



Grass Valley • Nevada City

Nevada County • Truckee

MINUTES OF NCTC MEETING July 17, 2019

A regular meeting of the Nevada County Transportation Commission (NCTC) was held on Wednesday, July 17, 2019 in the Town of Truckee Council Chambers, Truckee Town Hall, 10183 Truckee Airport Road, Truckee, California. Notice of the meeting was posted 72 hours in advance. The meeting was scheduled for 9:30 a.m.

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

Members Absent: Susan Hoek

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

Standing Orders: Chair Guerra convened the Nevada County Transportation Commission meeting at 9:34 a.m.

Pledge of Allegiance

PUBLIC COMMENT: There was no public comment.

CONSENT ITEMS

1. Financial Reports. April 2019 and May 2019. *Approved.*
2. NCTC Minutes. May 15, 2019 NCTC Meeting Minutes. *Approved.*
3. Allocation Request from Nevada County. *Adopted Resolution 19-21 approving allocations of LTF and STA Funds for transit/paratransit operations for FY 2019/20.*
4. Allocation Request from the City of Grass Valley. *Adopted Resolution 19-22 approving allocation of LTF for transit/paratransit operations for FY 2019/20.*
5. Allocation Request from the City of Nevada City. *Adopted Resolution 19-23 approving allocation of LTF for transit/paratransit operations for FY 2019/20.*
6. Allocation Request from the Town of Truckee. *Adopted Resolution 19-24 approving allocations of LTF and STA for transit/paratransit operations for FY 2019/20.*

7. Grass Valley, Nevada City, Town of Truckee, and Nevada County Subrecipient Agreements for FY 2019/20. Adopted Resolution 19-25.
8. Amendment 5 to Professional Services Agreement for General Counsel Services with Sloan Sakai Yeung & Wong LLP, A Professional Corporation. Adopted Resolution 19-26 approving Amendment 5 to the Agreement for General Counsel Services.
9. Amendment 4 to Professional Services Agreement for Airport Land Use Planning Services with Mead & Hunt, Inc. Adopted Resolution 19-27 approving Amendment 4 to the Agreement for Airport Land Use Planning Services.
10. Accept Active Transportation Plan as Complete. Adopted Resolution 19-28 accepting the Active Transportation Plan as complete.

Chair Guerra called for a motion to approve the Consent Items. Commissioner Scofield made a motion to approve. Commissioner Dee seconded the motion. The motion passed unanimously with Aye votes from Commissioners Arbuckle, Burton, Dee, Guerra, Scofield, and Strawser. (Commissioner Hoek was absent.)

11. Correspondence:
 - A. Coco Briseno, Deputy Director, Planning and Modal Programs, California Department of Transportation, Critical Rural Freight Corridor Certification, File 260.0, 5/3/19.
 - B. Erin Thompson, Chief, Office of Regional Planning, California Department of Transportation, State Rural Planning Assistance Transportation Planning Grants for Fiscal Year 2019-20, File 1030.0, 5/3/19.
 - C. Mike Woodman, Chair, North State Super Region, Opposition to SB 152, File 570.0, 5/8/19.
 - D. Daniel B. Landon, Executive Director, Nevada County Transportation Commission, Opposition to SB 152, File 71.0, 570.0, 5/15/19.
 - E. Jet Lowe, Founder, Youth Bicyclists of Nevada County (YBONC) Foundation, SR 20 Proposed Recreation Trailheads, File 71.0, 5/28/19.

Commissioner Burton asked what the next steps are with the SR 20 Proposed Recreation Trailheads. Executive Director Landon replied Jet Lowe had recommended the proposed trailheads in relationship to the SR 49 Multimodal Corridor project on the north end of Nevada City. He said it is really outside the purview of that project but staff will keep it in mind for future updates of the Active Transportation Plan (ATP). He said staff's focus on cycling is more in-town and transportation-based, and not as much recreational trailheads. Deputy Executive Director Woodman said staff can work with Jet Lowe and point her in the direction of Active Transportation Program recreational trails funding they can apply for directly if they can work with the Forest Service or other parcel owner in establishing the trailhead, and staff can give her guidance through the state grant funding system. Commissioner Burton said Jet Lowe raises a number of great points in her letter, and the area is a huge asset to the community.

