



Grass Valley • Nevada City

Nevada County • Truckee

COMMISSION

MINUTES OF MEETING November 18, 2015

A meeting of the Nevada County Transportation Commission (NCTC) was held on Wednesday, November 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, Jason Fouyer, Ann Guerra, Larry Jostes, and Ed Scofield

Members Absent: Nate Beason and Carolyn Wallace Dee

Staff Present: Daniel Landon, Executive Director; Nancy Holman, Administrative Services Officer; Toni Perry, Administrative Assistant

Staff Absent: Mike Woodman, Transportation Planner

Standing Orders: Chairman Jostes convened the Nevada County Transportation Commission meeting at 9:36 a.m.

Pledge of Allegiance

PUBLIC COMMENT

There was no public comment.

CONSENT ITEMS

1. Financial Reports
 - A. August 2015 and September 2015. *Approved.*
 - B. Regional Transportation Mitigation Fee Program Fund Annual Report for FY 2014/15. *Approved.*
2. NCTC Minutes

September 16, 2015 NCTC Meeting Minutes. *Approved.*
3. NCTC Proposed Meeting Schedule for 2016. *Approved.*
4. Allocation Request from the Town of Truckee. *Adopted Resolution 15-39 allocating to the Town of Truckee \$420,773 of Local Transportation Funds (LTF) for transit/paratransit operations for FY 2015/16; an allocation of \$14,224 LTF from the County of Nevada's apportionment for operation of the Donner Summit Service for FY*

2015/16; an allocation of \$22,146 LTF for transit/paratransit operations classified as Community Transit Services (CTS) for FY 2015/16; and an allocation of \$72,000 of State Transit Assistance (STA) funds for transit/paratransit operations during FY 2015/16.

5. Amendment 1 to the Contract with LSC Transportation Consultants, Inc. to Update the Western Nevada County Transit Development Plan. *Adopted Resolution 15-40 that authorized the Chairman to sign Amendment Number 1 to the Agreement between NCTC and LSC Transportation Consultants, Inc. as they update the Western Nevada County Transit Development Plan.*
6. Amendment 1 to the Contract with Parsons Brinckerhoff, Inc. to Provide Assistance with the Update of the Western Nevada County Regional Transportation Mitigation Fee Program. *Adopted Resolution 15-41 that authorized the Chairman to sign Amendment Number 1 to the Agreement between NCTC and Parsons Brinckerhoff, Inc. as they complete an update to the Western Nevada County Regional Transportation Mitigation Fee Program.*
7. Approval of Proposition 1B California Transit Security Grant Program Allocation Eligibility List and Submission of an Application by the County of Nevada. *Adopted Resolution 15-42 approving the FY 15/16 Allocation Eligibility List for the California Transit Security Grant Program – California Transit Assistance Fund, and approving Nevada County's request to submit an application for funds to the California Governor's Office of Emergency Services in FY 2015/16 for bus stop safety improvement projects.*

Commissioner Fouyer made a motion to adopt the Consent Calendar. Commissioner Scofield seconded the motion. The motion passed unanimously with Aye votes from Commissioners Andersen, Fouyer, Guerra, Jostes, and Scofield. Commissioners Beason and Dee were absent.

INFORMATIONAL ITEMS

8. Correspondence

- E. NCTC letter to Congressman Doug LaMalfa – Expressing the Commission's support for the California Statewide Federal Surface Transportation Reauthorization Consensus Principles. 10/15/15, File 500.

Executive Director Landon said he follows the news on this and Congress passed a six year Federal Transportation Bill, but they have only identified three years of funding. He said the Senate and Congress are trying to resolve the funding issues for this potential bill, which was set to expire on October 29th and they did a quick extension so it is good through November 20th. He heard there was an additional extension passed but he has not seen how long it goes. Executive Director Landon reported they are working, in his opinion, pretty feverishly, to get the bill together and there is a lot of effort going into making it a six year transportation bill. He will continue to watch the progress.

9. Executive Director's Report

- 9.1 2015 Interregional Transportation Strategic Plan (ITSP) and Interregional Transportation Improvement Program

Executive Director Landon stated he and several others went to the California Transportation Commission (CTC) meeting in October and they were successful in getting SR 20 and SR 49

back in the ITSP. The CTC asked for a report back from Caltrans at the December CTC meeting to confirm that everything has been done. He thanked Chairman Jostes and Commissioner Dee for their support to attend the meeting. Commissioner Scofield acknowledged Transportation Planner Mike Woodman's efforts to accomplish the inclusion. Executive Director Landon said Mr. Woodman authored many of the documents that were put together and did an excellent job in creating backup to substantiate the request. He said he and Commissioner Scofield met several years ago with the Environmental Protection Agency in Washington, D.C. on a similar situation and they felt very good about what they accomplished. He thought this was every bit as significant an effort as that was.

Executive Director Landon reported there are many projects moving forward that he highlighted in his Executive Director's Report. There were no questions or further discussion.

10. Performance Based Regional Transportation Plan Update

Executive Director Landon introduced Rod Brown from Fehr & Peers who is the consulting team performing the update of the Performance Based Regional Transportation Plan (RTP). Mr. Brown introduced his colleague, Dave Robinson, who was in the audience. Mr. Brown presented a PowerPoint report on the specifics of the update. He said data collection is completed and they also conducted public outreach, as reported at the September NCTC meeting. Now they are starting to summarize the regional issues, and also recommend specific goals, objectives, and policies. They are creating the performance measures that will be used to track those goals and objectives. Input came from General Plans of the cities and county, state plans including the California Transportation Plan and the Strategic Highway Safety Plan, the bicycle and pedestrian plan for Nevada County and Truckee, and the transit plans. Mr. Brown reported that in addition to public outreach efforts they also met with local planning staff from the county, cities, and NCTC.

Mr. Brown defined a "goal" as a high level target to aim toward that is general and timeless. He said an "objective" is an intermediate step to reach that goal and it is realistic and quantifiable. He stated a goal can be visionary. Mr. Brown said "performance measures" are a way to track progress towards those objectives and goals, and "policies" are a specific planning guideline that sets the way to reach those objectives and goals and meet the performance measures that are set. He gave an example where a goal could be to provide for the safe and efficient movement of all people, goods, and services on the roadway network. He said one objective, as a part of that and supporting the goal, could be to improve safety. A specific way to measure progress towards improving safety is looking at automobile collision rates. Mr. Brown explained that one policy that could support achieving that would be coordinating with Caltrans and the SR 49 Stakeholders Committee to implement projects that improve safety and operations on SR 49.

