



Grass Valley • Nevada City

Nevada County • Truckee

## MINUTES OF MEETING March 18, 2015

A meeting of the Nevada County Transportation Commission (NCTC) was held on Wednesday, March 18, 2015 in the City of Grass Valley Council Chambers, 125 East Main Street, Grass Valley, California. The meeting was scheduled for 9:30 a.m.

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

Members Absent: Nate Beason

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 9:32 a.m.

Pledge of Allegiance

### PUBLIC COMMENT

There was no public comment.

### CONSENT ITEMS

Chairman Jostes addressed a procedural issue he had asked staff to clarify for him. He read from direction given by NCTC's legal counsel on how to handle the Consent Calendar in the future. Information specifically addressed when there are Commissioners who were not present for the previous meeting and choose to excuse themselves from voting on the Minutes of that meeting, they can identify themselves as abstaining. Chairman Jostes said he will take only one vote for the Consent Calendar and that will be to approve all of the Consent items. He said all of the Commissioners' votes will be recorded for all items, other than the Minutes if a Commissioner excuses him/herself from the vote on the Minutes. The abstention will be noted as such in the meeting Minutes.

Commissioner Guerra requested that Item #5, Certification of the Federal Transit Administration (FTA) Section 5310 Applications, be pulled from the Consent Calendar.

#### 1. Financial Reports

A. December 2014 and January 2015. *Approved.*

2. NCTC Minutes

January 21, 2015 NCTC Meeting Minutes. *Approved.*

3. NCTC Minutes

February 18, 2015 NCTC Special Meeting Minutes. *Approved with abstentions from Commissioners Dee and Fouyer due to their absence from the meeting.*

4. Revised Findings of Apportionment for FY 2014/15 and Preliminary Findings for FY 2015/16. Adopted Resolution 15-08 accepting the Revised Findings of Apportionment for FY 2014/15, and adopted Resolution 15-09 accepting the Findings of Apportionment for FY 2015/16.

6. FTA Section 5311 FFY 2015 Program of Projects (POP). Adopted Resolution 15-11 approving the FTA Section 5311 Federal Fiscal Year (FFY) 2015 Program of Projects and the programming of FTA Section 5311 funds up to the amount of \$886,585 for Nevada County Transit and \$136,157 for the Town of Truckee from the regional apportionment balance; and authorized the Executive Director to sign the Certifications and Assurances of the Regional Transportation Planning Agency on behalf of the NCTC.

Commissioner Guerra made a motion to adopt the Consent Calendar minus Item #5. Commissioner Fouyer seconded the motion. The motion passed unanimously with Aye votes from Commissioners Andersen, Dee, Fouyer, Guerra, Jostes, and Scofield. (Commissioner Beason was absent.)

ITEM PULLED FROM THE CONSENT CALENDAR

5. Certification of the Federal Transit Administration (FTA) Section 5310 Applications. Adopted Resolution 15-10 certifying that the two FTA Section 5310 applications submitted to NCTC for review meet the requirements and conditions of 49 U.S.C. 5310 and are consistent with the Nevada County Coordinated Public Transit-Human Services Transportation Plan; one application from the Nevada-Sierra Regional In-Home Supportive Services (IHSS) Public Authority for mobility management, and one from the Town of Truckee for the provision of paratransit services above and beyond the requirements of the Americans with Disabilities Act.

Commissioner Guerra stated she has a remote interest in this item due to the fact that she is the Executive Director of the Nevada-Sierra Regional IHSS Public Authority and she receives a salary from them. Therefore, Commissioner Guerra requested her interest be noted in the Minutes of the meeting and she left the dais.

Commissioner Dee made a motion to adopt Resolution 15-10. Commissioner Fouyer seconded the motion. The motion passed with Aye votes from Commissioners Andersen, Dee, Fouyer, Jostes, and Scofield. Commissioner Guerra abstained from the vote. (Commissioner Beason was absent.)

INFORMATIONAL ITEMS

7. Correspondence

A. California Transportation Commission – 2014 Annual Report to the California Legislature. 11/24/14, File 370.

Executive Director Landon said what he is seeing is the State of California is focusing more and more on the urbanized areas of the state. As funding becomes more difficult to obtain, they are drawing funding to the population centers. However, rural county representatives are working together to keep the legislators informed of rural needs. He said they are pointing out the needs, not only of the rural counties, but the needs that the urban residents have that involve the transportation system in the rural counties. Executive Director Landon said the rural counties, in many cases, are their recreational areas, and rural areas provide food and resource based commodities. The rural counties are working at keeping those facts in front of people. His opinion was the ultimate resolution of all this is stated in the final paragraph of the letter from the California Transportation Commission:

“A collaborative and collegial approach to facing the state’s overwhelming transportation infrastructure needs is essential to ensuring the future success of California’s transportation network. The Commission is dedicated to promoting this cooperation, bringing the Legislature, Administration, regional partners, and the general public together to build a long range plan that provides a sustainable solution to meet our current and future transportation needs.”

