



MINUTES OF MEETING May 17, 2017

A regular teleconference/video meeting of the Nevada County Transportation Commission (NCTC) and Nevada County Airport Land Use Commission (NCALUC) was held on Wednesday May 17, 2017 at these two locations: Nevada County Board of Supervisors Chambers, 950 Maidu Avenue, Nevada City, California; and District 5 Board of Supervisors Conference Room, 10879A Donner Pass Road, Truckee, California. The meeting was scheduled for 9:30 a.m.

Members Present: Jan Arbuckle, Ann Guerra, Larry Jostes, and Ed Scofield

Members Absent: Carolyn Wallace Dee, Dan Miller, Valerie Moberg

Staff Present: Daniel B. Landon, Executive Director; Mike Woodman, Transportation Planner; Dale Sayles, Administrative Services Officer; Toni Perry, Administrative Assistant; Carol Lynn, newly hired Administrative Assistant

NOTE: Commissioner Carolyn Wallace Dee was unable to attend the meeting by teleconference from the District 5 Board of Supervisors Conference Room due to technical difficulties.

Standing Orders: Chairman Jostes convened the Nevada County Transportation Commission meeting at 9:38 a.m.

Pledge of Allegiance

PRESENTATION: Certificate of Appreciation was presented to former Commissioner Jason Fouyer by Chairman Jostes. Mr. Fouyer commented that NCTC staff is terrific and it has been an honor working with everyone.

PUBLIC COMMENT: There was no public comment.

Chairman Jostes explained that Commissioner Scofield may need to leave the meeting early, therefore he moved forward several items on the agenda to allow discussion with Commissioner Scofield present.

CHAIRMAN JOSTES ADJOURNED AS THE NEVADA COUNTY TRANSPORTATION COMMISSION AT 9:45 a.m. AND CONVENED AS THE NEVADA COUNTY AIRPORT LAND USE COMMISSION.

14. NCALUC Minutes

January 21, 2015 Meeting Minutes. *Approved.*

Executive Director Landon reported the last meeting of the NCALUC was on January 21, 2015 and he reminded the Commissioners that NCTC's legal counsel stated the Commission could vote on minutes of a meeting they did not attend.

Commissioner Guerra made a motion to approve the January 21, 2015 NCALUC Meeting Minutes. Commissioner Scofield seconded the motion. The motion passed unanimously with Aye votes from Commissioners Arbuckle, Guerra, Jostes, and Scofield. (Commissioners Dee, Miller, and Moberg were absent.)

15. Request for Nevada County Airport Land Use Commission Consistency Determination, Northern Sierra Propane Project

Executive Director Landon stated the Nevada County Planning Department asked the NCALUC in November 2016 to review the Northern Sierra Propane project. The project proposes to relocate from their current site at 13121 John Bauer Avenue to 13145 Loma Rica Drive, and develop an office building, warehouse/garage, and parking area, as well as add two 30,000 gallon propane tanks. Mr. Landon noted in the Nevada County Airport Land Use Compatibility Plan (NCALUCP) the proposed project is in a zone that prohibits over 6,000 gallons of above ground storage of flammable material that is not aviation related. At Northern Sierra Propane's current location they do not have 30,000 gallon tanks. Mr. Landon displayed a map of the Nevada County Airport and the surrounding area that marked the location of the proposed buildings and tanks in relation to the airport runway. He explained that the boundary line for Compatibility Zone B2 is 1,250 feet from the center line of the runway, and the tanks would be located about 1,000 feet from the center line of the runway. Mr. Landon displayed a diagram taken from the California State Airport Land Use Planning Handbook showing that an airport similar to the size and operational characteristics of Nevada County Airport has a typical sideline safety zone of 750 feet in width. The NCALUCP B2 sideline zone is 1,250 feet. He explained the reason for the difference involves two factors, the first being the standard 750 foot safety area, and the second being the 60 decibel (dB) Community Noise Equivalent Level (CNEL) area. Mr. Landon stated when the consultant developed the NCALUCP for the Nevada County Airport, they widened Zone B2 to include the 60 dB CNEL area, extending the sideline zone to 1,250 feet. He showed where the line would be in Zone B2 if it were just determined by the safety area. The proposed project's location is beyond the required safety zone.

Executive Director Landon reported after he spoke to the NCALUCP consultant and determined in the California Handbook the required safety distance from the runway for a project, he prepared his staff report based on the fact that the distance of the proposed tank location is well beyond the normal sideline zone from the center line of the runway. He noted the structural features of the proposed tanks have been reviewed by Nevada County Fire Marshal Terry McMahan, and he has given conditional approval for the project. Mr. Landon added that the project area is approximately 600 feet below the elevation of the runway. He concluded that NCTC staff is confident that the Commission can use these findings to make a determination that the project is consistent with the NCALUCP.

