



MINUTES OF MEETING November 15, 2017

A regular meeting of the Nevada County Transportation Commission (NCTC) was held on Wednesday, November 15, 2017 in the Nevada County Board of Supervisors Chambers, 950 Maidu Avenue, Nevada City, California; and District 5 Board of Supervisors Conference Room, 10879A Donner Pass Road, Truckee, California. The meeting was scheduled for 9:30 a.m.

Members Present: Carolyn Wallace Dee, Ann Guerra, Larry Jostes, Dan Miller, Valerie Moberg, Ed Scofield

Members Absent: Jan Arbuckle

Staff Present: Daniel B. Landon, Executive Director; Mike Woodman, Deputy Executive Director; Dale Sayles, Administrative Services Officer; Carol Lynn, Administrative Assistant

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

Pledge of Allegiance

PRESENTATION: A Certificate of Appreciation was presented by Commissioner Ann Guerra to Chairman Larry Jostes, who is retiring after eight years of service on the Commission. Mr. Jostes commented it has been a pleasure to work with the Commissioners and staff, and voiced appreciation of the Commission's dedication to the community and the efficient manner in which it is run.

PUBLIC COMMENT: There was no public comment.

CONSENT ITEMS

1. Financial Reports
 - A. August 2017 and September 2017. *Approved.*
2. NCTC Minutes

September 20, 2017 NCTC Meeting Minutes. *Approved.*
3. Revised Allocation of Local Transportation Funds (LTF) to Nevada County. *Adopted Resolution 17-37 approving the additional allocation of \$478,698, total allocation \$1,489,457 of Local Transportation Funds (LTF) for transit and paratransit operations for FY 2017/18.*

4. 2018 Meeting Schedule. *Approved 2018 Meeting Schedule.*
5. Nevada County Transportation Commission Title VI Program Renewal. *Adopted Resolution 17-38 approving NCTC's Title VI Program Renewal.*
6. Request from the Town of Truckee to Rescind RSTP funds. *Adopted Resolution 17-39 approving the rescission of \$48,394.91 of RSTP funds for the Town's Brockway Trail Project.*
7. Allocation Request from the Town of Truckee for RSTP funds. *Adopted Resolution 17-40 approving the allocation of RSTP funds in the amount of \$136,000 for the Envision DPR Corridor Phase 1 Project.*

Commissioner Guerra made a motion to approve the Consent Calendar. Commissioner Moberg seconded the motion. The motion passed unanimously with Aye votes from Commissioners Dee, Guerra, Jostes, Miller, Moberg, and Scofield. (Commissioner Arbuckle was absent.)

INFORMATIONAL ITEMS

8. Correspondence
 - A. www.theunion.com, Alan Riquelmy: Nevada County expects almost \$13 million in gas tax cash over 5 years, File 570.0, 9/26/2017.
 - B. www.theunion.com, The Union Editorial Board: Our View: It's time for our voice to be heard on gas tax, File 570.0, 9/29/2017.
 - C. sfchronical.com, Kathleen Pender: California gas taxes to rise 12 cents a gallon next week, File 570.0, 10/27/2017.
 - D. Betty T. Yee, California State Controller: 2017-18 State of Good Repair Program Allocation Estimate, File 370.2, 10/20/2017.
 - E. Amarjeet S. Benipal, District 3 Director, Department of Transportation: Response to SR174 Stakeholder Letter of Support to Caltrans, File 1200.6, 10/20/2017.

Executive Director Dan Landon stated there is an effort underway to put a measure on the 2018 ballot to repeal SB 1, and it will be an interesting year in California politics in regard to the gas tax. He also referred to the Response to SR174 Stakeholder Letter from Caltrans District 3 Director Amarjeet Benipal, and said Caltrans Project Manager Jonathan Pray will have a review of the Highway 174 information that was presented to the Board of Supervisors in his Project Status Report.

Chairman Jostes asked, in the event the 2018 ballot measure to repeal the gas tax is passed, if the state legislature would be overridden and the measure would effectively kill SB 1. Executive Director Landon replied that it would. He said there are two different measures hoping to get on the ballot, one would repeal SB 1, and the other, in addition to repealing SB 1, would make it a requirement that any future tax increases would have to go through a vote of the people.

