive Director Landon said a lot of what is done in the Comprehensive Corridor Plan is looking at the operational features of the corridor, i.e. the travel speeds, the delays and congestion; those kinds of things. He said since 1992 there is an ongoing history to keep track of the ebb and flow of that. Executive Director Landon said when they pick up on the planning with Caltrans of that next segment of SR 49 in two years, the data from the Corridor Plan will be available to help them understand how the corridor functions. Commissioner Beason asked if Caltrans keeps any of that data. Executive Director Landon replied not to the same extent that is in the Comprehensive Plan. Commissioner Beason said he did not want to be funding a solution looking for a problem. Executive Director Landon said he understood and explained that Caltrans keeps traffic counts from permanent count stations, but the Comprehensive Corridor Plan gets into more of the details of the traffic speeds, things more related to safety issues, and combines all of that into a document so it is understandable and presentable to working into the planning process. Commissioner Beason said after all of these years of studying the corridor, he thought at this point there would be a pretty good handle on the information. Executive Director Landon replied that there is, and this effort is meant to keep the data base current.

Commissioner Beason referred to Work Element 2.2, Transportation Improvement Program. He presumed that the second bullet, "Monitor planning, design, and construction of improvement projects on SR 49 widening between the Wolf/Combie Road intersection and Grass Valley," was part of the funding identified last year. He thought the primary goal, once the planning is done, is to do the safety improvements such as turning movements, frontage road improvements, etc. Executive Director Landon said that was correct. Mr. Landon said the small projects mentioned

by Winder Bajwa are part of that and as the project moves forward, then more locations could be identified that would get incrementally improved in the SR 49 corridor. Commissioner Beason also referred to another bullet: "Coordinate with Nevada County Airport Manager regarding potential impacts of the Dorsey Drive Interchange project on access to the airport." He asked for an explanation. Executive Director Landon replied that is a previous activity that is listed under "Previous and Continuing Work". He said that is something that has been done already. Commissioner Beason asked what it did for NCTC and he did not realize that Dorsey Drive was going to reach out that far. Executive Director Landon said there was no significant impact, but it was something that the Caltrans Division of Aeronautics wanted the county to be aware of.

Commissioner Beason referred to another item listed: "Participate with Nevada County in the Brunswick Road/Loma Rica Drive Intersection Alternatives Feasibility Analysis." He asked if that intersection is next in the queue in terms of RTMF priorities. Executive Director Landon said it was coming up there close. Commissioner Beason asked if the alternatives feasibility analysis was going to be measuring one approach than another. He said there was one idea of doing something starting on Greenhorn Road and Brunswick Road, which turned out to not be a good idea. Executive Director Landon said there is a concept included in the RTMF and staff wants to test that and make sure it is the right focus on the project, or if there needs to be any adjustments, since traffic has changed a little and could have grown or diminished over time. Commissioner Beason said he knew that county staff was working hard on that project location.

Commissioner Beason asked if the second to last item, "Participate with Grass Valley in the McKnight Way Interchange Alternatives Feasibility Analysis," was the same type of thing. Executive Director Landon replied that it is similar. He said there is a concept for roundabouts at the McKnight Way Interchange. Commissioner Beason asked if this had anything to do with the previous Crestview project. He hoped this was not another major extravaganza. Executive Director Landon replied that this is just specifically looking at McKnight Way.

Commissioner Harris had a general comment to make to the Commission to consider as they go forward. She has some concerns, given the experience of late with cost overruns, and NCTC heard about the fuel index going up as being a contributor to the major cost overrun. She said the Commission heard from Commissioner Dee that the costs of the Mousehole in Truckee just keeps increasing, especially every time they have to work something through with Caltrans. Commissioner Harris said she was not bringing the subject up to beat on Caltrans; she was just thinking with the economy possibly heating up in the state, there are pressures on the cost of fuel that then translates into the pavement costs. She thinks Nevada City may experience this issue when they go out to bid this year with their Measure S projects; things are getting higher and higher. She would like the Commission to think about how in the past their commitment and focus has been on safety improvements, rather than what was articulated by Caltrans at the last meeting, which was this vision of a wide, perfect road from here to Auburn. She said it was stated differently, but that was stated by a senior Caltrans person as the overall goal and vision to the Commission. Commissioner Harris was concerned that the small amount of funding coming in relative to how much these projects cost will be gobbled up by a vision like that, and she would like the Commission to at least think about a commitment toward safety rather than simply supporting Caltrans' vision.

