



MINUTES OF MEETING July 20, 2016

A meeting of the Nevada County Transportation Commission (NCTC) was held on Wednesday, July 20, 2016 in the Town of Truckee Council Chambers, 10183 Truckee Airport Road, Truckee, California. The meeting was scheduled for 9:30 a.m.

Members Present: Carolyn Wallace Dee, Jason Fouyer, Ann Guerra, Larry Jostes, and Ed Scofield

Members Absent: Nate Beason and Alternate Duane Strawser

Staff Present: Mike Woodman, Transportation Planner; Dale Sayles, Administrative Services Officer; Toni Perry, Administrative Assistant

Staff Absent: Daniel Landon, Executive Director

Standing Orders: Chairman Jostes convened the Nevada County Transportation Commission meeting at 9:30 a.m.

Pledge of Allegiance

PUBLIC COMMENT

There was no public comment.

CONSENT ITEMS

1. Financial Reports

A. April 2016 and May 2016. *Approved.*

B. FY 2015/16 Regional Surface Transportation Program Balances. *Approved.*

2. NCTC Minutes

May 18, 2016 NCTC Meeting Minutes. *Approved with an abstention from Commissioner Guerra.*

3. Allocation Request from Nevada County. *Adopted Resolution 16-21 approving the allocations to Nevada County of \$1,757,957 of Local Transportation Funds (LTF) and \$379,190 of State Transit Assistance (STA) Funds for transit/paratransit services and \$100,000 of Community Transit Services (CTS) Funds for paratransit operations during FY 2016/17.*

4. Allocation Request from the City of Grass Valley. *Adopted Resolution 16-22 approving the allocation of \$346,090 of LTF to Grass Valley for support of transit/paratransit operations for FY 2016/17.*
5. Allocation Request from the City of Nevada City. *Adopted Resolution 16-23 approving the allocation of \$87,090 of LTF to Nevada City for support of transit/paratransit operations for FY 2016/17. Commissioner Fouyer recused himself.*
6. Allocation Request from the Town of Truckee. *Adopted Resolution 16-24 approving the allocations to the Town of Truckee of \$432,640 of LTF and \$70,000 of STA Funds for transit/paratransit services and \$22,771 of CTS Funds for transit/paratransit operations during FY 2016/17.*
7. Amendment 2 to the Professional Services Agreement for General Counsel Services with Renne Sloan Holtzman Sakai LLP, A Professional Corporation. *Approved Amendment 2 to the Agreement between NCTC and Renne Sloan Holtzman Sakai LLP, extending the term from August 30, 2016 through August 29, 2017; and approving the increase in fees as described in Exhibit "B-1" beginning September 1, 2016.*

Commissioner Dee made a motion to adopt the Consent Calendar. Commissioner Scofield seconded the motion. Commissioner Guerra abstained from Item #2 and Commissioner Fouyer recused himself from Item #5. The motion passed with Aye votes from Commissioners Dee, Fouyer, Guerra, Jostes, and Scofield, with exceptions as stated. Commissioner Beason and Alternate Commissioner Strawser were absent.

INFORMATIONAL ITEMS

8. Correspondence

- A. Press Release from California Transportation Commission Regarding *\$1.5 Billion Shortfall Forces Cuts and Delays In Statewide Transportation Program*. File 1390.0, 5/18/16.

Transportation Planner Michael Woodman reported that the California Transportation Commission (CTC) Press Release explained how in May 2016 the CTC had to delete \$754 million worth of state highway projects in the adoption of the five year State Transportation Improvement Program (STIP). He said an additional \$755 million worth of projects previously programmed in FY 2016/17 and FY 2017/18 had to be delayed and moved out to FY 2019/20 and FY 2020/21. This was one of the largest reductions since the current funding structure for highway projects was established nearly 20 years ago. Mr. Woodman stated when the funding change was enacted in 2010 from sales tax on gasoline to excise tax on gasoline, which is often referred to as the gas tax swap, the law required that the excise tax revenues be adjusted annually to remain revenue neutral with the amount the sales tax would have generated. He said, originally, in 2010 when the excise tax was established, it was established at 17.3 cents per gallon and has annually been adjusted down by the State Board of Equalization; most recently to 9.8 cents on July 1, 2016. The decrease has resulted in the severe reduction in funding and is a result of lower prices at the pump and newer cars with increased fuel economy using less gas. Mr. Woodman said one positive for NCTC in all of this is the Preliminary Engineering phase for the SR 49 project between La Barr Meadows and the McKnight Way Interchange in the amount of \$3 million was not cut from the program; it was only delayed to FY 2019/20. He said the project was originally programmed in FY 2017/18. He personally believed that, in large part, it

was due to the efforts made to keep SR 49 as a priority route in the Interregional Transportation Strategic Plan. Mr. Woodman noted that in recognition of this delay Caltrans has adjusted the completion date and schedule for the current environmental phase of the project to ensure that the data does not go stale.

C. Letter from the CTC regarding The California Road Charge Pilot Program. File 370.1, 6/14/16.

Transportation Planner Woodman reported there had been a request for participants in the California State Transportation Agency's Road User Charge Pilot Program, which started on July 1st. They selected the 5,000 participants from diverse regions across the State of California, as well as different economic conditions. He indicated that he and Executive Director Landon applied to participate in the study, but they were not selected. Mr. Woodman said the pilot program will look at a road user charge to pay for the use of the roadways. They will study the feasibility as a potential source of funding to maintain the state roadway system. He said once the information is collected and the report is complete, the California State Transportation Agency will report to the CTC and the Legislature by June 30, 2017.

