



## MINUTES OF MEETING September 16, 2015

A meeting of the Nevada County Transportation Commission (NCTC) was held on Wednesday, September 16, 2015 in the Nevada County Board of Supervisors Chambers, 950 Maidu Avenue, Nevada City, California. The meeting was scheduled for 9:30 a.m.

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

Members Absent: Larry Jostes

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

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

Pledge of Allegiance

### PUBLIC COMMENT

Liza Whitmore, Public Information Officer for Caltrans District 3, told the Commission of a “\$25 K Find A New Way” innovation contest. She said a bill was passed providing \$75,000 for three state agencies to come up with ideas that will improve the efficiency of government. Caltrans was one of those agencies, so they are asking for any innovative transportation related ideas to improve the efficiency, safety, and delivery of transportation services in the State of California. Ms. Whitmore said the winner will get \$25,000. She handed out flyers and said the submissions are due on October 13. Rules indicate it is not open to state employees, retired state employees, or their immediate families.

### CONSENT ITEMS

1. Financial Reports

A. June 2015 and July 2015. *Approved.*

2. NCTC Minutes

July 15, 2015 NCTC Meeting Minutes. *Approved.*

3. NCTC Minutes

Minutes for NCTC "Special Meeting" on July 15, 2015. *Approved.*

4. Allocation Request from the City of Grass Valley. *Adopted Resolution 15-32 allocating to the City of Grass Valley \$200,000 of Regional Surface Transportation Program (RSTP) funds for accessibility improvements at several signalized intersections throughout the City included in the Annual Sidewalk and Accessibility Project.*
5. Allocation Request from the City of Grass Valley. *Adopted Resolution 15-33 allocating to the City of Grass Valley \$400,000 of RSTP funds for resurfacing Golden Gate Terrace, Springhill Drive, and streets in the Whispering Pines Business Park that are included in the Annual Street Rehabilitation Project.*
6. Rescind and Allocation Request from the Town of Truckee. *Adopted Resolution 15-34 rescinding \$574,823 of RSTP funds from the Pedestrian and Bicycle Trail projects and allocating \$850,000 in RSTP funding for the Brickelltown Streetscape Improvement Project located in the Town of Truckee.*
7. Amendment I to the Agreement with Attorney Miller & Owen. *Authorized the Vice Chairman to sign Amendment I to the Agreement with Miller & Owen changing general counsel's name as of October 1, 2015, due to a merger, to the name Renne Sloan Holtzman Sakai LLP.*
8. California Statewide Federal Surface Transportation Reauthorization Consensus Principles. *Authorized the Executive Director to send a letter of support for the document.*

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

INFORMATIONAL ITEMS

9. Correspondence

- B. Letter from Malcolm Dougherty, Director of Caltrans, to Daniel B. Landon, Executive Director of NCTC – Acknowledged receipt of comments on the Draft ITSP and provided an explanation why SR 20 and SR 49 are not included in the Draft ITSP 8/21/15, File 260.

Executive Director Landon said a response was received from Caltrans regarding NCTC's comments on the Interregional Transportation Strategic Plan (ITSP) in which it is proposed that State Route (SR) 20 and SR 49 would be removed from the strategic corridors that are being identified. He stated that NCTC Transportation Planner Mike Woodman went to the August California Transportation Commission (CTC) meeting in San Diego where the ITSP was slated for adoption. Through Mr. Woodman's comments and the comments of other agencies, the CTC determined that they would hold the item over until their October meeting. Executive Director Landon said he watched the webcast of the meeting and Mr. Woodman did a tremendous job in bringing up NCTC's points and making our request for SR 20 and SR 49 to be included in the ITSP. He said it is under advisement at this point. Executive Director Landon reported that staff

has been working with Senator Ted Gaines and Assemblyman Brian Dahle and NCTC staff will send another packet of information to the CTC for their October meeting. Executive Director Landon will go to the October CTC meeting in Oakland to again request that SR 20 and SR 49 be put back into the plan.

Commissioner Beason said he read the letter from Malcolm Dougherty and he wondered if Mr. Dougherty answered the question posed to him in comments sent on the Draft 2015 ITSP. He said the letter states that the analysis conducted shows I-5 and I-80 facilitates have significantly greater interregional travel than SR 20 and SR 49; that was not the point. Executive Director Landon said, to that particular issue, staff pointed out that in the North Coast to Nevada Corridor the route they proposed to put in the ITSP is from Redding over SR 44 to U.S. 395 and SR 20 and SR 49 have 3.2 and 4.5 times as much truck traffic as that route. Executive Director Landon said staff was not recommending they take out the SR 44/U.S. 395 route, but staff commented that SR 20 and SR 49 need to be a part of the North Coast to Nevada Corridor. Commissioner Beason said he thought there were others in the ITSP that we were questioning, but NCTC was not contending that SR 20 and SR 49 had more traffic than I-5 and I-80. Executive Director Landon said that Mr. Dougherty did not respond to NCTC's question. He said another point staff made in their comments was that SR 20 and SR 49 are relievers for I-80 and since 2004 there have been over 188 incidents when traffic was rerouted to SR 20/49. He stated staff is presenting a lot of facts to the CTC and is hopeful of the results.