13. Project Status Reports:

C. Save Highway 174 Update.

Joe Heckel, representing the Save Highway 174 group, gave his presentation. He said the proposed safety project is a two mile section of Highway 174 from Maple Way to You Bet Road which Caltrans proposes to level, straighten and widen. The budget of \$28.4 million of federal funds was gained by using traffic safety data from a three year period from 2010 to 2013. He said the original plan proposed to widen the section of road from 24-32 feet to 64 feet, including a 40-foot paved section and clear recovery zones on either side. The additional right-of-way equaled 14.7 acres to be acquired from 49 parcel owners. The group has presented their concerns to NCTC, the Board of Supervisors, and met with elected representatives Mr. Dahle and Mr. Gaines in 2017, requesting that Caltrans make more reasonable safety improvements to the roadway. In October 2017 the Board of Supervisors adopted Resolution 17-552 in support of the group's concerns. The group then sent a packet to Caltrans listing their concerns for how the road could be made better for the community. Caltrans offered to meet with a sub-committee of the group that included people with experience in civil engineering and landscape architecture, and subsequently Caltrans did make some changes to the project.

Mr. Heckel said in 2018 Caltrans made revisions to the design by steepening the slopes and reducing the grading area by a third, but the 40-foot paved section remained the same, which is still a concern for the group. He said property owners fronting the two mile section of roadway still have concerns with impact from light, glare, noise, potential speeding of cars, and driveway access, and 20 homes along the section will be within 150 feet of the newly established right-of-way.

Mr. Heckel said Highway 174 is a scenic roadway as designated by the county general plan and is on the eligibility list to be a state scenic highway. He said the property owners see this road as a neighborhood.

Mr. Heckel said that Caltrans and the Save Highway 174 group are still far apart regarding the remaining design issues, including the 40-foot paved section. The group mapped out the areas where accidents occur, and in those sections the wider shoulder does make sense, but in the straighter, safer sections, they would like to see a narrower paved section to save property and limit impact to homes. He said there are heritage oaks and groves in this two mile section that serve as a buffer for homes. The group would like Caltrans to follow county policies about the protection of oak groves, and create a landscaping plan for the denuded areas left behind by the repositioning of the road. They would like to see options for traffic calming other than rumble strips that create noise which is a concern. He said issues still remain with property owners having their frontage obtained by Caltrans through the eminent domain process, and with driveway locations, drainage, and lighting, and it has been a struggle for individual property owners to work with Caltrans on these issues. He presented a slide showing the effect of glare that can occur on a home along the roadway as a result of the removal of trees.

Mr. Heckel said the group had received a petition with over 1200 signatures and 100 letters of support from businesses, community organizations and non-profits encouraging a better project. Board of Supervisors Resolution 17-552 encouraged Caltrans to come up with a better design. The group wants Caltrans to recognize the scenic classification that is applied to this roadway.

Mr. Heckel said the group is not discouraging safety, but there is a discrepancy between this project and other safety projects Caltrans has built. He referenced projects on Highway 191 near Paradise and Highway 193 by Newcastle, both rural areas. Both of those projects had one letter of opposition submitted to Caltrans during the environmental process, whereas during the Highway 174 Negative Declaration process, 38 letters were submitted by property owners, 30 of them being in opposition to the design. He said there is concern that traffic speeds will increase with the new design.

