

## **Nevada County Transportation Commission meeting – March 20, 2023**

### Regional Transportation Plan Update

Presentation by Jim Damkowitch from DKS Associates

Aaron Hoyt:

Good morning commissioners. It's a pleasure to be here in front of you this morning. We are going to provide an update on the status of the Regional Transportation Plan, which is the county's 20-year funding plan for our transportation system. It covers the maintenance of our roadways, our buses, operations of all the facilities, and the needed upgrades that are identified to accommodate the growth that we're anticipating over the next 20 years.

The current plan was adopted back in 2018, identified approximately \$709 million over the 20-year timeframe to go towards the various transportation improvements in the county. Caltrans requires that we update this plan every five years. We all know, we heard earlier from Robin, how projects can take quite some time, three years, five years, I've even heard on average 16 years to get a project from concept to construction.

We may be thinking, "Well, why are we updating this plan every five years if it takes so much longer to get a project to construction?" And the reality is a lot of things change at the policy level, both locally at the state and the feds. A few examples of that is, briefly, the Board of Supervisors approved the Greater Higgins area plan. The Town of Truckee recently released their 2040 general plan update at the state level. Last year there was the Climate Action Plan for Transportation, which aligns the state's goals of climate equity and health with the transportation funding. So it means that we have to kind of adjust our plans, make sure our projects are eligible. Now under that plan to receive funding at the federal level, there's the Infrastructure, Investment and Jobs Act that was approved, that actually provided new federal funding and different programs that we could pursue at the competitive level.

In December, we had some great news that \$19 million in Active Transportation Program funds were coming back to the county. And so with all these changes, we want to make sure that when we update these plans, we have the right information to look forward and we correctly adjust our assumptions, whether it's policies or the funding levels.

We have a project advisory committee of local agency staff who are going to be guiding us through this process. Because this really is a bottoms-up approach on the development of the Regional Transportation Plan, they're going to make sure that we're accurately accounting for all the local programs, the project priorities, making sure that those are captured in this plan. Because ultimately in the end, for projects, inclusion in this plan means that it is eligible for state and federal funding. And that's really what we want to do is make sure that we have the plan that accurately reflects each of the jurisdiction's leads and make sure that we can bring money back into the county. So with that, I'll introduce Jim Damkowitch. He's the consultant with the DKS who is helping us with the development of our Regional Transportation Plan. They're providing technical support as well as public engagement to get the public interested in weighing in on this project. He is going to provide an overview in a little more detail than what I just provided. And then we'll take any questions after that.

Jim Damkowitch:

My name is Jim Damkowitch, I manage at DKS of Sacramento, and we're assisting Mike and Aaron and staff as an extension of staff with this Regional Transportation Plan Update. I have just a quick presentation that we can hopefully fly through pretty quickly. What is a Regional Transportation Plan? Essentially, why are we doing this? Aaron provided a good summary of some of the key reasons, but

next slide. We can go through quite a few. And I would say that the most important thing is for a project in this county to be eligible for state and federal funds, which is ideal. Rather than spending local funds, the project needs to be included in an adopted Regional Transportation Plan. And so that is a primary driver to this. And in addition, the state has requirements of what needs to be part of a Regional Transportation Plan and what must it reflect.

I'll just run through these really quick. It must be long range, 20 plus years for a planning horizon. As Aaron mentioned, it must be multimodal, so all modes of transportation. It must be a shared regional vision, which means that NCTC is working closely with all the member agencies for their priorities, their needs, their emerging policies. So we can encapsulate it all under one document. It must be performance driven. What does that mean? While there's goals, objectives and performance measures or metrics that help identify our progress towards meeting those goals, that's a big initiative by the state. It must be financially constrained, which is a fancy way of saying you can't have more projects in there than your anticipated revenues that will be coming in over the next 20 years to pay for. In other words, it has to be realistic. You can't have high-in-the-sky projects that the likelihood of having enough funding to pay for it over the 20 years is unlikely.

