



NEVADA COUNTY TRANSPORTATION COMMISSION

Grass Valley • Nevada City • Nevada County • Truckee

MINUTES OF MEETING July 16, 2014

A meeting of the Nevada County Transportation Commission (NCTC) was held on Wednesday, July 16, 2014 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, and Larry Jostes

Members Absent: 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 9:37 a.m.

Pledge of Allegiance

PUBLIC COMMENT

There was no public comment.

Chairman Jostes stated there was a scheduling conflict with one of the Commissioners; therefore he moved forward three Action Items that dealt with personnel matters and necessitated a Closed Session.

ACTION ITEMS

16. Appointment of Labor Negotiation Representatives

Chairman Jostes asked for a motion to authorize the members of the Nevada County Transportation Commission presiding at that meeting to form the body of labor negotiation representatives. Commissioner Beason made the motion. Commissioner Dee seconded the motion. The motion passed unanimously with Aye votes from Commissioners Andersen, Beason, Dee, Fouyer, Guerra, and Jostes. (Commissioner Scofield was absent.)

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

18. Closed Session: Conference with Labor Negotiators, Government Code Section 54957.6

Chairman Jostes convened the Closed Session at 9:39 a.m. The Commissioners and Executive Director Landon went into a private conference room.

Chairman Jostes reconvened the NCTC meeting at 10:12 a.m. in the Council Chambers, and there were no items to report out. He stated one item will be carried over to the September NCTC Meeting.

CONSENT ITEMS

1. Financial Reports

A. April 2014 and May 2014. *Approved.*

B. 2013/14 FY Regional Surface Transportation Program Balances. *Approved.*

3. Allocation Request from the County of Nevada. *Adopted Resolution 14-16 allocating \$2,014,418.05 of Local Transportation Funds (LTF) to the County of Nevada for transit/paratransit operations for FY 2014/15.*

4. Allocation Request from the City of Grass Valley. *Adopted Resolution 14-17 allocating \$380,743.43 of LTF to the City of Grass Valley for transit/paratransit operations for FY 2014/15.*

5. Allocation Request from the City of Nevada City. *Adopted Resolution 14-18 allocating \$90,782.52 of LTF to the City of Nevada City for transit/paratransit operations for FY 2014/15.*

6. Allocation Requests from the Town of Truckee. *Adopted Resolution 14-19 allocating \$434,009 of LTF and \$70,391 of State Transit Assistance (STA) funds to the Town of Truckee for transit/paratransit operations for FY 2014/15.*

7. Allocation Request from the County of Nevada for Regional Surface Transportation Program (RSTP) Funds. *Adopted Resolution 14-20 allocating \$821,200 of RSTP funds to Nevada County for FY 2013/14 road maintenance projects.*

8. Amend the Nevada County Pedestrian Improvement Plan to Include Nevada County's Planned Sidewalk Extension Project on Nevada City Highway. *Adopted Resolution 14-21 adding Nevada County's Planned Sidewalk Extension Project on Nevada City Highway to the Nevada County Pedestrian Improvement Plan previously adopted by NCTC on March 16, 2011.*

9. Disposal of Surplus Equipment. *Adopted Resolution 14-22 declaring three computers as surplus, and authorizing the Executive Director to dispose of them in accordance with the NCTC Administrative Operating Procedures Manual.*

Commissioner Beason requested Item #2 (NCTC Minutes) be pulled. Commissioner Beason made a motion to adopt the Consent Calendar minus Item #2. Commissioner Fouyer seconded the motion. The motion passed unanimously with Aye votes from Commissioners Andersen, Beason, Dee, Fouyer, Guerra, and Jostes. (Commissioner Scofield was absent.)

ITEM PULLED FROM THE CONSENT CALENDAR

2. NCTC Minutes

May 21, 2014 NCTC Meeting Minutes. *Approved.*

Commissioner Dee made a motion to approve the May 21, 2014 NCTC Minutes. Commissioner Guerra seconded the motion. The motion passed with Aye votes from Commissioners Andersen, Dee, Fouyer, and Guerra. Commissioners Beason and Jostes abstained due to their absence from the meeting. (Commissioner Scofield was absent.)

INFORMATIONAL ITEMS

10. Correspondence

There was no discussion on Correspondence.

11. Executive Director's Report

11.1 Federal Transportation Issues

Executive Director Landon reported that the previous weekend a Congressman from Oregon proposed the nation go to a mileage-based transportation fee. He said it will be interesting to see if that proposal gains any momentum during the coming session of Congress. He noted there have been two proposals that have passed committee, both in the House and the Senate, related to short-term funding to keep the Federal Highway Trust Fund in the black through May 2015. Executive Director Landon said there seems to be a fair amount of desire within the federal legislature to get that passed so the current projects underway will be funded. His expectation is within the next week there will be some sort of a stop-gap funding measure. He recently saw an editorial that called it "a band-aid that is an insult to the band-aid". The proposed measure would keep the Trust Fund balanced until the spring of 2015, with the hope that the legislature can then address the long-term funding issue.