Commissioner Dee asked if the road user charge would be in addition to the gas tax or in place of the gas tax. Mr. Woodman replied that it is envisioned to replace the current excise tax. Chairman Jostes asked if some or all of the 5,000 participants have mechanisms or technology put in their vehicles to track mileage, or does some of this have to do with reporting mileage or paying a yearly fee for a certain block of mileage. Mr. Woodman said that is one of the things they are testing in this pilot program. They are giving the participants different options that include sophisticated GPS devices, blue tooth tracking, or simple reporting of their mileage. He said one of the things they are going to try to find out from the pilot study is which options people are most comfortable with and prefer. He noted they are very sensitive to privacy issues and making sure the information that is collected, in terms of vehicle miles traveled on the roadways, does not include personal information.

Commissioner Guerra asked if it is disclosed where the 5,000 people are distributed around the state, such as on a map. Mr. Woodman said he was not aware if there is a map at this point. He just knew they selected 5,000 and they were finalizing all the steps needed to conduct the study. Commissioner Dee said she knew that some of the participants were in the Truckee area.

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

Kelly Beede, Town of Truckee's Administrative Analyst II, gave a presentation to update NCTC on the Tahoe Truckee Area Regional Transit for 3Q FY 2015/16. She said they received two new fixed route buses with the new branding and they have had great feedback on the colors and vibrancy of the new look. The new branding has been carried over to the fixed route bus stop signs. They are co-marketing with Placer County, so this is a joint effort and partnership between the Town of Truckee and Placer County to regionally brand their transit services. Ms. Beede said all of the transit brochures now have both Placer County and the Town of Truckee schedules in them.

Ms. Beede said they successfully completed the Triennial Performance Audit for FY 2013 through 2015. She stated they completed all of the recommendations from the prior audit and they fulfilled all nine compliance requirements. She said this audit highlighted three recommendations, two of which they had completed prior to the completion of the audit. Those included formalizing and implementing the fare reconciliation procedures and also establishing

monitoring for on-time performance. Ms. Beede said beginning in the July reports from Paratransit Services, they will also be breaking out the operating costs and fare revenue individually for the fixed route and dial-a-ride services. By August they will have complied with all of the audit requirements and recommendations.

Ms. Beede said the Town is very excited to be offering free shuttle service to the 9th Annual Truckee Thursday events from June 9 through August 18. She said a number of construction projects in the Historic Downtown District have made parking very limited. Northstar California is the contractor providing the buses and operations for these services. She said the cost to the Town is around \$45,000 for operations and marketing and they are serving five neighborhoods with the Town shuttles, which include Donner Lake, Prosser, Glenshire, Sierra Meadows, and NorthStar/Squaw Valley. The buses run from 4:30 p.m. to 9:30 p.m. every 30 minutes. Ms. Beede said Tahoe Donner Association has also been operating shuttle services for several years for their homeowners to downtown for the event. This year they are running three shuttle buses every 15 minutes. The Town reached out to Tahoe Donner, but they preferred to continue operating their own shuttles versus the Town taking over that service. Ms. Beede commented that Commissioner Dee rides the shuttle bus to the event every week. She said so far this year, for the six events held, the Town provided over 7,000 1-way passenger trips, which they calculated as eliminating around 200 or 300 vehicles from coming into downtown that would not find parking. She said the community has hugely embraced the service. People who have never used public transit are riding the shuttle buses and finding out how easy it is to use shuttles and learning how to read schedules.

Ms. Beede said the Town also provided shuttle service to their Fourth of July parade through Northstar California, and it cost about \$8,000 for operations and marketing. The service ran from 8:00 a.m. to 2:00 p.m. and they served similar neighborhoods as the Truckee Thursday shuttles; they did not go to Squaw Valley or NorthStar, but they served the Tahoe Donner neighborhood. She reported they provided 1,500 1-way passenger trips and by applying four people per vehicle for this event they kept about 140 vehicles out of downtown to park.

Ms. Beede said the Town is very excited about the new services they are providing and they will have two new dial-a-ride buses arrive within the next couple of weeks as well. She said they appreciate the partnerships they have in their region and with Placer County.

Chairman Jostes said in listening to presentations regarding Truckee Transit over the past five or six years, it seems like the management of the system has vastly improved in terms of really knowing what they are doing and having a good handle on it. Commissioner Dee said for the Town of Truckee to have Kelly Beede take over running the system has been a huge plus. She said Ms. Beede works very hard and she is at the Truckee Thursday events counting people and taking pictures.

Commissioner Scofield asked if the shuttles are free. Commissioner Dee responded yes and said they do allow people to tip the drivers and they have a donation jar downtown for the Town paid shuttles. Ms. Beede said they are actually putting the money back towards the cost of the service from the Town's donation jar and the drivers have tip jars on the buses. The Tahoe Donner neighborhood shuttle service is also allowing driver tips this year. Commissioner Dee said the expense of \$45,000 is coming out of the Town budget and not out of the transit budget. She said the Town did a special financial assistance to the event last year, in a different way, and she said if they are going to put money forward for Truckee Thursdays, which is a money maker for the merchants, she would rather they try shuttles and see if they are successful. Commissioner Dee said the Town has been overwhelmed by how successful they have been and they recommend it

to anyone that is doing a special event in their area. She said it is amazing to watch hundreds of people get off the buses; they are big buses and it is standing room only. Commissioner Scofield congratulated the Town on their successful free shuttle program.