9. Executive Director's Report
 - 9.1 Infrastructure For Rebuilding America

9.2 2016 Nevada County Regional Transportation Plan

9.3 Eastern Nevada County Transit Development Plan Update

Executive Director Dan Landon stated the Infrastructure For Rebuilding America (INFRA) grant is a new grant opportunity from the federal government. Caltrans Project Manager Jonathan Pray was instrumental in getting the grant application in on time, aimed at securing funding for improvements on SR 49. Mr. Landon said there would likely be competition for the grant in this first round of applications, so if the grant is not awarded this time, they will work on polishing it up and submitting the application again. In the course of applying for the INFRA grant, Caltrans included \$50 million of SHOPP funding to make the project on SR 49 more viable.

Chairman Jostes appreciated the \$1.5 billion available nationwide for the grant, and the approximately \$37 million that Nevada County could receive if the funds were awarded. Mr. Landon added the proposed SR 49 project would qualify for both the grant's small and rural projects specifications, which could enhance the chances of receiving the grant. Chairman Jostes thought the assistance of Caltrans was very positive.

10. Project Status Reports

Chairman Jostes commented that in the interest of time before the Public Hearing at 10:00 a.m., it would be prudent to hear the Town of Truckee report at this point in the meeting.

A. The Town of Truckee's Transit Operations: Kelly Beede, Town of Truckee Administrative Analyst II.

Administrative Analyst Kelly Beede presented the Town of Truckee's Long-Range Transit Plan, which identifies the vision and long-range facility needs for Truckee transit services, the implementation and priorities of the plan, and the development of long-term planning sources.

In December 2016 Truckee Transit was directed by the Town Council to pursue the development of the first long-range plan for transit services in Truckee. Truckee Transit worked with 17 agencies and held four stakeholder workshops between January and March of 2017, where stakeholders reviewed and prioritized existing transit services. Currently the existing transit service costs total slightly over \$1.1 million. Existing funding sources include Local Transportation Funding (1/4 cent sales tax), State Transit Assistance (tax on diesel fuel), Partner Funding (winter shuttle, Gray's Crossing), Grants, Farebox, and General Fund (event shuttles).

Ms. Beede reported that a high priority for Placer TART improvements is Winter Evening Service on Highways 89 and 267 until 11:00 p.m., as there is currently no evening service from the resorts to Truckee. Other high priority projects include having earlier (6:00 a.m.) Winter Southbound departures, and 30-minute service during Winter Peak-Period on Highways 89 and 267. Medium and low priority projects include Summer Evening Service until 11:00 p.m., Spring/Fall Evening Service until 9:30 p.m. on Highways 89 and 267, and daytime 30-minute service.

High priorities for Truckee Local Service Alternatives include eliminating transit fairs, extending non-winter mainline hours to 7am-6pm Monday-Saturday to accommodate riders' work schedules, summer/winter evening and peak winter daytime service to neighborhoods, later mainline summer/winter service until 11:00 p.m., and non-winter Sunday mainline/DAR service. These projects would potentially cost \$693,800 annually and result in 85,330 riders.

Ms. Beede outlined the Capital Improvements in the plan, which include bus stop signs, benches and shelters; twelve new vehicles in the transit fleet; a new transit center that accommodates up to seven buses at a time; and park and ride lots. She said the total annual cost to implement the Transit Plan would be just under \$4 million.

Some of the potential funding sources for the Transit Plan include developer funding, sales tax, transient occupancy tax, business license fees, impact fee programs, Truckee Special Service Area (TSSA) fees, General Fund, grant funding, and private funding. Benefits of the long-range Transit Plan include expanding ridership to 383,000 boardings per year, providing service to all neighborhoods, creating realistic travel options for commuting and accessing recreation, expansion in regional services, and achieving the goals set forth in the Truckee General Plan including easing traffic congestion and improving air quality and public health in the region.

Executive Director Dan Landon asked for a brief highlight of service operations for the last quarter. Ms. Beede responded they had seen a 28% increase in Truckee shuttle ridership. They are currently modifying the route for their winter shuttle service on Donner Summit due to safety concerns on Old Highway 40, and they have submitted a grant application to the FTA to build a new transit storage facility for bus storage during winter. A grant application was also submitted under the SB 1 program for a feasibility study for relocating the transit center.