Chairman Jostes asked what the direct impact would be for Nevada County and their projects in general if the current funding measure does not pass Congress. Executive Director Landon replied that the State of California indicated through the Caltrans Director that they could probably keep projects moving for two months. He said the Dorsey Drive Interchange would probably be completed without any problem. Executive Director Landon said he attended the California Transportation Commission meeting last month with Commissioner Dee and the funding is in place for the Mousehole project. He said the Mousehole project could be delayed in its bidding process or in the reward of the bid if the federal funding totally ran out. He added the SR 49 shoulder project might also be delayed, but these are probably the only impacts Nevada County would see.

Commissioner Beason referred to the proposal to raise the gas tax and he reported that Congressman Camp has a proposal where they are going to delay companies paying retirement investments, but he thought on the back end down the road this would come back and bite us. Executive Director Landon said the two proposals that are the stop gap measures seem to have little to do with transportation and it was discouraging.

11.2 Regional Traffic Model Update

Executive Director Landon said the Regional Traffic Model Update is nearly complete. He sent out final documents the previous day to the Project Advisory Committee. When the model update is completed, it will allow staff to move into the update of the Regional Transportation Mitigation Fee Program and the Regional Transportation Plan update.

11.3 Rural Counties Task Force Streets & Roads Performance Measurement Data Project

Executive Director Landon reported the project is moving along nicely and during May they received additional data from agencies that had not previously reported, so there was a high response with their survey. He said he expects to have really good data for the Commission later on in the year.

11.4 Projects Submitted For The Active Transportation Program

Executive Director Landon stated that California developed a new process for funding projects that are "nontraditional". This covers funding for Safe Routes to School, pedestrian and bicycle projects, and those kinds of projects. They have consolidated those programs into a single program called the Active Transportation Program (ATP). The Town of Truckee and the City of Grass Valley submitted several projects that were listed in the Executive Director's Report. Executive Director Landon said for the small urban and rural component of that program, there is about \$11 million available. He said they know it is oversubscribed, so they will keep an eye on how the competition comes out.

11.5 Nevada County Coordinated Public Transit-Human Services Transportation Plan

Executive Director Landon said Michael Woodman, Transportation Planner, is managing the Nevada County Coordinated Public Transit-Human Services Transportation Plan. He said this is an effort to be sure the county is providing human service agencies with the types of transportation services they need, and coordinating what the agencies are doing so it is done most efficiently. This project is moving forward and will be completed later this year.

11.6 Bay to Tahoe Basin Recreation and Tourism Rural Roadway Impact Study

Michael Woodman reported that El Dorado County Transportation Commission (EDCTC) is the lead agency for this project and NCTC has been participating on the Project Advisory Committee. He said they have completed the draft report and Woody DeLoria, Senior Planner with EDCTC, was at the meeting to participate in the presentation.

Mr. Woodman gave an overview of the key findings from the draft report. He stated the purpose of the study is to identify and quantify tourism travel impacts to the rural transportation network from the San Francisco Bay Area leading to the Tahoe Basin, and give a better understanding of the significance of the rural state system in the study area. The study will seek solutions to the impacts and provide data necessary for performance based transportation planning. Additionally, they will revisit funding distribution based on resident population and lane miles. Mr. Woodman stated the partners in the study are Amador County Transportation Commission, Caltrans, Federal Lands Highway Division, NCTC, Placer County Transportation Planning Agency, South Shore Transportation Management Agency, Tahoe Transportation District, Tahoe Metropolitan Planning Organization, U.S. Forest Service, and Sacramento Area Council of

Governments. The study area includes Amador, El Dorado, Nevada, and Placer Counties; Interstate 80, U.S. 50, State Routes 20, 49, 88, 89, 193, and 267.

Mr. Woodman stated the traffic data collection was performed over a two week period from June 26, 2013 to July 12, 2013. Twenty Bluetooth sensors were located in key areas of the study area and they picked up approximately 10% of the vehicles that have a Bluetooth active device. He said this process allows for an anonymous collection of data. Mr. Woodman said one of the primary goals of collecting Bluetooth data is to determine whether a specific traveler is a tourist or commuter and detect their travel patterns. This technology allowed the consultant to identify the home zone of each Bluetooth identifier, and then a set of established rules were applied to the movements to determine if the traveler was a commuter or a tourist. He said the Bluetooth sensors also recorded a time for each traveler, which made it possible to determine the speed of travel if they were detected at multiple zones. As they expected, as tourist traffic increased, the speed of travel decreased. Mr. Woodman said the data provides valuable information related to tourism travel and associated impacts on key highways within the study area. He displayed a map with a sample of the data collected for one given day, July 5th, which identified the percentage of local commuter traffic versus tourist traffic. Mr. Woodman reported the data collection results indicated that tourism traffic peaked on July 7th, the Sunday after Fourth of July and, as expected, tourism traffic peaks on the weekends. Data also indicated that during peak tourism travel periods, traffic in pass-through locales could be more than 70% tourism based. He said that tourism travel accounted for 50% or more of the traffic in the study area destinations, and speed of travel decreased as tourism travel increased, which impacts travel of local residents.