Chairman Jostes asked what the Airport Management position was on this project. Executive Director Landon replied that Lee Ocker, Airport Manager, and the Airport Commission made some initial comments on the project in November 2016, but no further comments were made since the NCALUC staff's analysis and report was done. Commissioner Scofield commented he was surprised the Airport Manager was not present at the meeting. Mr. Landon replied that he had spoken with Mr. Ocker the previous day regarding the project. Commissioner Scofield stated when the NCALUC is meeting, a representative from the Nevada County Airport should

be in attendance. Joshua Pack, Principal Civil Engineer with Nevada County Public Works, was asked if he was a representative for the airport. He replied that the airport representative would be Mr. Ocker. Commissioner Scofield stated that decisions made by the NCALUC on projects in that area could have impacts on the airport, and the county would want to be certain there are no impacts to the CAL FIRE base and the airport in general. He said he appreciated the work that went into reviewing the project and asked to hear the findings again, which Mr. Landon restated. Commissioner Scofield clarified that the expansion of Zone B2 is primarily due to the noise levels and had no bearing on the project determination, since the project location is outside of the safety boundaries. Mr. Landon stated that was correct.

Commissioner Scofield asked where the project goes from here. Executive Director Landon replied the Nevada County Planning Department would make a determination whether the application was acceptable or not. Chairman Jostes asked if it was being suggested to push the project forward from an NCALUC standpoint. Commissioner Scofield stated that approving the recommendation would move the project forward, and based upon the work that has been put into the review of the project and Executive Director Landon's recommendation, plus the recommendation from Consolidated Fire, he would be comfortable approving it. Mr. Landon commented that when he spoke with Deputy Fire Marshal Terry McMahan, he had considered the thickness of the tanks, and how the tanks would close themselves down in the event of a leak. There was also adequate fire control at the sight, therefore Mr. McMahan did not have a problem with this application.

Chairman Jostes thought the orientation of the tanks was important, since if they blew up they would act like torpedoes. He thought they were proposed to be at a 45 degree angle to the runway, and assumed that had been taken into account. Executive Director Landon replied he did not know if that had been considered, but since the proposed location of the tanks is 600 feet below the elevation of the runway, he did not think it would be an issue. Chairman Jostes questioned if this analysis of the boundaries would stand up in court if they were challenged. Mr. Landon replied that although he was not a lawyer, he did not have any concern. He said the airport land use consulting firm, Mead & Hunt, that prepared the NCALUCP, were never concerned from the beginning that the project would be a problem. Mr. Landon pointed out to Mead & Hunt the limitation of no more than 6,000 gallons of flammable liquid above ground, however they concluded that given the distance from the runway, and the type of tanks to be installed, if the fire marshal was fine with the plans, then they did not see a problem.

Commissioner Arbuckle asked if the neighbors were notified about the proposed installation of propane tanks so close to their homes, as there is a development just down the road from the project location. Executive Director Landon replied that he is not the land use planner for the county, but this area is zoned for industrial use and this type of application. Commissioner Arbuckle replied she understood that, but if there were a problem at the propane business, it would definitely affect those neighborhoods adjacent to the industrial zone. She was curious if there had been any outreach to those residents. Mr. Landon replied he did not know, but there are other propane providers who have similar tanks in the area. Commissioner Scofield clarified that this application would be going to the Nevada County Planning Commission. Mr. Landon confirmed that the NCALUC would not be the final determination and approval of the project.

J.D. Trebec, Associate Planner with the Nevada County Planning Department, who is handling this project, was present and came to the microphone to answer questions. He stated that the Wawona Madrona Homeowners Association was included in the initial distribution of the project specifications, along with some residents that were concerned with development on the neighboring parcel, so they had been informed of the project. He notified the neighbors two

weeks previously of the current status of the project. Mr. Trebec said he has been in contact with Mr. Ocker, Airport Manager, and unfortunately Mr. Ocker was unable to attend the NCALUC meeting due to a conflict with another meeting he needed to attend at the airport. Mr. Trebec said Mr. Ocker is keeping up with the status of the propane project and stated that the Airport Commission is aware of it and inquired of the project status in March. Mr. Ocker indicated that the review of the project by the NCALUC, and Executive Director Landon's written response, had addressed his concerns. Commissioner Scofield noted this was an excellent report from the NCALUC staff and he thought the Nevada County Planning Commission and Nevada County Planning Department would find the report useful.

Commissioner Guerra made a motion to adopt NCALUC Resolution 17-01 finding that the proposed Northern Sierra Propane project is consistent with the Nevada County Airport Land Use Compatibility Plan. Commissioner Scofield seconded the motion. The motion passed unanimously with Aye votes from Commissioners Arbuckle, Guerra, Jostes, and Scofield. (Commissioners Dee, Miller, and Moberg were absent.)

CHAIRMAN JOSTES ADJOURNED AS THE NEVADA COUNTY AIRPORT LAND USE COMMISSION AT 9:57 a.m. AND RECONVENED AS THE NEVADA COUNTY TRANSPORTATION COMMISSION.

Chairman Jostes CONVENED THE CLOSED SESSION at 9:57 a.m. The Commissioners and Executive Director Landon went into a private conference room.

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

Chairman Jostes RECONVENED THE NCTC MEETING at 10:12 a.m. He stated there was no reportable action that took place.

Chairman Jostes stated Commissioner Scofield may need to leave before the end of the meeting, so in order to allow him to be involved in the discussion of an important action item, he moved forward Action Item #12 regarding the Draft RTP.