Maria Disentio, resident in the project area near Greenhorn Access Road, said she has been trying to work with Caltrans. She said since it was characterized as a type three project, no noise study was done, and due to the Negative Declaration process, no studies were done on the two springs on her property. She lives close to the highway but they made that choice and she wants to protect the lifestyle they have built there. When the project is completed with the eight foot shoulders and three proposed streetlights at Greenhorn Access Road, she will have light pollution in her bedroom every night, which will be 20 feet from the highway, and the noise will be much louder because they will be taking out numerous trees. She said because of the type of project they are characterizing this as, she has no recourse. She feels they are not taking into account that this is a neighborhood and how it is used. She feels there is no need for streetlights because people going to the lake go during daylight hours, and there is no need to ruin the nights for stargazing and for sleeping. She said she is losing a lot of value on her land. She said if Caltrans would consider narrowing the shoulders in front of her property it would help cut down on noise. Caltrans needs to take into account that this is affecting her life and the way she will be able to live in that neighborhood.

Reg King, resident in the project area, said there are safety improvements necessary on this road, but he feels Caltrans avoided an environmental review by misrepresenting what the project was as “minor shoulder widening.” He is a civil engineer that has designed hundreds of miles of road. He said Caltrans processed this project through a Negative Declaration with no noise studies, light studies, tree removal studies, or landscape plans because the project was mischaracterized. He said there is not one square foot of asphalt that will not be removed and rebuilt at a different elevation or location, it is a total road reconstruction. The group is trying to get the eight foot shoulder reduced. The Caltrans design information bulletin characterizes an eight foot paved shoulder for when there are 8000 vehicles per day on the roadway. He said there are countermeasures available that can reduce the eight foot shoulder depending on the features of the land area, but so far Caltrans has been unwilling to address making any changes, saying they are doing it for safety. He said on the long straightaways there is no need for an eight foot shoulder, it could be reduced to a four or five foot shoulder for bicycle safety. The group would love to have the support of the Commission for Caltrans to work with the group and not just say “safety.”

Michael Smiley, landscape architect, said for 40 years he has worked on public projects such as streets, roadways, and public plazas, mostly for cities and towns, including being the lead designer on almost all of the improvements in the historic district of Truckee. The Caltrans drawings that have been shown to the group and property owners are not adequate for a sense of what the road will look like. They have not seen anything that shows a before and after of the road. Now that Caltrans has said this is the final design, he feels it is time to show it to the public and see if the public thinks this is adequate. He said both Caltrans and county representatives have a responsibility to make sure that the public is informed. He showed a cross section of the proposed design from Caltrans documents and said there has never been anything better than this to show what the actual roadway is going to look like. As a long-term professional he could not tell what that road is going to look like from the graphic, and suggested that maybe there was nobody in the room that can. He presented a slide that

showed the impact of straightening this section of the road, taking the existing pavement from 22 feet wide to an 86 foot impact area, four times what exists today. He said the TCE, or Temporary Construction Easement, is a 10-foot wide area that property owners signed to, that contractors will use while constructing the road and will likely remove trees. He said there are no efforts in the documents so far to identify environmentally sensitive areas where there are heritage oaks and groves, and the group cannot get consent to add the saving of these trees onto the document. He said the public is unaware of the added 20 feet of TCE.

Mr. Smiley showed a section of the project at Lazy Dog Ranch with a major heritage oak tree close to the road and a major oak grove on the other side of the road. He said the impact of the construction will increase the existing 24 feet of paved road to 93 feet, almost four times the area. He used a photograph of Highway 89 between Truckee and Tahoe City to show a sense of what a 40-foot paved road looks like. He said Highway 174 is a neighborhood. He feels this project is a threat to the entire county. He does not live on Highway 174 but he is concerned about county roads, and if this standard approach that is not sensitive to context becomes precedent-setting, there will be death by a thousand cuts, losing our heritage oaks. He said the general plan specifically talks about how heritage oaks and sensitive areas are slowly being lost in the county, one project at a time.

Mr. Smiley said the group would like to have prepared some public information materials, for instance a before and after photo simulation of a couple of sections, and have public meetings to make sure, if this is the final design, that people know what they are getting.

Mr. Smiley said the Save Highway 174 group is requesting two things from the Commission. The first, that the Commission forward a letter to Caltrans expressing support for the group's design recommendations. The group would also like some assistance in preparing and funding public information such as photo simulations.