That's a key requirement that the state looks at. We already know it must be regularly updated. And then there's all the air quality, the criteria pollutants, the health-based pollutants that we've traditionally looked at. And now climate change-based pollutants as well. We'll look at that and the progress towards those goals. Environmental justice and social equity are big initiatives by the state. That's somewhat new. Last and not least, it must be formed through a community engagement process. We did have a workshop this past week for the east side of the county. We'll have another one for the west side of the county shortly, but next slide. And so that's the key. It must be an RTP to be eligible for state and federal funds. Next slide.

What are some of the key things that are new that we're considering as part of this plan? This is mainly from a policy perspective. In your staff report there was a listing of some of the key policy elements that we're examining to update and to better reflect initiatives from the state since the last update. So what are those? One is electromobility, or hydrogen alternative fuels, and that's mainly for the study that you just heard about. That's where the county's own fleet and others have their municipal fleets. This is for the traveling public. So there needs to be that recognition that as electric vehicles become a greater part of the whole market share, their market penetration is increasing, that there's infrastructure available to accommodate those electric vehicles or hydrogen vehicles. For interregional travel folks who want to go from one county to another, range anxieties is a real thing in terms of owning electric vehicles. So making sure the infrastructure is there for them is a key element for the safety.

Also, micromobility, what is that? That's your Uber and Lyfts. They also provide scooters, shared bikes and those kinds of things. They're not for everyone, they're not for every environment. But we definitely want to start getting some policies in the plan to address those emerging advancements. Another one is consideration of autonomous vehicles. We all know that vehicles are getting smarter. They communicate with other vehicles, but also vehicles must communicate with the infrastructure to navigate through our roadways. There's things to consider as part of that. An example is Caltrans is moving to eight-inch stripes along the center roadway. Those are more easily identified by the autonomous vehicles making them safer. Those kinds of infrastructure related type policies I think need to be looked at and addressed.

And then another key one is broadband expansion. Caltrans and the state has this middle mile broadband initiative. The next step is for the local member agencies to get that last mile connection. You may be asking, "So what does this have to do with transportation?" Broadband expansion is being looked at as kind of a silver bullet for a lot of transportation issues because once you have high-speed broadband, there's telework, there's telehealth, there's tele-education, there's teleshopping, there's a lot of things that can be done to minimize the amount of vehicle miles traveled on the roadways for some

of these services. So broadband expansion is now in the nomenclature of the Regional Transportation Plan.

Evacuation needs, this is a really big concern, I know in this county as well as other pioneer counties. We've done two evacuation studies for El Dorado County, and the folks really want to see those evacuation needs. There's a lot of concerns. So we'll address evacuation needs. Also network resilience. That relates to how resilient is your infrastructure as weather events and other events become more common. So we'll be taking a look at that. A good example of that is roundabouts. Roundabouts, to function properly don't need electricity. So if a storm comes or there's an event that knocks out electricity, those roundabouts perform much better at an intersection than a traditional signalized intersection or even a four-way stop.

Greater state and local flexibility with speed limits. Okay, this is a new one. 8043, goes into effect this coming fiscal year, allows the state and local agencies to have more flexibility to change their speed limits if certain conditions are met. This is not something that has always been in our little quiver or toolbox to help out in congested areas where traffic speeds are a major safety issue. So it's very exciting. Historically, you had to do a speed survey, you had to look at the actual speed conditions and take the 85th percentile of that. A lot of jurisdictions were afraid to do those studies because they would know that they would actually have to increase the speed limit then lower them. So the state finally addressed that dichotomy there.

We kind of talked about intersection control. Roundabouts should be given at least a fair playing ground with the other control types in terms of cost effectiveness. Vehicle miles of travel, you'll hear that a lot. That's the key metric now. It's particularly with CEQA, the California Environmental Quality Act, and how it identifies traffic impacts. Complete streets and obviously pedestrian and cyclist safety is a key priority. Next slide.

Susan Hoek:

Can I just ask one question? That's kind of interesting. How does this all play in with the demand for the housing element that says you are here to build housing, you will bring people?