ACTION ITEM

12. Regional Transportation Plan (RTP) Overview and Draft

Transportation Planner Mike Woodman stated the Draft RTP is being prepared by Fehr & Peers Transportation Consultants, and a 30-day public review period will start Friday, May 19, 2017 and run through Monday, June 19, 2017. He said public outreach efforts to receive comments on the Draft RTP will include posting the report on the NCTC website, www.nctc.ca.gov, and issuing press releases stating the dates for public review and comment, and where to send comments. Hard copies of the draft report will be available at county libraries, and copies will be distributed to member jurisdictions, neighboring regional transportation planning agencies, Caltrans, and other state and federal agencies, as appropriate, for their review and comment. He said comments received on the draft will be addressed and incorporated into the Final RTP.

Mr. Woodman said given the reductions in transportation funding over the past five years, the additions and changes to the previously adopted RTP are relatively minor. He said the key focus of the update was to enhance performance measurement and the development of performance targets related to the performance measures. He noted that the Fehr & Peers presentation would

explain this topic more in depth. He said they updated the state highway and regional transportation project costs, changed the project scopes and timeframes to reflect funding limitations, and updated transportation funding revenue forecasts. The Draft RTP updated air quality information, addressed recent greenhouse gas legislation, and updated information regarding goods movement, public transit services, non-motorized transportation, aviation, rail, transportation systems management, and intelligent transportation systems. Mr. Woodman said now that the Draft RTP has been completed, a supplement to the previously certified program level Environmental Impact Report (EIR) will be prepared. Once the Draft EIR is completed, it will undergo a 45-day public review period.

Mr. Woodman stated NCTC staff plans to present the Final Nevada County RTP and Final EIR to the Commission for their approval at their September 20, 2017 meeting. He introduced Rod Brown from Fehr & Peers who gave an overview of their work thus far on the development of the updated RTP.

Rod Brown, Transportation Engineer/Planner from Fehr & Peers Transportation Consultants, stated he is also a resident of Nevada City and is familiar with the county. He introduced Dave Robinson, a Principal at Fehr & Peers, who was in attendance. Mr. Brown summarized that they have already completed data collection and public outreach, and they developed goals, objectives, and policies based on the feedback they received. He said the performance measures they developed are consistent with the goals and objectives, and from that data the action plan and financial plan were developed. Mr. Brown stated they developed the Draft RTP based on the data collection, research, and analysis, and after it is reviewed and comments are received, they will develop the Final RTP for Commission review and approval this fall.

Mr. Brown stated there are several main elements to a Regional Transportation Plan. The first is the "Introduction" that contains background information on the region, including demographics, trends in demographics and other characteristics, and public participation. The second is the "Policy Element" that shows how the RTP relates to other state and local transportation plans, which includes General Plans for each of the local jurisdictions. Mr. Brown stated this is where the goals and objectives are developed. He reported the "Action Element" looks at the different aspects and modes of travel within the transportation system, and develops the short- and long-term actions related directly to each of those aspects and modes, such as intelligent transportation systems. He said lastly is the "Financial Element" that shows how the actions fit together with the forecasted funding and determines if they are reasonable.

Mr. Brown stated that the current RTP is an update and not a complete revision of the previous plan. He said it does add the performance measures and targets, and updates the background information, as well as the projects, costs, and finances. He noted that one of the main aspects of this update was to add a performance measurement framework to the plan. Mr. Brown explained that performance measurements provide quantifiable evidence of progress toward achieving goals that can be modeled or tracked as actual measurements, such as traffic volumes. He explained the performance measurements can be quantitative, like the measurements of emissions, or it can be qualitative, such as items of historic character.

Mr. Brown said a "Goal" is a high level vision that tends to be timeless and is really a long-term objective to be achieved. He stated an "Objective" is a sub-portion of the goal that is essentially an intermediate step in achieving that long-term vision. He reported "Performance Measures" are a way to measure progress toward the goals and objectives, "Targets" indicate the numbers the plan aims to achieve to reach those performance measures, and "Policies" are specific plans

and actions that guide progress towards achieving those targets, performance measures, objectives, and goals.

Mr. Brown stated they looked at many different inputs to develop the goals and objectives, including existing plans such as the current RTP, local General Plans, and state plans. They considered local data and trends, conducted public outreach in the summer of 2015, and consulted with local planning staff at each of the jurisdictions, as well as NCTC staff. Mr. Brown explained that for data collection they gathered and analyzed information on traffic volumes, collisions, and other demographic information, including population projections, employment projections, and breakdowns of these, and expected trends over time. He said they also forecasted roadway operations in current and future conditions, and considered different technologies and social changes that are evolving. Mr. Brown stated they were not necessarily forecasting what these things might be, and he gave an example of automated vehicles. He said they do not imply they know where that technology is going, but want to be aware of the different impacts that might exist, and make sure their planning takes into account possible different scenarios, and they have the flexibility to accommodate such changes in the future.

Mr. Brown said they did public outreach in the summer of 2015, and had a presence at the Grass Valley Thursday Night Market, Truckee Thursdays, and Saturdays at Nevada City Farmers Markets. They had a booth with priority posters that described the different aspects of the RTP, and requested input from people, asking what they thought was important in the plan. They also provided comment cards for people to fill out to identify issues that were important to them that were not represented in the posters. Mr. Brown said in order to reach more people, there was an online survey available that was publicized on the NCTC and Fehr & Peers websites and in the local newspapers. He stated from the feedback they received, they identified a few top concerns people had. These concerns included having more transit service, air pollution related to ozone and greenhouse gases, biking and walking safety, and adequate sidewalk access and safety. Mr. Brown stated all of these concerns were taken into account and incorporated during the development of the goals and objectives of the updated RTP.