Commissioner Guerra asked if the free shuttles are reflected in the Town's data for transit services. Ms. Beede said the shuttles are not reflected in the transit numbers. Commissioner Guerra thanked her for the great detailed report. Chairman Jostes asked if the Town owns the buses that are used. Commissioner Dee responded no; the Town contracts with Northstar California, which is technically owned by Vail. She said they have a large fleet of about 42 buses that they rent out privately to the community, and it is totally separate from the Town's transit operations. Commissioner Dee said Truckee Thursdays are packed and the merchants are thrilled. Chairman Jostes thanked them for a great success story.

10. Executive Director's Report

10.1 California Transportation Commission: Regional Transportation Plan (RTP) and California Transportation Plan (CTP) Guidelines

Transportation Planner Woodman reported that on June 30th NCTC's Executive Director, Daniel Landon, participated in a panel discussion at a meeting hosted by the CTC to initiate a stakeholder process for both the concurrent update of the RTP Guidelines and the CTP Guidelines for consideration of adoption by the CTC at the end of the calendar year. He said the panel discussions included representatives from state and regional agencies, tribal governments, and organizations representing environmental, social equity, land use, and business perspectives. He stated Mr. Landon did a great job advocating for consideration of rural issues in the update of the RTP and the CTP Guidelines.

Mr. Woodman said the draft RTP Guidelines were released the previous day and NCTC staff will be reviewing and commenting on those while staying engaged in the process.

10.2 California Energy Commission's Alternative and Renewable Fuel and Vehicle Technology Program: DC Fast Chargers for California's Interregional Corridors

Transportation Planner Woodman reported that the California Energy Commission has provided a grant funding opportunity that seeks to install automobile DC fast charging stations on corridors that facilitate interregional travel within California, as well as to and from Nevada, Arizona, and the Oregon coast. The corridors identified that are available for funding were provided in Table 1 of the handout. Mr. Woodman noted that **#5, I-80: Auburn to West of Nevada**, and **#14, SR 49: Auburn to Grass Valley**, there is funding set aside totaling \$1.2 million for the two corridors for fast charging stations. He reported that Table 2 identifies the corridor, **#5, I-80 in Auburn to West of Nevada**, as a preference to add five additional charging stations. He said on the SR 49 corridor from Auburn to Grass Valley they are seeking to install two charging stations. Mr. Woodman said the deadline for submission of applications for this solicitation was June 24, 2016. Executive Director Landon worked in coordination with the Northern Sierra Air Quality Management District (NSAQMD) and became aware of at least two applicants interested in both of those corridors that were submitting applications. Mr. Landon provided a letter of support to them that was included in the meeting packet.

Commissioner Dee said if she understood the number that Mr. Woodman stated, this program is not fully funded. Mr. Woodman said he did not have a total for the maximum awards in Table 1, if he added up all of the amounts listed, but it was his belief that it is fully funded.

Commissioner Dee asked if everyone applies would they all be able to get the maximum grant. Mr. Woodman said he thought so and he would verify that and report back at the next meeting. She asked if there is any idea of when the applicants will hear back on whether the grants have been funded or not. Mr. Woodman said he did not know a date, but he would include that in the information he will bring back to the next NCTC meeting.

Chairman Jostes asked, regarding the charging stations, if there is an expectation that charging a vehicle will be free, or will the driver put in a credit card; how will that work? Mr. Woodman said he was not aware of all of the details of the program. He thought it was intended that some of the charging stations will be a public/private partnership, so there may be some revenue generated for public agencies as part of the site location and the use of the stations. Mr. Woodman said he would have to bring back additional details, since Executive Director Landon was involved with most of the discussions regarding the program.

Commissioner Dee asked her staff in the audience if the Town charges the drivers for the charging stations that are located in Truckee. Ms. Beede replied that the Tesla charging stations are no charge, but she was not sure about the ones around town and in the Depot lot. Commissioner Dee said she thought they had a credit card slot in them to pay a fee to use them. She commented that she thought the stations proposed in this program would charge a fee to use them and it would hopefully go toward mitigating the loss of gas tax.

Commissioner Fouyer asked Mr. Woodman if he indicated there were two applicants that NCTC wrote support letters for. Mr. Woodman replied that Mr. Landon sent one general letter of support encouraging the installation of charging stations in the I-80 and SR 49 corridors. Commissioner Fouyer asked if there were any applicants at this time. Mr. Woodman replied that there are two applicants. Commissioner Fouyer asked if they are public or private entities. Mr. Woodman apologized that he did not have that detailed information and would have to bring it back to the next meeting.

Chairman Jostes said, if he recalled, back in the late 1990's or early 2000's, the State of California had sort of mandated that by a given time there would be 10%, or some percentage, of electric vehicles in the state. He said now they are doing it again and it is not a mandate, but it is a goal of 10% of electric vehicles. Chairman Jostes asked Mr. Woodman if he knew what percentage of vehicle sales or vehicles on the road are now electric; not hybrids. He knows there are a lot of hybrids. Mr. Woodman replied they had the goal of 10% for new vehicle purchases and public and private fleets of electric vehicles by 2016. He did not think they made that mark, but he would have to bring back what that percentage currently is. Chairman Jostes said he knows there is a will in the State of California to do this, but he did not know if it gets translated into vehicle sales. Mr. Woodman referred to recent articles that report, despite all of the efforts by the state to reduce vehicle miles traveled and switch to zero emission vehicles, they are still seeing a surge in single occupant vehicles and people are increasing their driving. It was noted in one news article that because the gas prices are so low right now people are trending back to the larger SUVs and trucks again and there is a decrease in the alternate powered vehicles that reduce greenhouse gases.