Jim Damkowitz:

That's a great question. In metropolitan areas, the Regional Transportation Plan must be consistent with the regional housing needs assessment. I've talked to Mike about it. It would be nice to show that Nevada County is also consistent with that, even though it's not a required part for non MPO regional transportation planning agencies. But it's addressed through our forecasting. So we are using the Nevada County Transportation Commission Travel Demand Model, which is driven by land use assumptions. Those land use assumptions reflect the very housing requirements that have been given to Nevada County to meet that state requirement.

Mike Woodman:

And Commissioner Hoek, I think you may be alluding to the fact that a lot of times at the state level, there seems to be goals that come into conflict with each other. On one hand, you want to promote housing, you want housing, but then you don't want vehicle miles traveled. And it's hard to have the two of those.

Susan Hoek:

Conflict, yes.

Ed Scofield:

We have question from the ...

Duane Strawser:

Was just going to say, will this, if we're looking at the housing element, would there be room for suggestions for transit improvements tied to that?

Jim Damkowitz:

Absolutely. Yeah, transit as all modes are part of this plan.

Mike Woodman:

Yeah. And that kind of thing could be addressed through the goals, policies, and objectives where the Transportation Commission would support land use projects that incorporate transit into them, as well as consider smart growth principles to reduce the amount of automobile trips.

Jim Damkowitz:

As I get into the public outreach slide, there is this interactive web-based tool that Mike alluded to that allows folks in the comfort of their own home to provide comments in a Google Map type environment that everybody's accustomed to. Those type of comments are very much desired. So we're hoping to see that. A little bit on the wonky side in terms of analysis. So it must be performance driven. As I mentioned, vehicle miles of travel, what is that? Basically one mile travel in a vehicle is one VMT and it's one VMT whether there's one person in that vehicle or four or five, obviously the more occupants you have, the more efficient it is and the less VMT you have. Key ways to reduce VMT, as we all know, are just the alternatives to driving alone in a single occupant vehicle.

Obviously walking, biking, but also carpooling as I mentioned. And then transit use. And then there's the broadband angle where you just don't have to make the trip per se. You can telework or teleshop and those kinds of things. The key focus is on the road users. We're looking at congestion in two different ways. One is a volume to capacity of the roadway. That's been the traditional way you look at congestion. But we're also looking at speed-based congestion. How slow are people driving relative to free flow speeds? We have a lot of good data that we really didn't have in the previous RTP. So with that travel time information, we can also look at travel time reliability. How reliable are the roads in Nevada County? And actually this is becoming more and more of an important or prominent metric statewide.

The Federal Highway Administration, they know congestion's a reality. They know it's out there, they're doing their best, but what's more important, how reliable is the roadway? In other words, even if it's congested but it's reliably congested. These big swings in travel time variability is what drives people nuts because they can't really plan their trip to guarantee they're going to arrive at their destination within a certain confidence. So travel time reliability is something we're taking a look at. We're also looking at serious injury and fatal collision rates in Nevada County. And those are the two big initiatives statewide for the Strategic Highway Safety Plan that Caltrans leads. We're trying to be consistent with what's important to them. And then again, complete streets and multimodal systems. We're looking at all users. And these performance measures, they rely on countywide, but they can

also be scaled to a corridor level analysis. And then as we heard, there is this issue with seasonal travel demand, especially with the winter we've had on the east side of the county and all the issues they're having with congestion related to ski and recreation. Next slide.

There's been a lot of great work that has been done within Nevada County since the last RTP update, that is from the local agencies, that's from NCTC itself and from the state. So this is just the list of planning efforts that are new to this RTP update, that weren't at play during the previous update. We're trying to reflect all these as part of the update. Next slide. Community engagement. We do have a website and that is the URL for our Regional Transportation Plan update. It's [NCTC2045rtp.com](http://NCTC2045rtp.com). We have a lot of great information on this and we also have the link to that interactive web-based tool that folks can continuously provide input. We're really going to keep driving this because we've used it for other studies and it really has generated a lot of additional input. Not only is it great input, it's geocoded. Because we're asking people to precisely put a location on a map, which is very powerful and allows it to better inform what we do as far as developing the plan and the capital improvement list that we will move forward with. Next slide. That's the URL to the social pinpoint that's embedded in the product website. This is the big view, but just like in Google Maps, you just zoom in and you can zoom in right down to a key intersection, location, you name it. We're hoping that folks can really get the word out, tell your friends, tell everyone that this is available, and provide as much input as you want. It's hard to get people to come to workshops, so it's best to allow them to provide input in the comfort of their own home. So that's the idea.