Mr. Brown gave an example of how they carried out the performance measure and target process. He said one of the goals developed for the RTP was to provide for the safe and efficient movement of all people, goods, and services on the roadway network. He said this goal recognizes that vehicle transportation will be the primary mode of travel in the foreseeable future. One of the objectives under this goal is to improve safety. Mr. Brown explained methods of measuring the progress toward improving safety include listing the number of collisions with each mode of transportation, including pedestrian, bicycle, and vehicles, and setting targets and measuring the current status in relation to those targets. He said in supporting that safety goal, policies were developed in the RTP, one of which was coordinating with the SR 49 Stakeholders Committee and Caltrans to improve safety along the SR 49 corridor. Mr. Brown asked for questions.

Commissioner Guerra commended Mr. Brown for a great job in getting public input. She asked if they knew the demographics of the respondents at the markets and the online survey. Mr. Brown replied that he did not have the data from the survey with him, but questions referring to demographics were included in the online surveys. Commissioner Guerra commented that the results seemed to indicate a broad spectrum of respondents, so she was satisfied that the survey did present a good range of demographics in the responses.

Addressing the goals, Mr. Brown stated Goal #1 recognizes the roadway system is going to be the primary means of transportation in the foreseeable future. One of the objectives is to

improve safety, and another is to maintain the levels of service adopted by the local jurisdictions. He said this stems from the fact that people are concerned about congestion, and NCTC wants to make sure they meet those goals specified by each of the local jurisdictions. Mr. Brown commented that although Nevada City does not have a specific level of service, they strive to maintain reasonable traffic levels.

Goal #2 seeks to create, maintain, and improve the other modes of transportation other than driving in the county. The first objective under this is to look at the mode share, which includes transit, walking, bicycling, and ridesharing. The second objective is to have networks that support each of these alternative ways of getting around, with connections between key destinations. The third objective supports safe aviation access at our county airports. Mr. Brown stated that the performance measures for these objectives are described in the Draft RTP.

Goal #3 recognizes transportation is inherently tied to other aspects of living within the county, so it is important that future goals and projects in the RTP are consistent with the goals of the jurisdictions as well. Mr. Brown said the first objective focuses on assuring that the projects are consistent with the jurisdictions' General Plans. The second objective addresses the impacts of pollution, and seeks to ensure that criteria pollutants such as ozone and greenhouse gases are reduced over time.

Goal #4 addresses the investment in the system that is being made. He pointed out that even with the recent gas tax increase, funding is limited. The first objective toward this goal is to make an effort to minimize the capital and operating costs as the system is being developed. The second objective recognizes the tradeoff between farebox recovery and transit service, and it looks to keep a balance between those.

Mr. Brown commented that the Draft RTP is currently in the public review phase and will be collecting input over the next 30 days. The environmental review is also in progress. Once those are completed, the RTP will be finalized. Mr. Brown asked the Commission if they had any questions.

Commissioner Scofield thanked Mr. Brown for a good report. He said Governor Brown signed SB 743 that changes how highway situations are analyzed from Level of Service (LOS) to Vehicle Miles Traveled (VMT). He asked how VMT would fit into LOS at an intersection. Transportation Planner Woodman replied that SB 743 is changing how transportation impacts on land use are analyzed under the California Environmental Quality Act (CEQA). He said the county General Plan can still use LOS adopted policies, and they can still use LOS for the mitigation fee program. But, in terms of the CEQA process and analyzing the transportation impacts of a land use development, now VMT will be used in place of LOS. This will require that jurisdictions adopt a VMT threshold for specific land use types. Mr. Woodman said, for example, if a proposed residential project exceeds the county's adopted VMT threshold, it could be seen as a significant impact, and mitigation measures would have to be put in place that would reduce the amount of VMT. Commissioner Scofield asked if the county or city would have to create that threshold, which they do not have now. Mr. Woodman replied yes. Commissioner Scofield continued that they would still be dealing with LOS at a specific intersection. Executive Director Landon agreed and stated when he presented the FY 2017/18 Overall Work Program to the Board of Supervisors and City Councils, he confirmed that NCTC staff would be working with the jurisdictions to help their planners understand this issue, and would offer to work with them to develop the VMT threshold that would reflect the goals of their General Plan.

Chairman Jostes asked what the time frame is for updating the plan. Mr. Woodman replied that the current RTP update encompasses 2015 to 2035, and once it is adopted it will be on a four year update cycle rather than the previous five year cycle. Chairman Jostes asked if the RTP cycle would then be meshing with another plan cycle. Mr. Woodman said by going to a four year update cycle for the RTP, the county can move from their current five year housing element update cycle to an eight year cycle. He said the housing update process is very laborious, so a longer cycle will be beneficial for them.