Mr. Brown reviewed some specific goals for the RTP update. He stated they are not dramatically different from what was in the previous RTP update. The consultants thought the current goals are very good, but they made some slight changes to accommodate changes in the planning realm and to also align with the feedback they are receiving from the public and others interviewed.

Goal #1 is "Vehicular Mobility", which provides for safe and efficient movement of all people, goods, and services on the roadway network. Mr. Brown said this is similar to what was there before except they focused on acknowledging that for the foreseeable future the roads are going to be the primary way to get around in Nevada County. He said underneath that are two objectives: (1) to improve safety, and (2) maintain levels of service adopted by local

jurisdictions that are essentially satisfactory operations that people and goods are moving well. Mr. Brown said the performance measures supporting the safety issues will be to look at automobile collision rates by severity and to look at other modes of collisions such as bicycles and pedestrians with automobiles. The performance measures to support levels of service will be to look at peak hour levels of service that is a common metric used by all of the jurisdictions except Nevada City, who has a little broader metric.

Goal #2 is to “Support All Modes”, which include pedestrians, bicycles, and transit. Mr. Brown said even though the roadway will be the primary way of getting around, they know the other modes are important to not just transportation but also in terms of health. He said there are three objectives under this goal: (1) Reduce dependence on the automobile by emphasizing transit, ridesharing, working from home, and pedestrian and bicycle travel. He added the performance measures are mode share, which they can typically measure from census data. (2) Create bicycle, pedestrian, and transit networks that allow people to move safely and support those modes of getting around comfortably in their neighborhoods and to important destinations. The performance measures will be miles of streets without sidewalks in incorporated areas; miles of bike paths, lanes, and routes; number of transit boardings and alightings to local and interregional destinations; and landings as a share of capacity. (3) Consider and support safe aviation access at our airports. Mr. Brown said they will look at the number of landings as a percentage of capacity in order to accommodate the need at the two Nevada County airports. He said they will look at the safety incidents as well to be sure they are currently safe.

Goal #3 is looking at “Preserving Quality of Life”, which is looking at the other impacts of transportation to reduce adverse impacts on the natural, social, cultural, and historical environment and the quality of life. Mr. Brown said the two key objectives are: (1) Insuring all the projects in the RTP are consistent with management and conservation strategies of regional resources contained in the General Plans in the county. Performance measures are to check each project against applicable general plan policies that support this goal. (2) Reduce regional emissions of criteria pollutants such as ozone and greenhouse gases. Mr. Brown said this was a big concern they heard from the public. Performance measures are to look at air quality criteria, pollutant emissions, greenhouse gas emissions, and vehicle miles traveled per capita that tend to directly correlate with pollution.

Goal #4 is to “Invest Funds Wisely” to insure the transportation network being created is fundable in the short term for capital projects, but also economically sustainable in long term arenas and operations. Mr. Brown said the first objective is: (1) Minimize the capital and operating costs of all travel modes. He said the performance measures for automotive and bicycle modes that support this are Pavement Condition Index (PCI). He noted that timely investments in maintenance can save money over the long run. A key way is to look at the condition of the pavement to be sure it does not degrade to the point where more substantive investments are necessary to bring it up to standard. Mr. Brown said they would also look at sidewalk conditions so they do not degrade to a point where they are no longer suitable and make sure those investments meet needs. (2) The other objective looks at transit and balancing farebox recovery with service coverage to be sure revenue and cost sides are balanced out. This can be done by using the performance measure to look at total operating costs per revenue mile, which is a standard transit method.

Mr. Brown reported as they continue the RTP update process they will look at the four goals and develop targets for each of them, and analyze trends for each performance measure they are seeing now. They will identify strategies and investments to support achieving those targets. He said once that is in place they will look at developing the financial plan to support the RTP

update. Their goal is to get the draft RTP out for review by late summer 2016. He asked for any questions from the Commissioners.

Commissioner Guerra asked if input from the community was taken into account when the goals were made up. Mr. Brown said yes it was. Commissioner Guerra was happy to hear that the goals reflect the community input and thought the goals were really great. Mr. Brown said much of the input they heard supported many of the ongoing efforts. They made a few minor changes to include specific things such as sidewalk concerns, which were heard in all the areas of the county that they sought public feedback.

Chairman Jostes asked if at some point in time, when the RTP is fully defined, a starting point or benchmark would be established for each of the measurements. He gave an example that on some date the condition of sidewalks will be defined and they will look forward and see what progress can be made. He said there will be a point-in-time that a stake will be put in the ground and that becomes the measuring point. Mr. Brown replied that was correct. Executive Director Landon stated his hope was through the efforts of Congress, and the ongoing Road User Charge discussion in California, that by summer 2016 they may have more of a sense of how the future revenues will be. This will then give Fehr & Peers the opportunity to develop a realistic financial plan to go with the RTP. He said they hopefully will be able to identify particular types of funds that would be available for specific projects, and set some goals or performance measures to move toward those. Executive Director Landon said the idea of the update is to be realistic and obtainable, and as you work with various projects, you will be able to see progress toward your goals. Chairman Jostes said that is a great idea because it is always good to set a goal or objective to have something to measure against, otherwise you never know what you are doing.