Mr. Woodman reported that the consultant team also conducted a total of 30,000 automated calls; 10,000 in each of the three identified metropolitan areas of Sacramento, San Francisco, and San Jose. This information was utilized to identify when travelers were coming to the area, which routes they took, the frequency of their visits, and developed a data base of people that are known to be visitors. Mr. Woodman said the consultant team also completed 300 in-depth interviews in each of the three major metropolitan areas, with the main focus being to further characterize the visitor and identify their travel needs. These interviews gathered information to determine their travel habits and why they were traveling to the Tahoe Basin, what activities would cause them to linger in communities along the route, opinions on travel routes and transit, and how they get their information for their trips. Mr. Woodman stated this data could be useful for such groups as the Economic Resource Council and local chambers in developing marketing campaigns.

Mr. Woodman said the data collected from the polling can be queried in multiple ways, such as demographics, route used, the season of travel, activities participated in while traveling, and who is utilizing transit. The data is available for use by the project partners to inform the need of transportation improvements, identify transportation system users by demographics, guide marketing efforts, and develop strategies to inform travelers. Mr. Woodman said Nevada County and its jurisdictions can use this information to guide strategies for marketing the area, targeting tourist destinations, and providing information on desired activities and events locally.

Mr. Woodman said the polling data identified that 69% of the respondents from Sacramento had visited Lake Tahoe, 70% from San Francisco visited Lake Tahoe, and 62% from San Jose visited Lake Tahoe. The data indicated that the greatest number of people visit the Tahoe Basin during the non-winter months, with the highest being 57% of people from San Jose, 46% from San Francisco, and 44% from Sacramento. He said in the winter months the highest number of people visiting is 31% from San Francisco, and approximately 30% visit fairly evenly throughout the year. Commissioner Beason asked Mr. Woodman when he said San Francisco, did that mean

the San Francisco Bay Area. Mr. Woodman replied yes. Executive Director Landon said the San Jose area included Silicon Valley and was separate from San Francisco. Mr. Woodman reported that data was also collected for each area on the frequency of visits and “once per year” visits reported Sacramento at 43%, San Francisco at 34%, and San Jose at 32%. “More than once per year” visits listed San Jose at 45%, Sacramento at 31%, and San Francisco at 30%. “Less than once per year” visits had San Francisco at 36%, Sacramento at 26%, and San Jose at 23%.

Data on the demand for transit showed that 51% of survey respondents said they would use or try any transit system developed in Tahoe or the surrounding areas. Mr. Woodman reported that 40% of those polled said they occasionally use transit in their community.

Mr. Woodman summarized that the data revealed visitors are coming from the Bay Area, Sacramento, or the Tahoe Corridor in non-winter months (May through October) more than in winter months. These visitors are making multiple visits a year and they said they would likely stop more in communities along the way and spend time there if they had more information about other tourism opportunities. Two top rated activities they mentioned as reasons to stop at other destinations on the way to Tahoe were restaurants or a unique culinary experience at 53% and shopping at 52%. The report noted with a regional population base of about 11 million people, it was estimated about 6.5 million visits to the Tahoe Basin occurred each year by people living in the Bay Area and the Sacramento/Tahoe Corridor regions. Mr. Woodman said this is a lot of people impacting the local roadways through tourism.

Overall conclusions from the tourist polling and user surveys stated the strength in key tourism segments were agri-tourism and viticulture in the foothill areas, outdoor recreation and adventure tourism in the higher elevations, and heritage tourism in the historic sites throughout the counties. Mr. Woodman reported that overall, prospects are strong for continued future growth in visitation numbers. He said the visitation growth will vary by area, generally between 1% and 3% per year throughout. The report indicated some of the most promising areas are in Amador County and North Lake Tahoe, which may see higher growth rates at 5% or more. Mr. Woodman noted that visitor spending in Nevada County has shown growth every year over the past ten years, with the exception of a decline in 2009. Nevada County has experienced growth in Transient Occupancy Tax (TOT) collections; however the growth rates varied significantly amongst the jurisdictions. He reported that Nevada City and the Town of Truckee have experienced healthy growth rates, while Grass Valley has experienced an extremely strong TOT collection growth rate of 15.1% per year. He said implementation of the county’s overall marketing strategies should ensure that Nevada County continues to realize increased visitor spending up to 2% to 3% per year.

Mr. Woodman said the Funding Summary did not show anything new and he thought everyone knew the challenges being faced. He said the State of California’s transportation programs and key subventions to locals and regions are vulnerable to the failure of the renewal of MAP-21. The State’s under-funded transportation capital revenue base is at risk under consumer behavior, because vehicles can now travel more miles per gallon and, as a result, fuel taxes are generating less revenues. He stated that Cap and Trade may generate revenues to partially offset some of these impacts, and the rural agencies are trying to get a foot in that door. There are emerging opportunities that will require efforts to capture the needed resources. Mr. Woodman said this study establishes a technical framework that supports development of short-term and long-term transportation funding strategies that focus not only on the resident base users of the transportation system, but tourist and recreation users as well. He noted as new revenue sources for transportation are discussed at the state and federal level, the data collected in relation to the

impacts associated with interregional tourism travel will assist NCTC, as well as the other study partners, to more accurately define funding requirements to address congestion, operations, and condition of the highways within the study area.

