



MINUTES OF MEETING January 20, 2016

A meeting of the Nevada County Transportation Commission (NCTC) was held on Wednesday, January 20, 2016 in the City of Nevada City Council Chambers, 317 Broad Street, Nevada City, California. The meeting was scheduled for 9:30 a.m.

Members Present: Terri Andersen, Nate Beason, Carolyn Wallace Dee, Jason Fouyer, Ann Guerra, Larry Jostes, 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

There was no public comment.

CONSENT ITEMS

1. Financial Reports

A. October 2015 and November 2015. *Approved.*

2. NCTC Minutes

November 18, 2015 NCTC Meeting Minutes. *Approved with abstentions from Commissioners Beason and Dee.*

Commissioner Scofield made a motion to adopt the Consent Calendar. Commissioner Fouyer seconded the motion. Item #1, Financial Reports, passed unanimously with Aye votes from Commissioners Andersen, Beason, Dee, Fouyer, Guerra, Jostes, and Scofield. Item #2, November 18, 2015 NCTC Minutes, passed with Aye votes from Commissioners Andersen, Fouyer, Guerra, Jostes, and Scofield. Commissioners Beason and Dee abstained.

INFORMATIONAL ITEMS

3. Correspondence

B. California Transportation Commission (CTC) – 2015 Annual Report to the California Legislature. 1/6/16, File 370.

Executive Director Landon said he had no comments on the Correspondence and asked if there were any questions or comments. Chairman Jostes asked if the CTC report was relatively generic. Executive Director Landon replied yes.

4. Executive Director's Report

4.1 Western Nevada County Transit Development Plan (WNCTDP) Update

4.2 Gold Flat Road Corridor Traffic Analysis

4.3 Truckee “Mini-Mousehole” Project Status

Executive Director Landon reported the WNCTDP and the Gold Flat Road Corridor Traffic Analysis were two projects moving ahead and nearing completion. He said the Mini-Mousehole was being utilized this winter and will be completed in the spring of 2016.

4.4 Fixing America’s Surface Transportation (FAST) Act

Executive Director Landon stated a federal surface transportation bill was passed in December 2015. He noted that Commissioner Beason had called the previous day asking about the funding for it and there is five years of funding to match the five years of the bill, although a lot of the funding has no direct correlation to transportation. He said it will be interesting to see how that works. Executive Director Landon said there are proposed tax change revenues they think they will get. Commissioner Beason said he read that there was a five year bill with only two or three years of funding. Executive Director Landon said there is five years of funding, at least on paper.

4.5 AB 1591 – Transportation Funding Package

Chairman Jostes asked for explanation of where Assembly Bill (AB) 1591 stands. Executive Director Landon replied that AB 1591 has been introduced and has not moved forward yet. He said it is taking an approach that was developed by Transportation California and the Alliance for Jobs. They had six open houses around the state the previous year and they did a testing of what revenue sources would be acceptable to the voters. He said it was revealed that there was no one single revenue source that people were supporting but they were taking increments on several different things. Executive Director Landon reported that is the approach Assemblymember Frazier has taken with AB 1591. He proposes increasing the excise tax on gasoline, an increase in the diesel fuel tax, increasing vehicle registration, imposing a surcharge on electric vehicles, and also looking at requiring the repayment of the outstanding loans from transportation funding to the General Fund. Assemblymember Frazier also proposes that some of the cap and trade revenues would be brought into the transportation arena and proposes that the truck weight fees be restored back to transportation from the General Fund. Executive Director Landon said it is the only bill at this point that proposes to do anything as far as funding, so it will be interesting to see how it comes out.

Commissioner Andersen said in the second to last paragraph of AB 1591 it states: “... imposes maintenance of effort requirements on cities and counties.” She asked what that meant. Executive Director Landon replied that if the bill came to fruition, cities and counties could not take the money they are now using to fund transportation and move it to something else. He said in order to get money from this bill they would have to continue what they are already doing.

Commissioner Dee asked if there were any protection measures in place so the funds could not be taken. She said that is one of the big issues since, so far, they have been unable to protect them. Executive Director Landon replied he thought that was the intent. He said Janet Dawson, who is the Chief Consultant to the Assembly Transportation Committee and probably had a lot to do with the authoring of this bill, spoke to the Rural Counties Task Force the previous Friday and she talked about maintaining the focus on getting this money into transportation. He said he was not familiar enough with the bill to confirm that a certain section states it cannot be used anywhere else, but that was the intent. Commissioner Dee said if NCTC is going to look at the bill and support it, there needs to be assurance because traditionally it is the problem where they raise the taxes and every department in the state tries to pull from them and use the funds for non-transportation purposes.

