



MINUTES OF MEETING July 15, 2015

A meeting of the Nevada County Transportation Commission (NCTC) was held on Wednesday, July 15, 2015 in the Town of Truckee Council Chambers, 10183 Truckee Airport Road, Truckee, 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.

PRESENTATION

Executive Director Landon introduced Susan Bransen, Chief Deputy Director of the California Transportation Commission (CTC), who spoke to the Commission on “Transportation Funding Challenges and Potential Solutions.” She provided handouts and used a PowerPoint presentation to display her data points.

Susan Bransen shared the CTC’s perspective on transportation funding, with an emphasis on the California Road Charge Pilot Program that the CTC is in the process of working on and designing. Ms. Bransen began by highlighting the transportation funding challenges facing the State of California. She reported that in 2011 the CTC requested a statewide transportation needs assessment that was prepared by representatives of all modes of transportation throughout the state. It identified a projected ten-year \$296 billion funding shortfall across all modes and two-thirds of that shortfall was directly tied to system preservation and maintenance. Ms. Bransen said Proposition 1B funding is over and the CTC has programmed and allocated about 95% of those funds. She stated that many projects have been built, but Proposition 1B did not come with a funding package to maintain the new assets that were constructed, so that is a great concern of the CTC. There has been a decline in gas tax revenues and purchasing power of the gas tax is falling every day. She noted there have been diversions of transportation revenues, with the most recent being the diversion of truck weight fees to pay for transportation bonds. The Federal Highway Trust Fund is going broke and there have been patchwork funding package

extensions that keep it going. Ms. Bransen said another extension of the Trust Fund needs to be approved by July 31st. She stated there is concern over the state's price-based excise tax on gasoline that has a new mechanism where the Board of Equalization adjusts the tax annually to keep pace with what the sales tax would have been on the gasoline.

Ms. Bransen said the excise tax on gasoline has an 18 cent base tax and then there is the price-based excise tax as well, and it is all tied to the amount of gasoline that is consumed, which is not indexed to inflation. The slide she shared indicated a continued growth in vehicle miles traveled and the revenues from gas consumption are predicted to continue to decrease, due to increased fuel economy in vehicles. Ms. Bransen reported that by 2025 the federal standards are requiring a 54.5 mile-per-gallon (mpg) threshold to be established by car manufacturers. The future will see the excise tax as a diminishing revenue source, so there is the need for a long-term solution. She said the excise tax that was enacted in 1994 had an 18 cent per gallon buying power, but when adjusted today for inflation, it would have the buying power of 7.8 cents per gallon. When it is adjusted for mileage also, and the more fuel efficient vehicles on the road today, as well as the introduction of the electric and hybrid vehicles, it has a buying power of 6.8 cents per gallon.

Ms. Bransen reported the Governor's budget came out and identified a \$57 billion 10-year funding shortfall just for maintenance. CSAC (California State Association of Counties) is reporting that 58% of the local streets and roads are in poor condition. She said there are trip reports that indicate it is costing over \$40 billion per year in lost time and wear-and-tear on vehicles to the California motorists.

Ms. Bransen referred to a one page handout sheet entitled, "Transportation Crisis in California," that has highlights and key points the CTC has been communicating with others, including members of the Legislature.

Ms. Bransen stated, through the gas tax swap of 2010, there is a price-based excise tax that was at 18 cents per gallon last year. This price-based excise tax needs to remain neutral with what the sales tax would have been had that been in place. She said on July 1st the Board of Equalization adjusted the price-based excise tax from 18 cents to 12 cents; a 6 cent reduction. This reduction impacts the biennial five-year State Transportation Improvement Program (STIP) for state highway improvements, intercity rail, regional highway improvements, and transit improvements. Ms. Bransen said they adopt the STIP every two years, and with the 2014 STIP they estimated revenues to be \$679 million. With the drop in the price-based excise tax, revenue projection is now only \$297 million, according to the draft fund estimate, which is a \$382 million funding shortfall. She said the CTC is in the process of getting ready to program the 2016 STIP, so they are looking at what their capacity is to program projects and they are asking what this means in the current 2015/16 year.

Ms. Bransen explained a slide that depicted a "2016 STIP Reprogramming Exercise" starting in FY 15/16 and going out to FY 20/21. She said the CTC already has projects they programmed in every year through FY 18/19. The blue bars represented dollar amounts the CTC has already committed to for the 2014 STIP programmed projects, through FY 18/19, with the assumed higher funding levels. The red bars showed the new, much lower, available funding capacity to program for each fiscal year in the 2016 STIP. Ms. Bransen said if you carry that delta over to FY 16/17, the yellow bar indicated the projects that have to be moved forward and added to the projects that were previously programmed in FY 16/17. The yellow bars represented the dollar amounts of previously programmed projects that had to be reprogrammed and shifted to future years, due to the lower funding estimates. She explained that the delta between the red bar and the blue bar in FY 16/17 was carried over into FY 17/18, and the unfunded balance is then

carried over to FY 18/19. The process is repeated for unfunded projects in 18/19 to be carried over to FY 19/20. In FY 19/20 there is only reprogrammed projects and the delta between those and the 2016 STIP funding capacity is carried over to FY 20/21. In FY 20/21 there is a potential for \$30 to \$40 million to be used for programming capacity of new projects. Ms. Bransen stated the CTC staff advised NCTC that is insufficient capacity to program any new projects into the STIP cycle. She said that means the projects already programmed in the STIP will need to be prioritized for funding in the current and future years of the STIP. She said the regions are working together to discern how to prioritize those projects and the CTC will be seeking input.

The next slide explained the “State Highway Operation Protection Program” (SHOPP) is the program that funds the maintenance and preservation of the state’s highways. Ms. Bransen explained that the “O” in SHOPP stands for “Operation”, therefore they look for operational improvements. Caltrans is currently reporting an \$8 billion SHOPP annual need, but the funding capacity predicted to be available per year is \$2.3 billion, so they are looking at a \$5.7 billion shortfall every year over the next ten years of the SHOPP Program. Ms. Bransen said the delay of these projects increases the costs to deliver them in the future, so they really need a funding solution for the short-term fix. She said the CTC is looking at the Road Charge Program as a possible long-term solution.

Ms. Bransen stated the Governor called a special session of the Legislature to address transportation issues. The purpose of this special session is to identify permanent sustainable funding to maintain and repair critical infrastructure, to improve key trade corridors, and to also complement local infrastructure investments. She said there was key legislation that was introduced this last legislative session, and she highlighted them on one of her handouts. Ms. Bransen referred to Senator Beall’s bill, SB 16, which the Senate is working off of as a framework to make modifications. She learned that morning that an amendment occurred the previous day that would raise the price-based excise tax from 12 cents to 17.3 cents, which would make a big difference for the STIP. Ms. Bransen said it is a way to smooth out the calculation, as opposed to the current calculation, and it is very complicated, but it would help the funding situation. She stated the Assembly has a bill also and they are working on a plan, so there is a lot of discussion happening.

