



Grass Valley • Nevada City

COMMISSION

Nevada County • Truckee

## MINUTES OF MEETING February 7, 2018

A special meeting of the Nevada County Transportation Commission (NCTC) was held on Wednesday, February 7, 2018 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 9:00 a.m.

Members Present: Jan Arbuckle, Andrew Burton, Carolyn Wallace Dee, Ann Guerra, Dan Miller, Ed Scofield, Alternate Duane Strawser

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

*NOTE: Commissioner Carolyn Wallace Dee attended the meeting by teleconference from the District 5 Board of Supervisors Conference Room located at the Nevada County Sheriff's Substation, 10879A Donner Pass Road, Truckee, California.*

Standing Orders: Vice-Chair Guerra convened the Nevada County Transportation Commission special meeting at 9:00 a.m.

Pledge of Allegiance

PUBLIC COMMENT: There was no public comment.

*Commissioner Dee requested moving Agenda Item #15 to the beginning of the meeting.*

### ACTION ITEM

15. Approval of a Transit Funding Equity Study in Cooperation with Nevada County and the Town of Truckee

Executive Director Dan Landon said this study was initiated in response to questions regarding the basis of the funding allocations being provided to the Town of Truckee and Nevada County transit systems by NCTC. Local Transportation Funds (LTF) are apportioned based on population, however they are generated based on sales tax. The Town of Truckee staff expressed that, based on sales tax generated, they are not receiving a full return of their funding. Although LTF must be apportioned based on population, NCTC has the ability to allocate other funds at their discretion. The study being proposed would examine funding sources, expenditures, and services offered by the two transit systems, and make recommendations to achieve equity of the allocations. Staff is proposing to use \$50,000 of the \$1.4 million available in State Transit Assistance (STA) funds for the study; however,

state statutes prevent NCTC from allocating STA funds to itself. To address that issue, NCTC's attorney drafted a four-way agreement between Nevada County, Town of Truckee, NCTC and a consultant, that would assign \$25,000 to each of the transit operators for consultant fees for the study, and NCTC staff would work with the consultant to manage the study. Mr. Landon asserted it would be a very cooperative, open process that would deliver a good result. Upon approval of the study, NCTC staff will release a Request for Proposals for consultants, and recommend the top candidate for approval at a future NCTC meeting.

Commissioner Miller asked what amount of funding the Town of Truckee felt they were being shorted in the current allocation structure. Mr. Landon and Town of Truckee Administrative Analyst Kelly Beede estimated the amount to be around \$300,000 based on sales tax revenue. Commissioner Miller commented that was a significant number.

Commissioner Scofield made a motion to adopt Resolution 18-06 approving the Transit Funding Equity Study. Alternate Strawser seconded the motion. The motion passed unanimously with Aye votes from Commissioners Arbuckle, Burton, Dee, Guerra, Miller, Scofield, and Alternate Strawser.

#### CONSENT ITEMS

1. Financial Reports

A. October 2017 and November 2017. *Approved.*

2. NCTC Minutes

November 15, 2017 NCTC Meeting Minutes. *Approved.*

3. State Transit Assistance (STA) Revised Apportionments. *Adopted revised apportionment table as a basis for allocation for the State Transit Assistance Fund for FY 2017/18.*

4. Disposal of Surplus Equipment. *Adopted Resolution 18-01 approving disposal of surplus equipment.*

5. Regional Transportation Mitigation Fee (RTMF) Annual Report. *Approved the RTMF Annual Report.*

6. Board Members-At-Large Workers' Compensation Coverage. *Adopted Resolution 18-02 approving the Workers' Compensation Coverage for Board Members-At-Large.*

7. State of Good Repair Project. *Adopted Resolution 18-03 approving the State of Good Repair Project.*

8. New Meeting Schedule for 2018. *Approved the 2018 Meeting Schedule.*

Commissioner Miller made a motion to approve the Consent Calendar. Alternate Strawser seconded the motion. The motion passed with Aye votes from Commissioners Burton, Dee, Guerra, Miller, Scofield, and Alternate Strawser. Commissioner Arbuckle abstained from approval of the November 15, 2017 meeting minutes.