Commissioner Guerra asked if the 20% cap and trade revenue would come to the county because of goods movement. Executive Director Landon replied that is the proposal, which is very new and unique since previously, under the cap and trade program, funds have not gone to transportation.

Commissioner Scofield asked if it looked like AB 1591 had a chance of going anywhere. Executive Director Landon said he asked the legislative staffers he knows and he thought the consensus at this point was, since it is the only bill out there, they were hoping it has some movement but no one is really sure. He said there was a pretty deep divide between the two parties last year in the legislature and whether that can be healed over and the bill will move forward remains to be seen. Executive Director Landon said the weight fee issue was one that was particularly important to the Republicans so he knew it was there in order to get some votes.

Commissioner Beason said the previous year they wondered at what point this new study on road usage would dovetail and they would have a comprehensive way of funding transportation. There was some concern that the bill would be in effect for ten years with the ability to extend it another ten years. He said it goes way beyond what we think the Road Usage Committee is coming up with and he thinks this is still clouding it. Executive Director Landon replied that he did not know if there is a sunset on any of this. Commissioner Dee said with the Governor pushing so hard for improvement of funding for transportation, she thought something would happen in this legislative session. She said he is adamant it needs to be fixed and fixed now. Executive Director Landon noted that he has seen Janet Dawson work for a number of years and she is pretty spot-on, and she feels this bill has to be moved as a part of the budget process and if that is not done by June the bill will be dead.

5. Project Status Reports

A. Caltrans Projects: Sergio Aceves, Caltrans Project Manager for Nevada County.

Mr. Aceves gave a brief summary of projects listed in his January Project Status Report.

- *SR 174 Safety Improvement from Maple Way to You Bet Road* – Mr. Aceves reported there have been no real changes since the last report in November. He said they are looking at circulating the traffic model document by April and completing the project report by July.

Executive Director Landon said there is a property owner on SR 174 that has put bright tape on a bunch of trees and indicated an area that the curve and all of the trees would be taken out. He wondered if the project was that far along to know the design plans for sure or if it is something the owner would like. Mr. Aceves said he has not seen the trees himself but the alignment is still

being tweaked so the short answer is no. He thought that right now they could not tell the owner for certain if those trees will be taken out or not. He said there will be impacts, obviously, but they are refining the alignment to minimize those impacts. Mr. Aceves said by the completion of the project report he will have a much better idea.

- *SR 49 Widening to 5-Lanes Starting at the North End of the La Barr Meadows Road Project to Just Before the McKnight Way Interchange* – Mr. Aceves reported nothing has changed since the November status update. He said the environmental studies will start this spring in preparation for the environmental document.

Executive Director Landon said when NCTC reviewed this project and looked at the Regional Transportation Improvement Program (RTIP), it was noted that this project is slated for Project Approval and Environmental Documentation (PA&ED) this year and in two years the Plans, Specifications, and Estimates (PS&E) would be done. He said there was \$46 million that cascades across and in the last two years of this State Transportation Improvement Program (STIP) cycle. Executive Director Landon said the past Friday he heard from Caltrans Budgets Division that there has been a major change in the assumptions with regard to the budget and there is no longer going to be a \$46 million surplus, but there is going to be a negative \$750 million, or almost a \$1 billion deficit. He said he is still making calls and inquiring how it could change that drastically. The CTC was meeting that morning and the thought is they will change the fund estimate and accept this new fund estimate showing the deficit of \$750 million. Executive Director Landon said what that means pragmatically is that there will be four to five STIP cycles before there will be any more money, unless there is a major revenue influx.