Executive Director Landon said staff could bring something back to the next meeting addressing these issues for review and approval. Commissioner Strawser said he would like that because he has been fairly involved, he has done some site visits and is familiar with at least five of the six bullet points the group presented. He said working with Jon Pray in the past, as well as CHP, he feels many of these things can be easily mitigated, and should be, so he would like to open it up to discussion.

Mr. Landon said staff would forward a letter to Caltrans Project Manager Sam Vandell indicating NCTC has received this presentation and the Commission intends to review further information and take action at the next meeting.

Commissioner Burton asked if Caltrans and the Save Highway 174 group are still at the discussion table. He thought there was a good level of collaboration happening and wanted to know if that discussion process is still in place. Deputy Executive Director Woodman replied that NCTC staff facilitated a meeting between Caltrans staff and a Save Highway 174 subcommittee on Monday of this week. He said the same concerns were presented and there were some items Caltrans felt they did not have the option to address, but there were other concerns they were going to look at. He said the Save Highway 174 group would like to continue the communication. Commissioner Burton said if NCTC is to place this item on the next agenda it would be great to get Caltrans' response to the discussion they had on Monday as well as the information that was presented today.

Commissioner Strawser said one of the addendum letters that came in the agenda packet was signed by Supervisor Hall, and it said District 3 but he believes she represents District 1. He requested that be corrected as we move forward.

Commissioner Scofield commented that we know years in advance about projects on Highway 49. He said when Nate Beason was on the Commission, a report was given at a Commission meeting that said there was \$14 million for Highway 174, but at the next meeting there was \$28 million in the budget, and he wondered how that changed. Commissioner Scofield said he really supports what the Save Highway 174 committee is saying.

Executive Director Landon said if timing is a concern the Commission can call a special meeting. Chair Guerra asked if timing would be a concern in terms of moving forward on this project. Mr. Landon said his perception is that since Caltrans is in the right-of-way phase, they are moving ahead pretty quickly. Each property that gets a construction easement nails it down a little tighter. Commissioner Burton said it sounds like there is more work to do, and the question is, is there a risk of the project gaining momentum between now and when we meet next; if the answer is yes, then we should call a special meeting. If the answer is no, we can make a point of putting it on the next agenda. Mr. Landon said he thought each day that goes by Caltrans is moving closer to construction and is probably nearing completion of the right-of-way process.

Commissioner Dee asked to clarify what would constitute the need for a change from a Mitigated Negative Declaration to an Environmental Impact Report. She said it sounds like the scope of this project has more than doubled. Deputy Executive Director Woodman replied that due to concerns of residents just outside the project boundaries, Caltrans did some traffic analysis and determined there was a safety issue in the adjacent segment and expanded the project. It was his understanding that the Negative Declaration included the whole two mile project segment. He said the CEQA process for this project has closed and there would be no going back to the CEQA process.

Commissioner Strawser said he has been in the project area at the request of residents that use Highway 174 as their daily commute corridor. He was told the CEQA process had been frozen because technically several years ago Caltrans had initially looked at an eight mile stretch at the Bear River Bridge, never got any traction and shrunk it to five and now we are down to our two. He was told that technically in their mind they had decreased the size of the project. He said Caltrans cannot and should not use cycling safety as one of the reasons for the widening, since that is not an area that an avid cyclist would use. They use Lower Colfax, and the stretch they need widened is from the Bear River Bridge on the Placer side up to Colfax, up the curvy section on the climb. The bulk of the cyclists he has seen on Highway 174 were either vagrants or homeless that are on their mountain bikes carrying bags of recycling, tents, etc. He said that is not a cycling corridor and he does not believe it ever will be. CHP said the eight feet is required because it has to be wider than five feet to accommodate a vehicle that may have to get safely off the roadway. He said they acknowledged they could shrink it to five feet very easily where it impacts a residence and still accommodate an occasional cyclist or pedestrian or person with a baby stroller.