Ms. Bransen shared some “Revenue Solutions”, starting with Near-Term Solutions such as repaying the truck weight fees back to transportation funding. She said if the State of California decides to do that there will be a need to backfill the General Fund for the debt service, so there will need to be some revenues raised to fill that hole. Other near-term solutions would be to raise the excise tax and index it to inflation, raise the vehicle license fee and the vehicle registration fee, and pay back the outstanding loans. She said if some of the weight fee loans were to be repaid now they would go to debt services. Ms. Bransen said all of this is talk right now. The bottom line is the Legislature convenes for their summer recess that Friday, and the special session will probably be determined through Conference Committees and brought forward towards the beginning of September. She thought they will need to have a decision by September 11th to come up with a near-term funding solution. She said with the legislators going on recess and coming back to their district offices, it would be an opportunity for individuals to consider talking to their legislative representatives on the need to get something done this session. She believes there is some sort of a short-term solution to fill this funding gap and take care of the needs of the state.

Ms. Bransen reported the CTC’s Long-Term Sustainable Funding Solutions are greater Congestion Pricing and Tolling, Public/Private Partnerships, and the Road Charge Program. Ms. Bransen elaborated on the Road Charge Program, which was enacted with Senate Bill 1077

(DeSaulnier) during the 2014 legislative session. The bill directed the CTC to establish a fifteen member Technical Advisory Committee (TAC) to design a Road Charge Pilot Program that would serve to collect revenues as an alternative or replacement to the tax on gasoline. She said it is not intended to increase the funding that is available through the excise tax on gasoline, but it would be a replacement of the excise tax. Ms. Bransen said the TAC is to report recommendations to the California State Transportation Agency (CalSTA), and the bill requires CalSTA implement the Pilot Program by January 2017. A report of Findings and Recommendations would then be reported to the California Legislature by June 2018. She explained that a Road Charge Program is a policy where the motorists pay for the miles they drive, as opposed to the amount of gasoline they consume, and is similar to a utility service with a "user pay" principle.

The CTC formed a volunteer fifteen member TAC work group and many are representatives of non-traditional transportation stakeholders. Ms. Bransen explained that when the CTC sought out these members they contacted the American Civil Rights Union, legislative staff, private equity organizations, and people like that to comply with the statute. She said key concerns in developing a pilot program are privacy rights, data security, operational concepts, and technology.

Ms. Bransen reviewed some of the "Design Considerations" the TAC is contemplating with the Road Charge Program. One issue is how to address rural drivers; will they end up paying more with the mileage fee than they would with the gasoline tax. She said the purpose of the Pilot Program is to explore these things and address some of the concerns of the public so they can build them into the Pilot Program as part of the recommendations to the Legislature. Ms. Bransen reported other considerations are whether the technology they need is available and how much will it cost to administer and enforce. She said administrative costs are a key concern because collecting gasoline excise tax is very cheap and easy to administer.

Ms. Bransen reported that CalSTA is the responsible entity for the Road Charge Pilot Program. The TAC is just designing a Pilot Program to collect mileage data and determine how that system would work. She said the TAC is not charged with setting rates, or determining fee structures, or determining how the revenues would be used. She said after the pilot program has occurred, the evaluation is in, and the results are known, then CalSTA will report findings back to the TAC, the CTC, and the Legislature on what they found and how much they think this program would cost the state, what the privacy implications are, any jurisdictional issues, answer how feasible it is, what the public thinks, and how the revenues will be used and split between state, local, and transit. Ms. Bransen said CalSTA will determine security and compliance actions, data collection technology, and additional driver services. She said depending on the method you use to collect mileage data, there are considerations, such as if you tie it to your insurance bill and your insurance company may give you a discount. If you allow your location data to be utilized and you drive by a Starbucks all the time, then Starbucks may want to pay for your miles. She said there may be things that come out of the Pilot Program that the Agency may want to talk about, where there may be reasons to offer certain options to the public because they would want them.

Ms. Bransen referred to the statutory schedule, but said the Governor has requested that the Pilot Program process be accelerated by one year, so the CTC is moving ahead to achieve that goal. She said they are not accelerating the work of the TAC since the fifteen members of the public are all volunteers who have their own daytime jobs, and their concern is to take time and get it right. She said the TAC still has the deadline to get their recommendations done in December 2015. In January 2016 Caltrans will begin procuring the necessary structure to actually

implement a pilot program, and in summer 2016 the Pilot Program will go live. Ms. Bransen stated in the summer of 2017 they will receive the report from CalSTA on the findings of the pilot, and in December 2017 the CTC will advise the Legislature. She highlighted that between the summer of 2017 and December 2017 the CTC and their staff will be taking the results of CalSTA's report, TAC's report, and input from NCTC and anyone who would like to give input on what they think, and the CTC would use all of that information to advise the Legislature for a future program, if that is something the CTC thinks should happen.

Ms. Bransen indicated the TAC is statutorily responsible to reach out and hear from the public. She said they are holding focus groups and conducting telephone surveys. They have a website (www.californiaroadchargepilot.com) you can go to where you can volunteer and do an online questionnaire or blog. She said they will be on Twitter and Facebook, and all of their meetings are public with a live webcast. All of the past meetings are accessible to view on the website.

Ms. Bransen said the TAC has made some preliminary decisions to-date and they have other options they are still contemplating. She stated, for privacy concerns, they want to allow people to use a flat time permit, i.e. you could buy a block of miles for a period of time. If you want to just drive on the road for the next year, you could pay a flat fee. She said they have not decided how many miles you would be paying for or what would be a fair set of miles. Ms. Bransen said the State of Oregon has a program in place right now where they are collecting money, but the California Pilot Program will not collect money; it is only simulation. She said the California Legislature did not allow for currency to be exchanged. She said Oregon has a flat permit they are using with a lot of miles; she thinks 24,000 miles. With the California program another option might be to buy a block of miles with a mileage permit. The question is how you would enforce that. Another option is to have your odometer reading connected to your smog check, but one of the issues with that is regarding hybrid and electric vehicles and whether they have to go through a smog check. Ms. Bransen said another option that seems very viable is a device you can put in the port of your car, and it can collect the non-location mileage data and that mileage is reported automatically to an account manager, so you just know the mileage driven. She said the issue there is the TAC does not want to charge out-of-state vehicles. If you live in California, but drive to Nevada, they do not think the miles driven on an out-of-state road should be counted. She said they want to offer a switch on the device so it can record the out-of-state miles, or record the miles driven on private roads and agriculture land; i.e. nonpublic roads. Ms. Bransen said the TAC explored the fact that if you fuel up in California, you are paying an excise tax regardless of where you drive, so that is something the TAC will be discussing further. She said the TAC wants to test for inter-operability between states, knowing that Oregon has a program also. She said they want to have an open system with an off-the-shelf platform, and not use any technology that would be required to develop. Ms. Bransen said privacy protection is very important to the TAC and they will be talking primarily about privacy rights at their next meeting on July 24th in South Lake Tahoe. She said there are several attorneys on the TAC and they have put a lot of their time and effort into this topic. Ms. Bransen asked for questions.