Chairman Jostes said that raises the question that has been raised in the past several meetings, and it is not a rhetorical question. He asked if environmental work is done this year on the SR 49 project and the project is not built for about eight years, does the environmental work have to be redone. Mr. Aceves said the work would have to be revalidated. He said the longer it takes to complete the project the more the environmental studies and determinations would have to be revisited. Chairman Jostes said he is the last one that wants to try to prevent monies from being spent on the transportation system in this county, but he is also a tax payer that is concerned about how the community's money is spent. He said these kinds of mistakes are ludicrous and it really tells you they do not know what they are doing at the state level. Chairman Jostes thought this had to be talked about as NCTC Commissioners. Commissioner Scofield said he thought it showed the state wants to sell a thirty cent per gallon gas tax increase. Commissioner Beason said this was brought up in July. He asked which account went from a \$46 million surplus to a deficit of \$750 million. Executive Director Landon replied that it was the State Highway Account for the entire state. Commissioner Beason said SR 49 would take about \$350 million to complete the whole corridor. He said Chairman Jostes' question is good, as it was in July, about spending county money on environmental studies. He thought it was on everyone else's mind as well. Commissioner Beason asked why the Commission is doing this project before there is a specific timeline for funding all the way through construction. Executive Director Landon stated one of the reasons is that AB 1591 proposes to do some smoothing of the excise tax and that is purportedly where all of this fluctuation is coming from. He said now each year the organization that controls excise taxes makes an adjustment in the excise revenue so that, in theory, the excise tax never provides more revenue than the sales tax would have. Executive Director Landon said that is what is making the wild swings and he is working on following it.

Commissioner Fouyer said in trying to be optimistic about doing the environmental work, if they define a funding source and if the environmental work is completed, does that keep this project in the queue for continued funding. He asked if the Commission were to stop the environmental

work would it take the project out of queue. Commissioner Fouyer said he thought NCTC would want to make sure they are in line for funding to be able to get the project done. Executive Director Landon said it does keep the project in queue. He said the work to be done this year, with the current funding, will accomplish the environmental work. The PS&E may still get pushed off, and probably will get pushed off. He repeated what Mr. Aceves indicated, which is the further out the funding is pushed off, the more the environmental work will need to be reconfirmed. Executive Director Landon said at some point the funding will return and the update of that environmental work would be relatively easy, but it is all a function of time. Commissioner Fouyer commented that this line of action is keeping the project competitive.

Commissioner Dee said if you have these studies done and have a shovel-ready project and money becomes available, then you are number one in line for funding. She said, yes, you are spending money that there may not be an immediate return on, but the Town of Truckee has learned that when they have projects ready to go they have been successful in getting funding. She reiterated that you have to have the studies completed. Executive Director Landon said that was the case with the SR 89 Mousehole project and the Dorsey Drive Interchange project. He said both projects were positioned so that when there was a windfall of funding the Commission was able to take advantage of it. Commissioner Dee stated it is important to show that the funding is needed. Commissioner Beason said there is the argument that if you are managing money like this, why should you be given more.

Mr. Aceves clarified that the project schedule has the environmental studies being worked on through 2017, therefore there is still one and a half years to complete the studies and they are funded. He said what happens between now and then with statewide funding is an unknown.

- *SR 49 Operational Improvements at Smith Road* – Mr. Aceves said there is no change in this project. They are still planning to start construction in the spring of 2016, as soon as the weather allows.
- *SR 49 Hot Mix Asphalt (HMA) Overlay* – Mr. Aceves said the Project Report is slated for completion by February 2016. Design will be done next, which is not very complicated. The remainder of the schedule should hold and Construction is scheduled for the summer of 2017.
- *SR 20 Yuba/Nevada Counties Safety Project to Widen Shoulders and Correct Curves* – Mr. Aceves reported our portion of the project starts at the county line. He said PA&ED should be completed within the next week and then Design work will start.

Commissioner Guerra said she remembered a SHOPP project a few years earlier that she thought was in the same area on SR 20. Executive Director Landon said it is very close on the western end of the last project. Mr. Aceves said the Pet Hill project was done about six or seven years ago and this project will tie into that one and will continue on the Yuba County side with a series of projects heading towards Marysville. He said all of the projects will improve the entire corridor tremendously.