Chairman Jostes said his experience with these things is that they are great to start with, but five years from now staff is busy on other projects and these goals gather dust. He thought there would need to be an ongoing fundamental process for staff, year-after-year, as opportunities or needs come up, to always go back and look against the benchmark. Executive Director Landon said that is correct and there are a few funding sources such as Congestion Mitigation and Air Quality (CMAQ) funds and Regional Surface Transportation Program (RSTP) funds that provide that review process. He said as projects are brought forward for those funding sources, staff will talk to NCTC about how they are achieving the goals that are within the RTP. Executive Director Landon said he would talk later in the meeting about the Regional Transportation Improvement Program, as it relates to the State Transportation Improvement Program. He said every two years staff will take the goals, objectives, and performance measures from the RTP, and the projects being proposed for the state, and show the Commission how those projects are attaining statewide goals and regional goals. He said it then becomes a springboard to obtain the additional funding needed to accomplish the projects. Chairman Jostes asked if the California Transportation Commission (CTC) has the same commitment to this process so when NCTC goes to them for funding they are going to expect performance measurements from this county, and they are also going to expect them from other jurisdictions. Executive Director Landon replied yes they do, and later in the meeting NCTC would be presented excerpts from the Performance Indicator Study that the Rural Counties Task Force (RCTF) recently completed under NCTC's management. Executive Director Landon said the CTC has adopted the results and recommendations from that study into their STIP Guidelines. He said the playing field is being leveled out and NCTC is working with the same performance measures that the CTC will be looking for and it is a concerted effort to make sure that rural counties not only are not forgotten, but that they are bringing forward information that will be meaningful in the state process.

Commissioner Fouyer said the trends in funding are all over the place with monies available and then no monies available. And also the trends in what that money goes towards are trendy as well. He said, for example, there are atrocious sidewalks in Grass Valley and it is a hot topic for the public when you talk about pedestrian paths. He said as that money shifts back and forth with the winds of where everyone thinks that money should go, he asked if there needs to be adjustments made to the RTP document because the goals will change. Commissioner Fouyer said if in two years or five years the goals change again, he asked if the entire document would have to be redone again. Executive Director Landon replied that by statute requirements staff will update the RTP every four years, so there will be an opportunity to manage the changes. He said, to the extent that they can, and politics will be the key component in this, they are looking forward and making their best judgment how things are going to proceed. Staff are trying to align the goals and objectives to be in sync with what is going on on the broader scale and to be able to then show that we are reaching the same goals that the Federal Highway Administration (FHWA) or the State of California are putting forward. Executive Director Landon said every two years staff makes a minor adjustment in the objectives and are putting forth projects, and every four years they are updating the RTP, to make sure it stays in tune with the policies that are ongoing with the state and federal governments.

Commissioner Scofield concurred with his staff, Steve Castleberry, in the audience that these plans tie directly into Nevada County's plans also. He said the county deals with these plans annually. He asked if this includes our state highways. Executive Director Landon replied yes. Commissioner Scofield said that we are already looking at projects being delayed because of loss of revenues.

Chairman Jostes said even though the CTC is looking for all of the entities in the state to follow this procedure, he asked if each entity can have their own unique set of objectives for its own reasons. Executive Director Landon said yes and that was an aspect of the planning process in California that he likes. He said Nevada County gets a certain percentage of the new funding that comes available and then they have to prove to the CTC that the proposed way to use the funding is consistent with our goals and state goals. He said when that is done in the document sent to the CTC regarding the projects that we have, they will then approve the RTP. Executive Director Landon stated that Nevada County does not have to compete with Los Angeles County or San Francisco for our portion of the funding. He said there are some funding sources that are competitive statewide and to the extent that we can show we have a viable project, based on the performance metrics they use for those programs, we could receive additional funding. Executive Director Landon said the Town of Truckee has been particularly successful with the state's Active Transportation Program that has funded several of their trails and pedestrian facilities, based on them being able to conform to state policy and procedures. He said, while Nevada County is a small county, he thinks we are out in the forefront of identifying that we are consistent and being thoughtful about the policies the state is putting forward. The county is showing the shares of state money received are being used in appropriate manners, and the county has been able to prove that they have projects that are competitive on a statewide basis for the competitive processes.

Commissioner Fouyer said Grass Valley does their planning on an annual basis, Nevada County does theirs on an annual basis, and he is sure that the Town of Truckee and Nevada City are also doing it annually. So he asked, with NCTC doing this report, if there was an overlapping on all of these for every agency. He said they all have to stand alone, and stand together, but it seems like they are all doing the same thing and talking about the same issues. Executive Director Landon replied that there is a lot of overlap and with regard to RSTP funds, CMAQ funding, and Local Transportation Funds (LTF), those annual projects that meet the criteria for those funding

sources feed directly into NCTC. On an annual basis the funds are awarded to the jurisdictions. He said the two year cycle of state funding is related to the state highway system and NCTC's coordination with Caltrans. Executive Director Landon commented again that there is overlap, but in the process that has been established and the way the funding flows, it is a necessary overlap and NCTC is not working in a vacuum. They pull the projects from the cities and county and put them into funding sources and identify them so they are consolidated and go forward with the funding that is available.

Commissioner Scofield asked if the information put together thus far was available on the NCTC website. Executive Director Landon replied that staff has not put the memos from Fehr & Peers on the website, but that can be done shortly. He said they are being refined with a few changes but they will be there for perusal. He wanted the presentation to be given so the Commission did not go for a six month period with nothing and then come back with a draft plan. He wanted to keep the Commission up-to-date as the process moves along so they are aware of the type of work being done and the products posted for viewing. Commissioner Scofield asked how he could respond to some of the questions posed in the public outreach process. Mr. Brown indicated that the survey is available on their website and there is a link to it on the NCTC website. Executive Director Landon added that as a part of this process he started an NCTC Facebook page and from time-to-time things are being posted on that too.

Chairman Jostes commented that fundamentally this was a good approach and he was hoping that realistically the winds of politics do not trump good planning in other ways; that is always a problem. He said it is a good start and it is always good to measure what you are doing. He thanked the presenters.

ACTION ITEM

13. PUBLIC HEARING: FY 2015/16 Regional Transportation Improvement Program

Chairman Jostes brought forward Action Item #13 at 10:09 a.m. and called to order the PUBLIC HEARING on the FY 2015/16 Regional Transportation Improvement Program (RTIP).