Tourism Impacts to the interregional highway systems that were reported in the study include Congestion, Roadway Life Cycle, Increased Maintenance Cost, and Traveler Experience. Mr. Woodman said that the existing conditions analysis for major highways in the study area identified that many of the highway segments, including portions of SR 49, are currently operating at Level of Service (LOS) E or worse. It is noted that as tourism increases and associated traffic increases it will contribute to further deterioration of LOS. He reported the increased use of roadways related to tourism will also contribute to the degradation of the roadway over time and shorten the roadway life cycle. Both the state highway and local roadway network experiences an increase in traffic related to tourism, which results in an increase in the need for routine maintenance activities. The secondary impacts from tourism are Traveler Experience/Missed Economic Opportunities and Traveler Information/Awareness. Mr. Woodman said congestion, poor roadway conditions, decreased accessibility, travel time reliability, and lack of public transportation connectivity all contribute to the degradation of a traveler's experience, which has direct implications on future tourism decisions. He stated for the purposes of transportation planning, it is important that the tourism population is a recognized population, in addition to the resident population, to ensure that associated impacts are defined and the needs of the traveler are considered. Long range planning efforts need to give consideration to the fact that tourism is a key factor in the health of the region's economy. Mr. Woodman said dissemination of traveler information regarding traffic congestion, transit opportunities, parking availability, tourism opportunities, and seasonal weather concerns can improve the travel experience by allowing travelers to make informed decisions on when, where, and how to travel.

Mr. Woodman stated that the types of projects identified to improve the traveler experience are improved access, better lighting, signage, intelligent transportation systems, improved traveler information, parking, transit connectivity, and dissemination of traveler information to control peak travel periods. He reported the "Findings and Opportunities for Implementation" are for the study to put into place a foundation to build consensus on tourism impacts in the study area; informs transportation planning and tourism marketing projects; builds public and private sector coalitions in relation to dissemination of traveler/tourism information and informs marketing efforts in the region; supports funding efforts by coalescing the study partners with a unified message and gives them strength in numbers when they talk about the impacts of interregional travel and taking a look at new funding sources to be sure they take these types of things into account; seek cross region cost sharing opportunities for tourism-related projects; identifies potential performance measures; and emphasizes continued development of priority projects to make sure projects are ready to take advantage of new funding opportunities as they become available.

Mr. Woodman introduced Woody DeLoria, Senior Transportation Planner for EDCTC, who was available with Mike Woodman to answer questions about the study. Mr. DeLoria thanked NCTC for their partnership on the study effort and also thanked Mr. Woodman and Executive Director Landon for their hard work with the study partners. He said the final draft report will be taken to the EDCTC in August and posted on their website and partner agency websites. The data will be available to be used to take to state and federal legislators in order to help with the case that on any given weekend in this study area the volume of traffic on our roadways can be significantly greater than the resident population. Mr. DeLoria asked for questions from the Commission.

Commissioner Guerra said it seemed there would be a need to coordinate between the partner agencies to implement some of the suggested projects and opportunities identified in the study and she asked if there was something already in place where the partners work together or will they need to initiate this. Mr. DeLoria replied that they are currently working with the other partners in the region along with the group called the TransSierra Coalition. He stated Executive Director Landon and Mr. Woodman also work with other rural areas through the North State Super Region and the Rural Counties Task Force. Mr. DeLoria said he noticed that day, traveling on SR 50, the interchangeable message signs noting TahoeRoads.com as a place to find the latest travel information.

Commissioner Beason asked why SR 174 was not included in the study. Mr. Woodman said it is not considered a gateway route to Tahoe; it is more of a connection route to Grass Valley from I-80. Commissioner Beason questioned if the study presumes travelers continue on SR 49 to Tahoe. Mr. Woodman said yes they could take SR 49 and continue on SR 20 to I-80. Commissioner Beason asked if people could go up SR 174 to SR 20. Mr. Woodman said one of the blue tooth sensor locations was above Nevada City, so those travelers would be captured at that sensor location. Commissioner Beason said the study indicates the possibilities of people traveling to North Lake Tahoe and also Amador County, and he questioned if it was wine that would draw people to visit Amador County, since it is not that easy to get there. Mr. DeLoria replied that it is the growth of the wine industry in Amador County and also southern El Dorado County that attracts visitors.

Commissioner Andersen asked what MAP-21 stood for. Mr. DeLoria said it is Moving Ahead for Progress in the 21st Century. Executive Director Landon explained MAP-21 is the last Federal Transportation Act that is in place, but is due to expire later this fall. He said each time the legislature does a new Transportation Act they give it a new acronym.

Commissioner Fouyer said it was mentioned that the final draft report will be put on the EDCTC website. He asked if there will be any other efforts locally to distribute the report to our economic organizations that may use this data for potential tourism, such as the Economic Resource Council (ERC), the Chambers of Commerce, and Visitor Centers. He thought there was a lot of great information that could be used as a tool. Executive Director Landon said when the final study is finished, NCTC staff will see that all of the county economic partners will get a copy. Mr. DeLoria said they have involved many of the chambers and resort communities throughout the process, and they will have access to all of the data. Mr. Woodman said there is a lot more data that was collected and is included in the report that the ERC and tourism groups can pull apart. He said staff can get information to them to improve their marketing campaigns.