Commissioner Beason talked about spending a small amount of money on SR 174 that would accomplish an immediate impact. Many residents have given him input in the past four or five months about overhanging branches that need to be trimmed because they obscure the sides of the roadway. He said there is also trash that needs to be picked up along that corridor and many feel that SR 174 gets a lot less maintenance activity than SR 49. Commissioner Beason asked Mr. Aceves to have someone take a look at the situation on SR 174, especially around Chicago

Park. He drove along that route the previous day and it was pretty trashy. Mr. Aceves responded that he discussed the issue with Caltrans Local Maintenance Supervisor in the Nevada City office the previous day since that is his territory. He said in regards to the trash, his understanding was that near the intersection of SR 174 and Brunswick Road the supervisor said he knew of trash within a few miles of that intersection and his crew would take care of that. Mr. Aceves said if that was the location Commissioner Beason was speaking of, it should have been taken care of by now. Commissioner Beason responded that Brunswick Road was an area where the County and the City of Grass Valley were doing a lot of work. He asked if anyone had looked at the Chicago Park area of SR 174. Mr. Aceves said he would ask Maintenance about that area. Commissioner Beason asked that they look at the trees along the corridor also. Mr. Aceves said he did talk to the Maintenance Supervisor about the trees and he is well aware of the situation and agrees. The issue is there is only one tree crew for the entire Caltrans District 3 and the local supervisor is trying to get the tree crew scheduled to work in this area but has not been successful as yet. Commissioner Beason asked that something be done sooner rather than later. Mr. Aceves said he hoped so and he knew the Maintenance Supervisor had requested work be done on SR 174 plus other areas in his territory. Commissioner Beason said he did not know they only had one tree crew for the entire district; that was good information. He appreciated Mr. Aceves looking into the situation for him.

Chairman Jostes asked when Caltrans goes out on SR 174 to do tree and branch trimming, and they are within the designated Caltrans right-of-way, are they still required to go to the land owners to tell them. He asked what they would do if a land owner came to them and said do not cut that branch off; does Caltrans have the right to cut the branch anyway as long as it is within the right-of-way. Mr. Aceves said if it is within the right-of-way and is considered a safety issue then they are duly bound to cut it because it is a code violation. He said they try to deal with situations like that in a respectful and courteous manner but they explain to them that it is part of their duty. If it is outside of their right-of-way they must ask permission. Commissioner Beason stated that the county works with residents as well; they do not just cut a tree down.

Commissioner Beason said regardless of what is going to be done on SR 49, and the timing of when that will happen, he wanted to remind Caltrans to look at SR 49 as a "corridor" and not a highway. He said the approach to Nevada County is critical and improving the roadway is great, but he thinks seeing it as a corridor is important. He would like them to consider frontage roads, walking paths, and bike paths. He understands everything is money constricted, but at the time the work is being done, he would like these additional concepts included into the planning.

Commissioner Dee asked Mr. Aceves to bring information or a plan to the March NCTC meeting on what District 3 is planning for road repair; specifically I-80 and SR 89. She said this is an unusual winter but there is very serious road damage, especially in eastern Nevada County. She said there are big pot holes and SR 89 is already alligatoring into the river; there are gaps and pot holes that are 100 feet long. She would like to see a plan for the maintenance repair of some of those areas. Commissioner Dee said Caltrans rebuilt SR 89 South about three years ago and it is already cracked with pavement missing. She acknowledged a very aggressive snow plowing effort along those areas, and the crews are doing a phenomenal job of keeping the roads clear and open, but it has caused some serious damage to the roadways. Commissioner Dee thought it would be good to start plans now because it will be a very comprehensive repair season during the summer and she would like to hear what that plan is going forward before the summer starts so they are ready to go. Mr. Aceves asked for verification of the roadways. Commissioner Dee said they are seeing damage on I-80 in the vicinity of Truckee, in the Town of Truckee, and on SR 89. She knows they cannot fix it now and it does not appear that there will be any time in the near future that they can fix these area. She said there are areas further down SR 89 that are

outside of Nevada County needing repair, but it does impact the county's traffic as well. Mr. Aceves said District 3 goes all the way to South Lake Tahoe and he will look into it. Commissioner Dee said one of their Councilmembers blew a tire on a pothole the previous night.