Susan Hoek:

Just curious. This little presentation is so informational. A person that doesn't want to come to those meetings, is there opportunity to have this to take to some of the other meetings that we all belong to?

Jim Damkowitz:

Absolutely. Yeah, we highly encourage that. And we have a stakeholder list as well. We're trying to encourage our stakeholders to go to their constituencies and spread the word.

Susan Hoek:

So this is available online?

Jim Damkowitz:

Yep. It's live.

Mike Woodman:

The social pinpoint. And then the first workshop that we had was recorded, and it's also posted on the project website. So if somebody missed the workshop, they can just go watch it there.

Jim Damkowitz:

So next slide. We're onto the next steps. We've been at this for a while, and we've already generated a lot of the technical information. We're moving towards our revenue projection and our capital improvement program aspect. But I'll defer to Mike to talk about the next steps.

Mike Woodman:

Yeah, so the next steps will be working to finalize the draft goals, policies, and objectives. We'll present those to the commission at our May meeting. You can provide input on the draft policies, goals, and objectives. We don't anticipate those changing a lot from what we had in the last plan, but there have been some changes in state policies that we'll want to address. And then also performance measurements. The data's gotten better, so make sure we're tracking the right information to show if our improvements are accomplishing the goals that we'd like to see.

We'll also be working to finalize the revenue projections as well as the project list that's included in the plan. And then we'll be doing, at the conclusion of that, a second round of public workshops in the spring. And as well as looking at opportunities, like I mentioned before, to do some pop-up events and really trying to make a push to get the word out about social pinpoint, because that's a really easy way for folks to do it in the comfort of their own home and provide input. We will be making presentations to the different councils and the Board of Supervisors, and then we'll develop the draft plan and the draft EIR. Those will be available for a 45-day public review period. The draft plan, of course, will be presented to the commission and the councils and the board, and then we'll finalize the plan in the summer and bring the plan back for adoption.

Tom Ivy:

How does the project list process work for you all? Is that something you take input? I don't know. I'm just thinking out loud.

Mike Woodman:

We work with each of the jurisdictions, and we look at the current capital improvement programs as well as the local fee programs and the regional mitigation fee program. The local fee programs and the regional fee programs are currently being updated right now. So those updated project lists will get included as well as capital improvements. And then we also work with the transit operators, the airport managers. We look to address any rail improvements. In this case, we'll probably be focusing on the long-term expansion of the capital corridor as a priority. And then ped and bike projects, we generally pull those from the Active Transportation Plan for the county, which went through the public process. But then again, if there's new input that's received from the public on a specific need, that's something that we can look at incorporating into some of those other project lists.

Tom Ivy:

Is this going to help with some health and safety grant funding that's out there too, possibly?

Mike Woodman:

Yeah. Having the projects included in the Regional Transportation Plan is a requirement for a lot of different state and federal funding sources. So having projects identified in this plan will definitely help that project move towards funding.

Ed Scofield:

Mike, since any of these projects or plans requires funding, as we've been pointed out, and you're out over 20 years, how do you project the availability of funds over that time period in this world where things change so quickly that what was going on five years ago is no longer relevant five years from now?

Mike Woodman:

Yeah, and we do our best. We look at the historical revenue and trends over time and try to make the most accurate forecast that you can. One of the things Jim mentioned earlier in his presentation was that the plan is financially constrained. Your project list should match your revenues. And one of the reasons for that is on the air quality side, because you're saying, "Oh, well my plan's going to reduce this." They don't want you gaming the system and be like, "Oh, we're going to do this giant project. Air quality's going to be great." They want to know that what you're putting in the plan, realistically, you can fund, so you can account for those air quality benefits. The plan does allow for what we call a two-tier or an unconstrained list. So even though we may not have enough funding based on the revenue projections, we still know some of these projects are needs for the region, and so including them in that tier-two or unconstrained list then makes them eligible for funding. Should additional funding become available, we can simply move them to the constrained list. So it does give us some flexibility for some of these bigger projects.