Chairman Jostes stated that recent newspaper articles are bringing up the issue of electric cars, hydrogen cars, and self-driving cars more and more aggressively. He stated that he felt the idea of self-driving cars being a part of our daily lives in the near future may be too optimistic, but there is a point where the future intersects with the reality of these plans. He pointed out that the current version of the RTP does nothing to address this future technology. If self-driving cars do become significant in the next ten years or so, it would mean many changes to the RTP. He wondered what a rural county would need to do to accommodate self-driving cars since, for example, some of the roads are not striped, and all of the signage would come into question. Chairman Jostes asked Mr. Brown if urban areas in particular, where new technologies are more relevant, are starting to incorporate this futuristic thinking into their plans. He said at some point NCTC will be asked to provide plans that will incorporate these major changes in technology. He asked Mr. Brown where Fehr & Peers, as professional planners, stand on this issue. Mr. Brown replied that this is a big question in their field right now. He said that although no one has the answer, Fehr & Peers is doing some modeling of possible scenarios and their impacts within the jurisdictions. He stated there have been discussions that if everyone had a self-driving car it could dramatically increase the amount of driving on the roads. However, if there are more restrictions and technology is limited, it could have different effects. Mr. Brown said part of the challenge is there are a number of technologies and social changes that could intersect, for instance vehicle sharing. He said automated vehicles could potentially support even more vehicle sharing. He said, in terms of plans currently being developed, people are generally being open, because given the wide range of outcomes, no one is incorporating specific actions into their plans that reflect the new technologies and possible changes. Chairman Jostes said he has an interesting picture in his mind of ten years from now where half of the cars are driven by people and half the vehicles are automated, and all he can think of is chaos, but we will see what happens. Chairman Jostes thanked Mr. Brown and thought there will be a point when the new technology will have to be taken into account and budgeted for.

Chairman Jostes asked if the recently passed legislation regarding the new gasoline and diesel sales tax would increase the funding to this county to help move the huge backlog of projects forward, or is it too soon to know what the distribution of funding to this county would be. Executive Director Landon replied that there is information in the Executive Director's Report addressing that. He said the amount of funding to be received by the county is about a quarter of what it used to be, therefore there are no projects moving forward as a result of the new legislation. He said they are hoping to keep some projects on line. Mr. Landon said in his recent conversations with Caltrans District 3 they discussed the coordination of State Highway Operations and Protection Program (SHOPP) funding in order to support some incremental improvements toward the county's goals. He explained the SHOPP funding was a major coup for maintenance and rehabilitation of the existing network, but it does not address in a meaningful way any new capacity or expanded facilities. Mr. Woodman added that the gas tax increase does boost the funding for local rehabilitation and maintenance, as well as on the state level, but it was not a package that addressed the full need. He said the state has approximately a \$10 billion backlog of state highway SHOPP operations and maintenance projects, and statewide for local streets and roads the backlog is about \$38 billion. Mr. Woodman explained this funding

will help reduce the backlog of rehabilitation and maintenance projects, and hopefully there will be other revenue solutions in the future that would address the remaining needs.

Commissioner Guerra stated she thought the RTP was a fascinating report. She pointed out that in the list of the county's largest employers, Sierra Nevada Memorial-Miners Hospital is now called Western Sierra Medical Clinic, and Thurston Manufacturing is no longer in business, but probably was at the time the consultant was collecting data. Commissioner Guerra said she appreciated the discussion of rail travel and the stalled extension of the Capital Corridor, especially in light of the local media reporting that we could lose Amtrak's California Zephyr. She thought having that information and discussion in the RTP is hopeful to possibly retain some future funding. Executive Director Landon commented he thought it was helpful as well as hopeful.

Chairman Jostes stated there was no action needed by the Commission at this time other than to receive comments on the RTP Public Draft.

Chairman Jostes directed the meeting back to the beginning of the NCTC Agenda at this point.

CONSENT ITEMS

1. Financial Reports

A. February 2017 and March 2017. *Approved.*

2. NCTC Minutes:

March 15, 2017 NCTC Meeting Minutes. *Approved.*

3. Revised Findings of Apportionment for FY 2017/18. *Adopted Resolution 17-15 approving the Revised Findings of Apportionment for FY 2017/18.*

4. Federal Transit Administration (FTA) Section 5311 Federal Fiscal Year (FFY) 2017 Program of Projects (POP). *Adopted Resolution 17-16 approving the FFY 2017 POP and authorizing the Executive Director to sign the Certifications and Assurances of the Regional Transportation Planning Agency on behalf of the NCTC.*

5. Disposal of Surplus Equipment. *Adopted Resolution 17-17 authorizing the Executive Director to dispose of the outdated Sprint Protégé telephone system in the NCTC office, in accordance with the procedure referenced from the NCTC Administrative Operating Procedures Manual.*

Commissioner Arbuckle made a motion to approve the Consent Calendar. Commissioner Guerra seconded the motion. The motion passed unanimously with Aye votes from Commissioners Arbuckle, Guerra, Jostes, and Scofield. (Commissioners Dee, Miller, and Moberg were absent.)

INFORMATIONAL ITEMS

6. Correspondence

F. National Association of Development Organizations (NADO), State Route 89 Mousehole Pedestrian and Bicycle Project Receives 2017 Excellence in Regional Transportation Award. File 1200.9, 4/11/2017.

Executive Director Landon reported that the SR 89 Mousehole Pedestrian and Bicycle Project received an Excellence in Transportation Award from NADO and he will travel to Denver in June to receive the award on behalf of Truckee and NCTC.