ACTION ITEM

11. 10:00 a.m. Public Hearing: 2017/18 Regional Transportation Improvement Program (RTIP).

Executive Director Dan Landon reported that every two years, projects that NCTC would like to submit for state funding are reviewed. This year, the recommendation is to maintain the existing program as it is, and hold the \$1,492,000 currently available until the next cycle, when funds could be used to program the Right-of-Way segment for the Highway 49 project.

Commissioner Guerra made a motion to adopt Resolution 17-41 approving the 2017/18 RTIP. Commissioner Miller seconded the motion. The motion passed unanimously with Aye votes from Commissioners Dee, Guerra, Jostes, Miller, Moberg, and Scofield. (Commissioner Arbuckle was absent.)

Chairman Jostes adjourned the Public Hearing at 10:03 a.m.

INFORMATIONAL ITEM

10. Project Status Reports

- B. Caltrans Projects: Jonathan Pray, Caltrans District 3 Project Manager for Nevada County.

Project Manager Jonathan Pray began by expressing his appreciation for working with the staff of NCTC as the new Caltrans Project Manager for Nevada County, and added he was looking forward to working in this beautiful area. Mr. Pray stated he would be giving his summary of projects listed in the November Project Status Report in chronological order, so the projects that are farthest along in construction are listed first.

- *SR 49 Hot Mix Asphalt (HMA) Overlay* – This paving project from the Yuba River Bridge to the county line is just about completed with construction. Mr. Pray said he had driven through it and it looks very nice.
- *SR 20 Yuba/Nevada Counties Safety Project to Widen Shoulders and Correct Curves* – This project to widen shoulders and correct curves on SR 20 east of Lower Smartsville Road to Mooney Flat Road is scheduled to go to construction about a year from now, weather permitting. Mr. Pray said this safety project is very similar to the safety project on SR 174.
- *SR 174 Safety Improvement from Maple Way to You Bet Road* – This project is in the design phase. Mr. Pray referenced his October 19 meeting with the group Save Highway 174, and commented the group was great to work with, respectful and professional in how they are presenting themselves. He said Caltrans had given a presentation to the Nevada County Board of Supervisors at their October 24 meeting, in response to the Board's letter asking for clarification on the reasons for the Highway 174 project, and what was being done to minimize its impacts. Mr. Pray said he would be presenting that material again at this meeting. He said Caltrans had designed the project to address the safety need in the best way possible, but after hearing the concerns over the project, he thought there may be some compromises that could be made, and they will endeavor to be sensitive to those concerns while still addressing the safety issues.
- *SR 49 Widening to Five Lanes Starting at the North End of the La Barr Meadows Road Project to just before the McKnight Way Interchange* – Caltrans applied for the INFRA Grant for this project, and are currently looking for available funding. Caltrans will be moving forward RIP funds, and their teams will look for alternatives for other funding. Mr. Pray said Caltrans received conceptual approval on a SHOPP safety project within these same limits, which would add a two way left turn lane and a northbound truck climbing lane, but hopefully funding can be combined to complete the entire project, which would be an access-controlled highway with frontage roads. The SHOPP funding combined with the INFRA Grant, if awarded, could potentially fund the entire project.
- *SR 20 Yuba/Nevada Counties Safety Project to Widen Shoulders and Correct Curves* – These two new projects on SR 20 in the National Forest area to widen shoulders and correct curves, one near White Cloud Campground and the other near Lowell Hill Road, are similar to the safety project on Highway 174 to realign curves with the purpose of reducing collisions. Mr. Pray said the two projects are seven miles apart from each other and could possibly be combined into one project.

Mr. Pray stated several other projects slated for Highway 49 have not been programmed yet, but he will add them to the Caltrans Project Report so the progress on each one can be shown. Examples of these include acceleration lanes at the Wolf/Combie intersection, and a left turn lane at Round Valley Road. Mr. Pray mentioned a PID had been done on the Wolf/Combie intersection project and Executive Director Landon explained that stood for Project Initiation Document, the first step in the course of a project. Mr. Pray said once a PID is approved they can receive safety funding for the project.

Commissioner Scofield commented that it was important to get the Highway 49 projects on the Caltrans Project Status list, as some of the issues can be contentious, as for example the roundabout concept. Mr. Pray agreed that Caltrans is focused on several projects on Highway 49 so it will be beneficial to have them listed.