Commissioner Scofield asked if this was primarily a money issue. Executive Director Landon replied that the issue as perceived by staff is that in the near term the current Administration wants to focus transportation funding in the state on freight corridors and intercity rail. He said one of the contentions NCTC has is the near term Administration wants to emphasize those facilities, however, (a) SR 20 and SR 49 are part of the freight facilities and needed to be included; and (b) when you go out four or five years from now and you recognize some of your infrastructure does need improvement and has to be maintained in order to maintain your freight facilities, NCTC wants to be in a position where they can continue to leverage funding for SR 20 and SR 49. Executive Director Landon said the ITSP is not a plan that is going to end in five years, so do not take out SR 20 and SR 49 on the basis of a five year issue. Commissioner Dee said if you look at the new strategic 25 year plan, they have pretty much taken funding for all of the rurals out. Commissioner Beason said the federal government has pretty much done the same thing; they no longer have a carve-out for rural highways. He said if they do a transportation bill then it will be seen. Commissioner Dee said the pressure is coming from the huge urban areas and the only corridor through Nevada County in the ITSP is the I-80 corridor. She said people do not have any concept of how much production and freight comes out of Nevada County and that is a serious issue. Commissioner Dee said Nevada County is one of only three counties in the State of California that have good roads. Commissioner Beason said since the Governor failed in his effort to accelerate the alternative energy usage in California there may be even more creative things coming forward.

Vice Chairman Fouyer said it seems sometimes it is not always the number of voices but the loudest voices in a situation and he thought Nevada County was not the only one in this position. Executive Director Landon replied that actually we are the only one. He said there is one other focus route in the Kern County area that was pulled out of the ITSP, but there are alternatives to it, so no one really complained. Vice Chairman Fouyer asked if there were any other voices besides the elected officials and Nevada County agencies. Executive Director Landon replied that RCRC (Rural County Representatives of California) and Rural Counties Task Force has weighed in. Also, when the initial comment period went out on the ITSP, staff was able to generate about eighteen or nineteen letters from everyone including local supervisors, Sierra

College, and Grass Valley. He said we provided about one half or more of the comments that went in on the plan. He added that SACOG (Sacramento Area Council of Governments) has joined with NCTC on this issue, and Colusa County also supported the action since they are on the other end of SR 20.

Commissioner Guerra said this appeared to be a very compressed time frame to submit comments before they quickly pushed through approval. She acknowledged staff's hard work to delay the decision and what initially seemed hopeless no longer feels that way due to staff's efforts. Commissioner Beason said he could not help but comment on the idea of the loudest voices and recalled when NCTC was working on acquiring money for the SR 49/La Barr Meadows Road Interchange, Executive Director Landon and Transportation Planner Woodman wrote a tremendous case for the project that he was sure carried it forward. Commissioner Beason said he and NCTC staff went to the CTC meeting in Sacramento to testify. He said Los Angeles brought their Mayor, a City Council member, two State Assemblymen, a State Senator, and they were allotted twenty minutes but they took one hour. Commissioner Beason said NCTC got their one project but that brought home the message of what lengths urban areas will go to for approval of funding. He said L.A. wanted to lengthen the commute lane on Hwy. 405. Commissioner Dee said the CTC does take notice when elected officials show up at their meetings and sometimes people fail to recognize that fact. She recalled an incident when Town of Truckee officials and supporters went to Sacramento for a meeting and when they asked the people to stand up that were there supporting Truckee's request, they asked if anyone was left in Truckee that day. Commissioner Dee said they received what they went there for. She encouraged NCTC and other officials to be a little more participatory at CTC meetings, over and above the facts and data that are submitted for their review.

#### 10. Executive Director's Report

##### 10.1 Western Nevada County Transit Development Plan (WNCTDP) Update

Executive Director Landon stated the WNCTDP was underway and he noted that morning the Transit Services Commission reviewed and approved financial projections for the Gold Country Stage services. Those will be included and incorporated into the WNCTDP.

##### 10.2 Gold Flat Road Corridor Traffic Analysis

Executive Director Landon reported the Gold Flat Road Corridor Traffic Analysis was moving ahead with counts being taken.