5B. Caltrans Public Information Officer, Liza Whitmore and Nadaraja Suthahar, Caltrans I-80 Truck Climbing Lane Project Manager – Reporting on I-80 Closures in 2016

Nadaraja Suthahar introduced himself as the Project Manager for the Caltrans I-80 Truck Climbing Lane Project and he briefed the Commission on the project and how the construction season detours would impact western Nevada County. Caltrans wanted to come early to the NCTC meeting to give plenty of notification time and describe the project. He said the project extends three miles on I-80 at the Long Ravine railroad trestle, which is near Colfax, eastbound to the Alpine Interchange past Magra Road. He said Caltrans will widen the roadway in the eastbound direction, provide regular 10 foot shoulders where there are currently none, plus construct an extra truck climbing lane on the entire three mile segment. Mr. Suthahar said the project was advertised and they are in the process of awarding the project in the next few weeks. He said construction will begin this spring/summer and they have already started to cut trees during the non-nesting season. Once the project goes to construction they will need to close I-80 overnight for a maximum of three days at a time during several of the construction stages. There will be a total of ten to twelve days for the entire project that I-80 will need to be closed. The trucks will be detoured onto SR 20/49 as was done on the Raise 80 project. Mr. Suthahar stated they have plans to get the word out to all of the trucking companies in order to reduce the impact by having them park during the detours and drive in the morning.

Liza Whitmore, Public Information Officer for the Sierra Area, said this was a time to educate and reassure everyone and get comments. She said in the Raise 80 project, because they worked with the trucking companies well ahead of time, they actually made changes in their schedules so they would not arrive at the detour location before I-80 was opened back up. Caltrans will make similar efforts for this project. She referred to a handout given at the meeting that told about "Outreach" efforts Caltrans is currently in the process of doing. They will be contracting with a public relations firm to assist with outreach to local communities, website development, social media outreach, and to receive comments like they did with the Raise 80 project.

Commissioner Andersen said it was her understanding that the detours would only happen about 10 to 12 days total. Ms. Whitmore said the entire project will extend for three years and the closures will be for three nights probably once a year. Mr. Suthahar said the first full closure of I-80 will be in the later months of 2017. He stated until that time they will be able to do the work within their regular traffic control. He said the full closure of I-80 will be necessary when they replace the bridge at Cape Horn Road since there can be no traffic as they place the girders and pillars. Mr. Suthahar reiterated there will be no night closures until the bridge abutments are built, which is about one and a half years away. He said once the contractor is hired Caltrans will ask them how they plan to do this project; currently these plans are what Caltrans has proposed for the project. Caltrans will come back to the Commission once there are specific plans and a schedule from the contractor. He thought there would be a maximum of 3 consecutive nights that I-80 will be shut down and then a gap of time; then a second 3 night closure and another gap of time; and again with a total of up to 10 or 12 nights closure for the entire project over the three year period. Commissioner Beason suggested they may want to rewrite the information sheet because the stated closure times were misleading. Commissioner Fouyer read from the handout under Project Impacts: "...an estimated 12 nights of full I-80 closure, each lasting up to 3 nights."

Commissioner Fouyer commented that Caltrans knows how sensitive our community is to having trucks come through it. He said it would be nice in the future to get handouts of information from Caltrans before the actual meeting. He was trying to read the information handed out and listen to the presentation at the same time. He said it would have been helpful to have some time to think about the project in order to have good conversation about it. Commissioner Fouyer said when the Commissioners get the information at the last minute it is a bit of a challenge. Mr. Suthahar said he would remember that for future information on the project.

Executive Director Landon asked when the detours are in effect will they be guided and also have truck inspections as in the past. Mr. Suthahar said there will be California Highway Patrol (CHP) inspections and the trucks that are qualified to travel SR 20/49 will be escorted. He said they will also have towing services available to avoid back-ups from breakdowns. Commissioner Fouyer said regarding the Rollins Lake Road passenger vehicle detour, he assumed that there would be some type of early notification of the detour ahead and wondered if it would be before the SR 20/49 turn-off. He said that would give passenger vehicles the option to take SR 20/49 through town and he asked they take that into consideration that there might be additional impacts with car traffic depending where the notification happens on I-80. Ms. Whitmore said there are message boards all the way from the Nevada/California state line and they have plans to be able to state the road is closed, or will open back up at a certain time, or passenger cards divert here, etc. She said they will make sure that is included with advanced notification. She said they will be working with media such as The Union and Sierra Sun newspapers and KNCO Radio to keep updated information available.

Commissioner Scofield asked if the Raise 80 project was completed yet. Ms. Whitmore said there is one more structure to be raised and one more dig down in Newcastle. Mr. Suthahar said they need about three weeks of dry weather to dig down, which is hard to get during the winter months, so it will probably be delayed until April.