Commissioner Strawser commented they are fighting Caltrans and PG&E about light pollution in Nevada City. It is a statewide issue with the new LED bulbs that do not have framing that directs the light down versus out. He said there are many houses that have glowing blue LEDs on their property and the residents cannot sleep at night. Another problem is headlights hitting the windows of a home from the road. He said this was easily mitigated with proper landscape planning and re-planting of

trees. He said all of the requests from the Save Highway 174 group seem reasonable, but misdirected when cycling is mentioned as a safety issue to justify the eight foot shoulder. He said Highway 89 from Squaw to Tahoe City or towards North Star are tourist destinations for cyclists in Truckee, but Highway 174 will never be such, and there are alternative roads to use.

Commissioner Arbuckle asked what a type three project is, and as Reg King mentioned, does changing the project from minor shoulder widening to road reconstruction change what type of project it is. Mr. Landon replied he will defer the question to Reg King who is used to working with those standards, but he believes that is the point the Save Highway 174 group is making. Reg King replied yes, it is now a type one, it is a different project entirely. He said Caltrans didn't describe the project to what they had in mind, they described it as a minor shoulder widening. Commissioner Arbuckle asked are there different requirements for a type one project that Caltrans is now not meeting. Charlie Hooper replied the Federal Highway Administration determines project construction classes, class one being the highest, and class three the lowest. He said a class one project is defined where there is a physical alteration of an existing roadway that changes substantially the horizontal and vertical alignment of a project. He said the Caltrans Negative Declaration uses verbatim those same words, talking about realigning several horizontal curves and the entire roadbed. In its document, Caltrans is describing a type one project, but it was proposed and passed as a type three project, which is typically limited in scope to replacing guardrails, pavement markings and minor curve corrections. What is important is a type one project would get a full Environmental Impact Review which would include a noise study, safety study, and light study, and a type three does not. Commissioner Arbuckle speculated if the project was based on type three and now it is a type one, they would have to do additional work. Charlie agreed they believe that as well.

Commissioner Strawser asked what the classification is of the widening of Highway 20 near Smartsville. Mr. Landon replied he did not know. Commissioner Strawser said if it was a type one, that would give an idea of what Highway 174 would look like under this construction circumstance even though it is listed as a type three. Commissioner Burton asked if that area near Smartsville is more than just a widening but moving the road. Commissioner Strawser said that is the point, that is what is happening on Highway 174. Commissioner Arbuckle said if this item is to be on the agenda, Caltrans needs to answer those questions.

Executive Director Landon asked if there was a desire to call a special meeting. Commissioner Strawser said if needed as decided by the Commission, then yes. Commissioner Scofield agreed. Commissioner Burton asked if the Commission can advise Caltrans to not move the project forward until there is an opportunity to discuss the issue. Mr. Landon replied this is not a Commission project and it has no jurisdiction over the project but it can make comments and requests. Chair Guerra said there is interest in moving as quickly as feasible. Mr. Landon said staff will be in contact with Caltrans Project Manager Sam Vandell as well as Tom Brannon and he will get something moving and report back to the Commission with a potential date. Commissioner Arbuckle suggested there is a Transit Services Commission meeting next week, would that be too soon. Mr. Landon replied a special meeting requires 24 hours notice by the Brown Act so that is a potential date.

INFORMATIONAL ITEMS

12. Executive Director's Report

Executive Director Landon reviewed his report. He commented on the annual salary cost of living

adjustment that the Commission has set up. Based on Nevada County, Town of Truckee, and Nevada City, the adjustment averaged out at 2.33 percent. Grass Valley is increasing their salary range and not giving any cost of living adjustment to the targeted position which is the journey level planner position, so they were not included in the average this year.

Mr. Landon reported the Zero Traffic Fatalities Task Force was formed under the direction of the governor's office by the California Transportation Administration, and he has been appointed as a member. The Task Force met in June and will have a meeting in August. The goal of the Task Force is to provide recommendations related to traffic safety, specifically with regard to how speed limits are set within the state. He said that has potential future impact on Highway 174. Many of the Task Force members are of the opinion that local jurisdictions need more ability to set speeds based on the environment and the community the roads are in.