##### 10.3 Rural Counties Task Force Performance Indicators Study

Executive Director Landon stated this project is nearly complete. He said staff has received the Final Draft Report from Kittelson & Associates. He said this study is identifying the performance measures that are appropriate for rural counties in California to utilize in gauging their success and implementing transportation projects. Executive Director Landon reported he would be making a presentation on the report to the CTC at their Town Hall Meeting that Friday in Weaverville. He said this is a rural venue for rural issues with the CTC.

##### 10.4 Regional Transportation Mitigation Fee Update

Executive Director Landon noted this update is moving forward and the consultant, Parsons Brinckerhoff, has identified a potential list of projects. An outline was included in the Executive Director's Report of what the consultant is seeing. He said the Project Advisory Committee

would review the project list within the upcoming two weeks and look at the formatting of the updated fee.

#### 10.5 SR 49 Widening Project North of La Barr Meadows Road to McKnight Way

Executive Director Landon reported that Caltrans hosted an Open House at the City of Grass Valley and about 50 people attended. He said there were many good comments and the information distributed at the Open House, plus the results from the input, was included in the meeting packet.

Executive Director Landon stated, regarding the ITSP and continued improvements needed on SR 49, District 3 developed a good application for a program that Caltrans is doing internally. He said Caltrans has \$20 million under the SHOPP (State Highway Operations and Protection Program) they will put into various projects around the state. Executive Director Landon said there were 37 applications submitted, and from what he heard, Nevada County is in the top group that is being reviewed and they will notify everyone in October if there are additional funds to come forth for SR 49. He said he appreciated the support from Caltrans District 3.

Vice Chairman Fouyer thanked Caltrans for conducting the Open House in Grass Valley on the SR 49 widening project. He attended the meeting and suggested in future Open Houses for Caltrans to do a presentation. He thought several people attending the event left a little confused. He said when Caltrans talks about transportation projects and the different types of infrastructure and approaches with off-ramps, on-ramps, and frontage roads, it can confuse people. Vice Chairman Fouyer said two gentlemen left pretty upset and he thought it might have been due to a lack of willingness to listen. He personally received several calls with people confused that this was what was going to be built. He said when people see roads going through their homes or right next to their homes, he thought it would have been better to communicate clearly and educate them that the proposals were "conceptual" and open for discussion. Vice Chairman Fouyer thought if attendees had been briefed at the beginning of the event it would have provided a greater depth of understanding versus individuals just walking around and looking at displays. He said the social media was flooded with a lot of poor information and comments and he thought it would be a benefit in the future to handle the format differently at Open Houses.

#### 11. Performance Based Regional Transportation Plan Update

Executive Director Landon stated he separated this item out from the Executive Director's Report. He said performance based planning is a concept that has come into play with MAP-21 and NCTC has engaged consultant Fehr & Peers to help NCTC staff develop the Regional Transportation Plan (RTP) update to a performance based document. He introduced David Robinson and Kwasi Donkor of Fehr & Peers who gave a presentation to the Commission on the progress of their work. Executive Director Landon noted that Kwasi Donkor was the principal architect of Nevada County's regional transportation model and staff is glad to have him as part of the team on this project.

David Robinson introduced himself as the Project Manager for the update. He said he has had over 22 years of experience in transportation planning and 18 years with Fehr & Peers. He gave an overview of ongoing activities and then Mr. Donkor talked specifically about transportation performance measures and how they will be integrated into the Nevada County RTP update. Mr. Robinson reported his firm has been active since the July kick-off meeting where they set the foundation for next steps through the summer. He said a large part of those activities have been conventional data collection of existing conditions such as traffic volumes and collision records,

so that effort is ongoing. Mr. Robinson reported they initiated a public outreach effort and Rod Brown of Fehr & Peers was instrumental in organizing the outreach events. They partnered with three existing scheduled events: the Downtown Grass Valley Thursday Night Markets, an evening at Downtown Truckee Thursdays, and one Saturday morning at the Nevada City Farmers Market. Mr. Robinson said what was nice about using this approach at those venues, as suggested by Executive Director Landon, was it provided an opportunity for the consultant to not only engage people but there was a wide cross section of people from the community that participated who may not have attended a more conventional type of workshop. Mr. Robinson said even if people did not come up and ask specific questions or engage, they got exposure to the process and received a lot of material. He said Fehr & Peers also developed a website for the project and that is an ongoing communication device with updates to the project posted periodically. It will provide an opportunity for the community to stay up-to-date on the progress. He reported there is also an online survey component and they have already received thirty responses. Fehr & Peers has made efforts to engage high schools and community colleges as well, in order to broaden the exposure of input on the update. Executive Director Landon noted that, based on a suggestion from Fehr & Peers staff, he also developed a Facebook page for NCTC and has linked it to the project website information as well. He thought this would keep the community informed, not only of this project but other transportation projects, and keeps NCTC out in the forefront.

