



NEVADA COUNTY TRANSPORTATION COMMISSION

Grass Valley • Nevada City • Nevada County • Truckee

MINUTES OF MEETING November 19, 2014

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

Members Present: Terri Andersen, Jason Fouyer, Larry Jostes, and Alternate Commissioner Hank Weston

Staff Absent: Nate Beason, Carolyn Wallace Dee, Ann Guerra, and Ed Scofield

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

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

Pledge of Allegiance

PUBLIC COMMENT

John Burnside, a resident of Nevada County, thanked the Commission and all who were involved in the Dorsey Drive Interchange project. He said it was a great project and most of the people in the room were involved getting funding, designing it, and he thanked everyone. Chairman Jostes thanked Mr. Burnside for his kind words and agreed that the interchange looks nice and it definitely works well. He said it is already saving a lot of time and is an excellent project.

CONSENT ITEMS

1. Financial Reports
 - A. August 2014 and September 2014. *Approved.*
 - B. Western Nevada County Regional Transportation Mitigation Fee Program Fund Annual Report for FY 2013/14. *Approved.*
2. NCTC Minutes

September 17, 2014 NCTC Meeting Minutes. *Approved.*
3. NCTC Proposed Meeting Schedule for 2015. *Approved.*

Commissioner Fouyer made a motion to adopt the Consent Calendar. Commissioner Andersen seconded the motion. The motion passed unanimously with Aye votes from Commissioners Andersen, Fouyer, Jostes, and Alternate Commissioner Weston. (Commissioners Beason, Dee, Guerra, and Scofield were absent.)

INFORMATIONAL ITEMS

4. Correspondence

A. Economic Resource Council – September 9th and 15th Newsletters. File: 420.

Executive Director Landon said that NCTC is a member of the Economic Resource Council (ERC), and NCTC staff will coordinate with ERC staff during the update of the Regional Transportation Plan. This is to ensure that appropriate comments related to economic development are included in the NCTC Policies and Action Element.

Chairman Jostes said that he sits on the ERC through his affiliation with the NCTC, and he noted that Jon Gregory, Executive Director of the ERC, has come in with a tremendous amount of energy and he looked forward to the results of his efforts and good ideas.

5. Overview of the Town of Truckee's Transit Operations – Report prepared by Kelly Beede, Town of Truckee's Administrative Analyst II

Executive Director Landon noted that Ms. Beede was not able to be at the meeting. He said the quarterly overview of Truckee's transit operations is a result of recommendations in the last performance audit. He explained that every three years, as required by state statute, the NCTC does a performance audit, not only on the Commission, but on all the entities that are claimants who receive funding from NCTC. In the last performance audit it was noted that some of the Town of Truckee reporting requirements did not meet state standards. Executive Director Landon said with the report created by Kelly Beede in the meeting packet, the Town of Truckee is now meeting all of the reporting requirements that were identified in the performance audit and in the Eastern Nevada County Transit Development Plan. He indicated that their first quarter data shows their fixed route ridership was down slightly, and their demand response ridership was up a little bit. However, their fare revenues were up 25%, and their farebox recovery ratio is a healthy 21.5% for the quarter. There is a 10% minimum for rural services to meet state standards, so they are well above that.

Executive Director Landon reported the Town of Truckee is also embarking on a new service, in partnership with Area 4 Agency on Aging, and are calling it North Tahoe/Truckee Transport. He said it is a non-emergency medical service to transport passengers out of the area, principally to Reno and Sacramento. The service is fully funded by Area 4 Agency on Aging and the residents in that area are enjoying the new service.

Executive Director Landon noted that starting December 18th the Town will have service available to the Donner Summit area, which is funded through the ski resorts, and their employees will ride for free by showing their ID. This service will run through March 15, 2015. Non-employees will also have the opportunity to use this service to the ski resorts on Donner Summit, but they will pay to ride.

Chairman Jostes said he recalled at least two previous NCTC meetings where residents requested, during public comment, additional transportation services outside of the area. He noted that some of those needs are now being met.

6. Executive Director's Report

6.1 Dorsey Drive Interchange

Executive Director Landon thanked Mr. Burnside for his comments on the Dorsey Drive Interchange project. He said it has been a personal satisfaction for him to see the project built and in operation. He noted that NCTC staff has received invoices for about 83% of the funds being held on behalf of the City of Grass Valley for the project. Executive Director Landon reported that he has been talking with Trisha Tillotson to get all of the funds expended as the invoices come in for the completion of the project. He invited Ms. Tillotson to make any comments she would like. Ms. Tillotson responded that she was just glad the project is done.

Commissioner Fouyer thanked NCTC staff and the Commission on behalf of the City of Grass Valley for helping them throughout the project. He mentioned that he works on East Main Street and with the interchange open he is now able to maneuver the Idaho-Maryland Roundabout without any backup. Commissioner Fouyer said he also had a conversation with some police officers recently and they are thrilled with the quicker response times. He also thanked Trisha Tillotson and stated she managed the project very well.

6.2 Regional Transportation Mitigation Fee (RTMF) Program Update

Executive Director Landon reported that the RTMF program started in 2001 and the City of Grass Valley, Nevada City, and Nevada County are the actual implementing agencies, but NCTC is the administrator of the program. He said it provides development mitigation fees for regional transportation projects. He said in the thirteen years it has been in existence, it has raised \$3 million plus and the Idaho-Maryland Roundabout was the first project mostly funded with RTMF funds. Executive Director Landon said, given the changes in demographics and economic assumptions in western Nevada County, it is time to update the program. NCTC staff would be sending out a Request for Qualifications that day, in concert with the City of Grass Valley and Nevada County who are updating their local fee programs. A consultant will be retained to do the work for all three programs.

6.4 Rural Counties Task Force Streets and Roads Performance Measurement Data Project

Executive Director Landon said this project was undertaken by NCTC staff on behalf of the twenty-six rural counties in the State of California. He received the draft report on the project earlier that week from Margo Yapp of NCE, the project consultant. He noted that the rural counties average Pavement Condition Index (PCI), which is a measure to indicate how healthy the pavements are, is at about 55. Executive Director Landon reported that the urban areas of California enjoy a higher PCI in the mid-60's. He said they will be using this report to help lobby for additional funding for rural areas and their transportation needs.

Executive Director Landon said within the report there is a section for each of the twenty-six rural counties, and Nevada County actually had the best PCI in the state for rural counties. He said that includes the three cities and the county areas, but the Town of Truckee is the leader with their PCI in the mid 80's. He said Truckee has a local sales tax and Dan Wilkins, Town Engineer, said the Town puts about \$2.5 million per year from their sales tax into road

maintenance. Executive Director Landon said the county is in pretty good condition overall. He said by continuing to use the level of funding they have currently, and utilizing best maintenance practices, Nevada County can keep a reasonable PCI countywide. He noted there will also be a scenario shown in the report, that if the funding were improved a bit, how much the PCI would be improved. That will be done for each of the twenty-six counties. Executive Director Landon said the final report will be presented at the January 2015 NCTC meeting.