## INFORMATIONAL ITEMS

### 9. Correspondence

- A. Betty T. Yee, California State Controller, 2017-18 First Quarter State Transit Assistance Allocation, File 370.2, 12/01/2017.
- B. Lisa Renner, Capitol Weekly, Gas Tax Fuels 2018 Political Fight, File 570.0, 12/12/2017.
- C. Rick Haffey, Nevada County Executive Director, Friday Memo, SB1: Road Maintenance and Rehabilitation Program, File 570.0, 12/08/17.
- D. Malcom Dougherty, Caltrans Director, California Road Charge Pilot Program Summary Report, File 570.0, 12/14/17.
- E. Erin Thompson, Chief, Office of Regional Planning, Department of Transportation, NCTC Pre-Award Audit Corrective Actions Response Letter, File 260.05, 12/15/2017.
- F. California Transportation Commission - 2017 Annual Report to the California Legislature Summary, File 370, 12/15/17.

### 10. Executive Director's Report

#### 10.1 The Road Repair and Accountability Act of 2017 (SB 1)

Executive Director Landon said it will be an interesting year for transportation politically, citing there will be items on the June ballot that would require all SB 1 funds to be used for transportation. Following that, there may be an item on the November ballot to repeal SB 1 altogether. Commissioner Guerra voiced her appreciation of NCTC staff and also Rick Haffey, Nevada County Executive Officer, for educating people on the value that SB 1 brings to our community.

#### 10.2 SR 49 Corridor System Management Plan (CSMP)

Executive Director Landon stated that Highway 49 has had a Corridor Management Plan since the early 1990's which has since been added to by Caltrans. NCTC staff is proposing to work in concert with Caltrans to update the CSMP and bring the project list to current status. An agenda item coming up in this meeting pertains to the approval of the consultant contract for this project, and given the importance of Highway 49 to the community, hopefully the project will be completed near the end of the fiscal year.

### 11. Project Status Reports

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

Project Manager Jonathan Pray said they are working on putting their Caltrans Status Report in a graphic format to see it better on a map, and will be adding more projects to the report, particularly the eastern county projects.

- *SR 20 Yuba/Nevada Counties Safety Project to Widen Shoulders and Correct Curves* – This safety project on SR 20 east of Lower Smartsville Road to Mooney Flat Road is scheduled for construction this spring. It is now Ready To List (RTL), meaning it is ready for advertisement as soon as the funds are approved by the California Transportation Commission (CTC).
- *SR 174 Safety Improvement from Maple Way to You Bet Road* – Caltrans met with the Save Highway 174 group in December and also in January, and much happened in between those two meetings. In December, Caltrans said they had provided a balanced design and were planning to move forward with it, which was met with resistance and disagreement from the group, and frustration that the project design did not match the rest of the area. In the wake of that meeting, Caltrans spent more time with their designers, and steepened up the cut slopes from 2- or 3-to-1 to 1-to-1 in many areas, which will reduce the roadside impact of the project. These new proposed cut slopes are steeper than what Caltrans normally does, but they are not inconsistent with the area. They will also steepen the fill slopes to 2-to-1, which is as steep as they can go from a safety perspective without putting guardrails in, and will put right-of-way lines at the “catch points” to minimize the amount of right-of-way needed. For any cut slopes greater than 10 feet high, they will put a retaining wall to avoid cutting further into the slope. They are looking at two locations for retaining walls, and they may ask the public for preferences on the aesthetics of the wall. These things were discussed at the January meeting between Caltrans and Save Highway 174, and Mr. Pray felt it was a big step in the right direction. Even though some things are still in disagreement, Mr. Pray thought they had moved a lot closer to a solution that is context sensitive with the area.

Executive Director Landon said one of the locations planned for a retaining wall is near the seven cedars area where people have put flags on the trees. The wall will be positioned to minimize the amount of right-of-way needed, and will result in significant reduction of tree removal there. Mr. Pray agreed that area was a big priority for Caltrans, and he had asked their structural design team to focus on minimizing the roadside impacts. Caltrans still proposes 12-foot lanes and 8-foot shoulders, some of which Save Highway 174 has contention with, but Caltrans will minimize the impacts as much as possible, and strive to develop a project they can be proud of.

- *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* – This project is funded with Regional Improvement Program (RIP) funds. Mr. Pray said one goal is to achieve the Project Approval & Environmental Documentation (PA&ED) phase, and another is to fully fund the project. The cost of the cultural studies came back less expensive than anticipated, and now they will look at budgeting the rest of the environmental document. Mr. Landon clarified that this is currently a planning project to develop the preliminary design which will then go forward into construction. Mr. Pray added that Caltrans applied for the INFRA Grant for this project, and a SHOPP safety project is in the works. The SHOPP funding combined with the INFRA Grant, if awarded, could potentially fund the project.
- *SR 20 Yuba/Nevada Counties Safety Project to Widen Shoulders and Correct Curves* – These two safety projects on SR 20 in the National Forest area, about seven miles apart, one near White Cloud Campground and the other near Lowell Hill Road, are being combined in an effort to be more efficient with costs. These projects are expected to begin construction during the summer of 2021.