Mr. Robinson stated that you may ask why there is performance based transportation planning. He said it relates to a changing regulatory environment with MAP-21 that has emphasis on performance based measures. Therefore, it is being responsive to make sure the RTP update is well planned for the future and is competitive for securing transportation funding that is available. Mr. Robinson stated back in the early 1990's, Fehr & Peers was working on a RTP update for NCTC and there was a suggestion for developing a SR 49 Corridor Plan that would provide shovel-ready projects to take advantage of opportunities for transportation funding. He said it was in the context of the regulatory plan at the time, so being well planned allows you to be competitive for funds as they became available. He said the opportunities became available about ten and twenty years down the road. Mr. Robinson stated this is no different in the transportation planning environment, if you develop performance measures and monitor performance measures it sets the stage for being well planned and competitive for funding when you compete with other rural counties and also metropolitan areas.

Kwasi Donkor said much of the work on this project is being done by David Robinson and Rod Brown. He reported the changing regulatory environment has pushed the need for performance measures, but there are other benefits to do this as well. He explained that a "performance measure" is really just a measure of success for an objective you have in the community. Mr. Donkor said more specifically it provides quantifiable evidence for the consequences of some decisions that are made and it also predicts, evaluates, and monitors the extent to which the transportation system is actually accomplishing goals and objectives set by the public. He said the interesting thing is a performance measure can either be measured or it can be modeled. A measurement would be to go out and collect data on the street that exists versus modeling information like VMT (Vehicle Miles Traveled) or forecasts into the future. He said it can be quantitative, which was the measurement and modeling, but it can also be qualitative. Mr. Donkor said if there are certain objectives the public is looking for, such as historic character, that is a great way to evaluate as well. He said performance measures show up in all avenues of planning, including land use visioning, long range transportation planning, corridor studies, environmental review, etc. He said with all of these it is really plugging in with the comparison of alternatives and scenarios, evaluating them against each other, and then communicating the benefits of whichever plan is selected. Mr. Donkor said you also have opportunities for just

monitoring programing and grant awards. He said they go hand-in-hand because what they find is if you have a monitoring program set up you are able to constantly evaluate your performance measures and through that it actually gives you a leg-up when you are looking to apply for different grant funds. He said that has worked in the past and it is a great benefit now.

Mr. Donkor said the Rural Counties Task Force (RCTF) study looked at SANDAG's (San Diego Association of Governments) study that was created for the major Metropolitan Planning Organizations. He wanted to look at it through a different lens, from the rural counties perspective, so there was a lot of information that came out of that where they took what had been done and expanded it to make it more applicable for rural counties. He said rural counties are obviously lost in the shuffle sometimes so this will help to make sure they are being included in some of the work going on. It also provides a platform for Fehr & Peers as they go through the RTP to provide a starting point for what performance measures they can look at to include in the current update. Mr. Donkor said they have some criteria they came up with as part of their developing the performance measures and he thought it was important since it sets up the framework for why they chose what they chose. One of the performance measures listed in the RCTF Performance Indicator Study selection criteria was: "It should not impose substantial resource requirements on rural and small urban Regional Transportation Planning Agencies." Mr. Donkor thought that was important because many times what happens is when performance measures are set up they are not easy to actually quantify. He said many times rural counties do not have the resources or the tools to be able to put together complex performance measure results. The RCTF study wanted to make sure they kept it simple enough that it was easy to collect, easy to calculate, without adding undue burden on resources.

Mr. Donkor showed a slide that listed all of the final performance measures recommended by the RCTF study and they were broken out into two categories. The first was an overall "Indicator Category" that speaks to a broader category of what they are trying to achieve. The second category was "Performance Measures" that address the Indicator Category. He said Vehicle Miles Traveled has become a big push but they wanted to be sure they were still looking at other things that are important in the community such as Peak Volume-to-Capacity Ratio or Thresholds. He explained that is seeing how many trips are on a roadway segment and understanding whether it is at capacity or not. Mr. Donkor reported that Safety was an indicator that came up as it refers to Total Accident Cost related to Performance Measures. Another indicator was Transportation System Investments and Distressed Lane Miles that he thought was a great performance measure. He said Pavement Condition Index is a measure of the condition of pavement, which tells if it is degrading or still in good condition. Mr. Donkor said all of the categories he mentioned were a starting point as they move into the RTP Performance Measurements. He said they will see if they have to add more to the list or subtract from it.