Commissioner Beason agreed with Commissioner Harris. He said the previous year when the Commission discussed improvements on SR 49, NCTC emphasized safety with turn pockets, frontage road improvements, access, gathering up some of those entry points, etc. The Commission was told that Caltrans had to do all of this analysis and engineering to get to this point. Commissioner Beason said the history of this since he has been on NCTC has been that at

one point it was estimated that it would cost \$350 million to get the entire corridor done and that has pretty much been a pipe dream. He thought he and Commissioner Scofield had tried to emphasize those incremental improvements that were talked about to improve safety on the roadway. He said there has been some success so far and he thinks that is the most efficient use of funds at this point with the economy where it is and looking at the big picture.

Chairman Jostes commented that he got exhausted reading the federal planning emphasis area and planning factors. He said what was troublesome to him was that basically they are saying do every single thing in the world; every single thing; the kitchen sink was not in there, but everything else was. Chairman Jostes said what bothers him is that you have to, almost by law, look at every single thing; it almost guarantees that the important things are not going to get enough emphasis. He encouraged staff to give due concern to what the federal government asks for, but give great concern to the most important things. Chairman Jostes said he went to the NCTC office recently quite concerned about a woman and child who were killed the other day on SR 174, and it was a terrible waste of life; not necessarily the direct result of a road, but safety is so important. He said so many people are injured and killed in this county, he hates to read the paper in the morning. He concluded that while the federal government demands looking at virtually everything, he hopes that at the end of the day the focus can be narrowed down to two things: 1) The things that are most important; 2) knowing that we have an absolute limited cash fund, so do the affordable things. He said he knows the Commission cannot afford everything that is on the list; therefore, he encouraged the Commission to be careful in their prioritizations.

Commissioner Beason and Harris agreed with Chairman Jostes' comments. Commissioner Beason said the approach that has been discussed for SR 49 is to try to improve safety and the highway patrol had a real effect with their presence, which resulted in the death toll reducing dramatically. He said you do not have to spend a lot of money to get some of the things improved that are needed; although you have to go through this grandiose process and scheme of design and planning just to get to a turn pocket.

Executive Director Landon said, in response to some of the Commissioner's comments, this was why he focused on developing this work program with the two federal planning areas of performance management and safety. He said when it comes down to getting a benefit for the dollars spent, those are the areas he wants to be able to show back to the federal and state governments that we have creditable projects. He added it is a known fact that rural roads have higher accident rates than urban roads do. Therefore, staff will be focusing on identifying the safety issues and putting those in front of the decision makers for funding to show how they are emphasizing and focusing on things to improve safety, as well as the other performance management type of activities.

Commissioner Fouyer asked Executive Director Landon, regarding the federal planning factors, if this is the list of things the federal government gives to us that we have to address. He asked if this was the order of priority by which the list comes to us. Executive Director Landon replied there is no priority there; it is just a list of factors needed for consideration and to include in the planning process. He said when they come out at the end they can say these are the factors that went into it and these are why this project is good. Commissioner Fouyer said many of these documents get submitted to agencies to use for funding purposes; is this one of those documents that says we have this work plan and we have met all of your requirements. Mr. Landon said exactly so. Commissioner Fouyer said we get graded on this. Mr. Landon replied yes. Commissioner Fouyer said if you look at number one under that, it says "the support of economic vitality of the area, especially by enabling global competitiveness." He said he looks at our area of Nevada County and he is thinking about how we compete in this global economy,

and he really did not see how this was addressed in the document because it is fairly abstract for us. He asked if we would be graded in that and could it potentially cause us any less likelihood to get funding because we did not address that. Executive Director Landon said no. However, he added that staff's efforts with the sixteen county North State Super Region is something that staff can then pull in and say we are considering the economic factors of our projects here. Commissioner Beason said the La Barr Meadows Road project started out as a result of some fatalities there and then the funding came from the Corridor Mobility Improvement Account, which was an economic-based effort, and supposedly the project will improve the economics of the area; this is the theory because of the added mobility, was that not correct. Executive Director Landon replied that is correct. He said at this level he is trying to keep all of the county's options open. For all intense and purposes, La Barr Meadows Road is a safety project for us, but that has never been determined at the state level. But it is a safety project for us and we want to be able to put all of those funding resources together to get the project this community desires. Commissioner Beason said the term "global solutions" sounded like federal language to him.