Commissioner Dee commented that Eastern County projects rarely make the Caltrans Project Status list, even though there are two major projects in process there. She said the removal of surfacing on I-80 has stopped and asked what the status of that project was, as a portion of that road lies within Nevada County. Mr. Pray responded he would find out and give her an update. She added that turn lanes have not been done on the project south of the Mousehole, which leaves a surface gap that allows water to run down underneath the road. The road was restriped four times which can be confusing, and the lanes are very narrow. She requested a status update on the re-laning of Highway 89 for buses between Truckee and Squaw Valley for the winter season, as it would impact both Truckee and Nevada County. Mr. Pray responded he would look into that issue, and would make sure the other Eastern County projects were added to the Project Status list.

Mr. Pray began the PowerPoint presentation that was produced in response to the Nevada County Board of Supervisors letter regarding the Highway 174 project. The letter questioned why the project was being considered, what has been done to minimize impacts, and what Caltrans intends to do to address concerns of the residents. Tom Brannon originally gave the presentation at the Board of Supervisors' October 24 meeting.

The first slide described Caltrans' mission is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Mr. Pray said the problem to be addressed on Highway 174 is the collision history on that section of roadway, and the solutions being proposed utilize proven countermeasures recommended for these types of collisions. He said Caltrans frequently hears that Highway 49 is a much bigger problem than Highway 174. He referred to a slide showing the collision history for 2010-2013 of the Highway 174 segment, detailing 30 collisions during those years, representing an increase of run off road collisions involving a vehicle striking a fixed object such as a tree or embankment. According to the Federal Highway Administration (FHWA), the proven countermeasures for a pattern of run off road collisions are wider shoulders and more sight distance. The next slide showed the fatal collision rate on the segment as being 5.6 times the statewide average. Mr. Pray said the collision data is calculated per million vehicle miles traveled, which differs from how the Save Highway 174 group was calculating their collision data. Caltrans uses this formula to calculate a safety index, and if that safety index is high enough, Caltrans initiates a safety project.

Mr. Pray pointed out that Caltrans cannot control factors such as speeding, drunk driving, or other driver-related elements of a collision, however they are acting on the factor they can control, which is the roadway. Every state is required to have a Highway Safety Improvement Program, which Caltrans uses to evaluate whether a project is officially classified as a safety project, which Highway 174 does, and it is a liability for Caltrans if they do not address a known problem.

Mr. Pray showed the next slide outlining how Caltrans is using adaptive solutions for the Highway 174 project that are scaled back from the standard Highway Design Manual, for example, maintaining a 45 MPH design speed rather than the standard 55 MPH speed, and using 2-to-1 slopes instead of 4-to-1 slopes. Executive Director Dan Landon asked Mr. Pray to further define 4-to-1 and 2-to-1 slopes. Mr. Pray replied that a 4-to-1 slope means for every 4 feet of horizontal measurement, the design increases 1 foot vertically, creating a relatively flat plane that is easy to drive on. He said a 2-to-1 slope is much steeper, and a car swerving onto it could potentially roll over. However, it could be adequate in areas that have less potential for cars going off the road such as straightaways and inside curves. He said they may even look at 1.5-to-1 or 1-to-1 slopes in some areas, which are very steep but would minimize the removal of trees. He said they are balancing maintaining safety with minimizing the impacts of the design. Caltrans does plan on implementing 8-foot shoulders, a proven countermeasure, increased from the 1- or 2-foot shoulders that currently exist on the roadway.

Mr. Pray addressed a question from the Board of Supervisors meeting, concerning what Caltrans has done so far to seek solutions that are less invasive. He presented a series of slides that showed the difference between the Caltrans Highway Design Manual Solution, and the Highway 174 Adaptive Solution, which is much less invasive than the Design Manual Solution. He added the Adaptive Solution may be pulled back even more as Caltrans addresses the concerns of the residents.

The next series of slides highlighted the Impacts and Benefits of the solution approaches. Mr. Pray acknowledged Caltrans is aware there are negative impacts involved, but believes the benefits outweigh the impacts. One project impact is the 49 parcels that will be affected by the right-of-way acquisitions, and the additional clearing of trees beyond the standard clear recovery zone on slopes. Referring to the estimated 1,700 trees that would be removed with the 2-to-1 slope solution, he commented Caltrans hopes the number will be less than that as they continue to pull in the impacted areas in their design. He believed the trees needing to be removed due to utility relocations are already included in the estimated 1,700 trees, but the responsibility for the cost of the utility relocations would depend on who was there first, either Caltrans or the utility company.