Commissioner Dee asked if Northern California had looked seriously at toll roads, especially since it is easy with FastTrak, and Southern California has successfully implemented them. Ms. Bransen said the CTC Commissioners and the public fully support toll roads, and there is legislation pending (AB 194, Frazier) now that would allow for a greater use of toll roads. She said the CTC had permission to only approve four toll roads in the state so some of the other toll roads have had specific legislation. She said having a toll road in California has not been an easy process, but they are hoping the pending legislation will open that up. Caltrans is actively interested in toll roads. She said there are issues with toll roads, such as where the roads will go, how they will be maintained, and then there are excess revenues, but she thinks this proposal

talks about putting those revenues back into the corridor to allow for multimodal improvements after you have taken care of maintenance and operations. She said the environmental process and public participation are very important. The CTC sees toll roads and the Road Charge Program as two different things because you would not toll every area of the state. There are roads that do not have the same level of drivers, and you need to be able to maintain and care for the whole system of roads. Ms. Bransen said you could put a toll on top of the mileage charge in the areas of the state where it would make sense.

Commissioner Guerra said Ms. Bransen mentioned consideration on the impact of rural areas where they certainly drive more miles. She stated rural areas also have concerns because they do not get attention to road and transportation issues in the same way as urban areas. Commissioner Guerra asked what the representation is for rural areas on the TAC, if there is a mandate to take the representation into consideration, and if there are parameters to protect rural areas. Ms. Bransen replied that the CTC wanted to be sure they had rural representation and they have an equity advocate. She provided the names and titles of the fifteen members of the TAC and said the Pro Tem and Assembly Speaker made these appointments. This information can be obtained on the website for the Road Charge Program. She explained that the Pilot Program sample areas are being split up between the rural and agricultural areas, as well as the urban and suburban areas. Then, within those classes, they are segregating out by income class. Ms. Bransen said it is getting very complicated and a discussion will be held at the next meeting to include rural drivers in the pilot. She noted that the statute requires they look at equity and that they consider all aspects in order to protect the rights of everyone. It would be a replacement alternative to the gas tax and they want to be sure that people are not being charged more than they would pay under the excise tax. Ms. Bransen said they need to figure out if the rural drivers tend to drive less efficient vehicles, and while they drive further, they are already paying more of the excise tax and are unfairly burdened because upper class people may have more fuel efficient hybrid and electric vehicles. She said the fuel efficient vehicle drivers could potentially end up paying more with this program, but this will be tested in the Pilot Program.

Commissioner Dee asked NCTC staff to post the TAC meetings scheduled for the Pilot Program on the NCTC website to help get the word out to the public of future dates and locations.

Commissioner Beason referred to Commissioner Guerra's question and stated the federal government used to have a carve-out in the transportation legislation for what they call "high risk rural roads". He stated he was in Washington, D.C. in February and that is going away, or they keep putting "band-aids" on it; if they ever get a long term solution that is not going to be in there. He said that relates to the business of mileage versus density in rural areas. Commissioner Beason said it is very important to Nevada County and he was glad the CTC recognized that. He asked what was being done to address the cost side. He knew that Senator Beall's bill contains the provision where Caltrans or the state will try to reduce overhead costs up to 30%, so that could be zero or higher. Commissioner Beason stated, on the average, that about one third of the costs of road construction in California maintenance is overhead. Ms. Bransen said it could actually be higher and she could provide him the data. Commissioner Beason said he is an officer at RCRC (Rural County Representatives of California) and they are hearing that the costs keep going up for a variety of reasons, including the cost of PERS and the cost of materials. He said the environmental reports cost a lot and he thought it would be good to find a way to cut some corners to fast track things, but they are told that is not going to happen in Sacramento. Ms. Bransen said the CTC is very concerned also. She and her boss, Will Kempton, have addressed this in their annual report to the legislature advising the need to get a hold of the rising costs. She said regulations are passed without a funding source and she has asked Caltrans, every time new regulations pass, how much this will cost to implement. Ms. Bransen

said the additional costs due to new regulations should not come out of the transportation budget, but the state should provide an alternate funding source. She said the efficiencies at Caltrans are under scrutiny as well. Ms. Bransen and Mr. Kempton met with the Caltrans Director and key staff to look at efficiencies they need that they feel they have the inability to implement and to figure out what is needed to remove those barriers. She said one of the areas they are looking at is regional advanced mitigation and she thought mitigation is a cost they do not really have their hands around. Ms. Bransen said they also need to streamline permitting and how to reduce mitigation costs to get some certainty in project delivery. Commissioner Beason commented that Nevada County had a rule change from Caltrans in the middle of the La Barr Meadows Road project. He thanked Ms. Bransen for recognizing these issues and stated that Mr. Kempton recognized these issues when he was Director of Caltrans.

Commissioner Beason asked, with the road charge, if there were a way to come up with a grid to simplify things so you are either on or off the grid, without making distinctions between out-of-state or rural private roads. Ms. Bransen said if you choose not to tell where your location is, you can still participate, but with the privacy issue they will discuss if you do not want to pay for the miles you drive in Nevada, you would switch it. But then the information is already collected and it would be kept in a budget of out-of-state and not where you are. Commissioner Beason thought there were programs that determine the miles you drive without necessarily knowing where you are and not caring where you are. Ms. Bransen said that is an option on the table. Commissioner Beason thanked Ms. Bransen for her presentation and said it was very helpful.

Commissioner Fouyer thanked Ms. Bransen for one of the best presentations he has seen at a Commission meeting on a hot topic and concern of NCTC. He was familiar with another Assembly Bill drafted by de León that addresses air quality, which just came out of committee and seems to be moving forward. He said it is asking people with businesses to cut their fuel usage by 50%. Commissioner Fouyer said it seems as if our legislature is passing things that are shooting ourselves in the foot before we have solutions to problems that we are already having. He said it is like there is a land slide and they are pouring water on it. He asked if there were any talk at the state level that says they need to address these types of issues before they start pushing further and further down the landslide. Ms. Bransen replied that was a really good question. She stated the Governor just issued an Executive Order that calls for a 40% reduction in greenhouse gas remissions by 2030, and it calls for investment decisions that would include a full life cycle cost accounting that takes into consideration the climate change impacts. Ms. Bransen said she did not have an answer to the question at all of the state levels, but what she was seeing as she was waiting for the meeting that day was they are being asked what they are doing to implement that Executive Order. She said they have a workshop the following week on STIP Guidelines and they are being updated to address that Executive Order. So they will be asking NCTC how they addressed the Executive Order when they submit their Regional Transportation Improvement Program (RTIP). Ms. Bransen said it is coming from all different directions right now and there is no funding source for it and it is directing a change in investments being made. Commissioner Fouyer said they are creating many benchmarks at the state level.