Ed Scofield:

Just because it's on the capital improvements list doesn't mean it's funded, doesn't mean it's going to happen, right?

Mike Woodman:

Yeah. So we try to be realistic with our revenue projections based on historical trends, but there is also the unconstrained list for projects that may exceed what we anticipate for revenue.

Ed Scofield:

We have a futurist economist who works with you on this kind of stuff.

Jim Damkowitz:

Well, it's not, really, that difficult. A lot of the funding is formulaic, so we can see what, historically, has come into the county and then escalate that based on a reasonable escalation out 20 years. What is difficult is the competitive grant funding, and that's something we've talked to each of the local agencies, as well as Caltrans, and to look at, well, what's your history with going after competitive grants? And can we reasonably assume that that success rate will continue out 20 years? That is something we're doing, and that is an assumption. As long as it's reasonable, the state will accept it. But we are going to try to capture some of the anticipated revenues. Aaron and Mike mentioned 19 million came in through the Active Transportation Plan. That's an amazing amount to come into the county from outside. So that'll continue and I don't know if we're going to assume 19 million. It recycles, but...

Mike Woodman:

I was going to say, recently we're batting a thousand, but I don't know if that's sustainable.

Ed Scofield:

I feel better that there's this tier-two category where you can dump stuff, and hope, and keep your fingers crossed and then work for the money, and the grants, et cetera.

Jim Damkowitz:

Yeah.

Mike Woodman:

Yep.

Ed Scofield:

Good. You're looking 20 years down the road.

Jim Damkowitz:

Correct.

Ed Scofield:

But you have to look at this plan every five years. Is that what you're saying?

Jim Damkowitz:

That is correct.

Ed Scofield:

So it's really not changing that dramatically.

Jim Damkowitz:

Not really. But sometimes you'd be surprised. In the previous RTP, I don't know if the SV1, the gas tax increase ... That increased state revenue incredibly. Not only for formula funds, but also for these competitive grant funding opportunities. So things like that kind of put a ripple into the easy parts of the update. But as Aaron and Mike mentioned, there's policy changes, there's initiatives that come down from the state that we definitely want to adhere to to make sure that any project that's included in this plan will be eligible for state and federal funding, whether it's a competitive grant or otherwise.

Ed Scofield:

So that decision that the state level says by 2035 there would be no more gasoline engine vehicles.

Jim Damkowitz:

Well, they won't sell any more or produce them. Yeah. Things of that nature. And we don't know if that the governor's order will continue. It might go away after 10 years or get modified in some way. So yeah, it's always unclear how things will change from a policy perspective or from the funding perspective.

Mike Woodman:

Yeah. And I would just mention that the last Regional Transportation Plan that we did, and was adopted in 2016, was the first time that kind of performance measures and performance metrics were required as part of the development of the Regional Transportation Plan. But when your plan's updated every four to five years, and then you're talking some of the projects that we're doing, for example, improvements on State Route 49 corridor, as you know, can take a decade. So when you update the plan every four or five years and then you look at those performance measures, it's such a short time span. It'll be interesting to see in this update if we move the needle. Over time, it'll move, but it'll be interesting in this very first one to see if some of those metrics move towards the direction we were heading or hoping.

Jay Strauss:

I know. It's always just so interesting to listen. This is great, because I can see how it can keep things moving forward. But it's so interesting that all different agencies have different aspects. We talk about miles traveled, right? Well, if people don't travel, your economy in your town doesn't do what it's supposed to do. It's such a vicious circle about how do we make this work unless we get transit people to love transit. It's just interesting how you pull this all together. It's baffling to me.

Ed Scofield:

Good presentation.

Susan Hoek:

This was great. And I hope people come because that little pin, the thing, was really interesting to play with.

Ed Scofield:

Yeah.

Susan Hoek:

I would say angle all over your county and find the little place and it zooms right into your spot. It's really a great interactive thing for folks, like you said, at home because you really can go over the whole county and look at issues with the roads. So I thought that was really interesting.