- *SR 49 Culvert Rehabs* – These two projects on SR 49 will repair culverts to avoid washouts during the rains. Mr. Landon asked if these were part of the SB 1 drainage project. Mr. Pray replied they were.
- *SR 80 projects* – These include repairing guardrails with concrete barrier, relocating the Floriston Sand House, a slope stabilization project near Truckee, and a road maintenance project in and near Truckee.
- *SR 174 Culvert Rehab* – This is a smaller maintenance project that will start July of 2018.

Mr. Pray said three other projects would appear on the next list. An ADA upgrade project on Colfax Avenue may be relinquished to City of Grass Valley. The City would like to have management over that section of road since they do the maintenance on it anyway. Caltrans will be installing electric charging stations in certain rest areas, including the one at Donner. This has been a highly discussed issue at the CTC since Governor Brown would like to see it done. There is also a bridge rehab project in the planning stages that will begin construction in 2020. Mr. Landon asked if one of the bridge rehab locations in the project was at Cisco Grove, and believed it to be the only location in Nevada County. Mr. Pray said he believed that was correct.

Commissioner Scofield commented he did not see in the Caltrans report any mention of the recommendations from the recent Highway 49 community meetings, for example the northbound and southbound accelerator lanes near Combie and Wolf Roads, left turn lane at Quail Road, and signalization at Alta Sierra Drive. Mr. Pray replied those recommendations do not appear on the report because they are not funded yet, but he will go ahead and add them. Commissioner Scofield agreed he would like to see them on the report so they don't disappear. Mr. Pray said it was determined a roundabout would not work at Combie and Wolf Roads so they plan to go forward with the acceleration lanes as a safety project, which would begin in about a year and a half. In addition, the turn lane planned for Round Valley Road is another safety project that will be programmed quickly.

Executive Director Landon gave the definitions for Planning, referring to the environmental phase and preliminary work on a project, and Programming, identifying funds for construction of the project. Commissioner Burton asked Mr. Pray the specific location of the ADA project that will be under Grass Valley's jurisdiction. Mr. Pray replied the project is on Colfax Avenue, and Caltrans would relinquish that section of Highway 174 that is within the city limits, including the curve [at Ophir Street] to the Hansen Way frontage road and Tinloy Street.

Alternate Strawser commented he would like to have a discussion about installing rumble strips on Highways 49 and 174 before those projects go to construction. He said he had just returned from assisting Santa Barbara County, where an improper and unsafe rumble strip install had injured a bicyclist there. He said a 4-inch rumble strip on the white line was more effective than a foot-wide rumble strip on the shoulder, which has been proven to be ineffective for driving safety. He said there were currently dangerous rumble strips on Highway 49 at La Barr Meadows and on down to Auburn. Executive Director Landon said Caltrans' previous Nevada County Project Manager Cameron Knudson was very familiar with that kind of rumble strip, and they were being used on the SR 20 Yuba safety project. Mr. Pray said he would talk to Mr. Knudson about the rumble strips. Alternate Strawser explained the 4-inch strip on the white line was a better design as it alerted drivers sooner when they are drifting. He called attention to the area near Pingree Road and La Barr Meadows Road where the rumble strips are particularly dangerous, being a foot wide and placed a foot into the shoulder, effectively decreasing the 4-foot wide shoulder to two feet for bicyclists and other types of

alternative transportation. He said he would like to see a more appropriate design for rumble strips going forward, before paving starts on the upcoming big highway projects.

Commissioner Dee referred to the construction in and around Truckee on Highway 80 which has taken longer than the scheduled six or eight weeks, it has been more like four or five months, and only the westbound lanes have been worked on, nothing on the eastbound lanes yet. A test coating was laid on the road to help the concrete last longer which was then paved over, but the pavement became a disaster when truck chains hit it. They are now taking the pavement off, and it is a massive project that is impacting traffic. Mr. Pray asked if the construction was still in progress. Commissioner Dee replied the project had stopped for the winter months, and she did not know if there were plans to work on the eastbound lanes. The westbound lanes had been completed from Bocca to Donner Summit. Mr. Pray said he would follow up on this issue and have a better idea of what is proposed for next season.

Commissioner Guerra congratulated Mr. Pray for his work with the Save Highway 174 group and making progress on a solution that everyone can live with. Alternate Strawser added he had attended some of the Save Highway 174 meetings and it was nice to prove wrong the assumption that Caltrans does not listen. He said many people were actually happy with Caltrans' original design, which is not always apparent at the meetings, and he complimented Mr. Pray for his efforts. Mr. Pray responded Caltrans always wants to strike a balance, so it is good to hear feedback from all sides of the issue. They want to achieve a project that meets the safety performances while minimizing the impacts.