Chairman Jostes thanked Ms. Bransen for her excellent presentation. He said he is aware of the Pilot Program and, as a taxpayer, he was skeptical of it; after hearing her presentation he is appalled by it. Chairman Jostes said it is massively complex and getting more complex with each of their meetings as they look at privacy and other issues. He said the costs of this will create a very expensive program to implement and maintain and it is going to take a long time to do it. Chairman Jostes stated that one could argue that our road and highway systems benefit everyone, and one could argue that you get your goods and services by the highways, and you

either drive or ride in someone else's car or bus. He said one could argue that this funding problem could be literally a few key strokes of a typewriter to change the income tax rates to create a tranche of money dedicated to transportation. Chairman Jostes said you would know almost exactly what it would be and you could match it to your needs. He asked if anyone in the state has ever considered doing it the simple way rather than the way they are pursuing. Ms. Bransen said she has thought that way, but it is influenced by the politics at the legislative level. The vehicle registration fee is a consideration, and that is what will take place in the conference committees. Ms. Bransen said several CTC Commissioners are very well versed in different options to raise funds for transportation. She said she is not an expert in this, but one of the concerns is about protecting the revenues. She said even with the road charge there will be a need to have constitutional protection. Ms. Bransen said they do a dry run before each meeting and she wants to know how much it is going to cost to implement each of these options and who is going to administer it; and if it is too costly, why is it still on the table. Ms. Bransen said they have consultants on contract with Caltrans that are assisting in the Pilot Program. She thinks as part of the pilot, it is a legislative mandate that this be done, to explore the true costs and figure out if it is a feasible and viable option; that is what the CTC is to report at the end of this. She said the committee is planning to recommend evaluation criteria for the pilot, and one of the evaluation criteria areas is on the concern of how much it costs, how complicated is it, how would it be administered, and how does it compare to at least an excise tax. She said the income tax, vehicle registration fee, things as simple as that ... why not, but she thinks it gets down to the politics of the legislative leaders and administration and she is not privy to those conversations.

Ms. Bransen said NCTC has the opportunity now, with their legislative leaders, to talk with them because maybe they have the avenue to bring these suggestions out in their world. Chairman Jostes said it would be nice to think that there are people in this state that are in positions of power that are considering something other than this Pilot Program because of the obvious complexities and costs.

Commissioner Dee said, with the Gubernatorial Legislative Session, she was thinking it is going to be a Conference Committee and wondered if it had been appointed yet. She was meeting that Friday in Truckee with a State Senator, an Assemblyman, and the Black Legislative Caucus, and they told her she could address anything she wanted with them. She did not want to step on toes if it was a priority to be looking at what this committee is doing, getting cost figures, and opening their minds to legislative changes. Ms. Bransen replied she did not know if the Conference Committee had been established yet, but she can find out. She was in a meeting two days previously with Secretary Kelly and she did not remember him saying there was a committee named, but there are special transportation committees in the Senate and Assembly. Commissioner Dee said our Senator is Co-Chair of the Transportation Committee.

Commissioner Dee requested the SR 89 Mousehole report be made at this time to allow Ms. Bransen to hear the project details before she returned to Sacramento. Chairman Jostes agreed to move the report forward.

13. Project Status Report

- B. Truckee's SR 89 Mousehole Pedestrian and Bicycle Improvement Project: Becky Bucar, Town of Truckee, Engineering Manager and Project Manager

Becky Bucar reported that the existing tunnel on SR 89 is a narrow 24 foot wide tunnel and it has shared travel lanes between vehicles, pedestrians, and bicyclists. This project will build a

pedestrian and bicycle tunnel east of the existing Mousehole, and is referred to as the "Mini-Mousehole". She said the project will also include retaining walls, drainage improvements, improvement to the mobile home park driveway, a transit shelter, and then the existing flashing beacons at the Mousehole will be removed. Ms. Bucar showed photographs and diagrams of the existing location and new project improvements. She said the Commissioners and the public would be given a tour of the construction site at the conclusion of this meeting.

Ms. Bucar reported the tunnel is being constructed out of concrete, all in one piece, on the side of SR 89. Then the tunnel will be pushed through the embankment, in order to maintain the safe function of railroad traffic on top of the embankment. She said a backstop was built and that will be used to push against to jack the concrete tunnel slowly through the embankment. A shield has been built to keep materials from falling into the area as they dig out the dirt. Ms. Bucar stated the tunnel is on jacking slabs that will be pushed along to get it through the embankment. She said there is a camera at the construction site that can be accessed on the Town of Truckee website home page and it displays still photos every 15 minutes on the south side of the tunnel. There is also a time lapse video you can play that will display the progression of work done from the start of construction up to the current date of the project.

Ms. Bucar said the bottom floor of the tunnel was poured first and currently they are forming the walls and top using rebar and concrete. This work is projected for completion by the end of July. She said the forms and rebar installation take some time. Ms. Bucar reported there are three retaining walls on the project; one on the south side and two on the north side of the tunnel. She said the retaining wall closest to the tunnel on the north side has a maximum height of 16 feet, so it is a significant retaining wall and they have started to pour it and the south wall. They just started grading work on retaining wall three, to the far north.

Ms. Bucar said the contractor is shoring up the embankment by using soil nails that are put into the embankment and through wire mesh. Shotcrete is put across it to shore up the portal. She said they are also drilling and installing freeze pipes through the embankment to create a frozen arch to jack the box through. They are freezing the ground to secure the embankment, which requires they put freeze pipes in an arch formation about three feet apart. She said they are getting about one pipe a day installed and it takes about five weeks to freeze the ground. During that time the concrete tunnel will be curing. They are anticipating completion of freezing the hillside to push the box through around early September. She showed photographs of other projects where similar techniques were used.

Ms. Bucar reported on Construction Management of the project and they have close to 90 submittals on the project that have been reviewed, and 20 requests for information. There are no design or field changes. She said they executed four change orders with minimal or no cost; there is a total increase of \$26,000 between the four change orders. She stated they had to cut down additional trees than what was originally planned.

Ms. Bucar said the railroad coordination effort was an unknown for the Town as they moved into the project design and construction. She stated the railroad reviewed and returned all of the major submittals on the project, which was a big milestone. These included such things as the box and jacking operation, the nail shoring, and the ground freezing submittals. Ms. Bucar reported there is a full time railroad flagger on the construction site. Every time they work within 25 feet of the railroad tracks, or if they are doing anything that has a potential to affect the railroad tracks, they are required to have a railroad flagger on site. She said they will have a 24 hour railroad flagger when they push the box through. The contractor is hoping to get things wrapped up in 2015, but it is too early to know for sure.