Commissioner Beason said he had some questions about the methodology on the numbers, but he would contact staff separately.

Chairman Jostes asked if this is public information that can be used by anyone free-of-charge or are there fees to obtain this information. Mr. DeLoria replied that all of the information will be available for free online, but the data base is very extensive. Chairman Jostes asked, for example, if the ERC of Nevada County would want to utilize this data, but they would want to slice it in a certain way, who would slice the data for them. Mr. DeLoria said they would work with the agency to determine the best way to obtain the information they need.

12. Project Status Reports

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

Executive Director Landon said Winder Bajwa was not at the meeting, but he wanted the Commission to know that everything is on schedule and in budget.

B. Caltrans "Vertical Clearance Project": Rochelle Jenkins, Caltrans Public Information Officer for the Sierra Area

Rochelle Jenkins reported that she had follow-up information on the "Raise 80" Project. She said the message boards that display the TahoeRoads.com website, which is a program Caltrans put together to give awareness to the extensive construction in the Tahoe Basin, will be changed to Raise80.com beginning in August. Ms. Jenkins said there will be a kick-off on August 5th letting people know about the project and the schedule for the first structure at Magra that will affect Nevada County. She added there will be a public workshop on August 6th for the Nevada City/Grass Valley area that will be an Open House format where people can come in and ask questions about the detour. She said currently the Magra overcrossing lift was scheduled for August 18th and 19th. She noted that the contractor expects to be done on the 18th, but worse-case scenario is if they need two nights to complete the project it is already scheduled and prepared for an 11:00 p.m. to 5:00 a.m. closure of I-80.

Ms. Jenkins said there was an incident on eastbound I-80 several weeks prior where the eastbound lanes were closed for approximately five hours due to an overturned big rig. She noted that it gave Caltrans a good indication of what the big rigs will do when the interstate is closed for this upcoming project. They were given the option to take the SR 20/49 corridor, but they chose not to take it; they parked their trucks. She said I-80 became a parking lot. They had the option to take a 56 mile detour or wait five hours; they waited. She thought this project would not get the volumes of vehicles that the prior project did, which had detours nightly of 10 to 12 hours long for the whole summer. This will be one or two nights with a six hour detour, so they will either park or do their scheduling to travel around the time of the detour. Ms. Jenkins said she will be at the Magra Lift during the construction hours, so if they do get done in one night she will notify the media that morning that I-80 will remain open and the SR 20/49 corridor will not be needed as a detour.

Commissioner Beason asked where the Open House would be held. Ms. Jenkins replied that it will be held at the Nevada County Eric Rood Center on Maidu Avenue from 5:00 p.m. to 7:00 p.m. Commissioner Beason asked if the project is completed in one evening would she please email Executive Director Landon that information. Ms. Jenkins said she would do that and she also has the Commissioner's emails.

Commissioner Andersen said when Ms. Jenkins came to the Nevada City Council meeting there was discussion as to whether they would provide a California Highway Patrol (CHP) escort in both directions. Ms. Jenkins replied that the escort will only be westbound from I-80, along SR 20, down the Harmony Ridge Grade into Nevada City, and ending at McKnight Way in Grass Valley. She said the primary reason they do escorts is because of the downhill grades that go into Bear Valley and Harmony Ridge. She added there will be CHP vehicles in strategic locations to discourage speeding, but it will be outside of the populated area. Caltrans will also have graders onsite in case of an incident where a big rig has hot tires and they need to be pushed into the middle of the road away from vegetation. Ms. Jenkins said they have been in contact

with CalFire and the Forest Service to be sure they keep everything safe with the dry conditions and fire danger. Commissioner Andersen recalled that the escort in both directions was an important issue for Mayor Harris and she asked why it is not doable to have escorts in both directions. Ms. Jenkins said the escort for westbound traffic was determined because it has one major grade, so it really is not necessary in the eastbound direction to escort traffic. She said after the escort westbound to McKnight Way, the CHP officers will travel eastbound back up SR 20 to reset for the next escort group, so there will be that "filter" of keeping the trucks down to a certain speed in both directions. She said the CHP will inspect all of the big rigs before they are allowed to proceed on the SR 20/49 corridor, and many trucks previously were flagged off and not allowed to proceed until they were repaired or were towed away. She said there were about 800 big rig trucks during the Gold Run III project that were not allowed to continue due to not having brakes, etc. This is another reason why many trucks will park rather than go through the CHP inspection to continue traveling on the detour.

Chairman Jostes asked how much it costs to build a lit-up sign like the one on SR 267 that he saw that morning indicating construction delays. Ms. Shannon Culbertson of Caltrans said the ballpark amount is about \$225,000, which depends on how close the power source is to the location of the sign and labor to build it. Chairman Jostes said the signs are nice, so you do not have surprises down the road.

C. Truckee's SR 89 "Mousehole" Project: Becky Bucar, Associate Engineer, Town of Truckee

Becky Bucar is the Project Manager for the SR 89 Mousehole Project. She reported that the final Plans, Specifications, and Estimates have been approved by the Union Pacific Railroad (UPRR) and Caltrans. The environmental work is done, utility relocation is complete except for a gas line and a water line that will be relocated later this summer, and some minor electrical work will be done later this year.