6.5 National Rural Transportation Conference

Executive Director Landon reported that he participated in a Federal Highway Administration (FHWA) workshop related to performance measurement, which is a new paradigm related to transportation planning and programming. Performance measurement looks at what the long term effects are of programming and planning activities. He gave an example of the Dorsey Drive Interchange project where they look at how it performs after it has been built and if it achieves the goals that were anticipated and desired. Executive Director Landon reported that there are stipulations in the current Federal Transportation Act that require planning agencies to begin implementing performance measurement in its activities. He said through his participation in FHWA workshops, he was invited to go to Cincinnati, Ohio to participate in a national conference and make a presentation on rural and small metropolitan approaches to performance measurement. He was pleased with the opportunity and will be there December 3rd to 5th.

6.6 Bay to Basin Study

Executive Director Landon reported that on October 29th representatives of the El Dorado County Transportation Commission, Tahoe Transportation District, Tahoe Regional Planning Agency, Nevada County Transportation Commission, and project consultants Wood Rodgers, Inc. and Smith, Watts, and Martinez, LLC met with California State Transportation Agency (CalSTA) Undersecretary, Brian Annis, to discuss the *Bay to Tahoe Basin Recreation and Tourism Travel Impact Study*. El Dorado County Transportation Commission is the lead agency on the study and they gave a report at the July 16, 2014 NCTC meeting. He said the study has shown there is a significant impact on the roadways in the study area from the Sacramento, San Francisco, San Jose Bay Area as people travel to the Tahoe Basin and how it impacts all of the counties along those paths. Findings from the study were reviewed with Mr. Annis, which provided him with a discussion of how the findings are in line with state goals for transportation, and left him with some work tasks to help these rural counties mitigate the impacts of all the additional transportation on their systems in the Sierra Foothills.

6.7 California Transportation Infrastructure Priorities: Vision and Interim Recommendations

Executive Director Landon indicated that he included the lengthy information on this project to provide a focus on where the current administration and the political part of transportation planning is headed in the State of California. He said there is a big push for some reform and priorities set toward sustainable communities and greenhouse gas related activities. He stated it is really important for rural counties to maintain a place at the table in these discussions. Executive Director Landon said it was through similar activities in the late 1990's that the rurals were able to help pass SB 45, which actually gave rural communities some say in how state funding is used within their communities. He said there is not a full-blown effort, but there is some talk about changing SB 45 and moving more of the funding back to the urban areas, so it is a topic that NCTC will want to stay engaged in.

Chairman Jostes asked if this was in a conceptual stage at this point. Executive Director Landon said it is a sort of think-tank group putting forward ideas of how things could be done better or improved.

6.8 SB 1077 (DeSaulnier) Vehicles: Road Usage Charge Pilot Program

Executive Director Landon reported that both at the state and federal levels there is a recognition that the current gas tax is not achieving the level of funding that is needed to maintain and upgrade our streets and roads systems, as well as our transit systems. He said SB 1077, by DeSaulnier, was passed and approved by Governor Brown, and under the context of that bill there will be a committee formed to look at new or alternative ways to raise transportation revenues. One of them will be to look at a road usage charge. Executive Director Landon explained they are looking to use a mileage fee in place of a gas tax. He was made aware there is a selection of members for this Technical Advisory Committee underway and staff will be monitoring that activity and will keep the Commission informed of the recommendations the committee comes up with.

Chairman Jostes asked if the change in the way the state might collect revenue for transportation versus gasoline tax will have a fair amount of time before anything materializes on this. Executive Director Landon replied yes. He said the recommendations are due in 2016, with a pilot project to be done in 2017, and then final recommendations to be completed in 2018.

7. Project Status Reports

7A. Caltrans Projects: Winder Bajwa, Caltrans District 3 Project Manager for Nevada County

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

- *SR 174 Safety Improvement from Mosswood Lane to just South of Dalmatian Drive* – Mr. Bajwa reported this is a new project that was just added. The project proposes to realign two curves, widen shoulders, and improve the clear recovery zone between Mosswood Lane and Dalmatian Drive just outside of Grass Valley. He said the purpose of the project is to improve safety and operations for all users, including bicyclists and pedestrians, and it will help reduce the number and severity of collisions on the existing highway. The project was amended into the 2014 State Highway Operations and Protection Program (SHOPP) in September 2014 at a total cost of \$12,080,000, which includes engineering, environmental, right-of-way, and construction costs. Mr. Bajwa said preliminary engineering work has begun with field surveys and design work is underway. Environmental studies will start in spring 2015. He said this is a four year project and construction is expected to start in FY 2018/19.

Chairman Jostes mentioned that it has come up in the past that work on SR 174, in general, can meet with pushback from the land owners along the highway. He asked if that hurdle has been crossed with this section of highway or will that still be part of the process in the future. Mr. Bajwa replied that the plan is to first lay out the preliminary design and start the environmental process. Sometime in 2015, Caltrans will bring the project to NCTC, and then they will conduct a public open house to allow the property owners and general public the opportunity to see what is proposed and get their input. Caltrans could then make adjustments as necessary. Mr. Bajwa said this is a safety project due to accidents in this section of highway and Caltrans is addressing what can be done to correct the problems.

Commissioner Andersen asked what the term “clear recovery zone” meant. Mr. Bajwa said it is the distance between the pavement edgeline and a fixed object. There is a Caltrans standard that is required for that area; he thought it was 18 to 20 feet. There cannot be a fixed object within that space to allow a driver to recover control of the vehicle before it hits a fixed object.

- *SR 49 Operational Improvements at Holcomb Drive and Cherry Creek Road* – Mr. Bajwa reported all of the major construction items have been completed, including widening, striping, and erosion control. The last item of work is to install a light pole, which has been ordered and should be installed by mid-December. The cost for construction to date is \$294,000.
- *SR 49 Operational Improvements at Carriage Road and Ladybird Drive* – Mr. Bajwa noted that construction activities were completed on September 22nd and the contract was accepted on October 1st. The construction costs to date are \$946,600.
- *SR 49 Shoulder Widening From Old Downieville Highway to Newtown Road* – Mr. Bajwa noted that the project was completed on October 17th and the construction costs to date are \$560,000. He said the only work remaining is the environmental mitigation and Caltrans is working with the Army Corp of Engineers to complete it.