Executive Director Landon said he thought the solution, at this point, is a revenue source. He said they have to get to the point that there is something that identifies how to meet the needs of the state, and right now there is an ever-shrinking pie that they are cutting into more pieces.

Commissioner Dee said she and Executive Director Landon have discussed this issue several times. She and Transportation Planner Woodman attended a meeting in Sacramento last November where it became very clear at that presentation, and in the preliminary report of the CTC Report, that they have cut rural out completely. She said there is no doubt that they are not going to fund rural projects, and that is a major concern to her because rural counties represent a large population base and make a financial contribution. Commissioner Dee said she was glad to hear that Executive Director Landon would be going to the Rural Counties Task Force meeting that week, because the rural jurisdictions will have problems unless they are funded. She thought it would be important to look to our federal partners, and she knew that Executive Director Landon has done that. Commissioner Dee said NCTC needs to look for ways to pressure decision makers to be included in this funding, and everyone needs to be aware of this issue and to stay on top of it. She noted the report that came out the previous week from Sacramento did not even have questions that addressed rural issues, nor were there any rural focus groups, which she thought was a pretty clear message that they are putting money in other places. She added that she understands there are desperate transportation needs statewide that have not been addressed for a long time, since she just drove back and forth to San Diego and was appalled at the road conditions; not just in Southern California, but everywhere. She stated the rurals need to make their needs known constantly or all rural counties will be hit hard.

- D. NCTC Press Release - American Society of Civil Engineers selects Dorsey Drive Interchange as the 2014 Outstanding Construction Project of the Year. 2/27/15, File 1030.3.2.1.

Chairman Jostes remarked he was very pleased with the Dorsey Drive Interchange project being chosen as the 2014 Outstanding Construction Project of the Year by the American Society of Civil Engineers, Sacramento Section. He noted that he used to be a member of that organization.

Chairman Jostes said not only is the attention on the outstanding engineering aspect of the project, but he has received positive comments regarding how nice the project looks and how well it functions. He gave accolades to all of the people involved in planning and constructing the project.

Commissioner Fouyer said a citizen called him recently concerning traffic backing up that were trying to go left onto East Main Street. He said at the same time it is a testament to the fact that a number of people are using the Dorsey Drive Interchange. Chairman Jostes said he uses the Dorsey Drive area often and he noticed there is an issue sometimes of twenty cars that are backed up. He said getting in and out of Catherine Lane, around the hospital, is quite difficult. He saw people at the interchange adjusting the signals. Chairman Jostes said the location is now moving a lot of traffic from one point to another, and he asked if there is still an opportunity for adjustment that could help alleviate the situation. Trisha Tillotson, City of Grass Valley Senior Civil Engineer, responded that there is a plan to put in video detection at the East Main Street/Dorsey Drive intersection. She said they are finalizing the construction contract with their contractor first, and then their next plan is to install video detection, which will solve all of the issues they are aware of. Chairman Jostes asked, instead of a pressure strip, if the lights react to whatever the video is picking up. Ms. Tillotson said that was correct.

8. Overview of the Town of Truckee's Transit Operations: See attached report prepared by \*Kelly Beede, Town of Truckee's Administrative Analyst II.

Executive Director Landon said he had expected to have Kelly Beede at the meeting, but she was not present. He said there has been a major shift in the Town of Truckee. Gold Country Telecare was their operator during the past year, but Telecare found it necessary to terminate their operations. Paratransit Services has stepped in and is fulfilling that service for the next 90 days, while the Town goes out to bid for a new contractor. Executive Director Landon said despite that operational situation, the Town's transit operations have been running very smoothly. He said Telecare has done a good job, as far as getting passengers to their destinations. According to the reports submitted by Kelly Beede, Executive Director Landon reported the operations are improving overall and are in a much better state than one year ago.