Executive Director Landon gave some background on the proposed adoption of the FY 2015/16 RTIP. He said every two years NCTC submits regional projects to the CTC for funding in the RTIP. Projects from each county are approved by the CTC and combined into a statewide document called the State Transportation Improvement Program (STIP). He explained that this year the state has announced that there is no new funding. Executive Director Landon referred to the meeting handout that used colored bars to display the 2016 STIP Reprogramming Exercise. It displayed the actual funds available next to the amount of funds already programmed into the STIP. For FY 15/16 it showed nearly a \$200 million shortfall of funds that was carried over to FY 16/17. Each year the carryover of reprogrammed projects and shortfall funds added to that year's previous projections of new projects to fund. Executive Director Landon said the carryover continues out to FY 19/20 where all the deferred projects were finally able to be funded. In FY 20/21 the state expects to have a little more money than projects so there is a new programming capacity of \$46 million statewide. He said in practical fact that amount will probably be eaten up by cost increases and inflation in the projects. He said currently the five year cycle has no money so the CTC has asked which projects can be deferred a year or two. Executive Director Landon stated that NCTC's major project in the STIP is the SR 49 improvements, therefore staff recommends NCTC request the CTC maintain our programming as it is currently shown in the STIP. He said it is a relatively small project, they have already had to defer due to lack of contributions from the state, so staff would like to ask the CTC to hold

this project in place and work around it to use the larger projects to achieve the goals they need to achieve. He stated that recommendation is embodied in Resolution 15-43 and if there is no public concern or discussion through the Public Hearing, staff would recommend NCTC adopt the resolution.

Commissioner Scofield asked where the SR 49 signal pre-emption project falls into all of this. Executive Director Landon reviewed that this project will install signal pre-emption devices at the intersections of SR 49 at Combie/Wolf Road, the Alta Sierra intersection, and the Lime Kiln intersection. He was happy to announce that because of the efforts of the Nevada County Public Works Department, who is the project manager for that project and who sent the paperwork to the CTC, that allocation was approved in October by the CTC. He said the CTC is now looking at which projects they need to defer having allocated some of the projects.

Chairman Jostes confirmed that the biggest project NCTC has in the STIP is the next phase of SR 49. Executive Director Landon replied that was correct and Caltrans is in the planning phase. He said in FY 17/18 the project would hopefully go into the Plans, Specifications, and Estimates (PS&E) design portion of the project and construction would follow two years later. He said PS&E has been programmed. Chairman Jostes asked hypothetically if NCTC went back to the CTC and agreed to defer this SR 49 project, would they still spend the \$6 million. Executive Director Landon replied no, they would hold it. Chairman Jostes said he was talking about the two tranches of \$3 million. Executive Director Landon said right now they are in the first tranche and that will be spent this year and next year. He continued if NCTC said they were willing to defer, the CTC would take the second \$3 million and move it out probably two years. Commissioner Fouyer said he thought Chairman Jostes was asking if that money would be there. Executive Director Landon said that was a good question. Commissioner Fouyer assumed we were not the only agency that is requesting to not defer funding, and asked what was the best guess as to how they would respond. Commissioner Fouyer said the CTC is coming to all the agencies saying that everyone "will take a haircut", but NCTC is saying no we are not willing to take a haircut. He guessed there will be other agencies that are unwilling to take a cut at this time. He asked if there was an advantage to NCTC picking the projects that we want to defer versus the CTC picking them for us. Executive Director Landon said there is only one project at this time, so if the CTC says they are not able to maintain it, we will probably get moved out two years. He said if NCTC goes to the CTC and says we are willing to move this out two years then we will definitely get moved out two years.

Chairman Jostes said his personal observation of this process was he did not think NCTC should defer the project under any circumstance because he thought if an entity defers it minimizes or tends to imply that there is less need than there is. He personally thought the CTC should have to deal with this problem because they are in a better position to have a voice with the state to solve the problem than NCTC is as an individual entity. He was not sure letting the CTC off the hook does not serve the purpose but it actually hurts everyone's case. Chairman Jostes said there is a tremendous transportation problem in the State of California that has to be dealt with and not by pretending you can push things off. He supported not deferring the project funding.

Commissioner Scofield said he was unclear as to the NCTC project under discussion. Executive Director Landon replied that the project is widening SR 49 from the north portion of the completed La Barr Meadows Road project north to the McKnight Way interchange. He said \$3 million is identified for Project Approval and Environmental Documentation (PA/ED) and \$3 million for design in the PS&E phase. He said the hope is that following design there will be new revenues at that point four years from now. Commissioner Scofield said this \$6 million has

nothing to do with construction costs. Executive Director Landon replied that was correct. He stated if the design phase is delayed then it will delay construction further.

Commissioner Fouyer stated that Commissioner Beason brought up the point at the previous NCTC meeting that if you spend \$6 million and go through the effort to plan and design the project, by the time there is actually enough money allocated to construct the project everything may have changed and an additional \$6 million would have to be spent to bring the project information up-to-date. Commissioner Guerra stated if you put off this portion now the construction costs could go up 100%. Chairman Jostes said anytime you try to run a business without knowing what your budget is, you have a big problem, and NCTC does not know what its budget is.

Commissioner Scofield asked what the new programmed projects are on the graphic handout looking five years ahead. Executive Director Landon replied that referred to projects from all over the state that are being proposed for funding. He restated that the only project going forward in the STIP for NCTC is the SR 49 widening project. Chairman Jostes asked if there were any notional projects on the future list. Executive Director Landon replied that on the state system there were no others.

Chairman Jostes asked if there were any comments from the public on this topic. There was no public comment.

The PUBLIC HEARING closed at 10:20 a.m.

Commissioner Scofield asked how the STIP would impact smaller projects on SR 49 such as the Smith Road improvement. Executive Director Landon said there is no impact because that project has a different funding source.

Commissioner Guerra made a motion to adopt Resolution 15-43 to request the CTC carry the current STIP programming for Nevada County into the 2016 STIP and authorize the NCTC Executive Director to complete and send the necessary information regarding the FY 2015/16 Regional Transportation Improvement Program to the CTC for inclusion in the 2016 STIP. Commissioner Andersen seconded the motion. The motion passed unanimously with Aye votes from Commissioners Andersen, Fouyer, Guerra, Jostes, and Scofield. Commissioners Beason and Dee were absent.

INFORMATIONAL ITEMS CONTINUED

11. Project Status Reports

- A. Caltrans Projects: Sergio Aceves, Caltrans Project Manager for Nevada County.

Mr. Aceves gave a brief summary of projects listed in his November Project Status Report.

- *SR 174 Safety Improvement from Maple Way to You Bet Road* – Mr. Aceves reported there has been an increase of project limits from Maple Way to You Bet Road. He said Caltrans is continuing with preliminary engineering work.