Commissioner Dee said congratulations to the NCTC "team" who accomplished getting the CTC to put SR 20/49 back in the Interregional Transportation Strategic Plan since that will be critical as Caltrans puts heavy traffic on those roadways with the detours. She said it was an interesting process.

ACTION ITEMS

6. Multi-Year Congestion Mitigation and Air Quality (CMAQ) Program Adjustments

Transportation Planner Mike Woodman reported that the federal CMAQ funding program was established in 1991 to provide funding for transportation projects that reduce emissions in areas that are not meeting federal air quality standards. He said in 2004 western Nevada County was designated as non-attainment for the federal ozone standard and now receives an annual apportionment of a little over \$800,000. NCTC is responsible for the administration and management of the CMAQ funding and has developed a multi-year program to deliver CMAQ projects that assist in meeting the air quality standards. Mr. Woodman reported there is currently a balance in the Federal Fiscal Year (FFY) 2015/16 of \$181,478 available to fund additional projects. NCTC staff worked with the Technical Advisory Committee (TAC) to identify which projects could be programmed against the balance. He said that staff, with concurrence from the TAC, recommended three adjustments to the CMAQ Program of Projects:

- Approve \$166,783 of the available FFY 2015/16 CMAQ funding for the previously approved construction phase of Nevada City's East Broad Street Sidewalk Project to help address cost increases;
- Approve the remaining \$14,695 of available FFY 2015/16 CMAQ funding for Grass Valley's Safe Routes to School Education and Outreach Program;
- Approve the project savings identified at the completion of the previously approved FFY 08/09 and 09/10 Gold Flat Road Interchange Roundabout Preliminary Engineering study to have those savings be applied to the Newtown Road Class II/III Bike Lane project construction phase to help address cost increases they incurred during the right-of-way phase of the project.

Transportation Planner Woodman stated the first two recommendations would fully program the balance of \$181,478. He said the third recommendation is an adjustment to the program to ensure no CMAQ funding is lost. He said if the three proposed adjustments are approved as recommended, NCTC FFY 15/16 apportionment will be fully programmed and the project savings from the Gold Flat Road Interchange project will be moved to the Newtown Road Bike Lane construction phase of that project. He said those funds were programmed in FFY 08/09 and they have a life expectancy so if they are not moved to a new project, as soon as they are de-obligated they will be lost. Transportation Planner Woodman said there will also be another \$833,321 available for new projects in FFY 16/17 and NCTC staff will be working with the TAC in the spring to identify a schedule to do a call for projects for those. He said they may even look at programming funding for FFY 17/18 at that time. Staff recommended adoption of Resolution 16-01 adjusting the Multi-Year CMAQ Program and asked for questions.

Commissioner Anderson asked about the cost increases on the sidewalk project. Transportation Planner Woodman said the Nevada City East Broad Street Sidewalk Project was approved several years ago and due to a delay in the preliminary engineering phase being completed the project construction was moved out. He said when the project funding was originally awarded that dollar amount was outdated from the current pricing. Therefore, when Nevada City actually awarded the project and got into specific details additional drainage work was needed near the intersection of North Bloomfield and there were additional costs due to the retaining walls and leveling the roadway. Transportation Planner Woodman indicated that Bill Falconi, Nevada City Engineer, was in the audience if there were additional questions.

Commissioner Scofield asked if this project would bring the sidewalk out to SR 49. Transportation Planner Woodman replied yes, you can now walk on sidewalks from the Eric Rood Administration Building all the way into downtown Nevada City. Executive Director Landon stated the work has been completed; this is just recognizing there were cost increases that can now be paid for by CMAQ funds.

Commissioner Scofield said he did not recall the Adam Street sidewalk that was listed on the handout. Transportation Planner Woodman replied that this was a project approved previously and was programmed in FFY 14/15, but Nevada City asked that the project be moved out to FFY 15/16. Commissioner Scofield asked where it was located. Commissioner Beason said it was near the Chevron Gas Station just up from Sacramento Street. Commissioner Scofield asked if there is an Adams Street off old Hwy. 20 in Grass Valley. He thought it was being done for the school in Grass Valley, but this project is in Nevada City.