Commissioner Dee said it was a financial decision on Gold Country Telecare's part and it had nothing to do with the contract with the Town. The Town was happy with the services provided. She said that Telecare is having severe financial problems and it has caused a real issue for the Town because the former transit contractor has gotten into the middle of it and has become very nasty and threatening. Commissioner Dee said Paratransit Services started service the previous day and it was seamless. They came in and interviewed all of the employees and kept them; they brought in all of their top management and they are overseeing the transition. She said Paratransit Services will be a bidder for the new contract as well. Executive Director Landon said it was his understanding that Gold Country Telecare had revenue and reimbursement for services issues with other firms they had contracts and arrangements with, and they were not receiving money owed to them. Commissioner Dee said the Town had a 30 day notice that Telecare was discontinuing service.

\*Kelly Beede arrived late to the meeting (10:17 a.m.), due to car trouble. Executive Director Landon asked her to share information with the Commission on the current status of transit services in Truckee.

Kelly Beede, Town of Truckee Administrative Analyst II, stated that Gold Country Telecare was unable to fulfill the contract to the full term. She said the Town is very excited to have

Paratransit Services on board through their emergency contract period from March 16 to June 30, 2015. She said the Town is in the middle of a Request For Proposal process and proposals will be due on March 31<sup>st</sup>. Town staff will go to the Town Council on May 12<sup>th</sup> with a recommendation for transit services. The contract will start on July 1, 2015 and it will be for three years, with two additional one-year option extensions.

Ms. Beede commented that even though it was unfortunate about Telecare, they were able to take Truckee Transit to the next level during the term that Telecare worked for the Town. They were pleased with improvements to the Dial-a-Ride service overall, and to the expanded hours and areas of operation on the fixed route. She said the Town is handling the unfortunate situation and they are moving forward in a very positive direction.

## 9. Executive Director's Report

### 9.1 Trans-Sierra Transportation Plan

Executive Director Landon reported that this is one of the efforts he has been involved in to keep a focus on rural California. The Trans-Sierra Transportation Group is a coalition made up of six California counties and five counties in Nevada. They are working to coordinate and correlate the individual transportation plans to make them into a regional perspective. He said this is being led by the Tahoe Transportation District. In addition to the Transportation Plan, they are developing a business case, on the premise that good transportation systems take a long term commitment and dedication. Executive Director Landon stated the Trans-Sierra Transportation Plan draws upon the individual plans developed by participating state and local transportation agencies for the respective communities. He noted that this region covers 17,087 square miles and encompasses eleven counties. It is home to 1.2 million people, and although it is a small population dispersed across a large geographic area, approximately 60 million people live within 600 miles of the Trans-Sierra Region. The region is the home to major facilities of some of the best known name brands in America, including: Tesla, Microsoft, Google, Barnes & Noble, Amazon, Walmart, FedEx, Intuit, United Parcel Service, and Hewlett-Packard. The region boasts the world's largest business park, the 107,000 acre Tahoe-Reno Industrial Center, as well as major medical, educational, and research facilities. In addition to commercial and industrial activities, the economy of the region is also strongly driven by year-round tourism and recreation. The region attracts more than 13.5 million visitors annually that contribute over \$4 billion to the regional economy each year. Executive Director Landon said that information is being used as a lever to speak to the State of California and the federal government that this is an area that cannot be ignored. He noted the Commissioners would be receiving an overview of the Trans-Sierra Transportation Plan and Business Case at the May 20<sup>th</sup> NCTC meeting.

Commissioner Guerra asked, when speaking of taking the plan to state and federal governments, that it is not a stand-alone plan, but it is just making the case. Executive Director Landon stated it is a stand-alone document, but it is built upon all of the foundational documents from the region. He said it is not like they developed this in isolation; it has been developed by taking everyone's plans, coalescing them, and saying what it looks like as a whole. Commissioner Guerra asked how this gets money for the region. Executive Director Landon replied that, hopefully, it will provide the ability for locals to make their own case within their community by showing how they are a part of this larger region. Then, at the state and federal level, it shows that this region is a "player" as a unit and should be recognized in the funding sources that are developed.

Commissioner Scofield asked Executive Director Landon if he anticipated at some point this larger body would be the body to receive funds and then disperse them to the individual areas. Executive Director Landon said based on current statutes and policies, no. But he thought the

agencies could stand together, particularly at the federal and state levels, and say this region as a whole has some very severe needs, and to funnel all the money away into the urban areas is not an acceptable action. Executive Director Landon said they need to continue, based on the current legislation, to receive the fair shares within the individual counties in this region, in order to maintain and help the region achieve the potential that it has.