Executive Director Landon noted that this project was locally driven since it helps to complete a significant local bicycle route, known as the LeMond Loop, that goes out Newtown Road, up across Ridge Road, and back through Nevada City. He said that segment of SR 49 between Old Downieville Highway and Newtown Road had very narrow shoulders and was somewhat hazardous, so by improving the shoulders, it improved the opportunity for cyclists to use that route. He noted that NCTC put in some Congestion Mitigation Air Quality (CMAQ) funds, which then leveraged money from the Caltrans SHOPP Program to make it a joint project. Executive Director Landon said the project will improve traffic safety, as well as provide the opportunity for cyclists.

- *Reconstruct Embankment and Roadway at Alta Sierra Drive and SR 49* – Mr. Bajwa reported that the project construction was completed on September 24, 2014 and the cost to date is \$401,700. He said this project went smoothly.
- *SR 49 Operational Improvements at Brewer Road* – Mr. Bajwa said this is a project that they have been working on to set the funding. The design is scheduled to be completed in December 2014 and construction is to begin in the summer of 2015. The estimated cost is \$400,000.
- *SR 49 Operational Improvements at Smith Road* – Mr. Bajwa said the design and environmental studies will continue through FY 2014/15 and construction is scheduled to begin in the summer of 2016. He said this is a \$280,000 project.

Chairman Jostes said he thought the next major project to be constructed on SR 49 south of Grass Valley is the widening of the next section of highway above the La Barr Meadows Road project. He said he knows the project is in the queue, but he wondered if there was any actual work being done on it, in terms of planning or design. Mr. Bajwa replied that Caltrans is not allowed to work on this project until July 2015, because of the way the funding is set up. He stated there is \$3 million from the Regional Improvement Program (RIP) allocated to the project. Mr. Bajwa is working with Executive Director Landon and they are lining up their team. There is no Cooperative Agreement needed, because it uses State Transportation Improvement Program

(STIP) dollars, so they can just start work on July 1, 2015. He noted this project is twice the size of the previous La Barr Meadows Road/SR 49 project. Caltrans will start the project and then bring the information to NCTC and also to the citizens with an open house. He said the plans are to widen the highway to five lanes with a left turn lane, including some frontage road systems because they will have to close some access points to the highway and consolidate them. There also will be a little bridge that will be built as part of the project.

Executive Director Landon said this project, from La Barr Meadows Road north on SR 49 to McKnight Way, is included in the Commission's long-term concept for the SR 49 corridor. In the last STIP cycle, funding was programmed for both the preliminary Project Approval/Environmental Documentation, as well as for the design phase. This was done without any participation from Caltrans, so the hope is that, as the Commission has advanced the project, then Caltrans will come in and put in their Interregional Improvement Program (IIP) dollars to go into construction. Executive Director Landon said the reason he highlighted some of the information in the Executive Director's Report was because there is currently a push at the state level to move IIP funds away from rural highways and into rail and other activities more focused on urban areas. He said one of the issues they will want to keep in front of Caltrans Administration is the statutory requirements of IIP, as well as the efforts that rural counties do in getting projects ready for construction, with the hope of leveraging dollars to get important projects done.

7B. Truckee's SR 89 "Mousehole" Pedestrian and Bicycle Improvement Project:
Becky Bucar, Associate Engineer, Town of Truckee

Executive Director Landon noted that Becky Bucar was not present at the meeting, but her update report was in the meeting packet. He highlighted the fact that the construction bid was awarded to Gordon N. Ball, Inc. and the bid came in within the project budget. He spoke to Ms. Bucar and the Town has held the kick-off meeting for the project. The contractor completed some preliminary grading and clearing, so next spring they will be able to hit the project full force. Executive Director Landon said the Town has approved some additional AB 1600 funds to go with the project, so everything remains fully funded and ready to go forward. He expressed pleasure that the project is ready to begin construction.

ACTION ITEMS

Chairman Jostes noted the Public Hearing was scheduled for 10:00 a.m., so he announced a short break at 9:57 a.m. Chairman Jostes reconvened the meeting at 10:00 a.m. and opened the Public Hearing.

8. 10:00 A.M. Public Hearing: Proposal to Change the Adoption Schedule of the Regional Transportation Plan Updates

Executive Director Landon explained that this item was requested from the Nevada County Planning Department staff. There was information from the California Department of Housing and Community Development in the meeting packet. He said through the provisions of SB 375, which was passed several years previously, agencies with land use authority for general plans and their housing elements have the opportunity to change their cycle from updating those housing elements to every eight years instead of every five years. Executive Director Landon explained the way they do that is to coordinate it with the update of the Regional Transportation Plan (RTP), which is a document under the purview of NCTC. Therefore, the Commission has the opportunity to elect to make a change from a five year update schedule to a four year update schedule. This would mean the housing element updates would be due every other RTP update.

Executive Director Landon stated there is no significant impact to NCTC in changing the schedule and there has been support from the planning agencies with regard to updating the housing elements. Typically those are exercises that do not result in a lot of change in the Housing Element, but the agencies have to go through a significant amount of administrative requirements to get them done. NCTC staff recommended that the Commission adopt the change in schedule after receiving any public comment.

Chairman Jostes asked for public comment on this subject at 10:02 a.m.

Cindy Sigfried, Nevada City Planner, stated she was in support of the proposed change in the adoption schedule of the RTP Updates. She indicated that the City of Grass Valley and Nevada County Planning Departments were also in agreement to support the change since it helps all of these departments, keeps them in sync, and is a good thing for all of the agencies.

Chairman Jostes closed the Public Hearing at 10:04 a.m.

Chairman Jostes asked the Commission for any comments or questions. Commissioner Fouyer said he thought it was a good idea and to have all the agencies working together.

Commissioner Andersen said she agreed, but asked if there was any downside to this change since she did not see one. Executive Director Landon said the only perceived negative would be that NCTC would have to do the RTP Update every four years and it could be a fairly significant fiscal event, but there was state funding available to cover the costs and it would not be a burden to staff.

Chairman Jostes questioned the dates listed in the memo, where it states there will be an update in 2019 and then in 2027, which is an eight year span. Executive Director Landon replied that this would move the housing element updates to every eight years after this coming update, so in 2019 NCTC staff will do an RTP Update, and then in 2023 NCTC staff will do another RTP Update.

Commissioner Fouyer made a motion to adopt Resolution 14-28, indicating NCTC has elected to change the adoption schedule of the RTP Updates to every four years. Commissioner Andersen seconded the motion. The motion passed unanimously with Aye votes from Commissioners Andersen, Fouyer, Jostes, and Alternate Commissioner Weston. (Commissioners Beason, Dee, Guerra, and Scofield were absent.)