#### ACTION ITEM

13. 9:30 a.m. Public Hearing: Nevada County Regional Transportation Plan and Supplemental Environmental Impact Report.

Deputy Executive Director Mike Woodman reported NCTC is required to prepare, adopt, and submit an updated Regional Transportation Plan (RTP) to the California Transportation Commission (CTC) and Caltrans every five years. The purpose of the RTP is to document the short-term and long-term regional transportation policy and needs, and to set forth a financially constrained action plan to meet those needs. The RTP includes the projects that can reasonably be anticipated to be funded, and also identifies projects that can be implemented if additional funds become available. The Draft RTP was presented at a public meeting of the NCTC on May 17, 2017 and was made available for a 30-day public review period. Comments received were incorporated in the Final RTP as appropriate. The Draft Supplemental Environmental Impact Report (SEIR) was then prepared and made available for a 45-day comment period. Comments received were incorporated into the Final SEIR.

The SEIR focuses on the analysis of environmental effects related to air quality, greenhouse gas emissions, land use, population, housing, and transportation that are used to evaluate projects and activities under the RTP, and discloses potentially significant and unavoidable environmental impacts of the RTP. As indicated in the attached Findings for the Nevada County RTP required by California Environmental Quality Act (CEQA), the potentially significant and unavoidable environmental impacts are considered to be acceptable in light of economic, fiscal, social, environmental, and other considerations, because the benefits of the project outweigh the adverse environmental impacts.

Resolution 18-04 includes a specific Statement of Findings and Overriding Considerations in relation to CEQA Guidelines in cases of a significant and unavoidable impact. In this case an unavoidable impact is the potential of RTP activities to generate greenhouse gas emissions that would impact

climate change. However, the forecasted growth in the county will result in increased Vehicle-Miles Traveled and increased daily trips, regardless of the proposed project. Another unavoidable impact is, due to funding shortfalls it will not be possible to fund all the transportation improvements needed in the region. Despite these unavoidable environmental risks in implementing the Nevada County RTP, the programs, policies, and projects contained within are intended to improve traffic safety, decrease roadway congestion, improve transit and alternative modes of transportation, accommodate regional housing needs allocation, reduce air quality impacts, and ultimately improve the overall quality of life in Nevada County. NCTC staff has determined that any environmental detriment caused by the Nevada County RTP has been minimized to the extent feasible through the mitigation measures identified, and where mitigation is not feasible, has been outweighed and counterbalanced by the significant social, environmental, and land use benefits to be generated to the region.

Commissioner Scofield asked if the report noted the impact of the valley to our air quality. Mr. Woodman replied the Draft EIR does acknowledge transport related to ozone. The Draft EIR, Final EIR, and the Findings, make up the complete package for CEQA purposes. Commissioner Scofield asked if these documents play a role when the EPA gets involved with air quality. Mr. Woodman replied they do to some extent depending on the mitigation monitoring plans, but most issues are still addressed at the project level, such as ozone impacts. Executive Director Landon added that the state currently has more restrictions and requirements in terms of greenhouse gas emissions than even the EPA does.

Alternate Strawser made a motion to adopt Resolution 18-04 certifying the Final SEIR, adopting a Statement of Findings, Statement of Overriding Considerations, Mitigation Monitoring and Reporting Program, and adopting the Nevada County RTP. Commissioner Scofield seconded the motion. A roll call was made, and the motion passed with Aye votes from Commissioners Arbuckle, Burton, Dee, Guerra, Miller, Scofield, and Alternate Strawser.

12. Nevada County Economic Resource Council Membership (NCERC)

Executive Director Landon stated that Commissioner Larry Jostes had served this role as a Member-at-Large to create a balance on the NCERC with the County and City representatives. Commissioner Scofield agreed, saying he felt the NCERC had a higher percentage of elected representatives. Commissioner Scofield nominated Commissioner Burton. Commissioner Burton deferred the nomination to Commissioner Guerra.

Commissioner Scofield made a motion to nominate Commissioner Guerra to the NCERC and Commissioner Burton as Alternate. Commissioner Arbuckle seconded the motion. The motion passed unanimously with Aye votes from Commissioners Arbuckle, Burton, Dee, Guerra, Miller, Scofield, and Alternate Strawser.