The construction bid was about \$7.9 million and there is a contingency of \$800,000 on top of that. Ms. Bucar said when you add in the supplemental work items like railroad flagging, pay adjustments, construction management, having the HDR engineer there and available during construction, and Truckee staff time, it brings the construction total to \$10.5 million, which does not include the planning and design portion of the project. They are funding this with some left over design funds from HPP (High Priority Program) of \$200,000; STIP funds of \$3.132 million; \$1.243 million of AB 1600 traffic impact fees; \$4.4 million of SHOPP funds; and a \$1.5 million TIGER grant. They have used up most of the TIGER funds at this point.

CONSENT ITEMS

1. Financial Reports

- A. April 2015 and May 2015. *Approved.*
- B. 2014/15 FY Regional Surface Transportation Program Balances. *Approved.*

2. NCTC Minutes

May 20, 2015 NCTC Meeting Minutes. *Approved.*

- 3. Allocation Request from Nevada County. *Adopted Resolution 15-24 allocating to Nevada County \$1,718,619 of Local Transportation Funds (LTF) and \$379,190 of State Transit Assistance (STA) Funds for transit/paratransit services, and \$170,000 of Community Transit Services (CTS) Funds for paratransit operations during FY 2015/16.*
- 4. Allocation Request from the City of Grass Valley. *Adopted Resolution 15-25 allocating to the City of Grass Valley \$335,481 of LTF for support of transit/paratransit operations for FY 2015/16.*
- 5. Allocation Request from the City of Nevada City. *Adopted Resolution 15-26 allocating to Nevada City \$82,904 of LTF for support of transit/paratransit operations for FY 2015/16.*
- 6. Approval of Proposition 1B California Transit Security Grant Program Allocation Eligibility List and Submission of an Application by the County of Nevada. *Adopted Resolution 15-27 approving California Transit Security Grant Program – California Transit Assistance Fund Allocation Eligibility List, and approving Nevada County's request to submit an application for funds to the California Governor's Office of Emergency Services for FY 2014/15.*
- 7. Allocation Request from the County of Nevada for Regional Surface Transportation Program (RSTP) funds. *Adopted Resolution 15-28 allocating to Nevada County \$100,000 of RSTP Funds for the Penn Valley Drive Safety Improvement Project.*
- 8. Allocation Request from the County of Nevada for RSTP Funds. *Adopted Resolution 15-29 allocating to Nevada County \$1,000,000 from RSTP Funds for the 2015 Nevada County Overlay Project.*

9. FY 2013/14 Fiscal and Compliance Audit of Gold Country Telecare, Inc. *Accepted the FY 2013/14 Fiscal and Compliance Audit for Gold Country Telecare: Transportation Development Act (TDA) Funds.*

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

INFORMATIONAL ITEMS

10. Correspondence

There was no discussion.

11. Overview of the Town of Truckee's Transit Operations

Executive Director Landon reported that Kelly Beede, Town of Truckee's Administrative Analyst, who is in charge of running Truckee Transit, was out on medical leave and could not be present to give an updated report. A report was included in the meeting packet.

12. Executive Director's Report

- 12.1 Western Nevada County Transit Development Plan Update

Executive Director Landon stated there were status project reports in the meeting packet information.

- 12.2 Nevada County Regional Transportation Plan

Executive Director Landon said the Regional Transportation Plan (RTP) update was getting underway and a schedule was included in the meeting packet indicating project activities from May 2015 through October 2016.

- 12.3 Rural Counties Task Force Performance Indicators Study

Executive Director Landon stated this project was being done on behalf of the Rural Counties Task Force and was scheduled for completion in September 2015.

- 12.4 Regional Transportation Mitigation Fee Update

Executive Director Landon noted this update is being done in concert with the Nevada County Local Traffic Mitigation Fee and the City of Grass Valley Traffic Impact Fee. He said there are some significant changes forthcoming, as the socio-economic forecasts are so much lower than they were five years ago when the modeling was last worked on. He stated they would be meeting in early August with staff of each of the three agencies and going over with the consultant what they are seeing as far as new projects or changes in the projects that are currently in the program. Executive Director Landon said there would be a report at the September NCTC meeting as the project moves forward. He said the project appears to be on track.

13. 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 July Project Status Report.

- *SR 174 Safety Improvement from Mosswood Lane to just South of Dalmatian Drive* – Mr. Aceves reported this is a safety improvement project that proposes to realign two curves, widen shoulders, and add a left turn lane at Greenhorn Access Road. He said the expansion of the project limits that was discussed at the May NCTC meeting will probably happen. He is finalizing the Project Change Request to extend the project to the new limits from Post Miles (PM) 2.74 to PM 4.63, which is almost doubling the project limits from Maple Way to You Bet Road. Mr. Aceves said the existing costs is \$12 million, which includes the engineering costs. He said the new project costs are being finalized, but the construction estimate is about \$17 million; engineering, environmental, and right-of-way costs will be added.

Commissioner Beason asked if the \$12 million included construction costs. Mr. Aceves replied that it did in the original project limits. Commissioner Beason asked if the new total would be \$17 million. Mr. Aceves stated the new total costs would be around \$20 million, but he did not have the final figures available yet. He asked Commissioner Beason if he wanted to compare previous construction costs to new construction costs. Commissioner Beason asked if the project was 1.5 miles of roadway. Mr. Aceves replied that the original project was 0.9 miles long and the new extended project was about 2 miles long. Commissioner Beason said this was an example of what he talked about with Ms. Bransen regarding overhead charges that go into projects and what they are faced with when planning road projects.

- *SR 49 Widening from the End of the La Barr Meadows Road Project North to Just Before the McKnight Way Interchange* – Mr. Aceves reported the project goes from PM 11.1 to 13.3 on SR 49 and is designed to widen to a four-lane conventional access control highway with a continuous median/left-turn lane and 8-foot shoulders. The project is to improve traffic operations and safety from McKnight Way south to the La Barr Meadows Road project limits. Mr. Aceves stated it is programmed in the State Transportation Improvement Program (STIP) through Regional Improvement Program (RIP) funds. Currently \$3 million is programmed for PA&ED (Project Approval and Environmental Documentation) and \$3 million for PS&E (Plans, Specifications, and Estimates) work. He said an Open House is scheduled for August 5th in the City Hall of Grass Valley.

Chairman Jostes stated after the dire funding situation reported by Ms. Bransen, and a lesser emphasis on rural areas, with what little funding there is, he asked if realistically there would be money available to do this project as programmed. Executive Director Landon replied that there is no way of knowing for sure. Chairman Jostes asked what the chances are that we would be able to spend \$3 million on the project, only to find out that we would not be able to do the remainder of the project. Executive Director Landon answered Chairman Jostes' second question first, regarding the Interregional Strategic Plan (ITSP) and the county's loss of priority in that, and said there are eighteen letters in this meeting's Correspondence that were generated on this issue and sent to Caltrans. Caltrans sent a Draft ITSP to the CTC that will be discussed at their August meeting. NCTC staff had not seen the draft report as yet, but it was their intent to make comment and to work with the Commission to see if any changes are possible. Executive Director Landon said it appeared that the reduction in priority is probably going to occur. He noted there is \$3 million for the current year's environmental phase; however, on the chart presented by Ms. Bransen, the lack of money keeps moving forward, so some projects will be funded in an outer year. He said there will be a significant number of projects that are already programmed in FY 2015/16 that will move to FY 2016/17. He noted the following week the first workshop will be held to discuss what they will do with the STIP funding. Executive Director

Landon said his sense of it is that they will be able to slide by with the \$3 million and continue the work. He stated that one of the points is Caltrans has already started work on the project so they may be allowed to continue. But given the size of the deficit, NCTC's funding may not be available for a while.