Commissioner Guerra said they just discussed the project on SR 49 and the potential schedule for it. She asked if the construction of that project could potentially interfere with the construction of the SR 174 project since both highways are designated as alternative routes. She asked if there could be a timing issue. Executive Director Landon said this project would be

constructed in FY 2018/19 and the SR 49 project would still be in the design phase. He added since this is a SHOPP safety project it is doubtful that it would be delayed due to funding issues.

- *SR 49 Widening to 5-Lanes Starting at the North End of the La Barr Meadows Road Project to Just Before the McKnight Way Interchange* – Mr. Aceves reported the project is going through the preliminary engineering PA&ED phase. The results from the public meeting showed that there was a preference for Option #4, which is a 22-foot wide median freeway with median barrier and frontage roads.
- *SR 49 Operational Improvements at Smith Road* – Mr. Aceves said this SHOPP Minor B project will construct a right turn pocket lane onto Smith Road. He said the bids opened on October 27th and construction should begin in the spring of 2016.
- *SR 49 Hot Mix Asphalt (HMA) Overlay* – Mr. Aceves reported the preliminary engineering and environmental work continues to take place on this project located on SR 49 near the South Yuba River Bridge. Construction is scheduled for the summer of 2017.
- *SR 49 Rubberized Hot Mix Asphalt Open Graded Overlay* – Mr. Aceves reported the project is a major maintenance project. Construction was completed on November 6th and it will be removed from the project status report.

Chairman Jostes asked if the California Highway Patrol (CHP) came out with a new policy on enforcing speed limits now that SR 49 has been restriped. Executive Director Landon replied that he spoke with Lt. Commander Steffenson of the CHP and since the center line restriping of the highway is to the state standard of less than 2 feet, they will enforce the 55 mph speed limit. He said the trips he has made down SR 49 since the restriping during the daylight hours, even though it has not been at peak hours, it was his observation that the platoons of cars are traveling very close to the speed limit. He said it appears the speeds have not increased as was feared.

- *SR 89 Truckee Capital Preventive Maintenance (CAPM)* – Mr. Aceves reported the overlay project is located north of I-80 to the Sierra County line. He stated the construction was completed the previous day.
- *SR 20 Safety Project to Widen Shoulders and Correct Curves* – Mr. Aceves reported most of this project is located in Yuba County. He said the purpose of the project is to reduce the number and severity of collisions along SR 20 from Smartsville Road to Mooney Flat Road. It will upgrade the existing roadway to current standards, realign a portion of the highway, widen the highway to accommodate uniform 12 foot wide lanes and 8 foot shoulders, improve non-standard curves, increase sight distances, add turn pockets, upgrade existing drainage facilities, and provide a 20 foot clear recovery zone. He said it was amended into the 2014 SHOPP for \$25,370,000 that includes Engineering, Environmental, R/W, and Construction. Caltrans is currently in the PA&ED phase and construction is scheduled in the fall of 2018 or spring of 2019.

Chairman Jostes asked if this was driven by the same process that drove the SR 174 project. Mr. Aceves replied yes. Chairman Jostes asked if it is specifically collision data of that section of the road that raises the awareness to a level of urgency. Mr. Aceves said that was correct. Executive Director Landon said there is a segment of highway close to the Parks Bar Bridge where there is a passing lane and he asked if that segment is getting any upgrade on the Yuba County side as well. Mr. Aceves replied yes, there is a separate project to upgrade that segment as well. He said he is not the Project Manager on that project so he did not have specific information.

Executive Director Landon said as you cross the Parks Bar Bridge at the Yuba River you get to the end of that passing lane as you head eastbound, so that will be improved from there to Mooney Flat Road. He thought that was the last segment of SR 20 between Grass Valley and Yuba City that has a narrow shoulder and deficit situation.

Commissioner Fouyer asked Mr. Aceves, regarding the reduction of funds that was discussed in the meeting, what conversations are going on at Caltrans if all of these projects are being deferred. He wondered if they would run out of work. Mr. Aceves replied that the earlier discussion was tied to STIP funding and because STIP funding has been drying up over the past five years, Caltrans is mainly geared up into projects with SHOPP funding. He said that did not mean that they could not do STIP funded projects, because a project is a project. Mr. Aceves said from a work load point-of-view the funding is not going to affect Caltrans too much. He said they would like to see all of the projects go forward but the difference between SHOPP projects or STIP projects will not affect Caltrans very much. Commissioner Fouyer said NCTC is being asked to defer \$6 million in projects but Caltrans is able to come up with \$56 million in safety projects. Executive Director Landon replied that is a whole different silo of funding; the SHOPP itself is being funded at about 30% of its need. He said the SHOPP projects will probably get done. Executive Director Landon said it is the hope that through the current efforts at both state and federal levels, in the next few years, Caltrans will get a new or reenergized funding source and be able to bring the SHOPP program from a 30% need up to hopefully funding the whole need, but certainly more than 30% of it.

Chairman Jostes said maybe it is a different pot of money and he has lost track, but the efforts in State Legislature and the Governor to create this sort of intermediate source of new funding based on adjustments to the diesel tax, he asked if it has died or where does it stand. Executive Director Landon replied the special session has not come to completion and there is little to no information coming out of it, so he could not say if any progress has been made.

Commissioner Scofield said he thought the federal transportation plan would not affect the STIP chart presented earlier. Executive Director Landon said that was correct. The federal plan is a six year bill but only three years worth of funding and they are trying to haggle and figure out how they can fund the other three years. He said it may not affect the STIP directly with money, but to the extent that the SHOPP is more fully funded and other programs are more fully funded, that can then free up funds that can then flow into the STIP.

Commissioner Scofield said the county has been able to get funding for high friction asphalt that they are planning to use on high accident areas. He said it is very costly. He asked Mr. Aceves if Caltrans is looking at using this also. Mr. Aceves replied that he is not familiar with it but with the state projects they use a special surface called high friction surface and it is used on roadways where there is a pattern of wet weather accidents and tight curves. He said the state looks at accident rates and if it is above the statewide average then they look at what is the best fix. They ask if the facility is up to standards and if it is a tight curve. Mr. Aceves said a typical application is on and off ramps where many times people are going fast and sometimes they are going too fast, the high friction surface is used in those situations. Commissioner Scofield said this surface is different than what was used at the SR 49/La Barr Meadows Road section of highway. Mr. Aceves said the open-graded surface has the same wet weather benefits because it does improve wet weather driving and hydroplaning situations. The high friction surface is used more for tight curves where there is a pattern of vehicles leaving the roadway due to slippage usually with excessive speed.