9. Draft Nevada County Coordinated Public Transit - Human Services Transportation Plan

Transportation Planner Woodman stated the current Federal Transportation Act, known as MAP-21, requires that all projects receiving Federal Transit Administration (FTA) grant funding to support public transportation programs for low income, elderly, and individuals with disabilities, must be included in an adopted Coordinated Public Transit – Human Services Transportation Plan to be eligible for funding from those FTA accounts. He said the plan has to be updated every five years and NCTC has been leading the effort to update the plan with funding from a Caltrans planning grant. The basic purpose of this plan is to ensure there is coordination between the public transportation providers and health and human social service agencies in identifying the needs for the affected groups, and also identifying the strategies that will then be included in the plan. Mr. Woodman said completion of this planning effort will make Nevada County, the Town of Truckee, and other nonprofit agencies eligible to submit applications for FTA grant funding.

Mr. Woodman introduced Kristina Svensk of LSC Transportation Consultants, Inc., who provided an overview of the planning effort to date. He stated, following input received on the draft plan, LSC will be finalizing the plan and staff will bring the final plan to NCTC at the January 21, 2015 meeting for adoption. Mr. Woodman said, also in the January meeting, staff will have information on projects derived from this planning effort that local agencies will be applying for FTA 5310 grant funding.

Kristina Svensk gave an overview on what the plan focuses on and what is in the plan. She said the primary focus is to continually expand facilitation of transportation coordination among the various human service entities and transportation service providers. She said they looked at public, private, and nonprofit services that are available. They started by looking at existing conditions, specifically transportation services and demographics, existing transit needs and barriers to coordination, potential strategies to address the needs, prioritization strategies, and implementation of all of the strategies. The population they termed as transit dependent were youth, seniors, low income persons, and people with disabilities. Ms. Svensk said the total population in Nevada County as of 2012, according to the census, was a little over 98,500 people, and about 16.5% of the total population is under 16 years old, and almost 20% is over the age of 65. She broke it down by community and said of particular interest is the unincorporated areas of Nevada County where there is a high proportion of persons over 65 years old that have a great need for transportation services, since there is no transit services provided outside of the local jurisdictions. The unincorporated areas also have a high proportion of persons living below the poverty line, which is another key indicator for needing some form of transportation for them. The county overall has about 11.5% of its population living below the poverty line.

Ms. Svensk said "Household Income" is another way to look at how things are distributed. She said not many people are receiving supplemental security income or cash public assistance, but there is a significant portion receiving Social Security. She said that no vehicle available is another important factor for transportation purposes. In Nevada City and Grass Valley there is a relatively high proportion of population that does not have a vehicle available, or just one vehicle available, so if there are two people in a household with one car that leaves one resident in need of transportation.

Ms. Svensk said "Population Projections By Age" was a big factor they looked at. The senior population, growing by about 95-96% between 2010 and 2020, will be a major sector of the population that will need to be thought about for future transportation services. That was broken down into groups of 65 to 74 years old and 75 to 84 years old, with a decline seen at 85 and above. Ms. Svensk said the seniors are an important sector right now.

"Existing Transportation Services" were discussed with all the options and plans by looking at the public transit providers: Gold Country Stage, Gold Country Lift, Truckee Transit, and TART; nonprofit providers: Gold Country Telecare, which continues to do a volunteer driver program in the western Nevada County portion; Sierra Services for the Blind for the visually impaired, Hospice of the Foothills, and Senior Housing Communities that have some transportation services available. Private providers include: Greyhound Bus, Amtrak, and taxi services. Social Service and Public Agency Providers: Veterans Service Office offers a van service to Reno from Grass Valley and will stop in Truckee if there is a need; however, the van is not wheel chair accessible. Area 4 Agency on Aging also provides some transportation options. Ms. Svensk reported under "Existing Needs" that funding, legal insurance issues, and the physical landscape of Nevada County are the major barriers to coordinating service. She gave an example of problems with services going to the Town of Washington due to weather and road conditions. "Major Needs" identified were out-of-area transportation for medical and social

services for both eastern and western Nevada County; transportation service from outlying areas, particularly western Nevada County areas such as La Barr Meadows, Lake Wildwood, and North San Juan; ADA accessible service outside of the ADA corridor and transit service areas; include regional connections, particularly between Truckee and North Lake Tahoe; and improve pedestrian and bicycle facilities.

Ms. Svensk said they developed strategies by reviewing identified needs, looked at surveys they conducted from stakeholders and members of the public, looked at unmet needs hearings over the last three years, looked at the acting MAPCO (Mobility Action Partners Coalition) and Nevada County Adult Family Services Commission reports and meetings, and they also held informational public workshops twice during the plan process. From there they developed potential strategies and presented those to the public, ranking the strategies high, medium, and low. Ms. Svensk said none of the strategies they presented were deemed low; everything was higher in priority and are included in the plan.

Ms. Svensk reported on the public outreach they conducted. They did public surveys to gather input on existing needs and how people think public transportation works for them in Nevada County. They advertised on transit vehicles, with social service organizations, on several websites, and they emailed surveys to stakeholders so they could hand them out to their clients. They conducted two rounds of public workshops; the first was to gather input and the second one to present the recommended plan. One was held in western Nevada County and one was held in eastern Nevada County. They did public display ads in newspapers, flyers on transit vehicles, and distributed some directly to agencies.

Ms. Svensk reported that the “High Priority Strategies” involved expanding transportation options in eastern Nevada County. The first priority reported was year-round SR 267 service between Kings Beach and Truckee. Currently there is no year-round service and this comes up frequently for many people who need to get from Truckee to Kings Beach for social services and medical appointments. She said the plan is for Tahoe Area Regional Transit (TART) to provide the same service that they do now on a year-round basis. She spoke to Kelly Beede of Truckee Transit and the total cost is estimated at \$277,000. The Town of Truckee’s portion is about \$125,000 based on discussions with TART. Funding needs to be determined because they have not started the process, but there are federal grants and city funding available, as well as property and air quality funds. She said Kelly Beede is working on funding details.

The second high priority strategy for eastern Nevada County is to “Develop a Rideshare Program” through a “Volunteer Driver Program.” Ms. Svensk said they spoke with Telecare who expressed an interest in coordinating this for eastern Nevada County, which is similar to what they offer in western Nevada County. She said it is a simple program to implement where they recruit drivers at a minimal cost. They are reimbursed for their mileage, but they use their own private vehicle and there are no other overhead costs. She commented that there are no ADA (Americans with Disabilities Act) accessible options associated with private vehicles, so there is a specific population that might use this service.