Ms. Bucar stated the big news is that the funding for the project is in place. The California Transportation Commission (CTC) allocated \$4.4 million in State Highway Operations and Protection Program (SHOPP) funds and \$3.132 million in State Transportation Improvement Program and Regional Improvement Program (STIP/RIP) funds for the project at their June 25, 2014 meeting. She thanked NCTC for making that recommendation. She said the CTC funding was critical, as well as the \$1.5 million TIGER (Transportation Investments Generate Economic Recovery) funds that were required to be obligated by June 30th, but could not be obligated until the CTC funding was allocated. She said they completed the process only a few days early of that deadline, and as a result the Town was able to retain the TIGER funds. Ms. Bucar thanked Commissioner Dee and Executive Director Landon who attended the CTC meeting in order to make sure any questions that came up would be answered. The CTC staff was also contacted to help the Town understand what their issues might be. Ms. Bucar said it was an effort on a lot of people's parts since Caltrans also helped the Town get paperwork done to complete right-of-way certifications. She said the Town was very appreciative for all the help they received to get the project ready for construction.

Ms. Bucar reported there is one little piece still needing completion, which is a Construction Agreement with UPRR that allows the Town to acquire the easement needed for the project. It has been signed by three of the four parties; they are waiting for one final signature from Caltrans [the person is on vacation] and then they can put the project out to bid. The UPRR signed the agreement first and Ms. Bucar is confident the agreement will be executed. She said the Town is hoping to get the project out to bid in July.

D. Grass Valley Dorsey Drive Interchange Project: Trisha Tillotson, City of Grass Valley Senior Civil Engineer

Executive Director Landon stated that Ms. Tillotson was not at the meeting and noted her update report indicated everything is on schedule and within budget. He said NCTC staff continues to process invoices for the Dorsey Drive Interchange and he is pleased to see the daily progress as he drives by. They are currently on schedule for an October ribbon cutting ceremony.

Commissioner Guerra said when she was driving the freeway the previous day, from Grass Valley heading towards Nevada City, it appeared that the lane was connecting at the on-ramp to maybe a weave when you get off at Brunswick. Executive Director Landon said there will be an auxiliary lane that will extend from the end of the on-ramp at Dorsey Drive to the off-ramp at Brunswick Road and potentially there will be some weave if you are going to get out on the freeway. He said if you are going to go from Dorsey Drive to Brunswick Road you will stay in the auxiliary lane, which is why the auxiliary lane was built, to allow for safe maneuvering on and off the freeway. It is similar to the weave on the freeway at Idaho-Maryland Road, only it is a much longer distance.

13. Status Report – Community Transit Services Allocation for Gold Country Telecare, Inc.

Executive Director Landon reported in September 2013 the Commission gave Gold Country Telecare a \$70,000 allocation for Community Transit Services. He referred to a table in the meeting packet that shows how the allocation has progressed to date. There was a \$7,000 start-up cost and the total trip reimbursement of 1,358 trips at \$20 per trip through the end of May 2014 was \$27,160. The remaining balance was \$35,840. Executive Director Landon said just prior to this meeting he received the June report numbers and the allocation remaining at the end of FY 2013/14 will be about \$34,000. He said in May there was a decrease in ridership. Ridership also decreased significantly in June as Telecare had an increase in their fares, so there were fewer riders that were willing to pay that increased cost. He said Telecare went from a cost of about \$8 per trip to \$20 per trip, so that was a large increase.

Commissioner Beason said he was worried about the whole process since Telecare is showing all types of indications that they are having troubles. Executive Director Landon said he would not editorialize on the agency itself, but based on this allocation, all of the requirements for the allocation were met and there was a lot of money left because money was not paid unless a service was provided. Commissioner Beason asked if there would definitely be money left over. Executive Director Landon replied definitely, because the allocation ended as of June 30, 2014, per the Commission's instructions when it was approved, so there is \$34,720 remaining.

Commissioner Guerra referred to the report statistics of 1,358 trips and 1,362 passengers. This indicated to her that some trips had more than one passenger, but the numbers are so close, it seemed to say that most of the time there was only one person per trip. Executive Director Landon agreed that nearly all of the time there was only one person being transported. He pointed out the asterisk on the table that states Telecare served 138 individual clients as of May 31, 2014 on 1,358 trips. His point was there is a relatively small number of individuals being served by this service.

14. Overview of the Town of Truckee's Transit Operations: Presentation by Kelly Beede, Truckee's Administrative Analyst II

Executive Director Landon introduced Kelly Beede and noted her new title as Truckee's Administrative Analyst II for Transit Economic Development and Special Events. Ms. Beede gave an update of the Truckee Transit Services with fiscal year end data. She said they are waiting for performance reports from their prior transit contractor and the Town Attorney is now working on getting them. She presented improvements to their operations under their new contractor, Gold Country Telecare, for services provided the last six months of the fiscal year.