11B. Truckee's SR 89 Mousehole Pedestrian and Bicycle Improvement Project: Becky Bucar, Town of Truckee, Engineering Manager and Project Manager

Executive Director Landon reported that Ms. Bucar was unable to be at the meeting. He noted that the Mousehole project has gone into winter suspension. The tunnel is in place, the wing walls have been constructed, and the only thing that is keeping them from using it for pedestrian traffic this winter is they were unable to complete the paths approaching the tunnel itself. Executive Director Landon said the tunnel will be boarded up for the winter but SR 89 is back open in its full configuration as it was before the start of the project. He said it should take about three months next spring, once construction starts up again, to finish the project.

Executive Director Landon said Ms. Bucar emailed a time lapse video and narrative of the entire project from start to this point of completion but they were unable to bring it up on the computer in the meeting room to show the Commission. The link is on the NCTC Facebook page and he invited the Commissioners and people in the audience to view the video. He said the project has technologically been a great project and an excellent job has been done by the Town of Truckee as lead and manager of the project along with the consultants.

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

Executive Director Landon reported that Ms. Beede was unable to attend the meeting. She asked that a few things be highlighted. The Town is really happy to have Paratransit Services as their contractor and they have also been able to maintain a good partnership with Placer County. At one point they had hoped to have Placer County take over operation of the Truckee Transit System but that did not work out. Executive Director Landon reported in partnership with Placer County and the Airport District, Truckee will be funding year-round service on the SR 267 corridor, which has been a long time goal. He stated the Town has also received another \$50,000 grant from the Area Agency on Aging for their senior program that gives people transportation to medical needs both inside and outside the community. The report noted that they have a 14.6% increase in their ridership in FY 2014/15 over the previous year. Ms. Beede felt good about the way things are proceeding.

Commissioner Guerra said the Town of Truckee has moved toward professionalizing their transit system and prioritizing it. She congratulated them and said they are doing well. Chairman Jostes said this is good compared to three or four years ago when the reports indicated some issues.

Chairman Jostes asked about the overall farebox ratio of 19.31% and said his memory says that is higher than most. Executive Director Landon replied that it is and it is partially due in fact to the partnerships that they have with private sector providers such as Sugar Bowl and some of the other ski resorts who fund portions of their routes. The result of that is an extraordinary farebox ratio.

ACTION ITEMS CONTINUED

14. Amendment II to the FY 2015/16 Overall Work Program

Executive Director Landon stated the Truckee Tahoe Airport District recently updated their Master Plan for the airport facility. He said the Truckee Tahoe Airport Land Use Compatibility Plan (TTALUCP) is to be based around and on the ultimate objectives of that Master Plan, so the

Truckee Tahoe Airport Land Use Commission has determined the TTALUCP needs to be updated. Executive Director Landon said staff has worked with the Truckee Tahoe Airport District and they are willing to put up half of the money toward the update. A proposal was submitted by Mead and Hunt, Inc., who is the Commission's airport land use planning consultant, to accomplish the update. Staff recommended approval of the proposal and to provide an additional \$15,000 in this year's budget, taken from the fund balance, so the TTALUCP update can be accomplished in concert with the update of the Truckee Tahoe Airport Master Plan. He said the CEQA and environmental processes in parallel, if it is done together, can save probably \$15,000.

Commissioner Fouyer made a motion to adopt Resolution 15-44 approving Amendment II to the FY 2015/16 Overall Work Program. Commissioner Guerra seconded the motion. The motion passed unanimously with Aye votes from Commissioners Andersen, Fouyer, Guerra, Jostes, and Scofield. Commissioners Beason and Dee were absent.

15. Rural Counties Task Force Report: Performance Monitoring Indicators for Rural and Small Urban Transportation Planning

Executive Director Landon said he alluded to this report earlier in the meeting. Kittelson and Associates, Inc. are the consultant on this project and they have completed the work. He highlighted a few things in response to Commissioner Fouyer's questions. The consultant identified six categories where rural counties could utilize performance measures. He referred to page two of the memorandum. Executive Director Landon said under "Congestion/Delay/Vehicle Miles Traveled" they proposed that rural counties use vehicle miles traveled as a performance measure and by using that it can indicate the efficiency of land use planning. He explained that the cities and the county as they are laid out currently, if they are seeing vehicle miles traveled increased over time, it probably means that there is more growth and development occurring outside the cities than inside. Conversely, if the growth is being consolidated inside the city areas, the vehicle miles of travel will probably not increase as rapidly. He said that is one way a county and a transportation plan can see if they are achieving efficiency of their land use.

Executive Director Landon reported that secondarily they looked at "Peak Volume and Capacity Ratios", which equates to Level of Service (LOS). To the extent that they can keep the LOS in a reasonable range, it improves the free-flow speed of the facilities and thus reduces greenhouse gas emissions. He said one of the common mantras at the state level is they want to see vehicle miles traveled go down so they will be reducing greenhouse gas emissions. Executive Director Landon said there is a curve in reducing greenhouse gas emissions and if your travel speed is below free-flow, or optimum speed, then your emissions start to go up. If you are stuck in traffic due to delays and queuing, then you see emissions go up. He said they continue to use LOS as an indicator so they can maintain that sweet spot where there are both good movement and there are reduced emissions that come from free-flow and operation of the engines.

Executive Director Landon reported that "Mode Share/Split" is a Performance Indicator of transit effectiveness. If over time, during the journey to work, we are able to get more people onto transit or using other modes than their vehicle, this performance measure will go up. He said under "Safety - Total Accident Cost" it is a way of reducing or monitoring the system operating costs. He noted that Mr. Aceves was talking about the section on SR 20 that as the area is improved, there will be fewer accidents with less costs to the state and to the community, both in terms of maintaining the system, as well as societal health costs.

Under "Transit - Total Operating Cost Per Revenue Mile" it is a way of determining how efficient your service is operating. Executive Director Landon said you can look at that in comparison with other services and in comparison to your own benchmark.