Commissioner Dee said they are setting a precedent by doing a bi-state project and that is very unusual to be able to bring the two states together. She said one of the other arguments, and this was definitely a compliment to NCTC staff, and kind of a back-handed compliment to the Commission, that the *Western Cities* publication did a statewide road analysis, and the State of California had four counties identified with having good roads; Nevada County was one of those four. She said that is saying a lot, and as a rural county, Nevada County has proven they know how to do it. She thought that would be an example that could be used to show the state and federal governments that Nevada County is managing all monies well and working on their roads. Commissioner Dee congratulated staff on that achievement.

#### 10. Project Status Reports

- A. Caltrans Projects: Winder Bajwa, Caltrans Project Manager for Nevada County; and Tom Brannon, Caltrans Deputy District Director, Program/Project Management.

Mr. Bajwa gave a brief summary of projects listed in his March Project Status Report.

- *SR 174 Safety Improvement from Mosswood Lane to just South of Dalmatian Drive* – Mr. Bajwa reported this is a safety improvement project that proposes to realign two curves and widen shoulders between Mosswood Lane and Dalmatian Drive just outside of Grass Valley city limits. He said the purpose of the project is to improve safety and operations for all users, including bicyclists and pedestrians. Preliminary Engineering work has begun and construction is expected in FY 2018/19. Caltrans has completed some survey work, and technical studies and engineering studies are now underway. Caltrans plans to hold a public information workshop at the end of April or the first part of May. Mr. Bajwa said he would let Executive Director Landon know the date to allow Commissioners to attend.

Chairman Jostes said NCTC is always pleased that Caltrans is responsive to safety issues in Nevada County and that Caltrans has taken on this project. He raised a question on project selection and selection of where money is spent. He said he has commented before that this project, from his point of view, was surprising and just popped up all of a sudden with \$12 million funding available to do the worthy project. He said, however, it is a project on a road that he is guessing has much less traffic than many other roads in Nevada County. Chairman Jostes gave an example that the county has had an unfunded priority for a number of years to do work on the intersection of Brunswick Road and SR 174, where there is an odd shaped “Y” intersection on a somewhat blind curve. He asked the question when Caltrans, for some reason, has \$12 million, did they look at our unfunded priority on SR 174, or do they only look at what they are doing for their own reasons. He said it seems it should have been appropriate to have a discussion about priorities on SR 174; noting that Caltrans’ priorities may win, for all of the right reasons, but it does raise the question about what happened to the county’s unfunded priority on SR 174.

Tom Brannon, Caltrans Deputy District 3 Director, said Mr. Bajwa invited him to the meeting to answer that question. He said it is not uncommon for various elected boards that are in the

responsible charge, such as NCTC, to face that question regarding an unfunded project you have been working on for many years that is a priority. He said, then, suddenly, the state pops up with a different large project on the same stretch of road. Mr. Brannon said the answer to this, as in many things, falls back to money. Mr. Brannon said the issue is that the way the state funds its SHOPP (State Highway Operations and Protection Program) is to divide the portion of the State Highway Account that goes to the SHOPP into various categories; the two big ones are pavement and bridges. There are many smaller categories also. On a regular basis, every even year, Caltrans programs projects over the next four years. He said there are two exceptions to that: one being storm damage, and the other being safety. With storm damage, a flood comes in and washes out a road, and Caltrans needs to put in a road right away. However, Mr. Brannon explained that safety has a regular process that they follow. On a yearly basis throughout the entire state, every intersection and every stretch of highway in the state is analyzed for traffic accidents that have been reported over the past three years from the California Highway Patrol (CHP). When the accident rates on a particular stretch of road are at a certain level, compared to similar roads in the state, it triggers an investigation. Caltrans looks for a number that indicates a safety index of 200, which is basically a cost ratio of 2-to-1. So, for every dollar they put in, they are preventing two dollars worth of accident costs down the road. Mr. Brannon said after Caltrans identifies those sites, they do an investigation to be sure that they can do a project that would fix the problem, i.e. are the accidents on that stretch of road of the type that can be corrected by making some improvements.