Commissioner Scofield agreed with Commissioners Harris and Beason, and said some of the smaller projects are just as important to the county as the bigger ones. He said while they can be critical of Caltrans often, he thought we should thank Caltrans for being willing to work with NCTC on projects such as the one at the Ladybird/SR 49 intersection. He said that will be a tremendous improvement once it is completed. Commissioner Scofield said it is also very hard to get out at Smith Road on SR 49. He asked how much emphasis and how much of an impact as the Transportation Commission does NCTC have with SR 174. Executive Director Landon replied that SR 174 is a bit of a "stepchild". He said a number of years ago, when he first came to Nevada County, there was an emphasis and effort on the part of Caltrans to do some improvements on SR 174, many of which were safety related along that corridor. He said there was a hue and cry at that time by residents along the corridor that they did not want any improvements. Therefore, Caltrans has pretty much taken a "maintenance-only" approach to that highway. Mr. Landon said that is not to say if something rises to the level of being identified as a safety improvement that Caltrans would not come in and work on it. But regarding some of the more operational or aesthetic improvements, Caltrans has taken a hands-off approach, unless there would be some indication from the local populous that they want the improvements. Commissioner Beason asked if this went back to the scenic corridor movement. Executive Director Landon said it was about the same time. Commissioner Beason stated they almost had fist fights breaking out in the public meetings and Caltrans said "we are out of here". Commissioner Scofield spoke of fatalities on SR 174, such as the recent death of a woman and her child who was distracted somehow, and the bicyclist Jim Rogers who was hit by a vehicle. He thought the rumble strips on SR 49 are a great safety feature and thought it would have a tremendous impact on SR 174. Commissioner Beason said there are many highways in his district and he has gone and looked, and he thought a lot could be done to SR 174 if you had enough money. He said the problem is you would have to take out a bunch of trees and go right up to someone's front porch in some cases; it gets real complicated. He said Caltrans did some curve improvements there years ago and people were beating them up for it.

Chairman Jostes asked if staff had traffic information on SR 174 and if there is a meaningful volume of commuter traffic between Colfax and Grass Valley. Executive Director Landon replied, in terms of meaningful volume for our community, yes it is a significant portion of our commuter traffic. He said in terms of Caltrans highways through the district, or statewide, it is a pretty small facility. Commissioner Guerra said she lives on SR 174 and she can attest that the volume of traffic is increasing; it takes longer to get out on the highway. She also said there are a lot of sections where it is very dangerous, because there are so many little driveways and roads

coming onto the highway. Where her road is there have been several people rear-ended because people coming down the highway and around the curve are not anticipating someone stopped and waiting to turn left. Commissioner Guerra said thank goodness they do not show up as fatalities, but nevertheless these accidents are happening. Commissioner Fouyer said as changes are made to the SR 49 corridor with stop lights, then SR 174 becomes an alternative route for people who do not want to go through stop lights. Commissioner Beason said when the highway patrol first established an increased presence on SR 49, it drove many people to SR 174.

Chairman Jostes asked for any further comments and there were none. Staff was directed to circulate the document to member agencies for their review and comment, and then bring back the final OWP for the Commission's approval in May.

12. Triennial Performance Audits of the NCTC and Western and Eastern Nevada County Transit Operators for FY 2009/10 through 2011/12

Executive Director Landon introduced Gordon Shaw with LSC Transportation Consultants, Inc., as the contractor on this project. He said they have done an excellent job. He noted every three years, under state requirement, a performance audit is conducted of our transit providers, as well as of the Commission itself. Mr. Shaw was at the meeting to present the findings and recommendations from that effort.

Gordon Shaw said his office is located in Tahoe City and they are transportation engineers and planners who do a number of triennial performance audits. He reviewed the history of these audits. The Transportation Development Act (TDA) was passed in the 1970's and it is one of the key sources of funding for public transit in California; it is what triggers the needs for unmet needs hearings. The document has been added to over the years, but one of the things that was put in there originally was a triennial performance audit process, which is done for all of the Regional Transportation Planning Agencies (RTPAs), as well as the transit operators that receive TDA funds. Mr. Shaw said it is intended to be a check-up by an outside entity, to not really look at the finances, but it is more the day-to-day workings of both the allocation process that NCTC does, as well as determining that the dollars are being well spent and the services are effective once the funds get to the transit operators. Mr. Shaw reported that one audit was conducted for NCTC; one audit for both Gold Country Telecare and Gold Country Stage for western Nevada County; and then one audit for the Town of Truckee Transit Program. He said a nuance is that the audits were for three fiscal years that ended in July 2012, so even though they looked at that three year period, things have changed since then and they need to recognize that. He added that is particularly a factor when you look at the Town of Truckee.