Chairman Jostes asked if the report was indicating that they have abandoned any work needed at the Gold Flat Interchange around the highway. Transportation Planner Woodman replied yes, in terms of CMAQ funding, which was to be used for building a major improvement at that location. He said there may be some interim improvements that are needed, short of the major roundabout improvement, which could be incorporated into either the Regional Transportation Mitigation Fee (RTMF) Program or other funding. He said the current study is indicating that roundabouts will not be needed in the next 20 to 30 year timeframe. Chairman Jostes asked if the Gold Flat Interchange was taken off the CMAQ list because traffic patterns do not demand the improvement. Transportation Planner Woodman replied that was correct. Executive Director Landon said that has been the result of the current analysis. Commissioner Fouyer said that could be revisited in 20 or 30 years when you are sitting in traffic.

Commissioner Beason made a motion to adopt Resolution 16-01 approving the adjustments to the Multi-Year CMAQ Program of Projects. Commissioner Guerra seconded the motion. The motion passed unanimously with Aye votes from Commissioners Andersen, Beason, Dee, Fouyer, Guerra, Jostes, and Scofield.

7. Amendment III to the FY 2015/16 Overall Work Program

Executive Director Landon said the amendment was necessitated by an announcement from NCTC's Administrative Services Officer, Nancy Holman, that she will be retiring the end of April. He said an increase is needed in the Salary and Benefits budget in the amount of \$19,841 to provide funding so that in the final two months of Ms. Holman's employment, she will be able to work alongside her replacement to teach and share details of her position. He said this would help to make a smooth transition. Executive Director Landon said that \$5,000 was also being added under Work Element 1.1 to retain a human resources firm to assist with developing a new policy related to staff compensation. He said the subcommittee would be meeting that day after the regular NCTC meeting, and they have met in the past. He has a proposal for \$3,800 from the human resources firm, so it is well within the \$5,000 amount. Staff also was asking that \$800 be moved from the Traffic Engineering budget line to the Rural Counties Task Force line item to cover participation in the 2016 Statewide Local Streets/Roads Needs Assessment.

Commissioner Scofield made a motion to adopt Resolution 16-02 approving Amendment III to the FY 2015/16 Overall Work Program. Commissioner Dee seconded the motion. The motion passed unanimously with Aye votes from Commissioners Andersen, Beason, Dee, Fouyer, Guerra, Jostes, and Scofield.

8. Professional Services Agreement for Fiscal and Compliance Audits with K·Coe Isom

Executive Director Landon reported that this amendment was also necessitated by Ms. Holman's retirement. He said that K·Coe Isom has been NCTC's auditor since March 22, 2013 and this would be the end of their current year cycle. Staff would like to extend the contract for two years, given there will be a new Administrative Services Officer, to allow the new employee a chance to work with someone who is familiar with the process and not have to work with a new auditor. Commissioner Scofield asked if that would make the Agreement a total of five years with K·Coe Isom. Executive Director Landon replied yes.

Commissioner Guerra made a motion to adopt Resolution 16-03 authorizing the Chairman to sign Amendment III to the Agreement between NCTC and K·Coe Isom to extend the term for an additional two years to conduct the fiscal audit for year ending June 30, 2016 in the amount of \$44,500, and for year ending June 30, 2017 in the amount of \$45,500. Commissioner Dee

seconded the motion. The motion passed unanimously with Aye votes from Commissioners Andersen, Beason, Dee, Fouyer, Guerra, Jostes, and Scofield.

9. Nevada County Economic Resource Council (ERC) Membership

Executive Director Landon referred the item to Chairman Jostes since he is the NCTC member on the ERC. Chairman Jostes stated for a number of years the Commission has been on the ERC and he has been the representative since 2009. He said he has enjoyed it very much and it is very interesting. He said the first question is if there is consensus to continue membership on the ERC. Executive Director Landon said it is not required to vote on membership each year, but as the representative he could make a recommendation if he wanted to change things. Chairman Jostes said he did not want to change things because the membership is a direct connection to a lot of things going on in the community and the community participation has increased significantly with the current director who has a great deal of energy and is doing all sorts of things. He said he is not sure where they will all end up because there are so many things happening and it is so ambitious, but nevertheless the ERC is doing a lot of things; more than in the years past. Chairman Jostes thought NCTC should remain on the ERC because it is a good ear to the community and there is always a connection with transportation in what they are doing. He asked if the other Commissioners agreed with his thought to keep a membership.