Commissioner Scofield said he thought a lot of this may be more in the realm of NSAQMD, because they have been aware of the grants for some time. Mr. Woodman said that is how NCTC came into the picture of this by talking with Gretchen Bennett at NSAQMD who was aware of these grants, and that there were applicants who were moving applications forward. He reported that several people met to discuss appropriate site locations for charging stations and those types of issues. Commissioner Scofield said he knew Ms. Bennett was interested in this,

but he was unaware that there were actually applicants. Chairman Jostes asked if a pull-off area would have to be built where people could queue up. Mr. Woodman said they might be able to install the charging stations in an existing location.

11. Project Status Reports

A. Caltrans Projects: Sung Moon, Caltrans Project Manager for Nevada County.

Sung Moon was introduced as the new Project Manager for Nevada County, replacing Sergio Aceves. Mr. Moon gave a brief summary of projects listed in the July Project Status Report.

- *SR 174 Safety Improvement from Maple Way to You Bet Road* – Mr. Moon reported that the accident rate on this section of highway is higher than the state average. He noted this is a State Highway Operations and Protection Program (SHOPP) project and the total cost is \$28,456,000 which includes Engineering, Environmental, Right-of-Way, and Construction. Caltrans held a public Open House on June 9th at the Chicago Park School. He stated that 46 people signed in. The public comment period regarding the project and the Draft Environmental Document concluded on July 1st. Mr. Moon said they received 32 comments from the public with 24 people opposed to the project and 8 people in support of it.

Commissioner Guerra asked what Caltrans does when there are 24 people opposed to the project. Mr. Moon said Caltrans reviews the comments to the environmental document and then they respond to them. He said the support comments were mostly about the safety improvements of the project. He said the standard is an 8 foot shoulder widening and traffic safety shows that this improvement will increase travel safety. Mr. Moon said some of the main concerns of the project from the opposed are decreased property values by removal of trees, and decreasing the size of their property with the purchase of right-of-way. He said people are concerned if you straighten out the road it will perhaps encourage the speed to increase and the noise will also increase. He stated people felt there was a lack of law enforcement and they would like to see more California Highway Patrol on SR 174. Comments stated people would like to maintain the Historic Scenic Route.

- *SR 49 Widening to Five Lanes Starting at the North End of the La Barr Meadows Road Project to Just Before the McKnight Way Interchange* – Mr. Moon reported they are working on the \$3 million PA&ED (Project Approval & Environmental Documentation) phase of the project. The \$3 million PS&E (Plans, Specifications, and Estimates) portion has been moved out to FY 2019/20 due to a lack of money in the STIP. He said Preliminary Engineering is taking place and field surveys are complete. Design is working on the preferred alternative Option #4 and Right-of-Way is working on permits to enter for environmental field work. Environmental work has started including searching cultural survey data. Mr. Moon said Caltrans is planning to hold another public Open House in spring of 2017 with more of a concept of the proposed design and environmental portion of the project.

Commissioner Fouyer said he went to the August 2015 Caltrans Open House for this project and they did not do a presentation; there were only posters on easels and not a lot of discussion. So when he sees things in writing that says the public prefers it a certain way, his observation was a majority of the public left the Open House confused or not understanding what the options were. He said it is disheartening to see this in writing because he does not know if the option listed is what they really preferred. Commissioner Fouyer said there was one Open House with no

discussion and boards on easels; people walked in and did not have any idea of what they were looking at since they are not transportation experts. He said there were five City Council members who attended the Open House with a lot of questions. Commissioner Fouyer thought it would be nice, before there is something in writing saying this is what the public prefers, to actually have another Open House to discuss what each option really means, so the public really understands what the project would give them. He did not think that just seeing lines on paper is really enough. Mr. Moon said two weeks previously he met Executive Director Landon at the project site and they discussed the possibilities of what NCTC and the public would want. He said he will talk to Mr. Landon to see if they can provide more information, or see if Caltrans can hold another Open House earlier than spring of 2017. Mr. Moon said he would get back to Commissioner Fouyer after his discussion with Mr. Landon.

- *SR 49 Operational Improvements at Smith Road* – Mr. Moon said the project is a right-turn pocket lane with a standard public road approach tapering off with 4 foot shoulders. The contract was awarded to Patterson Taber General Engineering, Inc. for \$188,661 and construction is scheduled to begin August 1, 2016 with completion by September 30th.
- *SR 49 Hot Mix Asphalt (HMA) Overlay* – Mr. Moon said the project extends from 1.2 miles north of the South Yuba River Bridge on SR 49 to the Yuba County line, which is about 9.4 miles. It will cold-in-place recycle the existing pavement and place new HMA overlay on top with new striping. It is a SHOPP project with a total cost of \$7,579,000. Final design will be completed by September 2016 and construction is scheduled in the summer of 2017.
- *SR 20 Yuba/Nevada Counties Safety Project to Widen Shoulders and Correct Curves* – Mr. Moon reported this is a total of 5.6 miles long and will upgrade the existing roadway to current standards in order to reduce the number and severity of collisions from Lower Smartsville Road to Mooney Flat Road. This is a SHOPP project with a total cost of \$25,370,000. The final design and right-of-way work has started and will be completed by spring of 2018. Construction is scheduled to begin during the fall of 2018.