7. Executive Director's Report

7.1 Transportation Funding – Senate Bill 1

Executive Director Landon reported on SB 1, the Road Repair and Accountability Act of 2017, and outlined its benefits for the Nevada County region. He said this bill raises the gas tax for the first time since 1994 and it was a controversial move. The bill will generate about \$5.2 billion per year in the state for transportation purposes. Mr. Landon noted there are key components in SB 1 that will keep those funds slated for transportation. He explained there is a 12-cent gasoline excise tax increase and a 20-cent diesel excise tax increase that go into effect November 2017. There is also a 4% diesel sales tax increase effective November 2017 that will be utilized for transit-related issues. He reported there is a “transportation improvement fee”, similar to the vehicle registration fee, that will be assessed on vehicles starting in January 2018. Lastly, there is a \$100 per year zero emission vehicle fee that goes into effect in July 2020.

Executive Director Landon referred to the SB 1 Program Matrix chart, which breaks down the projected funding likely to be available to Nevada County for road maintenance and rehabilitation for FY 2018/19 when the new funding from SB 1 is in effect. Nevada County Public Works Department should see an increase of about \$6.63 million per year in their gas tax funds, City of Grass Valley should receive about \$520,000, City of Nevada City should get about \$130,000, and the Town of Truckee should receive about \$2.26 million. Mr. Landon reported that the current State Transit Assistance funding could almost double for transit services in western Nevada County and the Town of Truckee. He said the State Transportation Improvement Program (STIP) is funding for projects NCTC prioritizes and presents to the California Transportation Commission (CTC) for approval. They are projecting about \$220,000 per year, which is about one-fourth of what NCTC received in the past. Mr. Landon stated the annual State Highway Operation and Protection Program (SHOPP) will be boosted to \$1.9 billion and Caltrans District 3 staff are already looking at creative ways to utilize those funds. He has had discussions with them about partnering funding to build roadway improvement projects in Nevada County.

Executive Director Landon reported there are three new programs that may have a significant impact in Nevada County. He said since we were kept in the Interregional Transportation Improvement Program for freight, the “Trade Corridor Enhancement Account” may be an opportunity to secure funding through competitive grants for SR 20 and SR 49. He said the “Solutions for Congested Corridors Program” is still in the process of developing its guidelines, but they are hopeful that SR 49 will fall into the realm of feasibility for some of those funds. Mr. Landon stated with the “Active Transportation Program” (ATP) funding the current state administration is focusing on making California a leader in walking and biking. He said in the FY 2017/18 Overall Work Program (OWP) staff plans to develop an ATP plan for Nevada County, so county projects will be in a position to possibly garner some of the \$100 million in funding as the local jurisdictions put forth applications. Chairman Jostes asked if some of these funding considerations are based on population, as with other funding distributions, or if they

were based on need. Executive Director Landon replied it is not based on population, but on requested need.

8. Project Status Reports

A. Caltrans Projects: Cameron Knudson, Caltrans District 3 Project Manager for Nevada County.

Mr. Knudson reported that after the March meeting he met with Commissioner Dee in Truckee, as she requested, and they drove together on SR 89 to see first-hand some maintenance and rehabilitation issues on the highway that she expressed in her letter to Caltrans Acting District Director Ray Zhang. Mr. Knudson expressed his appreciation for the opportunity to meet with Commissioner Dee, and noted that she received a response from Director Zhang. He reported that after his meeting with Commissioner Dee he was informed that there are two emergency projects currently underway that directly address some of her concerns. He said one project is to repair the asphalt peeling off the concrete on I-80, and they are grinding that layer off. He said most of the I-80 westbound lanes have been ground off already. Mr. Knudson reported there will be additional projects programmed throughout the summer to continue to upgrade portions of I-80. In reference to the second project concerning the asphalt delamination from the surface below on SR 89, Mr. Knudson said it was not quite as severe as originally thought, but it is inconvenient and difficult to drive on at times. He noted there is a proposed project on SR 89 to do some dig-outs and pavement rehabilitation, but it is more weather dependent than the I-80 project.

Mr. Knudson gave a summary of projects listed in the May Project Status Report.

- *SR 174 Safety Improvement from Maple Way to You Bet Road* – Mr. Knudson reported an error in the comments section where it states “Construction is scheduled for summer 2018”, but it is actually scheduled for summer 2019. He said there would be an informational Open House on May 24, 2017 at Chicago Park Elementary School from 5:00 to 6:30 p.m. Mr. Knudson stated there were several local residents who had questions and concerns regarding the project, so Caltrans determined this Open House would be a good opportunity to inform them of the current expanded project details and design layouts.
- *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. Knudson reported the Environmental Impact Report (EIR) process was moving forward, and he would schedule a Project Development Team (PDT) meeting in June and invite Executive Director Landon to attend to discuss the status of the project with the team.
- *SR 49 Hot Mix Asphalt (HMA) Overlay* – Mr. Knudson said this project is scheduled to start construction this summer. He stated there is a slip-out on SR 49 in the project area caused by a winter storm and he planned to drive to the location after the NCTC meeting to ascertain the status of the clean-up process and how it might impact the HMA project. He understood traffic was still limited to one lane of travel near the bridge at the South Fork of the Yuba River.
- *Sinkhole on SR 49 Near the Median Just South of McKnight Way* – Executive Director Landon asked if Mr. Knudson knew any details on the repair of the new sinkhole in Grass Valley. Mr. Knudson replied it was originally listed as a culvert repair project, but is

now being addressed as an emergency repair project. He did not know the estimated timeframe to complete the repair, but it is in progress. Mr. Landon asked if the sinkhole was related to a culvert failure. Mr. Knudson affirmed that it was. He added that the big sinkhole north of this one on SR 49, near Liberty Motors, also involved a culvert failure in the Caltrans right-of-way, and it was also being handled as a separate emergency repair contract.