Mr. Shaw said they interviewed the five Commissioners who were on NCTC for those three audit years and included their input. They are required to look at the previous audit findings for NCTC and whether they were adopted or not. He said there is a long check list of specific things that the consultant considered and identified. Mr. Shaw said the only thing they did find from the check list is that the NCTC fiscal audit was completed about 10 days after the 90 day deadline the TDA has. He said this is a very common finding in terms of audits because the timeline is out of the control of the entity. In this particular case, the county took longer than they would like and that caused the delay; but it is not a big deal. Mr. Shaw reported that NCTC has implemented the prior audit recommendations except for one outstanding recommendation to do a regional transit summary and brochure. He said it was about the same time three years ago when the economy went down and there was a need to cut back on transit programs. Therefore, it was not a good time to do a new glossy brochure saying look at our consistent program. He said that has been put off, but there is an interest in doing that now that things have stabilized.

Mr. Shaw stated that NCTC overall has done a very good job of implementing projects and transit planning studies; doing the long-range planning and thinking ahead like a good RTPA does. Looking at it from the outside, he thought there is a very good working relationship between NCTC and the transit providers; particularly in the western portion of the county. He did not know if it was a matter of geography or population concentration, but there has been a little bit less of an interaction between the Town of Truckee and NCTC. Mr. Shaw said they could not find anyone to say anything bad about NCTC staff. There were some complaints about the overall transportation planning process and some of the requirements that come with federal and state funding, but that is outside of what pertains to the fiscal audit. Mr. Shaw said overall NCTC is efficient and effective and doing its job. One of the things they did see as possibly an area of focus over the next few years is a bit more of a check-in with the Town of Truckee Transit Program. He said there was some evidence over that three year period that transit was not a particularly high priority in the Town of Truckee; there was not a lot of staff time applied to it. He thought perhaps a quarterly check-in of the Town telling NCTC what is going on would be good; to have someone looking over their shoulder. There was a recommendation for that action.

Mr. Shaw reported on the western Nevada County Transit Operators audit and said there was a large impact on Local Transportation Fund (LTF) funding back in 2008 when the car dealerships moved out of the area and that drove down sales tax revenue, which impacts LTF funding. That created a need in 2009/10 to reduce hours and miles, which causes the number of passengers to reduce, and that was reflected in the numbers reported in the audit. He reported one of the things that happens when your total costs are cut back, but your fixed costs remain the same, is the cost per hour goes up because the program is trimmed back. He said the bottom line in this instance is there is not something there that they felt was an undue concern. Mr. Shaw said over the last few years the service is in a much more stable situation and he thought the good news was the service was able to weather that storm and still keep a good transit program. He said it is smaller, but it is still a functioning transit program that can pay its bills. Regarding findings, he reported they are meeting the 10% TDA minimum for the fare box return ratio, which is the ratio of fares to total operating costs. There is a very good annual operations report that provides good information from the Transit Services Division. Mr. Shaw reported that all the recommendations from three years ago have been implemented. There is good communication between the Telecare operator and Gold Country Stage, and efforts to improve the efficiency of the paratransit operations. He said when they spoke to both sides they did not hear a lot of issues. He stated they missed a little on one of the State Controller Reports because of the fiscal audits, and he said that was not an uncommon thing. Mr. Shaw said regarding recommendations, they did find some administrative discrepancies on things like how the vehicle service hours and miles are reported to the state. There are very specific requirements there and being the State of California they have to be a little bit different than everyone else. He said there is a requirement that the full time equivalence must be calculated by taking your total personnel hours and dividing them by 2,000 for full time employees. He said they have talked this through and there are no particular issues there.

Mr. Shaw reported on the Gold Country Telecare side of things, they identified one issue about the no-show passengers. He noticed that the previous meeting talked about that. He said it is not unduly high; he has seen worse. But it is also a significant driver of cost and something that does require some sort of cracking down to be a bit stricter with people that are abusing the process. They included some suggestions for that.