Mr. Landon gave an update to the Nevada City SR 49 Multimodal Corridor Plan. He said there will be an Open House on July 23 at the Madelyn Helling Library Amphitheater. The Project Advisory Committee is looking at draft concepts for improvements along that corridor which will be presented at the Open House.

Deputy Executive Director Woodman reviewed an update on Senate Bill 152 that proposed funding formula changes to the Active Transportation Program that would have limited the amount of funding available to rural counties and agencies. He said at the last meeting the Commission took a formal position to oppose SB 152. NCTC submitted a letter to Senator Beall's staff and also coordinated with the Rural Counties Task Force, North State Super Region, and Regional Representatives of Rural Counties. He said through those efforts the bill died in the appropriations committee for this legislative cycle, and the Senator was not intending on taking the bill forward.

Deputy Executive Director Woodman said an issue of concern to NCTC staff as well as statewide and regional transportation planning agencies is the Safe Affordable Fuel Efficient (SAFE) vehicle rule that was proposed by the National Highway Traffic Safety Agency and USEPA in August 2018. The proposed rule would hold the national vehicle fuel efficiency standards at the 2020 level. The rule would repeal California's higher fuel efficiency standards which allowed California to address its unique environmental challenges. If finalized it would revoke California's authority to implement their advanced clean cars and zero emission vehicle mandates. The California Air Resources Board (CARB) has developed an air quality model called Impact 2014 to identify air quality impacts for transportation projects, and is built on the assumption that this action would repeal, therefore would invalidate the CARB air quality model and put California in a flux where projects needing a transportation conforming analysis would not be able to complete that analysis, putting those projects at risk. He said SR 49 is one of those projects. Staff will try to get the air quality conforming analysis completed prior to this taking effect. He said the California Association of Councils of Government (CALCOG) is leading the charge on this effort and working with Caltrans and CARB to push back on this EPA ruling, and asking that they provide a two year grace period if the ruling does go through to allow California to update their model. CARB has indicated rolling back their model to meet what is proposed would take approximately one to two years and would require federal approval from the EPA, so we probably would need a three year grace period. He said it is a concern that staff continues to track and will keep the Commission informed.

Chair Guerra commented she is excited about Executive Director Landon being on the Zero Traffic Fatalities Task Force and having the opportunity to move forward the idea of giving local control

over speed limits. Mr. Landon said he was encouraged by the significance the administration is placing on this Task Force, and said there were high level officials in the transportation agency that were moderating the meeting. It was clear their focus was to get something the governor will support and the legislature will take action on in the coming session. He was impressed that the other members of the Task Force seemed very focused on common issues. He thinks there will be something actionable by the legislature that will come out of this.

13. Project Status Reports:

A. Caltrans Projects: Sam Vandell, Caltrans District 3 Project Manager for Nevada County.

Caltrans Project Manager Sam Vandell was ill and not present to give the Caltrans Project Report.

B. The Town of Truckee's Transit operations: Kelly Beede, Truckee Administrative Analyst II.

Truckee Administrative Analyst II Kelly Beede reviewed her report for the Fiscal Year 2018/19 Third Quarter. She said this past winter Truckee received 500 inches of snow, and 19 days of winter service to Donner Summit were cancelled due to Highway 80 road closures. Ridership decreased in February for the first time in Fiscal Year 2018/19, which they are attributing to the number of days they were not able to provide the transit service. March did rebound in ridership numbers. She said they have seen significant increases in ridership since they went to free fares on July 1, 2018, and their system increased almost 14 percent in the third quarter. She gave an update on the Transit Center Relocation Feasibility Study Project. The Project Advisory Committee reviewed 14 potential sites, and will choose the top three sites for further review, preliminary designs will be prepared, and they will reach out to the community for further consideration. The project can be followed at truckeetransitcenter.com.