Commissioner Scofield told Mr. Moon he has had a constituent contact him regarding a project on Clivus Drive, which is north of Brewer Road and south of Carriage Road on SR 49. The person asked that a similar project be considered at this location as is being constructed at Smith Road currently. He said there is a need for a right-hand turn lane since they have to almost come to a complete stop to make the right hand turn there. The person stated there are more residents in the Clivus Drive area than there is in the Carriage Road area. Commissioner Scofield encouraged the person to write a letter to Caltrans District 3 and also to NCTC. He wanted Mr. Moon to know it is a location for future discussion.

Commissioner Dee stated to Mr. Moon that since March 2016 she has been asking Sergio Aceves, the previous Caltrans Project Manager, for an update on the plan to rehabilitate SR 89 south. Mr. Moon introduced Dave Wood, Maintenance Area Superintendent with Caltrans for the Donner Pass Area. Mr. Wood indicated that he is no longer responsible for maintenance on SR 89. Commissioner Dee said the Town needs to know the plan for repairs on SR 89 roadway. Mr. Wood replied they are currently grinding and paving on SR 89. Commissioner Dee said that is on SR 89 in Placer County south of West River Street towards Squaw Valley. She is concerned with the Truckee portion of SR 89, and especially the dual roundabout, which is in terrible condition. She asked if there is any plan to rehab that portion of the state route. Mr. Wood responded that he has not been involved in the maintenance of the SR 89 roundabout and roadway for the past two years. He is currently responsible for maintenance of I-80 from

Newcastle to the Nevada Stateline. Mr. Wood said he would pass on these concerns to the area superintendent and have them get in touch with Commissioner Dee. She asked for a quick response since winter weather is quickly approaching. Mr. Wood commented that the consensus is there will be an early winter this year.

Commissioner Dee asked Mr. Wood what the maintenance plans are for some of the serious problems on I-80 going over Donner Summit in Nevada County. Mr. Wood responded that his biggest concern right now is the bonded wearing course failure from Hirschdale Road to the Donner Park area. It is the thin layer of asphalt that is placed over concrete to seal the roadway. Mr. Wood said the problem with this is it was put down over rutted concrete, which is brand new interstate, but there were material issues with it and the aggregate was softer. He said this goes back to when the rehab was first started on the freeway. Mr. Wood said he has been vocal about not being a fan of the bonded wearing course because it wears out too quickly from the stop and go traffic of commercial vehicles and when it does wear out it has a tendency to destroy the plows and cause drainage issues. He reported there is a project scheduled for next year that will address this issue with a new product. Mr. Wood said on westbound I-80 at the Vista Point there are two dark stripes in the middle of #3 lane, which is a new polyester product that shows no visible wear after the entire winter, and he really likes that product. He said next year they will do a single lane of that product and then eight lane miles of bonded wearing course. Mr. Wood would like to see the entire repair project done in the polyester product. He said during the past year there was a lot of public outcry and the local public information office led the charge on getting that fixed. Caltrans was able to get an engineering project through and put the bonded wearing course down. Mr. Wood said the problem is that it does not seem to last through an entire winter. The past winter was 12.5% above normal, with normal on Donner Summit being 400 inches of snow fall. He said the challenge is when they put up the sign that requires chains over Donner Summit some people chain up at the I-80 Nevada Stateline westbound. The Caltrans Public Information Office is working on that and they have chain check cards now that are available in five languages, which are English, Spanish, Hindi, Russian, and Mandarin. They are trying to educate the public because you cannot drive on the roads in a loaded commercial vehicle for 10 miles with chains on when the snow is not there. He said it causes traffic delays and turns the Town of Truckee into a giant road block and then law enforcement is calling him.

Mr. Wood told of numerous traffic mishaps and fatalities with his crews and the CHP, and he stressed that their biggest challenge on Donner Pass is speed awareness and general compliance to maintain order. He reported that he has had truckers park in the middle of the lane on I-80 and want to chain up, or just camp out, and the only way he can get them to move is to get law enforcement out there with the threat of a tow. He said that takes them away from the work they are out there to do to keep the roadway open and safe. Mr. Wood said the biggest single problem they have with I-80 is the new construction is not lasting and there is nothing he can do to repair the bonded wearing course because it is only 1 inch deep, so there is no way to patch it. He stated he is pushing to get it ground off and replaced in the worse sections and that is not going to be a popular request, but that is what it is going to take for the road to be safer.

Commissioner Dee referenced Mr. Wood's comment that the concrete is even a problem and she asked if there is recourse to the contractor on that or is that something that Caltrans is going to eat. She said if it is a failed product do they have recourse back to the builder. Mr. Wood said it is possible, but he is not an expert on that. Mr. Wood knows who the expert is and he said he would ask. Commissioner Dee thought that would be worth looking into. She said, regarding the bonded wearing course surface, one of the worst areas she has seen is when you come off of SR 267/SR 89 and you turn west onto I-80. Her truck has gone into some of those potholes and she said you could lose control if you do not pay extra attention there. Commissioner Dee said it

is the lanes between the I-80 on-ramp and the Central Truckee off-ramp. Mr. Wood agreed and said the only way that can be repaired to make it smoother is to grind it off and do it over. Commissioner Dee stated that needs to be done before winter because if water collects in there the roadway will be sheets of ice and it will be very dangerous. Mr. Wood said with accidents you have responders on foot and there is nothing safe about the situation.