Ed Scofield:

Do we have any public comment? Robin?

Robin Van Valkenburgh:

Jim, do you have the ability, or have you already done this, or the public outreach part, to do a QR code that would link directly to the map? And the reason why I'm asking is we have monitors on all the buses that we could load that onto and people riding the bus and link in and we could expand the public outreach component.

Jim Damkowitch:

The QR code was in one part of our presentation; and I should have included it in this one. So yeah, you can go on the project website and that QR code is there.

Mike Woodman:

Yeah. And Jim, Robin is actually our Transit Manager for the western side of the county, so we can develop some flyers and get those handouts on both eastern and western side for the transit systems.

Jim Damkowitch:

Right. Yeah.

Ed Scofield:

All right. Are there any other questions? Tom?

Tom Ivy:

Has some of the data that we're collecting ... Has that been collected or are you in the process of?

Jim Damkowitch:

So, the good news is that, unlike in the previous RTP, there's a lot of incredible data that's just open source. Now, all the speed data, that's through Federal Highways. It's for the state system at a minimum, but also it includes regionally significant, locally owned and maintained roadways that have been designated as part of the National Highway system. Speed data, the information that we're doing for congestion and travel time reliability, reflect Tuesday, Wednesday, Thursday for an entire year. So a huge amount of data. We get truly that big picture. One of the things, it doesn't reflect the winter we're just having now because we grabbed the 12 most recent years, and this was a number of months ago, but I was telling Mike it would be really interesting to see the reliability, especially in the eastern portion of the county Town of Truckee during this winter and that data becomes available.

There's a little bit of a lag, but not much when it becomes available. So that speed data, which is really incredible because that was never really a possibility before, and then there's Caltrans has their tram stations and their 24 hour stations that we use that data for and their published volumes. So a lot of the data we've already gathered. The same with collision data. That's from TIMS, which is Trafficking Information Management System. So there's just a lot of data you can get online now. That's one of the nice things about how data has become more readily accessible. Before, you would have to really

work with the member agencies to get whatever data they had. Traffic counts, we'll be looking at figures from the transit agencies and things of that nature.

Tom Ivy:

Is that accessible for the layperson, or say us, if we want to wrap our minds around it? Or is it complex?

Jim Damkowitz:

No. If you want to get ahold of the data itself, we can provide that. It's raw. You may want to just look at our existing conditions report and that's having us process it and provide it. For our workshop that we had on Thursday evening, we provided a glimpse of a lot of that information, and so that will definitely be part of a draft. If there's an appetite to see some of that sooner, we can make that work.

Mike Woodman:

Yeah. And one thing that I would just add or note is that we are using Bluetooth, big data, as part of the project. So we can really kind of see where people are traveling. And we don't have the slide in this presentation, but we can see where people are traveling within the county between Nevada City, Grass Valley, how many trips are occurring, and then kind of pre-COVID and post-COVID, how that changed. So there's a lot of information available.

Tom Ivy:

So you're crowdsourcing anyone who has their Bluetooth on, like the cell phone user database anonymously gives you this tool? Is that kind of what I'm hearing?

Jim Damkowitz:

Yeah. The vendor that we're going through to get that information is called Streetlight, and so we purchased some Streetlight data for pre-COVID, and during the pandemic, the data for after January 2022, I think, is when Caltrans at least recognizes that conditions had returned. We don't have that. So we have during the pandemic and pre-pandemic, and looking at how origins and destinations changed within the county in terms of where the trip began and where the trip ended.

Tom Ivy:

So rather maybe then you need to look at the data. You'll present your finance later.

Jim Damkowitz:

Yeah. Yeah. They'll be all included in the guidelines.

Mike Woodman:

Yeah. And then if it spurs any questions or thoughts, I'm happy to work with you to see if there's information that we didn't present. Maybe we can tease it out for you.

Tom Ivy:

Sure. Exactly. Inevitably something's going to surprise you based on your prior biases or your habits or whatever, right?