Ms. Beede said their transit operator is housed at the old corporation yard on Riverview Drive where they conduct their operations out of a modular which can be challenging. The current site can house three of the six transit buses, the other three sit outside which can be challenging during the winter. She is excited to report the Town has broken ground on a new garage facility at the new corporation yard. The new facility will be 1400 square feet and will have offices for dispatchers, management and staff, lockers for the drivers, workstations, kitchen, and conference room. The 12,000 square foot garage section will house all of the transit vehicles as well as any future fleet, and the drivers will not have to go outside to get to the vehicles. The cost is roughly \$6 million and is fully funded by the general fund. Benefits of the new facility include reducing administrative costs during snow events, extending the life of transit buses, and improving the efficiency of maintenance services. This project is anticipated to be completed in Fiscal Year 2020/21. She said the fare box ratio was at 16.9 percent through the third quarter of the fiscal year.

ACTION ITEMS

14. Regional Transportation Mitigation Fee (RTMF) Inflation Adjustment

Executive Director Landon said each year staff looks at the change in cost of living in the western region greater area based on the Engineering News and Review statistics. He said staff looked at the

RTMF in terms of the increasing costs of projects listed, and are recommending a minor increase for this coming year. Staff requests adoption of Resolution 19-29 which would then be forwarded to City of Grass Valley, City of Nevada City and Nevada County for their adoption. He said the Commission acts as the facilitator and banker for these funds but is not the owner-operator of the facilities so they are the ones that actually would put these into ordinance in their municipalities and the county.

Commissioner Strawser made a motion to adopt Resolution 19-29 accepting the Regional Transportation Mitigation Fee Inflation Adjustment. Commissioner Arbuckle seconded the motion. The motion passed unanimously with Aye votes from Commissioners Arbuckle, Burton, Dee, Guerra, Scofield, and Strawser. (Commissioner Hoek was absent.)

15. NCTC Policies and Procedures Manual Update

Executive Director Landon said this is an item that was carried forward from the last meeting. He said there was a concern that county staff had not had a chance to look over these proposed changes and to determine what impacts they might have on the county, so the item was pulled. Staff has since had a meeting with county staff, who requested some changes be made, and he said he thinks it is in a position now where it is supportable.

Commissioner Dee made a motion to adopt Resolution 19-30 accepting the Policies and Procedures Manual Update. Commissioner Scofield seconded the motion. The motion passed unanimously with Aye votes from Commissioners Arbuckle, Burton, Dee, Guerra, Scofield, and Strawser. (Commissioner Hoek was absent.)

16. Closed Session: Pursuant to Government Code Section 54947, Public Employee Performance Evaluation of the Executive Director, Daniel B. Landon.

There was no reportable action from the closed session.


COMMISSION ANNOUNCEMENTS: Commissioner Scofield asked about the Open House for the Nevada City SR 49 Multimodal Corridor Project. Executive Director Landon said it will be held at the Madelyn Helling Library Amphitheater, and there will be displays showing the concepts that the consulting firm has come up with. They are currently vetting through county staff, Caltrans staff and city staff, and they will bring these concepts forward for the community to respond to. They are looking at short term improvements that would help pedestrian safety and maintain good vehicle flow, and there will also be medium term and long term concepts for the whole corridor. He said the SR 49/SR 20/Uren Street intersection is one of the hot spots that folks really look at, and another one is the Cement Hill intersection. He thinks there will be some good improvements coming forward there that will be beneficial to both pedestrians and slowing down the traffic coming through the corridor, keeping it at a more reasonable level. Staff will be there to discuss the concepts with people.

SCHEDULE FOR NEXT MEETING: The next regularly scheduled meeting of the NCTC will be September 18, 2019 at the Nevada County Board of Supervisors Chambers, Eric Rood Administrative Center, 950 Maidu Avenue, Nevada City, California.


ADJOURNMENT OF MEETING

Chair Guerra called for a motion to adjourn the meeting. Commissioner Burton made a motion to

adjourn. Commissioner Arbuckle seconded the motion. The meeting was adjourned at 11:05 a.m.

Respectfully submitted by: 
Carol Lynn, Administrative Assistant

Approved on: September 18, 2019

By: 
Ann Guerra, Chair
Nevada County Transportation Commission