Mr. Donkor discussed how it will all come together by giving an example of what the Commission could expect through the update process. He referred to the public outreach they conducted and said there were a few concerns that came out of that. He noted there were not a lot of concerns about the current roadway system and he thought that spoke to the focus of the county on making sure the roadways are kept in good shape. He said that did not mean they would just ignore road conditions, but they would look at the top concerns and address them as the roadway system has been addressed and monitored in the past. Mr. Donkor displayed the "Top Four Concerns" that were mentioned during public outreach as being: Current Transit Destinations, Air Pollution, Safety When Biking, and Incomplete Sidewalk Coverage. Mr. Donkor said "Incomplete Sidewalk Coverage" was a top concern and when you go through the performance measure steps this issue speaks to safety and public health. He said if you were to look at different performance measures under that specific indicator, you would see that one of

those is miles of streets without sidewalks. He said you want that number to be as low as possible so you are providing good sidewalk coverage. He stated when they look to quantify, display, and monitor it, they can use GIS Mapping to show maps in the jurisdictions where they have incomplete coverage. Mr. Donkor said that is also a way to monitor it over time, so you not only have a static report saying this is where we are at, but over time seeing if the programs and policies that are in place are actually improving the system. He reported that Safe Routes to School is a great place where you see inventories and monitoring of sidewalk-type coverage. He displayed a map that showed deficiencies or detached sidewalks in the region adjacent to a school. He said maps can be created for Nevada County that show where incomplete sidewalks are and then they can update the maps as they address the issues to make sure they can stay on top of that. Mr. Donkor said it also helps that a program is already in place, so if you want to do a Safe Routes to School state grant application, or other funding, the data is already available to plug in and that gives you an advantage to be able to receive funding.

Mr. Donkor stated the current regulatory system is really pushing performance measures, but he thinks there is a lot of benefit to incorporating performance measures. He said it definitely helps to codify the concerns of the community and address them in a direct way and then to monitor that and see if there is progress over time. Mr. Donkor asked for any questions.

Commissioner Guerra asked if the performance measures were being developed as a part of the Rural Counties Task Force. Executive Director Landon replied that the RCTF project was developing a list that is focused on rural application and the CTC guidelines for the State Transportation Improvement Program (STIP) will allow each rural county to pull their performance measures from that list that are applicable to them. Commissioner Guerra asked if Nevada County would pull their numbers from the list but not develop the numbers on their own. Executive Director Landon said Nevada County can develop their own numbers, but in the STIP guidelines they have a list that will help make your case to the CTC that, based on these performance measures, this is a valuable project. David Robinson added that through this process it is really the next steps after reaching out to the community and getting their input. He said that everyone who participated in the outreach learned something new about the community and what is important to them. He said the next step is to look at Nevada County's existing policy and framework for the current RTP, match that with the community values and what was heard, ask what has changed and what needs to be added, and then evaluate how well the performance measures from the RCTF effort address those and if anything else needs to be added.

Commissioner Scofield asked if they were done taking public comment in the process of the update. Mr. Robinson said they were not through taking public comment and that was one of the advantages of having the website online survey so people can go on the website throughout the process and provide input. He commented that there was a wide range of input received and they just happened to be the top four. Commissioner Scofield asked if the consultant felt comfortable that they were getting a broad perspective of people. Mr. Robinson replied definitely. He said the outreach at existing community events was a great way to reach out to the community and get a broad cross section of input from younger and older residents, retired and working people, families, etc. Mr. Robinson said it was a very positive way to reach out. Mr. Donkor said he participated in one of the outreach events and they heard directly from the community as to how happy they were that the consultant was doing outreach since they did not always see that they could have a voice.

Commissioner Dee asked the consultant if they said that they did not do public notices of the outreach events. Mr. Robinson replied that they did reach out and there was public noticing of



the events, but he clarified that it was not the more traditional outreach event where they would hold an event on a specific day at a school and then reach out to people. He said there was public noticing but it was just piggybacking on an existing event that was a little bit of a twist on a more traditional direction. Commissioner Dee said she was glad they did the outreach and she tries to make it to every Truckee Thursday event but was unable to be at the one they attended. She asked if they meet with any of the local officials to see what some of their upcoming programs are. She said the Town of Truckee is going through an intense public outreach on "Envision Donner Pass Road" where they are trying to rebuild and re-picture the Old U.S. Highway 40 that goes through town. She said a lot of that is sidewalks and safety. The Town has a Safe Routes to School grant and things like that. Commissioner Dee wondered if the consultant will work with any of the Town officials to be sure that the current programs are included in their scope and vision. The consultant replied that they would be doing that.