Benefits of the project include the segment of road being pedestrian and bicyclist friendly, having more room for recovery of an errant vehicle, and more room off the roadway to avoid drunk or distracted drivers. In addition, the project affords more space for emergency and enforcement vehicles, mail, garbage and school vehicles, and provides increased visibility around curves and better sight distance from driveways. Mr. Pray emphasized the most important benefits are fewer collisions, less property damaged, and saved lives.

Mr. Pray recently met with the design team to discuss how they can minimize impacts and achieve context sensitive design. These adjustments could set the design back a bit in schedule and in dollars already spent, but he emphasized the changes were necessary. There are plans to meet with the Save Highway 174 group again to get their feedback, meet with affected property owners to discuss right-of-way acquisitions and slope and retaining wall options, and address the concerns individual property owners may have. The current schedule is to start construction the summer of 2019.

Mr. Pray said they are happy to make presentations and further discuss the issues. They are trying to keep an eye on context sensitive design, while acknowledging that every day they wait is more exposure to the possibility of drivers running off the road. He said some at Caltrans are uncomfortable with steeper than 2-to-1 slopes, but the goal is to meet in the middle and find common ground.

Commissioner Guerra asked when Caltrans will get new data, now that it is 2017. Mr. Pray responded they have not received it yet but it will probably be soon. He said the data from 2010-2013 initiated the Caltrans safety project due to the potential of similar collisions in the future. Commissioner Guerra asked if the outer blue lines on the comparison solution slides represented the 55 MPH design. Mr. Pray replied it was not the 55 MPH design, as that would not be feasible on this segment of road, but it represented the 4-to-1 slope design, and the inner orange lines represented the 2-to-1 slope design. He emphasized they would not take their valley solution and bring it into the mountains. Commissioner Guerra commented she thought the 8-foot shoulders will be valuable, but beyond that she thought it was excessive. Mr. Pray replied they had heard that sentiment from others, and the plan is to keep the 8-foot shoulders in the design.

ACTION ITEMS

12. Caltrans Pre-Award Audit FY 2013/14 Corrective Action Plan (CAP)

Executive Director Dan Landon referred to the Caltrans audit report from last spring that listed 14 corrective actions for NCTC to address. This updated Corrective Action Plan addresses the remaining eight items, and includes a revision of NCTC's Administrative Operating Procedures that manages those issues.

Commissioner Scofield made a motion to approve the revisions to NCTC's Administrative Operating Procedures. Commissioner Guerra seconded the motion. The motion passed unanimously with Aye votes from Commissioners Dee, Guerra, Jostes, Miller, Moberg, and Scofield. (Commissioner Arbuckle was absent.)

13. Renewal of the Executive Director's Employment Agreement

Executive Director Dan Landon reported this Employment Agreement is the same as the previous one. It includes the current compensation, and the resolution will extend the contract another five years to June 30, 2023. Commissioner Scofield clarified that this was just a renewal of the agreement and not a salary consideration. Mr. Landon agreed and added the salary considerations would be addressed in the future as a result of cost of living adjustments and performance reviews.

Commissioner Miller made a motion to adopt Resolution 17-42 authorizing the Chairman to sign the renewed Employment Agreement between the Commission and the Executive Director. Commissioner Guerra seconded the motion. The motion passed unanimously with Aye votes from Commissioners Dee, Guerra, Jostes, Miller, Moberg, and Scofield. (Commissioner Arbuckle was absent.)

SCHEDULE FOR NEXT MEETING

The next regularly scheduled meeting of the NCTC will be January 17, 2018 at the Nevada County Board of Supervisors Chambers, 950 Maidu Avenue, Nevada City, CA, starting at 9:30 a.m.

ADJOURNMENT OF MEETING

Chairman Jostes adjourned the meeting at 10:55 a.m.

Respectfully submitted:



Carol Lynn, Administrative Assistant

Approved on: 02-09-2018

By:



Chair

Nevada County Transportation Commission