One of the transportation options in western Nevada County that is a high priority is transportation between North San Juan (NSJ) and Nevada City/Grass Valley. Ms. Svensk noted that a standard fixed route that ran daily was tried previously and had to be eliminated, but the need continues to come up for residents in NSJ. They looked at operating a one day per week service as a pilot program, with a morning run into town and an afternoon run back to NSJ. She noted that once the passengers are in Nevada City and Grass Valley they could transfer to the fixed route or ADA services. She said the service was modeled after a similar service in El

Dorado County, which requires a minimum reservation requirement for passengers in order for the shuttle to operate. This eliminates the empty bus syndrome. If they require a minimum of three or five reservations ahead of time, then the service will operate. She said they estimated the fares at \$3.00 one way for the general public and \$1.50 for senior and disabled passengers. Based on this fare, they estimated the cost to be about \$20,000 a year. She said there are 5311 and 5310 funding that could be used, as well as Community Transit Services (CTS) and Transportation Development Act (TDA) funds.

Ms. Svensk reported another option that Susan Healy-Harman, Transit Services Manager, is starting to implement soon is providing a shuttle service to areas outside of the defined ADA service area. This would be a fixed shuttle service to areas that are not currently served by transportation to bring passengers into the fixed route service area. She said they would be ADA accessible vehicles that everyone could use. The overall estimated cost would be \$115,000 to \$125,000 for operating the service and \$65,000 to \$70,000 per vehicle. FTA 5310 funding is available for this. She thought Ms. Healy-Harman was about ready to implement, with Gold Country Lift, a new service from La Barr Meadows Road into Grass Valley and Nevada City.

The next priority strategy was to "Seek Creative Funding Strategies and Partnerships," which includes continuing existing partnerships between transit agencies and social service groups and other key groups. Ms. Svensk said partnerships with non-transit programs could increase the ability to funding that might not otherwise be available for specialized services. She gave an example of the Area 4 Agency funding that may not be available otherwise. Another funding source she mentioned was possible partnership with Sierra College to serve the needs of people who need to get to the college during the hours that Gold Country Stage is not operating anymore, or advertising with them at the college regarding a ride sharing program between students. There are also private contributions and other sources that could help fund this.

Ms. Svensk said another strategy was to "Develop Communication and Coordination Activities." A part of that is to continue participation with MAPCO at their regular monthly meeting on the western side of the county. In eastern Nevada County, a strategy is to continue participation with the Tahoe Transportation District on the Regional Coordination Council. Ms. Svensk said they identified a need to improve communication between Telecare, NCTC, Gold Country Stage, and Truckee Transit. She encouraged the programs to be sure they are talking to each other and are linked in any way possible. Another strategy was to "Incorporate Mobility Management Activities" into the 211 Program, which is managed by In-Home Supportive Services (IHSS). She said these activities would have staff available to aid their clients in how to access transportation services and would cost about \$70,000. IHSS is applying for 5310 funding for this new service.

Ms. Svensk listed medium priority strategies, and started with the need to "Increase Multimodal Connections" in Nevada County. She said they need to continue to improve bicycle and pedestrian facilities, and improve connections at transit stops with bicycle and pedestrian routes. She said not everyone can get to the bus by walking, so there needs to be additional options for them. There needs to be adequate bicycle parking at transit stops. She listed the need for "Continued Coordination Between Transit Agencies and Local Planning Departments." When new developments are being discussed, it is important that staff is considering transit as one of the factors for approval, which would include shelters and new stops where needed. Another medium priority strategy is to "Increase Marketing and Education Efforts" to encourage fixed route ridership. Ms. Svensk said increased marketing was specifically needed for seniors and disabled passengers, and she listed senior centers, hospitals, and social service agencies as target points for this marketing by doing newspaper and radio advertising. She said not everyone

knows about the service and how it can work for them. She said this is minimal costs of about \$5,000 to \$10,000 depending on the program. Ms. Svensk said another priority was to “Develop Travel Training Programs for Key Populations,” such as seniors and the disabled. She said it increases awareness of fixed route services, and can also instill confidence in using fixed routes. Again, 5310 funding is available for this type of service.

The last priority identified to be included in the plan was “Vehicle Replacement Strategies.” Ms. Svensk said Gold Country Lift will have three vehicles replaced by FY 2017/18 and one vehicle purchased in FY 2015/16. She added that Truckee Dial-A-Ride will be replacing one vehicle in the next cycle of FY 2015/16 and two vehicles in FY 2016/17. She said Telecare has two vehicles that will be replaced in FY 2015/16 and two vehicles in FY 2016/17.

Ms. Svensk reviewed all the priorities included in the plan, and stated the implementation plan is to do many of the proposed activities in the first year or two of the five year period. She said some of the strategies will be ongoing.

Commissioner Fouyer asked why the marketing of services to encourage ridership was listed as a medium strategy and not a high level strategy, since some of the services are expanding now and would benefit from this for funding purposes. Ms. Svensk replied that the prioritization of strategies was based a lot on the input that was received from the public at workshops. They let the public tell them what they thought was most important and they ranked the strategies. She thought marketing was very important and she thought it was listed as a medium because it is more of an ongoing effort that does not require a lot of funding and does not depend on a grant to achieve it. She said the high priority listings were responding to if the services were getting the people to where they need to go, such as North San Juan residents getting to their doctors in town.

Commissioner Fouyer referred to the comment about planning for the future and the need for certain types of transportation, such as our aging community that will need additional transportation services. He asked at what point they would start talking about creating transportation services that will attract young working families or other people that could come into the community versus what is being planned for. He thought it was important to be careful about what is planned for in the future because that is what the county will attract. Commissioner Fouyer agreed it was important to help the current population of people to get to their doctor, but at what point will we talk about designing transportation that will attract economic development and young working families that will bring entrepreneurship and things to our community. Executive Director Landon replied that this particular document was based on the existing human service programs and was focused toward their clientele, which are the elderly and disabled. He said when the Regional Transportation Plan (RTP) is updated, NCTC staff will coordinate with the Economic Resource Council and include their high priority strategies, and identify how NCTC can implement strategies in the regional plan that will help the economic development of the community. He said later in the meeting there will be a presentation about the Regional Travel Demand Model, and he noted that in developing the demographics for the model, there has been a decline in school enrollments. Executive Director Landon said one thing that will be looked at in the RTP Update is related to how to meet those needs and if it is an economic activity that NCTC should be focused on.

Transportation Planner Woodman added that the update of the five year short range Western Nevada County Transit Development Plan, which is scheduled to be updated in the months ahead, is focused more on the nuts and bolts and operations of the transit system and addresses the needs of the whole population in the county that is being served. He said it focuses on

looking at where the key corridors are that people need to get around and making sure there are investments in those key corridors. He gave an example of Route 1 between Nevada City and Grass Valley that gets people to jobs, but indicated they also look at outlying areas and the complete system.

Susan Healy-Harman, Transit Services Manager, noted that when she is looking at short-term and long-term planning, she looks at all demographics and is focusing on establishing relationships with schools, businesses, and social services. She said they are not just looking at specific groups, but they are looking at the big picture.