Commissioner Beason thanked them for their presentation. He said air pollution was listed as one of the top four concerns and he asked if they were talking about CO<sub>2</sub> or ozone. He thought, according to the Northern Sierra Air Quality Management District, the larger problem is ozone in the late afternoon in the summer time. Mr. Robinson referred the question to Rod Brown who is working on the project and also lives in Nevada City. Mr. Brown said the question phrased in the survey combines the two but during the commentary they heard both; some people are concerned about ozone and some about greenhouse gases. Commissioner Beason said his point was if they are going to have a performance measure for reduction of the ozone levels in the summer time at 8:00 p.m., you need to go to Sacramento or San Francisco to fix that. Commissioner Beason also referred to the point about incomplete sidewalk coverage and said that Nevada City and Grass Valley have used Safe Routes to Schools and CMAQ funding and he did not know where these people came from that commented about incomplete sidewalks. He said they need to recognize that there are places in the county, and outside of the cities, where the right-of-way easement on roads is the edge of the asphalt and people ask why there is no bike path or sidewalk, but you would have to take out someone's front porch. He thought the consultant had taken that factor under consideration. Mr. Brown said the performance measures are specific and one size does not always fit every location, so they need to be sensitive to that. Commissioner Beason said some citizens do not understand that aspect of planning. He thanked the consultant and looked forward to their final report.

Vice Chairman Fouyer said having the public outreach in the city environments probably leads to some of those questions and answers rather than having public outreach in Penn Valley, which would have produced totally different results. He said what he liked about this study was when elected officials talk about planning he thought it was great to talk about what the vision is of the community and this study is a great tool for that. Secondly, Vice Chairman Fouyer said the ability to measure projects actually holds elected officials and agencies accountable because there are real measurable things and ways to track the performance. He thought performance measurement was a very good approach and he thanked the consultants for their presentation.

## 12. 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 September Project Status Report.

- *SR 174 Safety Improvement from Maple Way to You Bet Road* – Mr. Aceves reported there had been discussion regarding the Project Change Request to double the project limits from Maple Way to You Bet Road. Mr. Aceves said it has been approved and is official now that the new Post Mile (PM) limits are 2.7 to 4.6 with a total cost of

\$28,456,000. He said Caltrans is continuing with the preliminary engineering and environmental work on the project. He said a lot of the field work and environmental studies are almost complete.

Commissioner Beason said there is a situation on SR 174 near the Happy Apple Kitchen and Chicago Park Store when people try to make a right turn from SR 174 onto Mt. Olive. There is not a lot of room and they slow down and all of the traffic has to swing out into the oncoming lane. He said Caltrans has the right-of-way and the possible where-with-all with funding from the current project to put in a turn pocket there. Mr. Aceves said he would have to take a look at the right-of-way, but the bigger issue was funding. He said there are two ways to fund that type of project: either a safety project or operations funding. Mr. Aceves said he spoke with a Caltrans' Safety Engineer, who ran the numbers in that area, and there are no accident patterns that would trigger a safety project. Mr. Aceves said under operations funding, due to the size of the project for this type of work, you would have a project under \$1 million so it would be in the Minor Program and it does not compete well. There are eleven counties in District 3 that have operations needs and are eligible for this funding and this location does not rank high enough. The Safety Engineer told Mr. Aceves if Nevada County would put money toward the project, then it would greatly increase the priority of the project because there would be a funding partner. Commissioner Beason said they put \$400,000 into the La Barr Meadows Road project, but that is a different story. He appreciated Mr. Aceves looking into the matter and did not know if the county would have any money to put towards the project.

- *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 preliminary engineering, surveys, and environmental work in the field continues to take place. He said surveys are mainly done and they are back in the office processing the data to begin more detailed engineering work. Mr. Aceves stated they had a public Open House on August 5<sup>th</sup> in the City Hall of Grass Valley. He said Option #4, which is a 22-foot wide median freeway option with frontage roads, was the preferred option as stated on rating sheets from attendees.

Commissioner Beason said he does not know when this portion of the corridor work will get done but he thinks there needs to be an “everlasting improvement” to the SR 49 corridor, not just the highway. He did not know how much right-of-way Caltrans has in that location but he thought there was an opportunity to not just improve the highway but to put a green belt between the highway and the frontage road to have a pedestrian path or bicycle path. He said those types of improvements would serve well for a long time. Commissioner Beason did not know if this type of an idea had been factored into the planning or not. He said there were many people in the community who want more than just a highway. He said he knows money is involved but it is cheaper now than it is twenty years from now. He was unable to go to the Open House meeting but he wanted to mention this idea early on in the planning process and possibly still factor other things in to use other alternative forms of transportation. Commissioner Beason said this would be a relatively inexpensive way to really improve the quality of the entire corridor. Mr. Aceves said Caltrans was not just looking at the roadway but pedestrian and bicycle facilities have been a serious fashion and it is early enough in the planning process to be taken into account. He said because they will be building frontage roads they will need to buy more right-of-way already for them so these ideas can be factored into the overall plan. He agreed that it would be a preferred option and a much better corridor. They would still have to maintain access control, but as part of the frontage road system they could get additional right-of-way to build a path. He said it would be a trade-off to have the additional expense for more right-of-way.