- *SR 20 Yuba/Nevada Counties Safety Project to Widen Shoulders and Correct Curves* – Mr. Knudson reported this is a paving safety project through Smartsville on SR 20, where a portion of the existing roadway is being upgraded to current standards. He said the final design and right-of-way environmental work is moving forward. He has had discussions regarding the bike races and bicyclists who use this route that have concerns the shoulders will be wide enough. He is asking that those concerns be taken into account as they finalize the design.

Commissioner Scofield asked if the programmed amount of \$28.78 million for the SR 20 project is for the entire project, not just the Nevada County portion. Mr. Knudson confirmed it is the cost of the whole project, which includes Engineering, Environmental, Right-of-Way, and Construction. He said it is very narrow through that portion of roadway and there will be drastic improvements that include a new bridge and straightening out of some curves. Commissioner Scofield asked how many miles are covered for the programmed amount. Mr. Knudson replied the project is about one and a half miles long with a lot of rocks and other difficulties to manage, similar to the previous project on SR 20 where dynamite was required to move rock in some cases. Chairman Jostes commented he was comparing it to the project on SR 174 that is the same price, and suggested that maybe the SR 20 project is getting more benefit for the expenditure. Mr. Knudson said the SR 174 project is two miles long, and affirmed that the cost of those two projects is close in comparison.

ACTION ITEMS

9. Caltrans Pre-Award Audit FY 2013/14

Executive Director Landon presented the Commission with a letter addressing the NCTC corrective action plan for findings made in a Caltrans Pre-Award Audit. He said the audit was conducted in the spring of 2015, and NCTC staff received the final report in March 2017. Mr. Landon explained that one of the outcomes of this type of audit is that Caltrans can require the return of state funds that were improperly expended. The NCTC audit determined that there were no funds improperly expended, and NCTC's financial controls were adequate to make sure there were no improper expenditure of funds.

Executive Director Landon noted that the audit did find several items related to administrative actions, procurements, and maintaining of records. In response, the corrective action plan notes the schedule for correcting those items, including updates to NCTC's Policies and Procedures Manual to be consistent with the Caltrans Local Assistance Procedures Manual. Mr. Landon requested approval of NCTC's letter responding to the Pre-Award Audit findings.

Commissioner Scofield made a motion to approve the implementation schedule for actions identified in the corrective action plan letter responding to the findings in the Caltrans Pre-Award Audit. Commissioner Guerra seconded the motion. The motion passed unanimously with Aye votes from Commissioners Arbuckle, Guerra, Jostes, and Scofield. (Commissioners Dee, Miller, and Moberg were absent.)

10. Final FY 2017/18 Overall Work Program (OWP)

Executive Director Landon reported the Final FY 2017/18 OWP is substantially the same as the Draft OWP presented at the March 15th NCTC meeting, and comments from Caltrans were taken into account. He said an \$85,000 budget contingency was added to ensure that long-term liabilities identified in the FY 2015/16 audit related to staff vacation and sick leave would be funded. He noted the City of Grass Valley had requested \$40,000 to fund an update of the Wolf Creek Parkway Study. However, after discussion of the study in a Technical Advisory Committee (TAC) meeting, it was determined the scope of work needed was greater than a minor update. Therefore, the request was included in the Congestion Mitigation and Air Quality Program to provide a more comprehensive update. Mr. Landon requested approval of Resolution 17-18, approving NCTC's OWP and budget for FY 2017/18.

Commissioner Arbuckle made a motion to adopt Resolution 17-18 approving the Final FY 2017/18 Overall Work Program. Commissioner Guerra seconded the motion. The motion passed unanimously with Aye votes from Commissioners Arbuckle, Guerra, Jostes, and Scofield. (Commissioners Dee, Miller, and Moberg were absent.) Commissioner Scofield commented that he wished the county could deal with a budget as efficiently as NCTC has done.

11. Congestion Mitigation and Air Quality (CMAQ) Program

Transportation Planner Woodman reported in June 2004 western Nevada County was designated non-attainment for exceeding the federal ozone standards and became eligible to receive an annual apportionment of the federal funding program known as the Congestion Mitigation and Air Quality (CMAQ) Improvement Program. He said the purpose of the CMAQ program is to fund local projects that help the region reduce emissions and assist in reaching attainment of the federal air quality standards. Mr. Woodman stated NCTC annually receives approximately \$800,000 of CMAQ funding to use for projects in western Nevada County that help reduce emissions. In November 2016 NCTC staff issued a call for CMAQ eligible projects for Federal Fiscal Year (FFY) 2016/17 and FFY 2017/18. NCTC staff reviewed the projects submitted and coordinated with the TAC to develop a recommended program of projects for those two years.