Mr. Brannon reported, in the case of SR 174, it triggered at a safety index of 235, so the 2-to-1 factor is there. He said the accidents tended to be running off the road and hitting an object. That is a type of accident that Caltrans can mitigate fairly well by adding a shoulder and a clear recovery zone outside of the shoulder, so when someone wanders off the road because of lack of attention or to miss an animal, etc., they can first be alerted by a rumble strip along the shoulder and then once alerted, they have an eight foot shoulder and an additional twelve foot clear space that they can make their recovery in and get back onto the road safely. Caltrans knows that when there are accidents of the type where the vehicle runs off the road and hits an object on a two-lane no shoulder road, if the eight foot shoulder and twelve foot recovery zone are added, they can reduce that type of accident by about fifty percent. Mr. Brannon said this is what triggered the project that Mr. Bajwa just reported on, and they do just pop up from one year to the next when the data becomes available, the investigation is done, and suddenly Caltrans is out there looking at that stretch of road. He added that Caltrans only looks at the locations where accidents happen, so even a location a very short distance away, such as the "Y" intersection at Brunswick, did not trigger for accidents, so it would not be a part of that particular project.

Commissioner Guerra said the Commissioners never get to see this data, and she lives in the area of the project, and would be very interested in the accident data, since she has witnessed and is aware of accidents on SR 174, but she was not aware of this area being a significant accident area. She said it would give more comfort to know there is a problem there and it is being fixed. Mr. Brannon said he saw no problem in bringing the Accident Table B statistics to an NCTC meeting, but he clarified that it does not break every accident down to a specific individual who ran off the road at this particular location. Commissioner Guerra asked if the data only addresses a particular location or does it address all of SR 174. Mr. Brannon said it would be easiest to get data for that particular location. He said he would have to check with the Traffic Department to see how well they could display and show that the remainder of SR 174 did not trigger; this was the only location for that number of accidents. He said there would be no problem in bringing that tabular data and sharing it with the Commission to raise the comfort level that there is a real need to do a project at that location on SR 174.

Commissioner Fouyer asked, when Caltrans looks at the data, is it a ten year, five year, two year, one year cycle, and then all of a sudden something triggered that project, so they crossed the threshold at some point in time. He asked if it was a long term thing or was it just a bad run on traffic there that triggered the project and now Caltrans is going to spend \$12 million and it was just a bad year or two years. Commissioner Fouyer asked what the data collection process is and where is the trigger. Mr. Brannon said the data is, unfortunately, always a little old, because it takes a while for the accidents to run through the CHP system and then be sent to Caltrans. He said normally they are looking at data that is at least one year old and covers a three year period prior to that. Mr. Brannon reported that Caltrans is always looking back at that three year period to see if accident data went over the threshold. He explained that with the three year buffer there is hopes of avoiding that one year spike of things happening at one location for a certain duration of time. Chairman Jostes asked if the death of the woman on SR 174 within the past twelve months was part of the trigger. He wondered if the woman was killed on that stretch of the road. Mr. Brannon did not know, but he said he could find out. Chairman Jostes thought that could have been part of the trigger for this project appearing. Mr. Brannon said if the accident occurred within the past twelve months, then it would not be a part of the data statistics, although Caltrans would often be aware of those accidents. He explained that if Caltrans has a stretch of road that does trigger the need for improvements due to the three year data, and they are also aware that there has been a fatality, that would put an extra impetus on getting the project included as a safety project for funding.

Commissioner Dee asked if the \$12 million comes out of Caltrans funding or out of Nevada County's allotment. Mr. Brannon said before any slices of money are made to any of the counties, this money comes off the top as safety monies from the State Highway Account, so they are entirely from the state pot and not the county. Commissioner Dee said if the money came out of our county pot, she would say the Commission has the right to review and discuss how the money is used, but since the money comes entirely from Caltrans then the Commission should step aside.

Chairman Jostes thanked Mr. Brannon for the explanation and said he understood what Caltrans' processes are now and he had no argument with it. He said it was enlightening to understand, because money is so difficult to get sometimes. He stated, as is known, the Mousehole and Dorsey Drive Interchange have taken years and years plus a great deal of effort to be funded. He said when something like this happens, in his mind, it raised the question of where money comes from and how it gets to certain projects easily. Obviously, in this case, there is a good reason for the SR 174 project. He said the Dorsey Drive Interchange and Mousehole are both excellent projects that certainly have safety issues in one respect or another, but it was more difficult to obtain funding.

Commissioner Scofield said at the county level when they do major road projects they are always able to see the accident rates and what has happened, and it appears to be fairly easy to get that information. He agreed with Commissioner Guerra that it would be beneficial to see accident data for the portion of SR 174 at the "Y" Brunswick Road intersection. He asked if the intensity of the accident, obviously a fatal crash, would make a difference. Mr. Brannon replied that in order of magnitude, a property damage only accident is only a few \$1,000, an injury accident is in the \$10,000's range, and a fatal accident is a matter of small millions of dollars; it jumps way up.