Mr. Shaw said the Town of Truckee Transit Program performance did decrease between the previous three years and this three years. He explained that six years ago the Truckee Transit

Program had expanded so it was running a bus from North Star in Placer County over to Kings Beach. It was an agreement that had gone on over time, but it threw all the numbers off. During the first year of that first period was when there was a realization that they should be using Truckee Transit Program dollars to serve Truckee, not to serve North Star to Kings Beach. Mr. Shaw said there was a drop between the audit periods, but when they got into this audit period there was a modest amount of growth in ridership, particularly in the winter. He said there was actually a reduction in the cost per passenger, but there was an increase in the cost per hour of service because the hours were lowered. They did not see any issues there. He said the fare box return ratio is not a problem in Truckee, largely because some of the ski areas on Donner Summit that are served in the winter provide passenger revenue outside the fare box. Commissioner Beason asked if there were a fairly large demographic of people in the service industries that use public transit to get to work. Mr. Shaw replied yes and particularly there is not a lot of housing on top of the summit and the ski areas use this transit program to shuttle back and forth.

In terms of findings, Mr. Shaw reported that the Truckee Transit Program is in compliance with all of the performance-related requirements. He noted that since the audit period, the Town has added staff time to the transit program, now that they have the paid parking program organized. Therefore, there are more staff working on the transit program than just the Assistant Town Manager. Mr. Shaw thought some of the recommendations will be implemented with additional staff. They compared the prior audit recommendations and where the program is now. He said they found some data problems when they looked back into the spreadsheets that the transit contractor uses who drives the buses. It is a very bad system of unlinked spreadsheets, so they were putting the same data in three different times and mistakes were found. The consultant had suggestions for how to solve that issue with a better spreadsheet program. Mr. Shaw said performance reports regarding no-shows and late cancellation policies were completed. They are looking at ADA eligibility to make sure the Dial-a-Ride program can be used as efficiently as possible. He said Town staff is focusing on a better monitoring program with the contractor, and ways to provide assistance to the contractor in the areas they need to improve on, such as reporting. Town staff will make sure the State Controller Reports are consistent with their reports. Mr. Shaw said one of the findings they had was that on an ongoing basis the Truckee Town Council does not see much detail on the transit program issues; it is on an as-needed basis. They recommended that the Town Council get an update at least yearly so they know the details of the transit program and current issues and performance. Mr. Shaw said another thing they look at is fare handling and whether the money has a good flow of custody from when the passenger puts it in the fare box to when it goes to the bank. He said the Truckee Transit Operator has been a little lax about that. There is one person who counts the money out and puts it in an envelope, but there is not a "two-deep" strategy. Mr. Shaw stated one of the thoughts there, and the consultant spoke to Town staff about this, is for Town staff to be counting the money and making sure that there are adequate controls there. The final recommendation was to do more tracking on Town staff time and making sure that is reflected in the overall budget. Mr. Shaw asked for questions.

Commissioner Harris said she did not see it in writing, but she heard Mr. Shaw say that perhaps NCTC should provide a little more oversight to the Truckee Transit Program on a quarterly basis. She said the recommendations stated that the Town of Truckee should have an annual review and report. She asked if the Town should be reviewing things first and then perhaps NCTC after the fact. Commissioner Harris asked for clarification of exactly what is being asked of NCTC in the recommendations. Mr. Shaw said the second issue stated was in the Town of Truckee's recommendations; the first one about the quarterly check-in is in the NCTC recommendations. He said whether it would happen quarterly or twice a year, he thought it would be good to happen more than once a year, but it was not needed every month. Mr. Shaw

stated that NCTC has a responsibility as good stewards of public money to make sure the money they are giving out to whoever is being put to good use. He thought particularly during the audit period there was not a lot of oversight and there should not be month-by-month oversight. It is not the job of an RTPA to be deciding if the bus is leaving at 8:05 or 8:10, but it is the responsibility to make sure that overall good business practices are being followed and that was not always the case. Mr. Shaw said the recommendation here, and he questioned if it needed to be a formal policy or formal procedure between NCTC and the Town, was to make sure the Town and their staff knows that someone is looking over their shoulder. Also, that the recommendations will be followed up on, and NCTC will be given an update on a quarterly basis of the progress towards the recommendations. Commissioner Harris asked Executive Director Landon if he would be coming back to NCTC with some sort of recommendation and coordination with the Town of Truckee. Executive Director Landon replied that in the staff memo before them, staff noted that they agree with this recommendation and NCTC staff will review with Truckee staff on a quarterly basis their progress in implementing the performance audit recommendations. Staff will report back to NCTC as an Informational Item in future meetings.