Chairman Jostes said he was not concerned about getting the \$3 million, he was concerned about wasting \$3 million, because there will be absolutely little chance of building the project; or it will be done so far down the line that the work done with that \$3 million will have to be redone. Executive Director Landon said the projects that are in the current five year STIP will all be pushed to the end and there is no new money at the end of the tunnel, unless the Federal government develops a multi-year plan, or the state puts a plan into play, such as the road user charge or some mechanism to create adequate funding. He does not know where or when the next tranche of money will come. Chairman Jostes said this is getting troublesome in some ways; you have money popping up here and there, but you do not know if you can finish projects. He said circumstances are making the ability to do proper transportation planning virtually impossible and it was very frustrating to him. Mr. Aceves said he would explain the safety program and how it works after his project status report.

- *SR 49 Operational Improvements at Brewer Road* – Mr. Aceves reported this is on SR 49 about 10 miles south of Grass Valley and it proposes to construct a right turn pocket lane to Brewer Road to reduce congestion and potential rear-end collisions at this intersection, and improve sight distance for northbound traffic. He said the project was funded by the SHOPP Minor A Program and was awarded in February 2015. Work has started and is expected to be completed this summer.

Executive Director Landon said the homeowners in that area had concerns about the project limits. The project goes in about 50 feet from the edge of the SR 49 pavement and it widens the Brewer Road entrance. He said the distance between the edge of pavement to the end of state right-of-way (R/W) is just under 100 feet. The Homeowners Association has widened Brewer Road inside their property line to the border of Caltrans R/W in order to match the new widening that is going to occur, but they noted the new pavement only comes in 50 feet and there will be a narrow neck of about 40-50 feet where Brewer Road will not be as wide inside the project or in the homeowners area. Executive Director Landon said they are looking at the possibility of funding additional work with their own money so the project could match up. He has been in contact with Tom Brannon, Caltrans District 3 Deputy Director of Project Management, to see if there is a way to get an encroachment permit, so they can work this out together. He said at the current time it looks like the development of plans and specifications to match what Caltrans has for their project would cost almost as much or more than them actually doing the work. He said they are seeing what can be done in a cost feasible manner. Commissioner Scofield thanked Caltrans and Executive Director Landon for the cooperative effort on behalf of the Homeowners Association.

- *SR 49 Operational Improvements at Smith Road* – Mr. Aceves said this project will construct a right turn pocket lane with standard public road approach tapered with 4 foot shoulders and is a part of the SHOPP Minor B Program. He said they are doing environmental studies and design that will continue through FY 2015/16. Construction is scheduled to begin in the summer of 2016. The construction cost estimate is \$280,000.
- *SR 49 Hot Mix Asphalt Overlay* – Mr. Aceves reported the project proposes to preserve and extend the life of the existing pavement and improve ride quality. It is located from the South Yuba River Bridge on SR 49 to the Yuba County line, which is approximately

9.4 miles. The project will overlay with a Cold-in-Place Recycled substance, place a new Hot Mix Asphalt overlay, and new striping. The project was amended into the 2014 SHOPP in November 2014 for \$7,579,000, which includes all of the engineering, R/W, and environmental work, as well as construction cost estimates. He said preliminary engineering work is schedule to begin in the coming month and construction is scheduled for the summer of 2017.

- *SR 49 Rubberized Hot Mix Asphalt Open Graded Overlay* – Mr. Aceves reported the project proposes to place 1/10th of a foot rubberized hot mix asphalt overlay on SR 49 from the county line at the Bear River Bridge to the SR 20 separation in Grass Valley, skipping the roadway that was a part of the recently completed La Barr Meadows Road project. He said they will include some dike work and metal beam guard rail work at certain locations. The project is funded from the Major Maintenance Program and was awarded to Teichert Construction for \$3,998,277 and work has begun.

Executive Director Landon reported that at a meeting with the SR 49 Stakeholders Committee this spring, when this project was discussed, it was noted that there was a concern over the width of the rumble strip and the median striping that is already there, because the CHP is currently unable to enforce the speed limit since the speed survey expired. There was a discussion as to what kind of median could be put in that would have an enforceable speed limit. One of the issues that became apparent very quickly was a current speed survey was needed. He said Caltrans responded and in the April/May timeframe they did a speed survey at nine locations on SR 49 south of Grass Valley. They know now that current speeds along the highway are ranging from 60 to 67 miles per hour (mph). Based on that, the 85th percentile is where they could set the speed limit if they maintain the existing median, which is considered a divided highway. The speed limit would be set at 65 mph and that would be the limit that CHP could enforce. However, Caltrans decided (see letter “C” in Correspondence) that they are going to go back to a narrower median, which will then have the highway designated as a two-lane highway and not a divided highway and they will then be able to enforce a 55 mph speed limit. The Stakeholder Committee’s strongest concern was to have an enforceable speed limit that will keep the speeds down. That was something they have been working on for the past few months.

Chairman Jostes asked if the work is being done at night and going smoothly, and if there is any significant traffic problems. Mr. Aceves said he had not heard of any problems.

Commissioner Dee asked for an update on the SR 89 north paving project. Mr. Aceves said he thought construction had started. Commissioner Dee said she did not see it on his report. Mr. Aceves replied he would add it on the September Project Status Report.

Report On SR 174 Accident Data – Sergio Aceves

Executive Director Landon explained that this report was in response to several questions from Commissioner Guerra at a previous meeting. He said the first page compares the number of collisions and safety rates within the project limits on the new SR 174 safety project versus the entire SR 174 corridor. Mr. Aceves said the report he handed out was a broad view of safety and how Caltrans analyzes safety data. He explained the first page contained the most recent accident data over three years, from 2010 to 2013, on SR 174 in Nevada County. The first row of data for “Route Within County Limits” represented the start of the route at the western end up to the area where you are entering the urban area of Grass Valley. He said SR 174 ends at the intersection of SR 20/49, but that short section is considered different, because it is urbanized. The whole corridor had a total of 105 accidents in the three years studied, with 3 fatal accidents,

and 56 accidents were fatal and/or injury; the others were property damage only. Mr. Aceves said the "Actual Rates" were determined by taking the total accidents and dividing it by the million vehicle miles traveled, so the portion of the project is about 91.9 million vehicle miles traveled. He said the same calculation is done for the number of fatal accidents and they are compared to a statewide average rate for the same type of roadway and same rural environment. Mr. Aceves referred to another diagram in his handout that showed the comparison of SR 174 collision rates to the statewide average. He said for the entire SR 174 corridor the rate was lower than the statewide average, but the portion of SR 174 slated for improvements has a higher collision rate than the statewide average. That triggers a Safety Engineer to start a different set of calculations and that generates a Safety Index, which determines what is justifiable to spend on a safety improvement project. Part of the analysis determines what should be done to correct the issues, such as widening shoulders, or clearing a larger recovery zone, or realigning curves.