Commissioner Fouyer said it is important to know this information because the public will come to the Commissioners and question why the money is being spent. He said even though this project is way out on SR 174, he will get an email or question in his inbox questioning why the



City of Grass Valley is spending money on that project. He said for the Commissioners to have the ability to explain it is very helpful. He thanked Chairman Jostes for asking the question. Chairman Jostes thanked Mr. Brannon again for the very clear explanation.

Mr. Bajwa continued his summary of projects listed in the Caltrans March Project Status Report.

- *SR 49 Widening from the End of the La Barr Meadows Road Project North to Just Before the McKnight Way Interchange* – Mr. Bajwa said the project is to widen SR 49 to a four-lane highway with a continuous median/left-turn lane and 8-foot shoulders. He said this is similar to what was done at the La Barr Meadows Road project. The project is funded through the State Transportation Improvement Program (STIP) from the Regional Improvement Program (RIP) funds. He reported that \$3 million is set aside for Project Approval and Environmental Documentation (PA&ED) and \$3 million is for Plans, Specifications, and Estimates (PS&E) work. He noted that the major portion of the funding for construction, construction support, and right-of-way has not been programmed yet. Preliminary Engineering and Environmental studies will start this spring. Mr. Bajwa stated that some preliminary survey work has been completed. He said at least one public workshop will be held during the environmental phase, and possibly more workshops, as they go through the process.

Executive Director Landon reported that in about 2004 the Commission reviewed and approved a 50-Year Concept for the SR 49 Corridor, and the projects in the Corridor Systems Management Plan that Caltrans has developed is a part of that. He said, as they go into the planning and environmental discussions for this project, they will be going back to the 50-Year Concept and see how that fits with the plans as they go forward. He said this is very much an interactive process and the decision has not been made as to what the final facility will look like as yet; that is the purpose of the PA&ED. Then it will be known what will be designed. When the design is done, then it will be known what will be constructed.

Commissioner Scofield asked if there was no concept being looked at now. He thought the frontage roads would be a major part of the design. Executive Director Landon replied that there is a concept and in the initial document that was sent to the CTC, in order for money to be programmed for the environmental and planning work, there was a concept. He said those will be the foundational documents to determine what is really desired, and then to ask how the community feels about that. They will question what are the environmental impacts, what are the design impacts, is there a better and more cost effective way to actually construct the project than what is looked at in the current concept. Executive Director Landon said all of those things will go into a very definitive and refining process, so they get down to what is really best. He said they did a similar thing with the Dorsey Drive Interchange project, where they went through a Value Analysis mid-stream, and looked at the height of the bridge, the width of the structure, and how could they best construct the project at the least cost.

Commissioner Fouyer asked if they are looking at a build-out. Executive Director Landon said they are looking at a 20-year plan based on the City of Grass Valley's General Plan. Commissioner Fouyer said if you are looking at the City of Grass Valley's plans and Nevada County's plans, they are different plans, so which one do they look at. Executive Director Landon replied they look at both. He said there would be a meeting the next day of the SR 49 Stakeholders Ad Hoc Committee that has developed over the last few years. It came about when the rumble strip project went into effect, since the group has long had an interest in both the improvements and the operations of the SR 49 corridor regarding safety. The Committee typically meets once a year with CHP and Caltrans to review what the statistics are, what is

happening with the corridor, and what is coming up. Executive Director Landon said they are updating the committee on a project this year to put signal pre-emption at three locations on the corridor, looking at the planning of the reported widening project, and reviewing the Brewer Road minor improvement that will be constructed. Chairman Jostes thought this was not one of the public outreach events that Caltrans mentioned, but a meeting to cover a variety of specific projects related to the corridor. Executive Director Landon replied that was correct.

Commissioner Scofield asked if they would be able to see the 50-Year Concept fairly soon, and if they should even be looking at it. Executive Director Landon stated that it was created in 2004 and he still has the graphics for it and would be happy to send it to him. He added if they would like a presentation made to the Commission to refresh them on the 50-Year Plan, he would be happy to do that. Chairman Jostes said that might be useful, since this corridor is beginning to rise to the top of their concerns. He said Commissioner Beason, through some correspondence that Chairman Jostes saw, would have an interest in this topic as well. Chairman Jostes said once this starts to build momentum and move, he thought the Commission would need to understand it on the front end of the planning cycle. Executive Director Landon said staff would plan a presentation at the May meeting.