Lastly, in looking at the "Transportation System Investment/Preservation/Service/Fuel Use" he noted that distressed lane miles is another way of looking at the efficient operation of the system, both in terms of the renewal costs and the costs of operating a vehicle. Executive Director Landon said in many rural areas of the state it has been determined that people are paying as much as \$600 a year more than in the urban areas because of the distressed situation in the pavements and wear and tear on their car that cause repairs to be made. He said this becomes a way to look at system efficiency along with the Pavement Condition Index.

Executive Director Landon reported these are the results that came out of the study and the CTC staff has already adopted these into the guidelines that go with the funding programs. Everyone is pleased about the effort that went into the study and the Commission was asked to adopt the resolution accepting the report as complete under the terms of the contract.

Chairman Jostes asked how this relates to what was said earlier in the meeting in terms of the whole process of coming up with measurements. Executive Director Landon replied that RCTF Performance Indicators are recommendations for rural counties and Fehr & Peers have utilized the draft materials from this study in developing the RTP so Nevada County is right in sync. Chairman Jostes said they complement each other. Executive Director Landon replied yes; there is no conflict; they have been working together. He explained further that a study was done two years previously by the urban areas of the state where they came up with a list of about eighteen performance indicators that reflect measurements that are applicable to urban areas. He said that was all the State of California had to work with. Executive Director Landon said the Rural Counties Task Force realized this list needed to be modified and looked at performance measures and performance indicators that are applicable to the rural areas; that is the result of this study. Commissioner Scofield said this is not a "Nevada County" study. Executive Director Landon replied that it is not; it is for all the rural areas of the state.

Commissioner Guerra made a motion to adopt Resolution 15-45 accepting the RCTF Report: *Performance Monitoring Indicators for Rural and Small Urban Transportation Planning* as complete in accordance with the contract with Kittelson and Associates, Inc. Commissioner Andersen seconded the motion. The motion passed unanimously with Aye votes from Commissioners Andersen, Fouyer, Guerra, Jostes, and Scofield. Commissioners Beason and Dee were absent.

16. Final Report: Trans-Sierra Transportation Plan and Business Case

Executive Director Landon reported that Derek Morse was at the meeting and as the principal consultant he developed the Trans-Sierra Plan. He said the Trans-Sierra Transportation Coalition was led by the Tahoe Transportation District and is made up of six California counties and five Nevada counties. The idea behind the coalition is to preserve the region's transportation system and support economic vitality that preserves the quality of life in this region.

Executive Director Landon went through PowerPoint slides and explained that transportation is essential to our quality of life and the foundation of a vibrant economy and job creation. He said a widely regarded national study concluded that current return to U.S. businesses from the nation's investments in highways, roads, and public transit produces more than \$4 in direct benefits for each \$1 in direct costs. A map of the Trans-Sierra Region included Alpine, Amador,

El Dorado, Nevada, Placer, and Sierra counties in California and Carson, Douglas, Lyon, Storey, and Washoe counties in Nevada. He said the universal importance of transportation in the region prompted the formation of the Trans-Sierra Transportation Coalition, which is a voluntary association that is committed to ensuring that the region's transportation system continues to support the economic vitality, while protecting the fragile environment and natural resources.

Executive Director Landon reported that the Trans-Sierra straddles what is called "the Northern California Megapolitan", which reaches from San Francisco through Sacramento to Reno. He said the Trans-Sierra serves as a "playground" as well as a logistical part of the economy for that larger urban area of more than 15 million people. Approximately 60 million people live within 600 miles of travel of the Trans-Sierra Region and the region draws visitors from all over the world. He said 18% of the U.S. population is within a day's travel of the region with the excellent highway and rail connections. It has become a major logistics hub for the western United States and is home to major facilities of some of the best known brands in America that are strong economic engines, including: Tesla, Microsoft, Google, Barnes and Noble, Amazon, Walmart, FedEx, Intuit, United Parcel Service, and Hewlett Packard.

Executive Director Landon stated that during peak months, an average of 180,000 vehicles per day travel through the Trans-Sierra Region on I-80 and on average more than 6,000 trucks per day cross the Trans-Sierra Region on I-80; an essential artery to the nation's economy. He reported that the Trans-Sierra Transportation Plan draws upon the individual general plans developed by the participating state and local transportation planning agencies for their respective communities. He explained that this is not a new plan but they have taken the plans done in Nevada County and rolled them in with the other counties and pointed out similar issues and similar opportunities to keep the region moving in the direction desired. The Trans-Sierra Plan has the goal of serving the region by an integrated multimodal transportation system that is built, operated, and maintained efficiently and sustainably. This transportation system promotes a strong economy by supporting approved land use plans and meeting the mobility needs of the residents, visitors, and goods movement. He noted the system will be safe and support environmental protection of our region's outstanding natural assets by reducing congestion, vehicle emissions, and roadway surface pollution. Executive Director Landon referred to photos of four local projects: the Dorsey Drive Interchange, the SR 49/La Barr Meadows Road widening project, the Tinloy Transit Transfer Station, and the Town of Truckee SR 89 Mousehole project. He said these are typical of the kinds of projects that the Trans-Sierra Plan envisions happening throughout our region.

Executive Director Landon said as part of the transportation plan a "Business Case" was developed. The total cost of identified needs were taken from the Regional Transportation Plans of the eleven counties and he displayed a diagram showing those totals. The next column listed the constrained revenues, or the revenues they think are available to them, and the third column identified a huge shortfall. He gave the example of Nevada County over the 20 year period identified in the general plans, which has a shortfall of \$827,761,445 of funding needed to actually fund and construct all of the projects identified in the county's transportation plan. Executive Director Landon said the Trans-Sierra Business Case points out that if the level of transportation investment were increased by the \$15.9 billion shortfall through 2035, this would enable implementation of the Trans-Sierra Transportation Plan to become a reality and it would create across all sectors of the economy in this region 10,000 new jobs. It would also increase the economic competitiveness, diversity, and stability of the region, as well as expand the economic activity that would generate an additional \$29.9 billion in economic output, including \$11.3 billion in labor income. Executive Director Landon said this is the goal and the "why" that we would want to do this plan.