Commissioner Beason asked Mr. Aceves if he had ever traveled on Highway 24 from Walnut Creek to the Berkeley Tunnel. He stated it is a great environment with a good road and a frontage road where you do not see a lot of gas stations and quick marts. It is a pretty nice drive for a freeway. He said from an economic standpoint, tourism is not the major sector in Nevada County, but we get a lot of tourists and many people are concerned that we are going to get pressure as the highway is improved to rezone things. They are worried the corridor will look like north Auburn and people will not want to come visit here and drive that highway. He said there are local residents who do not even drive to Auburn. Commissioner Beason said there are many factors involved. He said the highway is not just for commercial transportation, it really identifies our community as you approach Grass Valley.

Executive Director Landon said what NCTC would want to do, as we get into the planning process a little deeper, is to look at the Corridor System Management Plan and apply a complete streets-type feel to the project. He acknowledged that there are many people in the community who support that line of thinking. Mr. Aceves said now is the perfect time to discuss these things and Caltrans is partnering with NCTC so they need to be an integral part of the discussion and decision making.

Commissioner Andersen asked if school bus stops have been factored into the design equation. She said one of the most frightening moments of her life has been driving a school bus along SR 49 and she makes several stops there. She said it amazes her that they are even allowed to pull it off. She is curious if it has come up at all in the design process. Mr. Aceves said they are not that far along as yet into the specifics other than what they want to build. He said he will take that issue back to the Caltrans Design Team. He said if they end up with an access control route they would build the school bus stop as part of the frontage road system. He said the main road would be access controlled if they go with the preferred option. Executive Director Landon added that the example of this would be the SR 49/La Barr Meadows Road project where the school buses used to stop close to the highway and now they are pulling off into the area of the frontage road near the church and fire station, picking up students off the main corridor, and then getting back on SR 49. Commissioner Dee added a few words they use often in Truckee: "important view corridor". Commissioner Beason said Nevada County does not want to have the same identity as Roseville and Auburn. Commissioner Scofield agreed.

- *SR 49 Operational Improvements at Brewer Road* – Mr. Aceves reported this is on SR 49 about 10 miles south of Grass Valley to construct a right turn pocket lane to Brewer Road. He said on September 3<sup>rd</sup> construction work was completed so he will remove this project from the list for the next meeting.

Commissioner Scofield spoke on behalf of some of the homeowners in Golden Oaks area who commented that Caltrans was good to work with coordinating portions of the project and he thanked Caltrans for their cooperation. He also thanked Executive Director Landon for his help on the project. Mr. Aceves said he would pass on the compliment to the construction crew.

- *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 they are mainly done with environmental studies and design work and they will package the project to send to Sacramento in order for it to move forward to be advertised and awarded to a contractor. He thought construction would start 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.
- *SR 49 Rubberized Hot Mix Asphalt Open Graded Overlay* – Mr. Aceves reported the project is under construction by Teichert Construction and there are a couple of late change orders, therefore it is estimated to be completed by early October.
- *SR 89 Truckee Capital Preventive Maintenance (CAPM)* – Mr. Aceves reported the project is located north of I-80 to the Sierra County line. The project will preserve the existing pavement by Cold-in-Place recycling followed by HMA overlay, new striping, and replacing existing guardrail. The project was programmed in the 2012 SHOPP for \$6,185,000, bids opened on 10/23/14, and it was awarded to Granite Construction for \$3,966,966. Construction started on 7/7/15 and is estimated for completion in early November.

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

Commissioner Dee reported that the past Monday the tunnel broke through the embankment to its final resting place and she kidded that Truckee gave birth to a baby mouse. She said it will be operable by this winter. She added the entire path project probably will not be done but they will get the project to a place where people can actually use the pedestrian tunnel this winter and not have to go through the Mousehole. Commissioner Dee said they are hoping to have a little ribbon cutting ceremony this fall before the snow flies. She reported they were still working around the clock putting pressurized grout in to seal all of the voids. It took only seven days to push the tunnel through the embankment with very few glitches. The construction workers hit the shotcrete at 2:00 a.m. and decided to stop the project so staff and others could be there to watch them break through the embankment at about 8:30 a.m. Commissioner Dee was there and went back around 4:30 p.m. when they did the final push of 4.5 inches. When they stopped they were 100<sup>th</sup> of an inch off. She said it was a really good feeling after twenty years of dreaming and ten years of hard work. She thanked NCTC for their participation and financial support to get this done. It was an amazing engineering feat. Commissioner Dee stated that Will Kempton, Executive Director of the California Transportation Commission, came to tour the project and they thought he would stay about fifteen minutes and he stayed two hours. He was very fascinated and wanted to see how everything worked.