Ms. Beede reported that under Operational Improvements, Gold Country Telecare is better at Performance Tracking than the Town's prior contractor. She gave an example of them tracking same day cancellations, no-shows, missed trips, late trips, and incidents/accidents. She said they do not have a baseline to compare to because the previous contractor did not provide that information to them, even though it was listed as a requirement under their contract. Ms. Beede said what is interesting to the Town, related to the no-shows on Dial-A-Ride, was the first three months, January through March, there was an average rate of 17% no-shows. Gold Country Telecare recognized that and they did outreach and education with the Dial-A-Ride clients and they are now seeing for April through June an average rate of 5% no-shows. She said as a result of the education process, they are now getting clients to cancel their rides as opposed to just not showing up for a ride or waving the driver on saying they do not need a ride that day. This process provides a more efficient transit service, since it opens up space for other passengers to take a trip.

Ms. Beede's report under Operational Improvements, as it related to Senior Shoppers, indicated that the prior contractor had designed the service where they would send a bus to the Senior Apartments four times a day, whether there was a reservation or not, at 9:00 a.m., 11:00 a.m., 1:00 p.m., and 3:00 p.m. She said they continued the service under Telecare for three months and had Telecare track the ridership and passengers not getting on the bus when it showed up at those designated times. Between January and March there was a 62% no-show average rate, so the Town terminated that service. Ms. Beede said they did outreach with the seniors explaining that it was an inefficient use of their transit funds to send a bus with no one to pick up. She said the Town staff and Telecare are doing outreach with education of services for seniors and Dial-A-Ride clients who use the service to improve efficiency of transit services.

Ms. Beede reported on Free Rides, under Operational Improvements, and said the former contractor would give a significant number of free rides to the community, such as seeing someone walking along the road and the driver would stop and pick them up. This was primarily done on a fixed route and the person would not have any money, or they forgot their wallet, or they only had a \$20 bill and did not want to put that in the fare box, so the driver would give them a ride anyway. Ms. Beede said the former contractor did track the number of people they gave free rides to and their justification was they were providing a benefit to the community and they were out there anyway servicing the community and felt that approach would help improve ridership. The Town worked with Telecare on this issue, since they retained a few of the previous drivers from the former contractor, so there was a retraining effort on the part of Telecare. Ms. Beede reported between January and June 2014, and compared to the same time period in 2013, there was a 75% reduction in free rides. She said there are some free rides that are legitimate, such as on the fixed route, children 3 years old and under ride for free.

Ms. Beede said she also looked at the Town's fare box ratio and between January and June 2014, compared to last year, their fare box is up 139%. She said part of this is due to a change they did

in their winter service. In prior years, when the Town would transfer to their winter service and serve Donner Summit, the summit resorts would fund a portion of the service and their employees would ride for free, but it was also free to everyone. If people were going back and forth within Truckee, they rode for free. Ms. Beede said the Town made an operational change with that service by allowing the employees to still ride for free by showing their resort employee identification, but they generated additional fare box from December through March that they have not had in the past. She looked at fares between April and June, when they go back to their non-winter schedule, and their fares were up on average 81%. When she looked at the free ride numbers in that time period, they were down 83%, so that is showing the Town is not offering free rides and the ridership is paying their fare as they should.

The Town also has new Fixed Route stops at the Senior Apartments that previously only had Dial-A-Ride service. This provides convenience for them every hour between 9:00 a.m. and 5:00 p.m. and it is less expensive to ride the Fixed Route bus. They also put Fixed Route stops at the Recreation Center, the Tahoe Forest Hospital, the Crossroads Shopping Center, Pioneer Trail (an industrial area that has a charter school), and by Alder Creek Middle School. Ms. Beede said they are serving more places and have made the route a little more efficient and it has enhanced the service to the community.

Ms. Beede reported that the Truckee Transit baseline is 9:00 a.m. to 5:00 p.m., and during the winter months they operate from 6:00 a.m. to 6:00 p.m. She said winter service primarily transports employees to Donner Summit, and the service on the summit is fully funded by the resorts, as well as the North Lake Tahoe Resort Association. What they did over part of the winter was they were operating within Truckee on a three hour headway, and this past winter they increased the headways to one hour, so they were running service every hour within Truckee from 6:00 a.m. to 6:00 p.m. The Town increased their runs per day within Truckee from five to twelve, so that made a huge improvement to the service within Truckee. Telecare really helped to make that possible through their operations team. Ms. Beede said they also modified the route on the summit. In prior years, because of the loop they were doing up there, they would spend 100 minutes between the west end of Donner Lake going up to the summit, making the loop, and coming back down. They modified the route and now it takes 60 minutes and that adjustment is more efficient and saved their funding partners over \$27,000 last year.

Ms. Beede reported there are Partnership and Programs projects the Town is working on. The Town of Truckee is partnering with Placer County and they are working on a transit branding effort to develop a single brand/look for the many transit services in the region. She said these include the Tahoe Area Regional Transit, operated by TART, along with Truckee Transit. Many of their bus shelters have two different signs and have a few different buses, so they are hoping these efforts will make it less confusing to the transit passengers. Ms. Beede said they formed a stakeholders committee and are working with a graphic designer to create a single brand that she will share with the Commission at a future meeting. There are operational components that will need to be worked out along the way, such as consistent fares, and more of an alignment with the two separate bus schedules.