Mr. Aceves said the original project limits were determined in 2014. This year they received new accident data up to June 2013. The Safety Engineers looked at the fresh data, which triggered the expansion of the project limits when they compared it to the statewide average. He said they look at the post mile where the highest concentration of accidents occur. The other data sheets he provided were for the entire SR 174 corridor, which showed pie charts illustrating single or multiple vehicles involved in the accidents, collision factors, types of collisions, time of day, and daytime or nighttime lighting conditions.

Commissioner Fouyer asked if Caltrans takes into consideration the need for enforcement of safety laws. He said they are spending \$20 million on a two mile project, but you could spend \$10 million and have CHP parked every 100 feet in that section and actually reduce some of the speeds and drunk drivers that are causing this safety issue and accidents. He asked if that communication happens at Caltrans. Mr. Aceves responded that the reports are generated from CHP. Commissioner Fouyer said CHP is providing the numbers, but the pot of money is going towards engineering and a very expensive project for two miles. He was wondering if they were able to reduce the speeds in that section of highway, if there might be other things that could be done that would be preventable actions. Commissioner Fouyer said rather than spending \$20 million, you could spend \$10 million on added patrols, or those types of things, before you jump to spending \$20 million. Commissioner Fouyer asked if there were other things that could be done before the \$20 million is spent. Mr. Aceves replied that this data generates action by the Safety Engineers to look at the type of improvement, but part of that could be more law enforcement, and that is a discussion they have with CHP. They determine what type of improvement is needed, whether it is construction or more enforcement, and that is a decision made by the experts. He does not know how they come up with their final decision.

Commissioner Beason said Nevada County has an example from several years ago where there were 11 or 12 fatalities in one year on SR 49 and people were upset, including the CHP. He said Caltrans did some good safety improvements on the roadway that helped, but the CHP flooded the corridor with enforcement and the fatalities went down to 0 or 1 per year afterward. Executive Director Landon said probably the highest in one year since then is 3 fatalities. Commissioner Fouyer said this rewinds back to the conversation on how to talk about saving costs versus finding and spending more revenue. Mr. Aceves said one of the things is Caltrans could save money, but how does the CHP come up with funding to do enforcement ongoing and forever; it is not a one-time cost. He knows \$10 million can buy a lot of enforcement, maybe 10 or 20 years, but those are the types of things that need to be looked at. Mr. Aceves said sometimes enforcement is the best solution, but many times when you add up the perpetual costs, the safety issue is never going away, so they have to be careful because it may not be as cheap to fix the problem as it sounds. Commissioner Beason said some of the safety improvements done

on SR 49 obviously drove the speed up. Executive Director Landon replied he thought what drove the speed up was the lack of enforcement because CHP has not been able to enforce the speed limit for over one year.

Commissioner Guerra agreed with what Commissioner Fouyer said and noted if you look at the primary collision factors, she wondered if the project is just making it safer for these factors to continue, which would just change the location of where the collisions occur. She realized the SR 174 project is in motion and she was glad to hear that fatalities and accidents have decreased on SR 49, but she wondered if the same analysis is being done on SR 49, or is there some assumption that there are improvements planned that may not come to fruition. Commissioner Guerra asked if there are safety issues on SR 49. Her perception of accidents between SR 174 and SR 49 is there are more accidents on SR 49, so to have this small section on SR 174 made safer for people who are speeding and driving under the influence alarms her. Mr. Aceves said these reports can be taken out of context very quickly. He said she was right that SR 49 probably has more accidents than SR 174. He said the issue is that SR 49, in many cases, is urbanized or four lanes, so that gets compared to similar statewide averages. He said it is a peer-to-peer comparison of statewide averages for safety funding. Mr. Aceves said if you look at what is causing these accidents, you see that alcohol is 16%, and what you do about that is to increase enforcement; a project is not going to fix that. He said when you see "Failure to Yield" and "Improper Turn" and "Speeding", you can add these three up and it is by far the bulk of the accidents. He said usually if you widen the shoulders and you make some curve corrections, you can help with these type of accidents, and you would solve the bulk of the problems. Commissioner Guerra said she hoped the improvements would not increase the speed on SR 174. She thanked Mr. Aceves for his report. Commissioner Scofield asked if the 3 fatalities on SR 174 included the bicycle accident. Executive Director Landon said that occurred on the Placer County side of SR 174. Commissioner Scofield asked if they look at bicycle accidents also when they do these types of analysis. Executive Director Landon said that is included in the CHP reports.

ACTION ITEMS

14. Professional Services Agreement for General Counsel Services with Miller & Owen, A Professional Corporation

Executive Director Landon stated that Miller & Owen have been NCTC's general counsel for a number of years. NCTC had not gone out with a Request For Proposal for five years, so staff completed the procurement process. He said they received three or four responses and Chairman Jostes was a part of the Selection Committee. The committee unanimously selected Miller & Owen based on their experience and cost. The proposed contract was presented to the Commission. Commissioner Beason asked if the contract was materially different from the previous ones. Executive Director Landon said it was not different. It is a one year contract with four extensions.

Commissioner Fouyer made a motion to adopt Resolution 15-30 authorizing the Chairman to execute the contract with Miller & Owen to provide general counsel services for NCTC. Commissioner Beason seconded the motion. The motion passed unanimously with Aye votes from Commissioners Andersen, Beason, Dee, Fouyer, Guerra, Jostes, and Scofield.

15. Contract with Omni-Means, Ltd. for the Gold Flat Road Traffic Analysis

Transportation Planner Mike Woodman reported that in accordance with the Interagency Agreement between NCTC and Nevada City, NCTC conducted the procurement of a transportation consultant to prepare the traffic analysis of the Gold Flat Road corridor. He said in doing that procurement, the Project Selection Committee selected Omni-Means, Ltd., and staff recommended approval of the contract.

Executive Director Landon said this study is related to our Regional Transportation Mitigation Fee (RTMF) Program. He said there was an expectation to do improvements based on the previous modeling done, but with the construction of the Dorsey Drive Interchange the traffic patterns have changed somewhat. He said the socio-economic forecast has also been reduced, so the purpose of this analysis will be to determine if we still need an improvement in this location, and if we do, will it be as big an improvement as was originally sized, or is there something less that can be done with less cost and still meet the purpose and need that was identified. Executive Director Landon said he felt really good about doing this traffic analysis and staff is happy to work with Nevada City staff to accomplish this analysis.