Commissioner Fouyer said he noticed they had a sign-up sheet in the information, and he has run into this with other documents that get published with names and emails and addresses. He asked if the individuals were aware that the sign-up sheet was going to be published and in view of the public with their private information. Ms. Svensk replied that she did not think they identified that information at the public workshops, since the purpose of the document is to show who attended. She said moving forward it would probably be good to black out private information.

Commissioner Andersen asked about the lifeline service between North San Juan and Nevada City/Grass Valley. She asked if there were not three people reserving space for a specific week, then would the bus not run. Ms. Svensk replied it is up to the residents of NSJ to actually use the service, since they are saying there is a need for it. She said it is a good way to provide the service without spending a lot of money, and it does not give it a negative perspective in the community. She said it might not even be a service that Gold Country Stage would operate, but it might be contracted out to someone like Telecare or another contractor. Ms. Svensk said this type of service works really well in El Dorado County and they rarely do not operate the service, but there are days when they do not, and it saves them a lot of money to do things that way. Commissioner Andersen asked if the service will be set up for a given number of weeks and then be re-evaluated if it is not being used frequently enough. Ms. Svensk said sometimes the service is tied to grant funding and you may not get full ridership the first year of service, so it is good to run the service for two years. She added if no one is riding the bus after six months, then you can say you tried to provide the service, and it does not make sense to continue.

Chairman Jostes asked what happens to the driver and vehicle that is sitting there waiting to find out if three people register for rides. Ms. Svensk said that is why reservations are required in advance. She said if the service is operated by an outside contractor, it is not as critical to their operations and they have more flexibility. Whereas, if Gold Country Stage has a driver scheduled, then they are paying for the driver to do nothing.

Chairman Jostes asked who owns and manages these recommendations, since there are many people and agencies involved. He asked if there is an overriding management of the recommendations with some accountability to report back, or does the report announce what they came up with and they just encourage the stakeholders to make plans to implement them, but everything just dissolves away and the report goes on the shelf. Chairman Jostes stated, with the effort that has gone into the report, he would like to see some sort of process to at least have some checking back to see if any progress has been made. Executive Director Landon replied that Susan Healy-Harman chairs the MAPCO group that coordinates transit activities within western Nevada County. He said that is where staff would look to keep these items on their agenda so that over time staff can report back to the Commission the accomplishments and plans to implement services. He said in five years when the plan is updated again, there would be recorded results from the previous plan. Chairman Jostes asked if that would come back to

NCTC or if it just stays with MAPCO. Transportation Planner Woodman said in a sense it would come back to NCTC annually in coordination with the Federal Transit Administration 5310 grant program process. Mr. Woodman said annually Caltrans holds that grant process and applicants within Nevada County apply for grants based on the projects in this plan. Then staff brings those projects before the Commission on a regional priority list that they would then approve for submittal to Caltrans. He said in that way the Commission will be able to monitor how the projects are progressing. Chairman Jostes commented that the process of applying for grants can be complex and you have to have insider information in order to know how to do these things. He asked if the grant processes will be left to the individual agencies to do on their own. Executive Director Landon replied that the comment about "insider information" is very pertinent in that you need to be in the industry and active in order to know when and how to apply for funding. He replied to Chairman Jostes' concern and stated NCTC staff would take the implementation plan and look at who is doing what, and then staff would report back through the Executive Director's Report as to how things are moving forward. Chairman Jostes replied that was good because a lot has gone into the plan and everyone has been involved in a situation where the report just gathers dust after completion. Transportation Planner Woodman stated that staff provides support to our public agencies, such as the Town of Truckee and Nevada County. In this current funding cycle, staff is helping Nevada County In-Home Supportive Services with their 5310 grant application preparation.

Alternate Commissioner Weston stated that the North San Juan transportation issue is important and it is going to take some outreach to get the residents educated quickly. He asked if for every day you would add one trip in and one trip out, would it cost \$20,000. Ms. Svensk replied that is on a yearly basis, and they are proposing only one roundtrip per week. Alternate Commissioner Weston questioned if the residents were to ask for two or three roundtrips per week, would that be plus \$20,000 for each additional day per week. Ms. Svensk replied that would depend on the fare box revenue and she would have to look at the total number of hours and the costs, but she thought it would be something along those lines.

Chairman Jostes thanked Ms. Svensk for her presentation. Executive Director Landon said this was not an Action Item and they sought the Commission's comments on the draft in order to incorporate them into the final plan. Staff will bring the final plan back in January for the Commission's approval.

10. Final Report – Travel Demand Forecasting Model

Executive Director Landon introduced Kwasi Donkor of Fehr & Peers who developed the NCTC Travel Demand Forecasting Model. He said travel demand modeling goes back a long time in western Nevada County and was the basis of the development of our Regional Transportation Mitigation Fee (RTMF) Program and will be a key tool used in the update of that program. Executive Director Landon stated that Mr. Donkor has brought the NCTC model into the 21st century with this project and he was very pleased with the outcome. He invited Mr. Donkor to give an overview of how the project went and what tools are now provided. Executive Director Landon mentioned he has already had the opportunity to utilize the travel demand model and web-based tool in some local situations.

Kwasi Donkor noted that at his presentation to the Commission one year prior, he was "knee-deep" in the model process. He reported that the model is completed now, it has been delivered to NCTC, and it is ready for use. He gave a broad overview of the model with highlights and noted that when talking about a travel demand model it is talking about computer programs that are built in different types of software. Ultimately the model is a tool that predicts either existing

travel volumes or future travel volumes. Mr. Donkor said the model is not a black box where information is plugged in and it spits out answers. He stressed that the travel demand model is a tool that is used as part of the decision making process. Samples of what the model can be used for are: to update land use and circulation elements for city/county General Plans; to update the Action Element of the Regional Transportation Plan (RTP); to conduct any RTMF Program; to evaluate the traffic impacts of area-wide land use plan alternatives; if you want to do some sketch planning of land use alternatives, it is a good tool to use; evaluating shifts in traffic resulting from a roadway improvement, such as the Dorsey Drive Interchange; evaluating traffic impacts of land development proposals; developing trip distribution patterns; and the list goes on and continues to grow as new transportation related questions are asked.

Mr. Donkor said one of the questions to ask is if the model is consistent with standard practices; is it state of the art. One of the resources he used to determine that is the 2010 California Transportation Commission (CTC) RTP Guidelines. He said it gives a set of guidelines for the questions models should be able to answer and what the extent of their "calibration" should be. He said that is all the different information that goes into a model for it to be able to produce better results. Mr. Donkor stated the way it is broken down in the CTC RTP Guidelines is by different group types. Nevada County falls in the "B" Category, which pertains to the county's characteristics such as the amount of transit options that are available, the population size, and growth that occurs in the county. He said with the B Category comes a set of recommendations and he compared the previous model to the current model in terms of how it meets those recommendations. Mr. Donkor said in the previous model there were some gaps and he tried in the new model to meet as many of those recommendations as possible. He said, given the resources they have, they could not meet all the recommendations, but they did touch on most.