14. Approval of the Contract with Fehr & Peers to Prepare Senate Bill 743 Vehicle Miles Traveled Thresholds (VMT) Recommendations

Deputy Executive Director Woodman summarized this planning study that would provide recommendations for analysis of land use and transportation projects in relation to implementation and compliance with California Senate Bill (SB) 743. Adopted in 2013, SB 743 changed how transportation impacts are measured under the California Environmental Quality Act (CEQA). The legislation removes automobile delay (typically measured by traffic Level of Service (LOS)) as the primary measure of transportation impacts of environmental significance, and replaces it with

Vehicle-Miles Traveled (VMT). This study would look at methodologies and measures and determine thresholds that make sense for a rural county such as ours. The consultant firm Fehr & Peers was selected to conduct the planning study.

Executive Director Landon explained that in the past, CEQA considered a project significant if it was increasing the delay of vehicles. With the new methodology, a project is considered significant if it increases the vehicle-miles traveled of all the vehicles going to that project, due to the generation of greenhouse gases impacting the environment. This study will help determine the thresholds that are appropriate for our cities and county in light of their general plans, to help avoid any issues of compliance with state regulations. Mr. Landon highlighted Mr. Woodman's efforts on several statewide committees where he provided the rural perspective on this topic, keeping the rural voice at the table. He added that Fehr & Peers has also been at the forefront of the rural perspective at the state level, and staff feels confident about Fehr & Peers' ability to accomplish this project.

Commissioner Scofield commented that Level of Service always seemed to refer more to intersections than anything else. Mr. Woodman replied that is correct, however now under CEQA, congestion will no longer be viewed as an environmental impact, and VMT will be used to determine the impacts of land use and transportation projects.

Commissioner Arbuckle made a motion to adopt Resolution 18-05 approving the contract with Fehr & Peers to prepare SB 743 VMT Thresholds recommendations. Commissioner Miller seconded the motion. The motion passed unanimously with Aye votes from Commissioners Arbuckle, Burton, Dee, Guerra, Miller, Scofield, and Alternate Strawser.

16. Amendment III to the FY 2017/18 Overall Work Program

Executive Director Landon explained the Overall Work Program (OWP) is the budget, as well as a listing of the planning projects, that staff will be working with during the fiscal year. This Amendment would add the Transit Funding Equity Study, and adjust budget line items in view of how the year has progressed and where funding is needed between now and the end of the fiscal year.

Alternate Strawser made a motion to adopt Resolution 18-07 approving Amendment III to the FY 2017/18 OWP. Commissioner Miller seconded the motion. The motion passed unanimously with Aye votes from Commissioners Arbuckle, Burton, Dee, Guerra, Miller, Scofield, and Alternate Strawser.

*NOTE: At this point Commissioner Dee left the meeting.*

17. Approval of the contract with Omni-Means to prepare the SR 49 Corridor System Management Plan (CSMP) Update

Executive Director Landon explained there were two candidates for this contract, and the selection committee consisted of representatives from the County as well as Caltrans and NCTC staff. Omni-Means was selected as the preferred consultant.

Commissioner Arbuckle made a motion to adopt Resolution 18-08 approving the contract with Omni-Means to prepare the SR 49 CSMP Update. Commissioner Miller seconded the motion. The motion passed unanimously with Aye votes from Commissioners Arbuckle, Burton, Guerra, Miller, Scofield, and Alternate Strawser.



18. Election of Officers

Commissioner Miller nominated Vice-Chair Guerra to be Commission Chair for 2018. Alternate Strawser seconded the nomination. Commissioner Arbuckle nominated Commissioner Scofield to be Vice-Chair. Commissioner Miller seconded the nomination. The nominations passed unanimously with Aye votes from Commissioners Arbuckle, Burton, Guerra, Miller, Scofield, and Alternate Strawser.

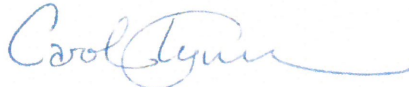
COMMISSION ANNOUNCEMENTS: Chair Guerra welcomed new Member-At-Large Commissioner Andrew Burton.

SCHEDULE FOR NEXT MEETING

The next regularly scheduled meeting of the NCTC will be March 21, 2018 at the Nevada County Board of Supervisors Chambers, 950 Maidu Avenue, Nevada City, CA, starting at 9:30 a.m.

ADJOURNMENT OF MEETING

Chair Guerra adjourned the meeting at 9:55 a.m.

Respectfully submitted:   
Carol Lynn, Administrative Assistant

Approved on: 3/21/18

By:   
Ann Guerra, Chair  
Nevada County Transportation Commission