Ms. Beede said the Town is excited about a new funding source they have. Tahoe Transportation District (TTD) and the Town of Truckee partnered on a joint proposal that was submitted to the Area 4 Agency on Aging. The TTD is a governing body for transportation within the Tahoe Basin and their area of jurisdiction includes eastern Placer County within North Lake Tahoe. Area 4 Agency on Aging is a nonprofit Joint Powers Authority that are responsible for administering the Older Americans Act and the Older Californian Act Programs. They have seven counties within their jurisdiction that include eastern Placer County and Nevada County.

The new program is called "North Tahoe Truckee Transport" and it provides interregional and out-of-area transportation to seniors in eastern Placer County and Nevada County. Ms. Beede reported the primary focus of the service is on non-emergency medical transportation, getting passengers to Social Services, and educational enrichment programs. They will provide two interregional trips each month between the counties, since there is a Medical Clinic in Kings Beach that individuals in Truckee need to get to. She said people that live in North Lake Tahoe also need to have an easier service available to access the Truckee medical facilities. The first Wednesday of the month will provide service to Truckee and then the fourth Tuesday will provide service in the North Lake Tahoe communities. Ms. Beede said three times a month they will serve out of the area: Reno will be the second Thursday of the month; Grass Valley/Nevada City will be the second Tuesday of the month; and the third Wednesday of the month for Auburn/Roseville/Sacramento. She said funding is available for up to three years of this pilot program and they receive \$25,000 for each county. This is the first time the Area 4 funding for transportation has been received in the Truckee/North Tahoe region. She said they are actively promoting their service and she provided fliers at the meeting for those who were interested in the August and September trip schedules indicating specific dates and the reservation phone number. Ms. Beede mentioned her appreciation for Area 4 funding that makes this most needed service possible in the Truckee/Tahoe region.

Ms. Beede discussed the project list that was reviewed at the prior transit update in January 2014. Placer County and the Town of Truckee were planning to work on a joint application for JARC (Job Access and Reverse Commute) program funding to fund year-round SR 267 service. Under the MAP-21 Program, JARC was no longer a competitive funding source and they rolled that funding into the 5311 Program funding, so that opportunity no longer exists for the Town and Placer County to partner on. They will continue to look for other funding opportunities to fund the year-round SR 267 service.

The Town of Truckee is piggybacking on a Placer County contract to implement the Next Bus Program, which will provide a huge benefit to the community. Ms. Beede said particularly during the winter months, when buses can generally run late due to snow and heavy traffic, instead of standing out in the cold waiting for their bus, if passengers live nearby and can walk down to the bus stop, they will be able to get on their Smart Phone or on their computer and see if the bus is on time or how late it will be. She said they are hoping to offer this service this winter season.

A near-term project Ms. Beede reported on is the Single Branded Regional Transit System and the Town is moving forward with this effort.

Ms. Beede said a long term project that has been on the Town's list is to provide non-emergency medical transportation to North Shore Tahoe and Reno, and now they are able to do that through the Area 4 funding. They also had on the list connector service to western Nevada County and Placer County Transit Services, and there is a potential that the North Tahoe Truckee Transport may fulfill this need for non-seniors. Ms. Beede said they will be monitoring that and certainly the funding for this service is specifically for seniors, but they have been informed if they have space available, then non-seniors will be allowed to ride. She said there is no charge to seniors for this service; just a suggested donation for each area. However, non-seniors would be required to pay that suggested donation fare.

Chairman Jostes commented that there is a lot of progress being made obviously and it appears good numbers coming out. He said it just emphasizes how important close and constant management of these services are. Chairman Jostes said, on behalf of their ridership and the tax

payer, obviously with this close management there is a lot of hanging fruit at times and he was glad to see that it is being taken care of. He thanked Ms. Beede for her efforts.

ACTION ITEMS

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

Executive Director Landon said this is the final year of the contract with Miller & Owen and staff has experienced great support from them. He requested the Commission authorize the Chairman to execute the renewal contract for this final year of the contract. He asked if there were questions about their services to NCTC. Chairman Jostes noted there is a \$10 per hour increase this year. Executive Director Landon said over the entire ten years of contracting with Miller & Owen there has been a total rate increase of \$40.

Commissioner Dee made a motion to approve a one-year extension of the Professional Services Agreement for General Counsel Services with the law firm Miller & Owen commencing August 30, 2014 through August 29, 2015. Commissioner Guerra seconded the motion. The motion passed unanimously with Aye votes from Commissioners Andersen, Beason, Dee, Fouyer, Guerra, and Jostes. (Commissioner Scofield was absent.)

COMMISSION ANNOUNCEMENTS

There were no Commission announcements.

SCHEDULE FOR NEXT MEETING

The next regularly scheduled meeting of the Nevada County Transportation Commission is on September 17, 2014 at the City of Grass Valley Council Chambers, 125 East Main Street, Grass Valley, CA.

ADJOURNMENT OF MEETING

Commissioner Guerra made a motion to adjourn the meeting. Commissioner Dee seconded the motion. Chairman Jostes adjourned the meeting at 11:22 a.m.

Respectfully submitted: Antoinette Perry
Antoinette Perry, Administrative Assistant

Approved on: September 17, 2014

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