Mr. Donkor showed the model boundary, as seen in the software, of the western portion of Nevada County and said it is consistent with the air quality nonattainment boundary. Executive Director Landon said the traffic analysis zones shown in the model have the land use identified for that area and what the trip making characteristics of that zone are. He said as the model runs, it shows the interaction between any particular zone and all the rest of the zones within the model. Executive Director Landon noted it was pretty complicated and there was a lot of effort put into getting the land use right and making sure the data would replicate the existing conditions within the county. He said when they plan into the future, they overlay a new land use set, and ask what the transportation implications are of that new land use set. Mr. Donkor pointed out the level of detail and said they made sure the cities and their boundaries were well covered in terms of details, so the cities could use the model for more localized planning efforts.

The model was built in a software program called TransCAD 6.0. Mr. Donkor said the run time is about 15 to 20 minutes, depending on the type of machine you have and on which model version you have. He said there are two different scenarios with the 2012 model and the 2035 model. The base year is 2012 and it was chosen because that was the most current traffic count information when the project was started. The future year to look out to is 2035. For time periods, the model covers the entire day, but they broke up the day into different subcategories, so there are different peak periods. Mr. Donkor said they broke them up into these discrete periods and then summed them together to give what the daily volume would be on any roadway in the network. He said they also have peak hours as well, because many times when you are doing smaller projects and looking at operations, you want to understand how the travel characteristics are performing or travel is occurring in the peak hours. Executive Director Landon said "vehicle miles traveled" (VMT) is currently having a lot of discussion at the state level. He said one of the state-wide goals is to reduce VMT. By doing that, they are hoping to get people into other modes of transportation other than a single occupant vehicle, whether it is

through ride sharing or transit. Executive Director Landon said those strategies can work well in more urbanized areas, but given the geography of a rural county, such as Nevada County, it is very difficult to make an impact on VMT. He said by having this model they are able to show the relationship of land use to transportation, which allows the ability to have intelligent discussion on policy at the state level related to why VMT is not a good performance standard for a rural county.

Mr. Donkor stated that models can be developed, but the real question is how the model is performing. Were they built well enough that they can be used for application in various projects. He said one of the first tests they performed on this model was static validation, and he noted that procedure is consistent with RTP Guidelines. He explained what that does is it looks at various locations within the county that have traffic counts, and once the base year model is built, which replicates existing conditions, then they run the base year model and compare the results they are getting on certain segments of roadway to the counts they have taken at that same roadway. Mr. Donkor reported, from daily counts, they had over 200 different roadway segments within the county that they looked at to see how the model was comparing. He said for the A.M. and P.M. Peak Hour it was a smaller subset, but it was still over 50 locations they had to compare. They ran these areas through a few statistical tests to look at how the model compared to the counts and then looked at it statistically how the volumes compared. They found that the model was able to exceed all the different criteria and in each case meets the CTC RTP Guidelines. He said the model was exceeding many of the standards by quite a bit, so they were very comfortable with how the model was able to replicate existing conditions.

Mr. Donkor stated that after you prove the model can replicate existing conditions, and when you start applying the model and using it for various projects, then the real question becomes how does the model behave when you make changes. He said when they were implementing the model, they made changes to the land use and they looked at the network, so there were two major tests that they did in that realm, and those fall into what they call dynamic validations. This means they want to see how the model changes dynamically as they change inputs. Mr. Donkor said they started with land use changes by adding housing units or retail space to the model to really get a sense, as they add different magnitudes, if the model is stable. He said what you find in some models, depending on the magnitude that you put in as a project, the model will give you different results. They did not want to see any variability as they continued to add different land use types. Mr. Donkor said the model was stable and the trip generation did not change very much as they continued to add housing units or retail space. He said with some projects he has worked on, after they hit 2,000 household units, the model actually started to “lop off” trips because it cannot find complimentary uses within the data set to link trips to. Therefore, sometimes as you add, you find the number of trips that a model produces starts to decrease. Mr. Donkor said they did not find that with this model. Executive Director Landon agreed that this is a problem staff has noted in previous models where the model was truncating trips and they were not getting accurate data.

Mr. Donkor said once the land use test was completed, they looked at how the roadway network would respond to changes. He explained a specific scenario where they took a segment of SR 49 in order to understand what a change in the network would do in terms of travel patterns. They placed a “screenline” from Brunswick Road to Gold Flat and they tested to see how many trips were crossing each of the overpasses that span the freeway in that area, which are Brunswick, Banner Lava Cap, and Gold Flat Roads. They focused on the Banner Lava Cap crossing to see what would happen if they removed it from the network. They wanted to do something extreme to see if the model could handle that kind of a change. Mr. Donkor reported that what they found was the model did respond well. It showed the daily trips crossing Banner Lava Cap and

then it gave a scenario of what it looked like after the overpass was removed. He said they totaled up all of the volumes crossing all three overpasses, because you would expect once you remove the one overpass the travel patterns going across are the same with the same demand of people needing to cross over the freeway, but now they would have to use the parallel routes, and that is what they saw.

Mr. Donkor stated once the model was found to be testing correctly, they added in the land use set for 2035 and there was a rigorous discussion that ensued about what land uses to assume for 2035 conditions. He said they ratcheted down the assumed growth that had occurred in the previous model to account for some of the lack of growth that had occurred thus far. They also looked at market trends to see where growth was occurring, which was centralized in the cities, even though there is a moderate amount occurring in rural counties.

Mr. Donkor reported that several other features of the model is a Model Development Report, which is now available through NCTC, and a User's Guide to help implement the model. They also created a web map feature that allows you to be able to go online and look at various outputs of the model at specific locations. He demonstrated the web map for the Commission and audience. ArcMap is the mapping software used. He said they used this at first as a coordination tool as they developed the land use inputs and shared the map with members of the Project Advisory Committee team. Mr. Donkor said they were able to add in the parcel land use information from Nevada County's database. Based on that information, users were able to go into each parcel and put in what their assumptions were for 2035 and that was how they created their future year land use data set. He said you can easily click off layers in the system and it turns off different features, so you can actually see things like street views, and it is very user friendly. They included boundaries on the map to help users identify whether it was a city boundary or the sphere of influence.