Commissioner Guerra said she did not know what the socio-economic forecast was and asked for clarification. Executive Director Landon explained that in the previous modeling it was anticipated with forecasting into the future, which is based on history. In 2008 they looked back at the growth that happened in the late 1980's and early 1990's and they projected that forward. He said the anticipated growth rate used within Nevada County specifically looked at population, although the forecast they used also looked at job and economic issues, as well as population. He said in the modeling they looked at about a 1% per year growth rate in western Nevada County, so that projected out to a significant growth occurring between 2010 and 2025 or 2030. Executive Director Landon said over the last five years, as they looked at what happened with the reduction in the real estate market and other things, the population growth slowed to actually experiencing reduced population less than 1%. They applied those things and looked forward, so what they are seeing is the old 2030 projections are now looking like 2050 projections. He said they are seeing across the board in the traffic modeling probably an average of about 6% to 10% reduction in traffic volumes, so there is more capacity available in the system should growth continue to occur. Executive Director Landon stated that is the type of adjustments they are looking at, and that necessitates projects that were once identified as either smaller or no longer needed.

Commissioner Andersen said she was happy to see, when glancing through what they have already come up with, that there are some priority considerations relating to the Robinson operations and their oversized and overweight vehicles. She assumed the oversized vehicles would also include school buses, since if the project were to propose a roundabout, school buses do not bend in the middle and need very forgiving curves on both sides of a roundabout. She was curious, without going into specifics, what a nontraditional roundabout would look like. Executive Director Landon said that would be one that is oval or elongated versus circular. He said one of the options might be to make the entire overcrossing a part of the roundabout; instead of having two roundabouts, you might have one long roundabout. There were seven high quality top notch engineering firms that proposed on the project and they all really wanted to get the work. He stated the thing that really set Omni-Means apart in the minds of the Project Selection Committee was they had already looked at and knew the parameters that they needed to work within. Executive Director Landon said this information was available to everyone, but Omni-Means had gone the extra mile in looking at what the impacts would be and what the importance of the Robinson portion of the corridor is to the whole area, and what is the importance of school traffic. He said they are looking at the school issues, the heavy truck issues, the location of the

Caltrans yard, and getting equipment in and out. He said they came in about 10% down the road of already knowing what they needed to do and it was very apparent in the interviews that they were in tune with the community's needs and the desires of the community to make an improvement that would be effective, but would be as small and cost effective as possible.

Commissioner Andersen said she noticed that they recommended the public outreach meeting would be held at the end of the process and she did not know what that meant. Executive Director Landon replied that this is a traffic analysis, so what they want to do is come up with what they see as the options, and then have a public meeting where they can show the public what they have come up with and see how the public feels about the various options.

Commissioner Beason asked if they were using Department of Finance numbers to come up with population growth projections. Executive Director Landon said they have used a little bit of Department of Finance numbers, but they are mostly using Caltrans' Socio-Economic Forecast and they are tempering those with local experience. Commissioner Beason said the Department of Finance numbers are historically and notoriously bad.

Chairman Jostes said \$44,000 will be spent on the traffic analysis, but asked where the money is going to come from to build whatever is proposed to be built. Executive Director Landon said this project is included in the RTMF Program, so if it is determined that it is still a viable need and whatever the new project is, it will probably stay in the RTMF Program. He said that would be based on the socio-economic forecast and they would then see that within the twenty year period it should be able to be funded. He said the project has already been given a "leg-up" through the Congestion Mitigation and Air Quality (CMAQ) Program and there could be additional CMAQ funds made available should an improvement be desired.

Commissioner Beason said he is of a mind that if an intersection is at failure one or two hours a day, maybe that is OK when you compare it to the costs. He presumed the consultants calculate all of that. Executive Director Landon said they do and that was another key thing Omni-Means brought to the table regarding cost effectiveness, which is the need for the improvement versus the benefit it will provide and the cost it would take to get there.

Commissioner Dee said, believe it or not, these projects also qualify for some greenhouse gas emissions money and grants. She said the Town of Truckee has embarked on a path of clean air program, so they are looking at this, and part of the overall program is looking at money and grants that are available as they go forward, trying to meet the greenhouse gas emissions standards that are being set by the state. She said they seem pretty onerous and yet the Town is over halfway there with what they are doing. Commissioner Dee said as cars sit at lights they emit gasses and it has made a tremendous difference in Truckee with seven or eight roundabouts. She said they are now looking at taking out two of four remaining stop lights in the Town and replacing them with roundabouts to take the reduction further. She said roundabouts are expensive to do, but it is traffic calming and reduces emissions and the Town loves them; they make a huge difference.

Commissioner Dee made a motion to adopt Resolution 15-31 authorizing the Chairman of the NCTC to execute the contract with Omni-Means, Ltd. to prepare the Gold Flat Road Corridor Traffic Analysis, with an amount not to exceed \$44,991.55. Commissioner Beason seconded the motion. The motion passed unanimously with Aye votes from Commissioners Andersen, Beason, Dee, Fouyer, Guerra, Jostes, and Scofield.

16. Closed Session: Pursuant to Government Code Section 54957, Public Employee Performance Evaluation of the Executive Director, Daniel B. Landon

Chairman Jostes CONVENED THE CLOSED SESSION at 11:18 a.m. The Commissioners and Executive Director Landon left the chambers to meet privately.

Chairman Jostes RECONVENED THE NCTC MEETING at 11:38 a.m. in the Council Chambers. He stated there were no items to report out.

COMMISSION ANNOUNCEMENTS

Commissioner Dee announced that the bus would leave from the front entrance of Town Hall roughly at 12:15 p.m. to transport the Commission, NCTC staff, and Town staff to the construction site of the SR 89 Mousehole Pedestrian and Bicycle Tunnel project.

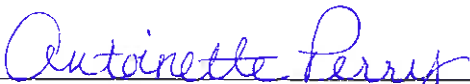
SCHEDULE FOR NEXT MEETING

The next regularly scheduled meeting of the Nevada County Transportation Commission is on September 16, 2015 at the Nevada County Board of Supervisors Chambers, 950 Maidu Avenue, Nevada City, CA.

ADJOURNMENT OF MEETING

Commissioner Dee made a motion to adjourn the meeting. Commissioner Andersen seconded the motion. Chairman Jostes adjourned the meeting at 11:40 a.m.

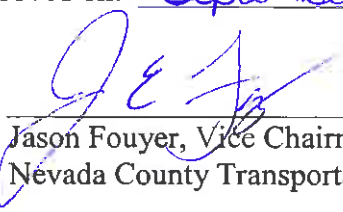
Respectfully submitted:



Antoinette Perry, Administrative Assistant

Approved on: September 16, 2015

By:



Jason Fouyer, Vice Chairman
Nevada County Transportation Commission