Commissioner Dee said one of her big concerns on I-80, as you go over the summit, is cracking and separation and it has nothing to do with the bonded wearing course. She said the lanes have separated and there are gaps between the slabs of roadway. Her concern is someone will hit a gap and lose control, so she asked how those could be fixed before the coming winter. Mr. Wood replied what Caltrans is doing on the Castle Peak off-ramp westbound is there is a contractor with products they want to use as trials, so they are filling those gaps with trial products. He said they have to set up a lane closure, fill the cracks, and then see how long they last. Mr. Wood commented it could last a year or ten; there is no guarantee with new products. He said, again, it is brand new roadway that has to be repaired and not just maintained. Commissioner Dee replied that is why she is curious if they have recourse somewhere on the brand new roadways that are in failure. She said Castle Peak has lateral and longitudinal cracking and that is probably the worst area, but there is cracking for miles along I-80 that really needs to be looked at since it is a serious safety issue with winter coming on. Mr. Wood said the products they have used on the Castle Peak westbound off-ramp are super hard, but then the concrete around it is softer, so it is like putting an anvil in a bag of china. He said the softer product pops out. Mr. Wood said they are doing the best they can to fill them so they do not have ride quality or stopping issues, but meanwhile they have the remainder of the roadway that needs to be taken care of. Commissioner Dee said hopefully some of the test products will work and those that want to test their products will help mitigate the cost. Mr. Wood replied that he is certain they will find something that works. He said the polyester that is being used in the ruts from the Vista Point westbound has been a miracle product and he is very enthusiastic about it. It is more expensive than the bonded wearing course, but if they do not have to do it every year it will be cheaper in the long run. Mr. Wood said the reason Caltrans went with the bonded wearing course is it goes down quickly, cools quickly, and they are able to get traffic back on the roadway quickly, so it minimizes delays. Caltrans is sensitive to keeping the traffic moving because there has been so much work on I-80 in the past seven or eight years and it affects everyone when it takes an extra hour to get to and from work; it gets frustrating. Mr. Wood said Caltrans improves mobility and does not like to impede it. Commissioner Dee said she knew there were complaints from the public asking to mitigate some of the sound reflection off the concrete because it is very loud and this does cut the noise down a little, but if it is not going to wear then a replacement needs to be found. Mr. Wood replied thus far the only thing that really resists chain wear is large rock aggregate, which is noisy, but it lasts longer. He thought it would be a trade-off, but they would want to hear what the public has to say about that. Mr. Wood said fixing the roadway every year is noisy too.

B. Truckee's SR 89 "Mousehole" Project: Becky Bucar, Engineering Manager, Town of Truckee.

Becky Bucar provided a report on the status of the project and she thanked the Commissioners and NCTC staff for all of the support given to the Town for the project. She said they are coming towards the end and it is very exciting. The contractor hopes to have most of the work completed by the end of July or the first week of August. Ms. Bucar reported a ribbon cutting is planned for August 11th.

Ms. Bucar reviewed that the Mousehole project is building a pedestrian/bicycle facility on the east side of SR 89, which includes a tunnel under the railroad tracks, retaining walls, drainage improvements, driving improvements to the mobile home park, a new transit shelter, and a bus pull out. Recently they have done curb, gutter, and sidewalk work; the tunnel was done last year. She said the existing flashing beacons on either side of the vehicle tunnel will be removed because of the new tunnel. The vehicle tunnel was built in 1928. She showed the time lapse of the project from ground breaking to the present day.

Ms. Bucar reported that on a cost standpoint the project is about 90% complete, with 102 submittals to date, and all have been answered except one. She said they had 47 requests for information and none are outstanding. There were 10 contract change orders, but the total increase to the contract is about \$45,000 to date. Ms. Bucar said there are still things to be figured out and there are some potential change orders still out there, but the budget looks good and she thought only a portion of the contingency will be used by the end of the project. She said they were pouring a piece of the sidewalk that morning and after that there is one little section left to pour. They did some paving the previous week, so what remains is putting in pedestrian railings, some signage, striping, electrical work, planting, and seeding. Ms. Bucar stated a big part of the supplemental items was the railroad flagging and they used less days than they budgeted for, so there are cost savings there, and they are savings that are shared with the contractor. Ms. Bucar said the Town hired 4LEAF, Inc. to provide construction inspection services, and they will be on budget for their time. She said HDR was hired to do the design as the engineer of record. They were also used for on-call engineering services during construction and their contract is expected to be completed within budget. Ms. Bucar thought they would be a little under budget overall, which is a good thing. Ms. Bucar reported they have spent the TIGER funds and the SHOPP funds. They are currently spending the \$200,000 HPP (High Priority Project) SAFETEA-LU funds. To finish the project they will spend STIP (State Transportation Improvement Program), RIP (Regional Improvement Program), and Truckee Traffic Impact Fee Program funds.

Commissioner Guerra asked if the bus shelter was near the mobile home park. Ms. Bucar replied it is between the pedestrian tunnel and the mobile home park on the east side of SR 89. She said it is almost finished; there is some electrical work that needs to be completed. The bus pull out is in. Commissioner Guerra commented that it is an amazing project.

12. Fehr & Peers Presentation on Performance Based Regional Transportation Plan Update

Transportation Planner Woodman introduced Rod Brown from Fehr & Peers who gave a presentation on the update of the Regional Transportation Plan (RTP). Rod Brown introduced Dave Robinson, a Principal at the firm, who was in the audience and who has worked on the project also.

Mr. Brown reported they completed the data collection stages and the public outreach phase that was held in each of the cities. They talked about regional goals and policies, and they talked about development of performance measures. At this meeting he talked about how they set targets that correspond to the performance measures. Mr. Brown explained the goals are the high level vision and the objectives are the intermediate steps to achieving those goals. He said they talked about quantifying the progress towards those, but they want to set in place specific numbers or targets they are trying to achieve with the RTP. He said all of these things are also fulfilling performance measure requirements that are needed by many of the programs now. Mr. Brown showed an example of "Safety", with the goal being to provide for safe and efficient movement on all modes. The performance measure specifically would be the number of

collisions by each mode of transportation. He said the target is set to aim for zero pedestrian, bicycle, and fatal collisions and also an overall decrease in injuries and total collisions. He displayed the current statistics and stated the trend is that all have been decreasing over time.