- *SR 49 Operational Improvements at Brewer Road* – Mr. Bajwa reported the project will construct a right turn lane on northbound SR 49. He said the project was advertised on December 22, 2014 and the project was awarded on February 10, 2015 to America Pacific Construction for \$174,426. Construction will start in several months and will be completed this summer. Mr. Bajwa said they usually start construction in this area April 15<sup>th</sup> or afterwards, because generally there is dirt movement and they need to comply with environmental permits.

Commissioner Scofield asked if Mr. Bajwa would be at the Golden Oaks Homeowners Association meeting that weekend. Executive Director Landon said he spoke with Debbie Porter, President of the Homeowners Association, and she will be attending the SR 49 Stakeholders Committee meeting and will take notes to present at the weekend meeting. Commissioner Scofield asked if there is a visual concept of what the project will look like. Mr. Bajwa replied that he could bring the information to Thursday's Stakeholders meeting. Commissioner Scofield said that would be helpful, since he will be attending the Homeowners Association meeting on Saturday.

- *SR 49 Operational Improvements at Smith Road* – Mr. Bajwa said this is being funded out of the SHOPP Minor B program. They will continue Design and Environmental studies through FY 2014/15, and Construction is scheduled to begin in the summer of 2016. He said the cost for the project is about \$280,000.

Tom Brannon reported that Winder Bajwa has the opportunity, and he has accepted, a temporary position as a promotion for the next three to six months. He will be moving up in the organization, which is well deserved as he has proven himself very well and they look forward to the improvements he can make at the next level up. Mr. Brannon did not know as yet which Project Manager would be taking Mr. Bajwa's place during that period, but he wanted to be sure the Commission knew this was going to happen. He congratulated Mr. Bajwa and said he was sure he will do a wonderful job in the new position. Chairman Jostes said the Commission appreciates Mr. Bajwa, especially for his responsiveness to all of the requests for information, and he is very thorough. He spoke good wishes to him. Mr. Brannon said Caltrans would make sure that service continues.

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

Commissioner Dee said since Ms. Bucar was not at the meeting to report, she extended an invitation to all of the Commissioners to attend a groundbreaking ceremony for the SR 89 Mousehole Pedestrian Tunnel project on April 2<sup>nd</sup> at 1:00 p.m. She said it is a huge occasion for the Town of Truckee and they are very excited after twenty plus years of discussion and planning. It appears the project is fully funded and on its way. Executive Director Landon said Becky Bucar asked him to ask the Commission if they would like to have a representative take part in the groundbreaking ceremony, hold a golden shovel, and say a few words. Commissioner Dee said she would be there. Chairman Jostes said, not that it had to be him, but he planned to attend. Commissioner Fouyer stated the golden shovel was his to use. Executive Director Landon said he would be there also. Chairman Jostes said he would be very happy to do that. He asked about parking for the event. Commissioner Dee said the Town is talking about staging parking and moving people to the site, so they do not have to walk through the Mousehole. Commissioner Scofield said, just like with the Dorsey Drive project, he would like to have Executive Director Landon there to say a few words. Commissioner Dee commented that the Town invited many people, such as the local Senator and Assemblyman, representatives from Caltrans are coming, and probably the Railroad.

#### ACTION ITEMS

11. Amendment II to the Agreement with Fiscal Auditor, K·Coe Isom

Executive Director Landon stated that one year previously NCTC increased the contract amount for the audit agreement because of the change in the nature of the audit that would need to be done on Gold Country Telecare when they became a direct claimant of funds rather than a contractor for the county. He said during the conduct of this current audit, possibly due to the reduction in Telecare's staffing, it had been very difficult to get them to provide the information that was needed for the audit and get it in a format that the auditor could use. He explained in the memo provided that the auditor had expended the increased funding as they worked through the process of obtaining the necessary information, but without getting the audit completed. Executive Director Landon said he has discussed this issue with NCTC's legal counsel and with the State Controller's Office, and staff has determined that because of the expenditure of public funds, the audit must be done to insure the funds were expended correctly. He said the auditors are now in a position to get the audit done; they have the data that they need. However, the firm is currently in the middle of their tax season, so he has talked with the State Controller's Office and they have approved the extension of the time to complete the audit. Executive Director Landon said there were two requests before the Commission: that the extension of time be granted to June 30, 2015 for the auditor to complete the audit, and that NCTC increase this fiscal year's contract with K·Coe Isom in order to cover the increased cost to complete the Telecare audit. He noted that the increase will not fully cover the cost; the firm is taking some loss on the work. Executive Director Landon said that staff will also reduce the future contract since that audit will not have to be replicated next year. He asked if there were any questions on the issue.