Executive Director Landon said that NCTC's first involvement with the Mousehole project was in 1997 when a feasibility study was done to look at what the range of alternatives were. Commissioner Dee said people asked her why they did not just do a vehicular tunnel and she said she could give them 100 million reasons.

### ACTION ITEMS

13. Contract to Prepare the Triennial Performance Audits

Executive Director Landon stated NCTC is required every three years to do a performance audit of their activities, as well as those agencies that receive money from NCTC. He said the contract is in the amount not to exceed \$34,994 and has been reviewed by legal counsel. There were no questions.

Commissioner Beason made a motion to adopt Resolution 15-35 authorizing the Vice Chairman to execute the contract between NCTC and Michael Baker International to prepare the Triennial Performance Audits for Fiscal Years 2012/13, 2013/14, 2014/15. Commissioner Dee seconded the motion. The motion passed unanimously with Aye votes from Commissioners Andersen, Beason, Dee, Fouyer, Guerra, and Scofield. Chairman Jostes was absent.

14. Contract for Airport Land Use Planning Services

Executive Director Landon reported that over the past five years NCTC utilized the services of Mead & Hunt to do airport land use compatibility planning for both the Nevada County Airport and the Truckee Tahoe Airport. He said typically he budgets about \$7,500 per year for the review and comment analysis on various projects that come up. Under state purchasing requirements, NCTC has gone out to bid this year to give the opportunity to other firms to bid on the work. There were two consulting firms that bid and after going through the process Mead & Hunt came out as the preferred firm. Executive Director Landon said it is a one year contract with options to extend up to five years. There was no discussion.

Commissioner Guerra made a motion to adopt Resolution 15-36 authorizing the Vice Chairman to execute the contract between NCTC and Mead & Hunt, Inc. for airport land use planning services. Commissioner Beason seconded the motion. The motion passed unanimously with Aye votes from Commissioners Andersen, Beason, Dee, Fouyer, Guerra, and Scofield. Chairman Jostes was absent.

15. Amendment I to the FY 2015/16 Overall Work Program

Executive Director Landon reported that every year in September staff prepares this first amendment to the budget and work program as they identify the funding sources that need to be carried over from the previous fiscal year. He said they also made minor changes to the indirect cost budget to more closely align where staff expects activities to occur with revenues.

Commissioner Scofield made a motion to adopt Resolution 15-37 approving Amendment I to the FY 2015/16 Overall Work Program. Commissioner Dee seconded the motion. The motion passed unanimously with Aye votes from Commissioners Andersen, Beason, Dee, Fouyer, Guerra, and Scofield. Chairman Jostes was absent.

16. Allocation Request from the County of Nevada for Regional Transportation Mitigation Fee (RTMF) Program Funds

Executive Director Landon reported the RTMF Program has been in service since 2001 and this is the third major project they have been able to fund with the RTMF. He said Nevada County actually reduced the cost to the RTMF Program of the Brunswick/Loma Rica Intersection project by about one-half. It was anticipated the project would cost \$928,000 and they reduced it to about \$488,000. Executive Director Landon said they are already in construction and these funds will reimburse them for the work attributable to the RTMF Program.

Commissioner Dee made a motion to adopt Resolution 15-38 to allocate \$488,790 from the RTMF Program for construction of the Brunswick/Loma Rica Intersection Improvement Project. The resolution also approves modifications to the RTMF Five-Year Transportation Improvement Program (TIP) and Capital Expenditure Plan, and authorizes execution of the Reimbursement Agreement between NCTC and the County of Nevada. Commissioner Guerra seconded the

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

COMMISSION ANNOUNCEMENTS

Commissioner Beason said he took a trip to Amsterdam and they have 1.25 million people and 900,000 bicycles. He said they have cars, bicycle lanes that motorcycles also go in, and there are pedestrians, and everyone runs the red lights so you need to be really careful. He said he has never seen anything like it. He said there is a constant barrage of bicycles, which is good.

SCHEDULE FOR NEXT MEETING

The next regularly scheduled meeting of the Nevada County Transportation Commission is on November 18, 2015 at the Grass Valley City Council Chambers, 125 East Main Street, Grass Valley, CA.

ADJOURNMENT OF MEETING

Vice Chairman Fouyer adjourned the meeting at 10:40 a.m.

Respectfully submitted: Antoinette Perry  
Antoinette Perry, Administrative Assistant

Approved on: November 18, 2015

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