Executive Director Landon showed a slide presented to the Commission in July by Susan Branson from the CTC staff. It showed an increase in vehicle miles traveled and with the improvement in fuel economy and the revenues being largely based on fuel taxes, the state is seeing revenue for projects go down instead of following the trend line with the relationship to the vehicle miles traveled. He said as you look at the Trans-Sierra Business Case, when you consider just the savings in travel/delay time, crashes, and vehicle operating costs, the additional investment identified in the Trans-Sierra Transportation Plan would return an estimated \$18.8 billion in user benefits, which amounts to a return of about \$1.20 for every dollar invested. Executive Director Landon said there was a strong business case for making these kinds of investments in our region.

Executive Director Landon stated that the outcome of limiting investment in the transportation system of this region is dire since it will increase congestion, system conditions will deteriorate, and the area will lose its economic competitiveness, as well as a decline in quality of life. He said the Trans-Sierra Region is in a national and worldwide competition to sustain a vibrant economy while maintaining quality of life. Ultimately the decision of how these resources are invested is based on public consensus on the "value" of these improvements. Executive Director Landon said the Trans-Sierra Transportation Plan and Business Case provide information that can be utilized to educate citizens and state and federal decision-makers about the importance of transportation investment in this unique region.

Chairman Jostes said by adopting the plan it says that NCTC agrees with the concepts and philosophies of it. He asked who the next audience would be for this plan. Executive Director Landon replied that related to Nevada County it would be the state and federal governments. As the county goes into these funding cycles, the plan would be used to say this highlights the importance of our region and what our particular county is doing to implement this plan. Commissioner Fouyer said this basically is a marketing tool to get revenues. Executive Director Landon replied yes. Chairman Jostes said, just to keep the pressure on, he would like to see the Commission make sure it gets a fair share of whatever revenues are available.

Executive Director Landon said the Federal Highway Administration is currently engaged in a major study that they call the "Mega-Region Study" and they have identified eleven mega-regions across the United States, with the Northeast being the pre-eminent one. He said San Diego and Southern California are another mega-region. Executive Director Landon said he is participating as part of the Project Committee for the mega-region study and he pointed out in a recent meeting that in addition to having mega-regions that represent built environments, there also are mega-regions in the United States that represent areas like Northern California where a third of the state is outside of a "mega-region", but all of the sixteen Northern California counties have similar issues with regard to economy, transportation, and quality of life. He said the Trans-Sierra itself is another "mega-region" that is not thought of in terms of a built population. He encouraged the authors of this study to consider those kinds of regions as a part of the study and they indicated that they would. It gets the issue of rural California and rural communities throughout this nation back onto the radar. It also acknowledges that there are issues related to these areas that directly impact the Nation as a whole, either through recreation, or through production of agriculture commodities, or transportation of commodities into the urban areas, that they need to consider when they do funding.

Commissioner Fouyer said throughout the meeting the Commission has been bouncing back and forth from micro to macro depending on how we want to look at our transportation. He said as you bounce back and forth you just add and take away zeros. He said there comes a point in time when you spend all of this money on marketing and trying to sell ourselves and how

important we are. Commissioner Fouyer said as an elected representative it is their job to make sure their organization is constantly demonstrating to whatever the powers are that be that they are of value. He said in the real world there comes a crossroad when you spend a lot of money trying to get money and you end up spending more money than the money you get. He asked if we were there; it seemed like there were a lot of people competing and spending a lot of money to make ourselves more marketable to get money that is almost nonexistent. And there are decision makers that will have to choose between region and area and all of this to make decisions on what gets cut. Commissioner Fouyer said he sees us crossing that path really soon. Executive Director Landon said we are at that threshold right now and if the federal government does not come up with a sustainable transportation funding program, it will be slash and burn. Commissioner Fouyer said this Trans-Sierra Plan was created to try to demonstrate that we should not be slashed or burned. Executive Director Landon said that was correct.

Commissioner Scofield made a motion to adopt Resolution 15-46 to endorse the implementation of the Trans-Sierra Transportation Plan and Business Case. Commissioner Guerra seconded the motion. The motion passed unanimously with Aye votes from Commissioners Andersen, Fouyer, Guerra, Jostes, and Scofield. Commissioners Beason and Dee were absent.

17. Social Services Transportation Advisory Council (SSTAC) Appointments

Executive Director Landon reported that this committee is established by state statute as an advisory committee to the NCTC and they are to provide comments and recommendations related to social service transportation. He said they participate annually in the identification of unmet transit needs and then advise NCTC on other major transit issues. Recently NCTC staff went through an outreach effort to update the membership as prescribed by the statute. He reported an application was received from Kelly Beede, Administrative Analyst II with the Town of Truckee and their transit manager. She will be replacing Dave Walker, Executive Director of Gold Country Telecare, now that Telecare is no longer in the transportation business. Blake Hinman was noted as seeking reappointment as a representative of transit users in western Nevada County. No one else applied for that position. Pam Roberts is an Employment Counselor with CalWORKs Employment Services and she was seeking reappointment as a representative of a local social service provider for persons of limited means. Executive Director Landon said the positions were advertised through the newspaper and various outreach methods and these were the people who responded.

Chairman Jostes asked specifically what the SSTAC has brought before NCTC. Executive Director Landon replied that about one year previously when they were looking at changes in transit services, the SSTAC concurred with the changes being brought forth by the Transit Services Commission.

Commissioner Fouyer made a motion to appoint Kelly Beede, Blake Hinman, and Pam Roberts to serve a three-year term as volunteers on the Social Services Transportation Advisory Council. Commissioner Guerra seconded the motion. The motion passed unanimously with Aye votes from Commissioners Andersen, Fouyer, Guerra, Jostes, and Scofield. Commissioners Beason and Dee were absent.

COMMISSION ANNOUNCEMENTS

Executive Director Landon announced that in keeping with NCTC staff's normal operating practices the office will close on December 21st for the Christmas holiday and will reopen on Monday January 4th.

SCHEDULE FOR NEXT MEETING

The next regularly scheduled meeting of the Nevada County Transportation Commission is on January 20, 2016 at the Nevada City Council Chambers, 317 Broad Street, Nevada City, CA at 9:30 a.m.

ADJOURNMENT OF MEETING

Chairman Jostes adjourned the meeting at 11:03 a.m.

Respectfully submitted: Antoinette Perry
Antoinette Perry, Administrative Assistant

Approved on: January 20, 2016

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