Mr. Brown said to support their work they looked at various data that included population and demographics, looking at where the population trends are heading over the next 10-20-30 years, and looking at the breakdown of those populations. He said they also looked at details in terms of level of service by looking at where the numbers were in 2012 versus their projection for 2035, based on the latest traffic modeling. He showed an example of the Brunswick Road and Ridge Road areas. Mr. Brown said they have been sure to consider broader trends that are happening, such as the number of youth that are driving currently, automated vehicles, people moving to online shopping, and things like this that would impact transportation needs. He stressed the importance of considering where these trends might be heading and how that might impact the future goals of the county. Mr. Brown said they used a tool that takes a look at the research involved in each of these trends and estimates how that might apply specifically to Nevada County. He said all of the trends can be combined together and where they might be going, looking at the impact on the vehicle mileage for each person in the county.

Mr. Brown talked briefly about how the goals previously set would translate into the targets and trends. Goal #1's first objective was to improve safety. The second objective was to maintain level of service, which would insure they maintain the tracking towards the goals set by each of the jurisdictions. Goal #2 is looking at other modes of transportation. The first objective was focused on automotive travel, knowing that for the foreseeable future it is going to be the primary means in which people get around in the county. Mr. Brown said there is also a desire and a need, especially for people who cannot drive, for the other modes. A portion of the first objective is emphasizing a modest increase in the use of other modes over the period of the plan. The second objective is creating the networks that support bicyclists, pedestrians, and transit. The third objective has to do with airports, which are an important component of the plan as well, to determine if the capacity is there to support the aviation needs and to insure that is done safely.

Mr. Brown said Goal #3 is to preserve the quality of life, which looks at how transportation fits in with everything else that is important in the county. Specifically, the first objective and measure here is insuring that the RTP projects are consistent with the goals and strategies in each of the jurisdictions' General Plans. He said the people who do the RTP projects are to check and insure that each of those projects are in correspondence with the General Plan policies. Mr. Brown said the second objective has to do with emissions and pollutants since ozone is a concern in western Nevada County. They want to be sure they are doing what they can to achieve those objectives as well. They will be developing specific performance measures for greenhouse gas emissions, ozone, and vehicle miles traveled (VMT) going forward in the next few months. Mr. Brown said the VMT correspond directly to the emitting of pollutants with the consideration that there will be improvements in technology for upcoming years.

Mr. Brown reported that Goal #4 is looking to ensure that the funds be used wisely. He wants to be sure the investments are most effective and that they are not wasted. He said maintenance of the system is to ensure they do not incur future expenses, similar to what was heard during the Caltrans report, to invest in maintenance to avoid future capital costs. He said it is both in terms of pavement, which supports drivers, transit, and bicyclists, as well as sidewalks supporting the walkers in the community. Mr. Brown said an objective with transit is to ensure that they continue to meet the fare box recovery goals while supporting increased transit.

Mr. Brown said the next steps in the RTP update will be to develop strategies to support the goals and objectives. Then they will pull everything together with a financial plan that rolls into the draft of the RTP. He said that portion will happen after the Regional Transportation Mitigation Fee (RTMF) update is completed over the next few months, in order to include the updated information in the draft. Mr. Brown said they are hoping to have the Draft RTP available by the end of 2016.

Commissioner Guerra said in Goal #4 Mr. Brown spoke about sidewalks and roads and looking at the pavement condition or the performance measures for the roads and the sidewalk conditions. She asked if that would include having no sidewalk at all in specific locations. Mr. Brown said in one of the previous goals they are looking to increase the amount of sidewalks within the community. He said this would be in support of existing sidewalks to make sure that the ones currently here do not degrade and become unusable. Commissioner Guerra asked if that was captured earlier. Mr. Brown replied yes.

Chairman Jostes asked if all counties throughout the state are going through the same process right now for this type of study. Transportation Planner Woodman replied that RTPs are required to be updated every five years; this is the five year update for NCTC. He said going forward NCTC agreed to switch to a four year cycle to allow the cities and county to update their housing elements on an eight year period. Mr. Woodman said other counties are updating their RTPs and they are on different schedules depending on when they created and adopted their plans. He said some agencies in the larger metropolitan planning organizations are moving towards performance measurement because there is a lot of focus on that at the federal and state level in terms of looking at investments for transportation funding. Chairman Jostes said that was what he was asking; as the new studies come up, it is not necessarily mandated but there is an expectation on any county that starts its new process that they would be using the performance based process. Mr. Woodman said the state 2010 RTP Guidelines included performance measurement for the first time and the current update that Caltrans released the previous day takes that a step further. He said they did have some performance measures in the 2010 RTP, but now they are moving towards measuring those and looking at the best use of the funding moving forward.

Chairman Jostes thanked Mr. Brown for his presentation.