Commissioner Andersen made a motion to authorize the Chairman to sign Amendment II to the Agreement between the Nevada County Transportation Commission and K·Coe Isom to prepare Fiscal and Compliance Audits, increasing the contract amount by \$1,500 for fiscal audits for the year ending June 30, 2014, and decreasing the contract amount by \$2,000 for fiscal audits for the year ending June 30, 2015. Commissioner Guerra seconded the motion. The motion passed

unanimously with Aye votes from Commissioners Andersen, Dee, Fouyer, Guerra, Jostes, and Scofield. (Commissioner Beason was absent.)

Commissioner Scofield asked Executive Director Landon what the current status was of Gold Country Telecare. Executive Director Landon responded that the recent conversation he had with the Executive Director of Telecare was that they are moving toward becoming a volunteer only operation; probably just providing limited services with volunteer drivers to assist elderly and disabled people in the community. He said that was their goal and it will be seen how that plays out. Commissioner Scofield asked if NCTC was responsible in any way for their equipment. Executive Director Landon replied that their equipment is owned by Caltrans and some of that equipment has already been divested to other agencies that work in the area.

12. Amendment II to the FY 2014/15 Overall Work Program (OWP)

Executive Director Landon said this amendment actually memorializes some actions that NCTC has already approved. Included in the OWP is the budgeting for the Performance Monitoring Indicators Report that is being done on behalf of the Rural Counties Task Force (RCTF). He said they also modified the budget for the Regional Transportation Mitigation Fee program that was also approved in an earlier action by the Commission and the change reflects the new contract. The budget was increased to reflect the action in this meeting regarding the Gold Country Telecare audit. Executive Director Landon said there were minor changes made to Table 3 to cover operations for the remainder of FY 2014/15.

Commissioner Fouyer made a motion to adopt Resolution 15-12 approving Amendment II to the FY 2014/15 Overall Work Program. Commissioner Dee seconded the motion. The motion passed unanimously with Aye votes from Commissioners Andersen, Dee, Fouyer, Guerra, Jostes, and Scofield. (Commissioner Beason was absent.)

13. Proposed Projects for the FY 2015/16 Overall Work Program

Executive Director Landon said the introduction to the document is largely for the benefit and review of Caltrans, to let them know that NCTC is following the appropriate procedures and that the Federal Planning Emphasis Areas have been included in the OWP. He said NCTC is on the cutting edge of getting this process going in the State of California with regard to the Planning Emphasis Areas that the federal government has set forth this year. The projects outlined, particularly the Performance-Based Regional Transportation Plan, and the Performance Indicators project that is being done on behalf of the Rural Counties Task Force, are things that will give Nevada County some standing and notoriety with the state in a positive way. Executive Director Landon said staff is looking for direction from the Commission to circulate the FY 2015/16 OWP to member agencies for their review and comment. He stated the agencies may have an additional project or budget item they would want included, and the final document will be brought back at the May 20<sup>th</sup> NCTC meeting for approval.

Commissioner Guerra said she wanted to underscore Executive Director Landon's modest comment regarding his activities with the new performance-based requirements. She thought it was wonderful that NCTC's Executive Director embraces the new requirements and is on the cutting edge of creating the performance-based criteria statewide and what is looked at in the future. She is excited to see how that will play out.

Commissioner Fouyer made a motion to direct staff to circulate the Draft FY 2015/16 Overall Work Program to member agencies for their review and comment. Commissioner Dee seconded

the motion. The motion passed unanimously with Aye votes from Commissioners Andersen, Dee, Fouyer, Guerra, Jostes, and Scofield. (Commissioner Beason was absent.)

COMMISSION ANNOUNCEMENTS

Commissioner Dee said she would see everyone on April 2<sup>nd</sup> at the groundbreaking ceremony for the SR 89 Mousehole project.

SCHEDULE FOR NEXT MEETING

The next regularly scheduled meeting of the Nevada County Transportation Commission is on May 20, 2015 at the Nevada City Council Chambers, Nevada City, CA.

ADJOURNMENT OF MEETING

Commissioner Guerra made a motion to adjourn the meeting. Commissioner Dee seconded the motion. The motion passed unanimously with Aye votes from Commissioners Andersen, Dee, Fouyer, Guerra, Jostes, and Scofield. (Commissioner Beason was absent.)

Chairman Jostes adjourned the meeting at 10:27 a.m.

Respectfully submitted: Antoinette Perry  
Antoinette Perry, Administrative Assistant

Approved on: May 20, 2015

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