Mr. Woodman stated the recommended CMAQ projects for FFY 2016/17 are: 1) Wolf Creek Trail Project for the City of Grass Valley, project study report and preliminary engineering; 2) Boulder Street Sidewalk Project for the City of Nevada City (lead agency) and Nevada County (a joint project that crosses jurisdiction lines), preliminary engineering; 3) Searls Avenue Sidewalk Project for the City of Nevada City, preliminary engineering; 4) Additional Funding for the Nevada City Highway Sidewalk Extension for Nevada County (lead agency) and City of Grass Valley (a joint project that crosses jurisdiction lines), construction phase; and 5) Additional Funding for the Adams Street Sidewalk Project for the City of Nevada City, construction phase.

Mr. Woodman reported the recommended CMAQ projects for FFY 2017/18 are: 1) Condon Park Accessibility and Connectivity Project for the City of Grass Valley, construction phase; and 2) Boulder Street Sidewalk Project for the City of Nevada City, construction phase.

Transportation Planner Woodman said NCTC staff recommends the Commission adopt Resolution 17-19 approving the projects for FFY 2016/17 and FFY 2017/18 for the Multi-Year CMAQ Program. He asked if he could answer any questions.

Chairman Jostes asked if the Boulder Street project was located near the Nevada City construction yard. Mr. Woodman clarified that it includes sidewalks on Boulder Street and Red

Dog Road. Joshua Pack from the Nevada County Public Works Department stated that the project creates a circular route for pedestrians to use from Boulder Street up to the Park Avenue extension, and will also improve some of the existing sidewalk facilities along the route that are currently substandard.

Commissioner Scofield asked Mr. Woodman to clarify the \$808,733 amount listed on the CMAQ spreadsheet for FFY 2017/18 committed funding. Mr. Woodman replied that western Nevada County receives approximately \$800,000 per year of CMAQ funding. He said for FFY 2016/17 the program capacity was \$799,106, and for FFY 2017/18 it increased slightly to \$834,579. Mr. Woodman noted on the CMAQ funding spreadsheet there is a \$25,846 balance of funding available for FFY 2017/18 that is not programmed toward a project. He said there could be cost increases with future projects that are programmed, and Caltrans periodically sends out an update of CMAQ funds available and they could slightly reduce the estimate; therefore, it is good to have a cushion of unexpended funding in case it is needed. Commissioner Scofield asked if the Boulder Street estimate of \$443,133 is new funding. Mr. Woodman affirmed it will be new funding in FFY 2017/18. Commissioner Scofield commented there was \$107,066 of funding in FFY 2016/17 for the Boulder Street project, so this appeared to be a half million dollar project. Mr. Woodman replied \$107,066 is for preliminary engineering work to prepare that project for construction. Commissioner Scofield stated the preliminary planning for the Wolf Creek Trail project listed in FFY 2016/17 was completed, but had no new funding scheduled for FFY 2017/18. Mr. Woodman explained the FFY 2016/17 funding was for a project study report with preliminary engineering to look at right-of-way and design. He said the construction component for the project has not yet been requested. The City of Grass Valley could potentially submit that for future CMAQ funding. Commissioner Scofield asked about the FFY 2016/17 funding listed for the Nevada City Highway Sidewalk Extension. Mr. Woodman said Nevada County recently released bids that came in above the engineer's previous estimate, so this will provide the additional funding to address those increases and construct the project. Commissioner Scofield commented that the project in Condon Park was a nice one as well.

Commissioner Guerra made a motion to adopt Resolution 17-19 approving projects for FFY 2016/17 and FFY 2017/18 of the Multi-Year Congestion Mitigation and Air Quality Program. Commissioner Scofield seconded the motion. The motion passed unanimously with Aye votes from Commissioners Arbuckle, Guerra, Jostes, and Scofield. (Commissioners Dee, Miller, and Moberg were absent.)

13. Extension of Regional Transportation Plan (RTP) Contract with Fehr and Peers

Transportation Planner Woodman reported that the completion of the RTP update was delayed due to completion of updates of the Regional Transportation Mitigation Fee Program, and as a result additional time was needed to complete the RTP and the Environmental Documentation process. NCTC staff requested the Commission adopt Resolution 17-20 authorizing the amendment to extend the contract date with Fehr & Peers.

Commissioner Scofield made a motion to adopt Resolution 17-20 authorizing the Chairman to sign Amendment Number 2 to the Agreement between NCTC and Fehr & Peers to prepare the update to the Nevada County RTP. Commissioner Arbuckle seconded the motion. The motion passed unanimously with Aye votes from Commissioners Arbuckle, Guerra, Jostes, and Scofield. (Commissioners Dee, Miller, and Moberg were absent.)

COMMISSION ANNOUNCEMENTS

Executive Director Landon announced the Commissioners would be invited to a party to celebrate the retirement of Administrative Assistant Toni Perry near the end of July. Mr. Landon introduced Carol Lynn as the new Administrative Assistant who is training with Ms. Perry and will take over the position upon her retirement.

SCHEDULE FOR NEXT MEETING

The next regularly scheduled meeting of the NCTC is on July 19, 2017 at the Town of Truckee Council Chambers, 10183 Truckee Airport Road, Truckee, CA, starting at 9:30 a.m.

ADJOURNMENT OF MEETING

Chairman Jostes adjourned the meeting at 11:07 a.m.

Respectfully submitted: Carol Lynn
Carol Lynn, Administrative Assistant

Approved on: July 19, 2017

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