ACTION ITEMS

13. Amendment 3 - Contract with Parsons Brinckerhoff, Inc. to Provide Assistance with the Update of the Western Nevada County Regional Transportation Mitigation Fee Program

Transportation Planner Woodman reported the amendment is a small change in the scope of the project and to add funding. He said there was a different consultant firm that worked on a traffic analysis for the City of Grass Valley and they found what they believed were anomalies in the 2035 land use file for the NCTC Traffic Model. The consultant alerted the City of Grass Valley and NCTC staff, and after looking into it, they determined there were some issues in the growth assumptions and the way they were contained within the files related to the specific traffic analysis zones that needed to be corrected. Mr. Woodman said as part of the Regional Transportation Mitigation Fee (RTMF) update the Traffic Model forecast goes into developing the Capital Improvement Program (CIP) list, so there is a slight delay in terms of rerunning that analysis with the land use files corrected and development of a new CIP program list. He said in order to achieve that the proposed Amendment 3 reduces the scope of work to reduce some of the public outreach activities and it increases the budget by \$4,935.

Mr. Woodman said they had planned to have a separate Public Workshop in the scope, but what they will do now is hold the Public Hearing, with a 30 day prior noticing to the public, as part of a NCTC meeting. This allows the public an opportunity to comment on the draft RTMF program, as well as the final adoption. Mr. Woodman recommended adoption of Resolution 16-25. There was no further discussion.

Commissioner Dee made a motion to adopt Resolution 16-25 authorizing the Chairman to sign Amendment Number 3 to the Agreement between the NCTC and Parsons, Brinckerhoff, Inc. to complete an update to the Western Nevada County RTMF program. Commissioner Fouyer seconded the motion. The motion passed unanimously with Aye votes from Commissioners Dee, Fouyer, Guerra, Jostes, and Scofield. Commissioner Beason and Alternate Commissioner Strawser were absent.

14. Amendment 1 to the Contract with Mead & Hunt, Inc. for the Truckee Tahoe Airport Land Use Compatibility Plan Update

Transportation Planner Woodman stated that NCTC contracted with Mead & Hunt, Inc. on November 18, 2015 to update the Truckee Tahoe Airport Land Use Compatibility Plan (TTALUCP) to incorporate the information from the Truckee Tahoe Airport Master Plan update. He noted that the final adoption of the Truckee Tahoe Airport Master Plan has been delayed due to some environmental issues that came up and since the update of the TTALUCP is based on the Master Plan, it has also been delayed. Mr. Woodman said Amendment 1 will extend the completion date to September 16, 2016 and it will also adjust the scope of services in order to prepare a more comprehensive update of the TTALUCP to format it in a similar fashion as the Nevada County ALUCP for ease of NCTC staff review of projects. He said it will also incorporate comments and policy changes suggested by NCTC's attorney, incorporate information from the recent Truckee Railyard Master Plan, and allow the consultant to address specific policy changes.

Mr. Woodman stated the original cost of the update was estimated to be \$26,000 with a \$4,000 contingency, making the total project budget \$30,000. Amendment 1 proposes to utilize the contingency and add \$5,910, to increase the total budget to \$35,910. Mr. Woodman stated the \$5,910 will come from the Local Transportation Fund (LTF) fund balance and will leave the fund balance with approximately \$141,000 remaining.

Commissioner Fouyer asked what the delay issues are on the Truckee Tahoe Airport Master Plan. Mr. Woodman replied there were some CEQA issues, if he is understanding it right, related to ground access and roadways near the airport. There are also issues related to future building plans within the airport. Mr. Woodman said there is one non-aviation related building on the edge of the airport property that was an issue. Commissioner Dee said there is more than one building under consideration. She understood that with the original agreement with LAFCO, airport land use was for airport related uses, and if land was going to be turned into commercial use, it needed to fall back to the Town of Truckee and not to Nevada County. She said that is under discussion as to where things stand. She said one building has gone ahead and is under construction and it has been an issue of concern since it is located on airport property.

Commissioner Fouyer made a motion to adopt Resolution 16-26 authorizing the Chairman to sign Amendment Number 1 to the contract between the NCTC and Mead & Hunt, Inc. to complete the Truckee Tahoe Airport Land Use Compatibility Plan update. Commissioner Dee seconded the motion. The motion passed unanimously with Aye votes from Commissioners

Dee, Fouyer, Guerra, Jostes, and Scofield. Commissioner Beason and Alternate Commissioner Strawser were absent.

15. Amendment I to the FY 2016/17 Overall Work Program

Transportation Planner Woodman stated Amendment I to the Overall Work Program (OWP) reflects the two contract amendments from the previous two agenda items. He said the net fiscal effect of the amendment adds \$13,424 to the OWP budget and the sources of additional revenues are from the RTMF Program, reimbursement from the Truckee Tahoe Airport District, and funds from the LTF fund balance. There was no further discussion.

Commissioner Scofield made a motion to adopt Resolution 16-27 approving Amendment I to the FY 2016/17 Overall Work Program. Commissioner Guerra seconded the motion. The motion passed unanimously with Aye votes from Commissioners Dee, Fouyer, Guerra, Jostes, and Scofield. Commissioner Beason and Alternate Commissioner Strawser were absent.

COMMISSION ANNOUNCEMENTS

Commissioner Dee encouraged the Commission to come to Truckee Thursday for a lot of fun and take the shuttle bus to downtown.

SCHEDULE FOR NEXT MEETING

The next regularly scheduled meeting of the NCTC is on September 21, 2016 at the City of Nevada City Council Chambers, 317 Broad Street, Nevada City, CA at 9:30 a.m.

ADJOURNMENT OF MEETING

Commissioner Fouyer made a motion to adjourn the meeting. Commissioner Dee seconded the motion. Chairman Jostes adjourned the meeting at 10:45 a.m.

Respectfully submitted: Antoinette Perry
Antoinette Perry, Administrative Assistant

Approved on: September 21, 2016

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