Commissioner Scofield said he absolutely supported the NCTC membership. He said his thought on representing NCTC on the ERC is that Chairman Jostes has done an excellent job and he often is the person that questions things that may be overwhelmingly supported by everyone else. He thought that was a good quality of his. Commissioner Scofield said he sits on the ERC for Nevada County, Lisa Swarthout represents the City of Grass Valley on the ERC, and Robert Bergman is on for Nevada City. He said unless Commissioner Guerra or Commissioner Dee would wish to be on the ERC, he thought Chairman Jostes was the best candidate from NCTC if he is willing to do it. Chairman Jostes replied that he enjoys being on the ERC and he would be happy to continue to be on it. He wanted to step back and ask if anyone else wanted to be on it because there are new topics and good things going on and he wondered if someone had a team interest to jump in and get involved. He wanted to give others the opportunity and not block it in any way.

Commissioner Beason said one of the things that could be improved on the ERC is they need more private and less public and nonprofit representation. He acknowledged Chairman Jostes as being a great representative of the private sector. Commissioner Beason said that Chairman Jostes has shown him some insights during his time on NCTC that would not have been brought up without his presence on the Commission and that is the same quality Chairman Jostes brings to the ERC. He said he knew there were times when Chairman Jostes questioned whether some of the things he was doing were satisfying to him but he is very good at it. Chairman Jostes said it was his observation that, in fact, there is a movement of more people from the private sector getting involved. He said in the beginning there were mostly representatives from government, but there is a lot more enthusiasm now, particularly from the high tech side of the community and he thought that was good. Chairman Jostes said if no other Commissioner wanted to be on the ERC he would continue as NCTC's representative for another year. Commissioner Beason said he thought that was the consensus of the Commission and no formal vote was taken.

10. Election of Officers

Chairman Jostes reported that each year in January, per NCTC's Policies and Procedures Manual, election of Chairman and Vice Chairman is done either through volunteer action of a

Commissioner or nominations. Chairman Jostes said that for the same reasons as stated for the ERC it occurred to him that he had lost track of how long he had been Chairman of the NCTC but it was a long time. He thought it could even be unprecedented as to the length of time he has been Chairman. Chairman Jostes said he has enjoyed working with the Commission and with NCTC staff immensely, but it may be time for someone else to take over. Executive Director Landon stated Chairman Jostes was Vice Chairman in 2009 and was elected as Chairman in 2010. He also noted, historically, that the record is held by Ed Sylvester who was Chairman for 16 years. Commissioner Beason confirmed that Chairman Jostes was not resigning but was just offering the position to another Commissioner. Chairman Jostes said it is not that he has not enjoyed doing the job and he has found it very interesting and challenging; it just seemed like a long time. He said if the NCTC thinks it would be good to have new blood he would totally understand. Commissioner Fouyer said he enjoys the NCTC Chairman being a member who is "at-large" versus another government person in that chair. Commissioner Scofield said, again, if he was willing to do it, that Chairman Jostes has done an exceptional job and he should be commended for his work. Commissioner Fouyer said he does not have a problem continuing as Vice Chairman because Chairman Jostes never travels and he is never sick.

Commissioner Scofield made a motion to re-elect Chairman Jostes as Chairman of the NCTC. Commissioner Beason seconded the motion. The motion passed unanimously with Aye votes from Commissioners Andersen, Beason, Dee, Fouyer, Guerra, Jostes, and Scofield.

Commissioner Guerra made a motion to re-elect Commissioner Fouyer as Vice Chairman of the NCTC. Commissioner Dee seconded the motion. The motion passed unanimously with Aye votes from Commissioners Andersen, Beason, Dee, Fouyer, Guerra, Jostes, and Scofield.

COMMISSION ANNOUNCEMENTS

There were no Commission announcements.

SCHEDULE FOR NEXT MEETING

The next regularly scheduled meeting of the Nevada County Transportation Commission is on March 16, 2016 at the Nevada County Board of Supervisors Chambers, 950 Maidu Avenue, Nevada City, CA at 9:30 a.m.

ADJOURNMENT OF MEETING

Commissioner Fouyer made a motion to adjourn the NCTC meeting. Commissioner Dee seconded the motion. Chairman Jostes adjourned the meeting at 10:30 a.m.

Respectfully submitted: Antoinette Perry
Antoinette Perry, Administrative Assistant

Approved on: March 16, 2016

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