Mr. Donkor stated that it was important for the users to go quickly and see the results of the model runs that were developed without having to go into the software and use it. He said software is becoming more complicated and licensing restrictions with software has created a scenario where only a small group of people can actually use the software and implement it. What they did with this model was make it user friendly and open so people could look at it. They took the model results from the TransCAD model and placed it into the web map, so you can click on links on the map and see the volumes that the model is predicting, either under existing conditions or accumulative. He said automatically it looks at the 2012 base year, but if you want to look at the future year model you can close the 2012 network and open the 2035 network to see future volumes. They added roadway classifications as close as they could in terms of roadway capacities and frequency, and they were really proud of that addition. Mr. Donkor said that makes it more of a tool to be helpful to implement projects.

Alternate Commissioner Weston asked if you had a new 300 unit development approved, would you reprogram the model and add 300 units in that location. Mr. Donkor said you would identify the traffic analysis zone for that location, which is like a table, and you would add in the characteristics of that development, such as single family or multi-family dwellings, and then you would rerun the model. He said the model would then develop the trip generation of that land use and distribute it throughout the network to be able to see the impact. Alternate Commissioner Weston asked what year you would add the data to if the project hits between 2012 and 2035. Mr. Donkor replied there are two routes you can pursue. He said there are no models developed for every single year to account for that, so what usually happens is you would have your base year and plug in the project information to see what the forecast would be and you might have a cumulative year scenario as well. He said if you want to know for a specific

year, then you could interpolate between the two forecasts. Chairman Jostes asked if five years from now someone wants to build a 300 unit development, and if you run the model with that 300 unit development, do you run it in the 2012 data or in five years from now you have inserted other new data to give you a 2017 base year. Executive Director Landon replied that this particular 2012 model is the five year update of the previous model. He said about every five years the question is asked how much change has occurred in the assumptions and is it time to update them. Chairman Jostes commented it would depend on when the person comes in and where they are in the process. Chairman Jostes said his second question pertained to the usability of the model. He said if he wanted to consider building a 300 unit subdivision as a private business, and he knows if he does that he would be subject to mitigation fees, he asked if this tool is available to him, as a member of the public, so in the early stages of his thinking and development he would know what the mitigation might cost. Executive Director Landon said it can be available, but there would need to be a disclaimer if an outside company changes the assumptions, then the outputs are on them. He said that is why they developed the User's Guide so an individual can make those changes and get a scenario for what they are looking at. Mr. Donkor said the tool a private user would use is the actual model. He said the mapping is only a display tool for the modeling information, so you are not getting any new results from the mapping created, but it would be done in the model.

Commissioner Fouyer asked if this model would be a replacement for traffic studies required for developers. Executive Director Landon replied that it would not get rid of traffic studies, but it is a tool they would use and gives them a base to work from. Chairman Jostes asked if a developer has to do their own traffic study, can they say they have done their own study by using this model? Alternate Commissioner Weston said it would seem the message to a developer is that they would have to do a traffic study and it will need to be robust enough to show how to handle the vehicle load on collector roads. Mr. Donkor said the model would be available for them as part of the traffic study. Chairman Jostes asked if a jurisdiction staff member would use this model to double check the validity of a traffic study submitted by a developer. Executive Director Landon said yes they could.

Chairman Jostes asked when you look into the future to 2035 and consider the biggest potential project on the books, which is Loma Rica Ranch if it were fully expanded, do you assume with the 2035 model that this project happens, or do you give a probability that it will be happening. Executive Director Landon said they spoke with each of the jurisdictions' planning and engineering staff and asked what they thought would be developed, so it gave a base case for the future. Then if someone proposes 300 units in Loma Rica, jurisdiction staff would look to see if the model assumed 300 units there. If it did, then it is consistent and that would probably reduce the rigor of what has to be done. But, to the extent it is different, then you have to show how those differences work out. Alternate Commissioner Weston asked if the 2035 model was based on the projection of General Plans. Executive Director Landon replied yes, they took the General Plans and the feedback from the planning staff indicating how much they think would happen by 2035. Alternate Commissioner Weston said in the past the General Plans have never come close to what was expected in Nevada County. Executive Director Landon said that was why the model was readjusted on this update. Alternate Commissioner Weston asked if the model will be reviewed every five years, or changed whenever the General Plans are changed. Executive Director Landon replied yes.

Chairman Jostes said that would beg the question that our population growth never approached what was programmed ten or fifteen years ago, and there are many planners that are ambitious and then there are realities that come into play. He asked if the 2035 projections are ambitious or realistic. Executive Director Landon said the previous 2030 projection was ambitious, and based on the downturn in 2007 and 2010, it was probably like a 2050 model. He said they look at the

last Regional Transportation Improvement Program (RTIP) and make assumptions based on state growth projections, Caltrans information, and local planning. Chairman Jostes interjected it is reasonable people making reasonable assumptions. Executive Director Landon replied yes, and said to the extent that someone comes in with a difference, they would say they could adjust to that. Commissioner Fouyer asked if this is projecting a total build-out. Executive Director Landon replied no. They worked with city and county staff and asked them what is a reasonable assumption. He said the previous model had a 1.75% growth projection in the county-wide areas and that was obviously way high. Alternate Commissioner Weston said he thought it was a great tool, and if it is easy enough for the public to use, then they could go in and use it as a defense to their project. Jason said it looks like the county GIS system with the navigational tools. Executive Director Landon said the tool came from the county GIS, so it is consistent.

Chairman Jostes asked for a motion. Alternate Commissioner Weston made a motion to adopt Resolution 14-29 accepting the Nevada County Transportation Commission Travel Demand Forecasting Model and Model Development Report as complete, in accordance with the contract with Fehr & Peers. Commissioner Fouyer seconded the motion. The motion passed unanimously with Aye votes from Commissioners Andersen, Fouyer, Jostes, and Alternate Commissioner Weston. (Commissioners Beason, Dee, Guerra, and Scofield were absent.)

COMMISSION ANNOUNCEMENTS

There were no Commission announcements.

SCHEDULE FOR NEXT MEETING

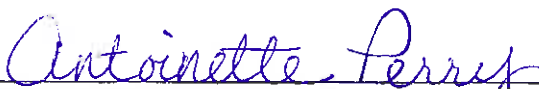
The next regularly scheduled meeting of the Nevada County Transportation Commission is on January 21, 2015 at the Nevada County Board of Supervisors Chambers, 950 Maidu Avenue, Nevada City, CA.

ADJOURNMENT OF MEETING

Commissioner Fouyer made a motion to adjourn the meeting. Commissioner Andersen seconded the motion. The motion passed unanimously with Aye votes from Commissioners Andersen, Fouyer, Jostes, and Alternate Commissioner Weston. (Commissioners Beason, Dee, Guerra, and Scofield were absent.)


Chairman Jostes adjourned the meeting at 11:10 a.m.

Respectfully submitted:



Antoinette Perry, Administrative Assistant

Approved on: January 21, 2015

By: 

Lawrence A. Jostes, Chairman
Nevada County Transportation Commission