Commissioner Beason made a motion to adopt Resolutions 13-09, 13-10, and 13-11, accepting the three Triennial Performance Audits conducted by LSC Transportation Consultants, Inc. for FY 2009/10 through 2011/12 for the Nevada County Transportation Commission, for western Nevada County Transit Operators, and for eastern Nevada County/Town of Truckee Transit Operators. The motion was seconded by Commissioner Fouyer. The motion passed unanimously.

13. Contract for Fiscal and Compliance Auditor

Executive Director Landon reported that a request for proposals process was conducted to select a new fiscal audit firm. He said assistance was given from the Nevada County Auditor-Controller's office, the Town of Truckee, and the CPA firm that provides accounting services to the NCTC office. Two firms sent proposals, and based on the interviews of both firms, the Selection Committee chose the firm Matson and Isom. Staff requested approval of the contract for this firm to conduct fiscal audits for the next three years.

Commissioner Harris made a motion to adopt Resolution 13-12 authorizing the Chairman to execute the contract with Matson and Isom to conduct fiscal and compliance audits for FY 2012/13, 2013/14, and 2014/15. Commissioner Guerra seconded the motion. The motion passed unanimously.

14. Amendment III to the 2012/13 Overall Work Program

Executive Director Landon stated that a budget line item adjustment was prepared to reflect activity that has happened this current fiscal year with regard to the Legal Counsel line item. He added that it was proposed to remove funding of \$10,000 that is not going to be needed from the Equipment budget and place that in the Legal Counsel budget in order to finish out the fiscal year with a positive flow in the Legal Counsel budget line item.

Chairman Jostes asked for questions or comments; there were none. Commissioner Harris made a motion to adopt Resolution 13-13 approving Amendment III to the FY 2012/13 Overall Work Program. Commissioner Scofield seconded the motion. The motion passed unanimously.

15. Town of Truckee's Request for NCTC's Approval of Certifications and Assurances for Their FTA Section 5311 FFY 2013 Grant Application Package in the Amount of \$76,150

Executive Director Landon explained that this item would have normally been placed on the Consent Calendar, but it arrived in the office after the agenda was being produced; therefore, it was placed at the end of the meeting agenda. He said there is nothing controversial about the request. Truckee's application is totally consistent with the funding that is provided through the federal program for them and staff recommended approval of the application.

Commissioner Beason made a motion to approve the programming of FFY 2013 FTA Section 5311 grant funds in the amount of \$76,150 from the regional apportionment. Commissioner Harris seconded the motion. The motion passed unanimously.

COMMISSION ANNOUNCEMENTS

Commissioner Beason mentioned he was in Washington, D.C. the first week of March interacting with our elected representatives and some of the committees' staff. He said one of the issues pertained to securing rural schools money, which involves Nevada County getting around \$400,000. Half of that goes to the schools and the other half goes to the county; they use \$175,000 for roads, and the remainder is obligated to the Fire Safe Council. Commissioner Beason said there has been this ongoing effort over the years, as this funding goes down, that the Secure Rural Schools (SRS) money is to compensate local governments with National Forests for the decline of timber production. He said it is an issue they have to work very hard on each year and they are trying to get the federal government to come up with a one or two year bridge to keep the program going at a healthy level, and then come up with a long-term solution. He said there are two different formulas that go way back over time, as you might imagine. They had this contract to provide this offset from the loss of revenues and the numbers keep going down so they keep working on it. Commissioner Beason said he is guessing they will continue at the same level as this year because Congress does not like to do anything hard.

SCHEDULE FOR NEXT MEETING

The next regularly scheduled meeting of the Nevada County Transportation Commission is on May 15, 2013 at the Town of Truckee Council Chambers, 10183 Truckee Airport Road, Truckee, CA.

ADJOURNMENT OF MEETING

Chairman Jostes adjourned the meeting at 11:03 a.m.

Respectfully submitted: Antoinette Perry
Antoinette Perry, Administrative Assistant

Approved on: May 15, 2013

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