Jim Damkowitz:

Yeah. And as Mike mentioned, our presentation that we did at the workshop last Thursday night includes a lot of this information. So you can go and take a look at it soon as this meeting's over, if you'd like.

Sue Hoek:

Interesting.

Ed Scofield:

The public workshops, are they in person?

Jim Damkowitz:

They're virtual.

Ed Scofield:

They are virtual.

Jim Damkowitz:

Yeah.

Ed Scofield:

Okay.

Jim Damkowitz:

But yeah, we're thinking, just historically, it's better to go where we know the people are congregating. So that's the pop-up events versus having them come to us. So yeah, just given the conditions of the roadway and the weather, we thought that was a better way to go. Unfortunately, we hadn't scheduled our west portion of the county workshop during the middle of the big second wave of those storms, and so we rescheduled that.

Mike Woodman:

Yeah. I think we had 10,000 folks without power at that point. So we postponed that one.

Ed Scofield:

I prefer an in-person meeting, but at the same time, because of COVID, most of our meetings were virtual, and our big, public meetings were pretty well attended. I think anywhere from 50 to 80 people that were involved. So I'm kind of surprised that the virtual one ... Might've been circumstances up at the eastern end, too, because you guys are still in the middle of storms up there.

Mike Woodman:

Yeah, they might have been shoveling snow.

Ed Scofield:

Yeah. Cool. Hey, Jan, do you have any comments?

Jan Zabriskie:

Yeah. On the eastern side, one of the things I'm thinking about is more than the town. You mentioned boards. I think the hospital district and the airport district are both very interested in surface transportation. And I think maybe I'll talk offline with Mike about how we can consolidate these meetings where all these different agencies can have input on the east side, and then also considering the east-west relationship, how much of this is traffic coming up from the Bay and the Sacramento Valley through Nevada County coming up I-80 affecting all of this and how we can reduce the adverse impacts.

Mike Woodman:

Yeah. Definitely happy to work with you to make sure we're getting to the right stakeholders.

Jan Zabriskie:

And when are the council and board presentations planned? I saw it to be determined.

Mike Woodman:

Yeah. We haven't scheduled those, yet. We were hoping to get some of the data to present in more of a draft form. So we had kind of more meat to present at those meetings.

Jan Zabriskie:

Okay. So late spring. You want to finalize in summer, so how much before that?

Mike Woodman:

I would probably say we would be able to do those in spring here, coming up pretty soon. We're moving pretty fast.

Jan Zabriskie:

All right. Thank you.

Ed Scofield:

Along the same lines, I would hope a close relationship with our transit management, too, because I know, Robin, you're looking at how can we do things differently, and they fit very well into it.

Robin Van Valkenburgh:

Yes. And to Mike's point, our projects also need to be identified as part of the planning process. I did have one question regarding the traffic counts. You mentioned Tuesday, Wednesday, Thursday, do you account for, specifically for the eastern county and the issues that they're seeing these days, are you able to account for the Friday, Saturday, Sunday traffic volumes that they're seeing?

Jim Damkowitz:

Yeah, good question. We pulled every day, seven days a week. The information that we presented in our workshop only reflected weekday, but we do have weekend information, as well. Unfortunately, we don't have the data for this winter, which is quite different from the previous two years, but we can take a look at that.

Robin Van Valkenburgh:

And the eastern county has seen this problem ramp up, so they'll be able to extrapolate a little bit, I guess, huh?

Jim Damkowitz:

Yeah. It was interesting in looking at population, we saw a bump. It's just a constant, flat trend in Nevada County, but during the pandemic, there was a bump. And so we're presuming that that was a lot of folks who have second homes, or rentals, or timeshares, you name it. And they just chose to basically live here rather than where their number one residence is, and that adds to the issue that's going on up in the east slope, as well, because there's just a lot more people who want to be near the skiing than typically is the case.

Mike Woodman:

Yeah. And I think COVID proved that folks can telework effectively, and a lot of companies and larger employers are allowing their employees to telework, so I think the start of COVID, once we settled into it and got used to it, we started seeing folks move up from the Bay Area, different regions where they could have a better quality of life and still telework.

Ed Scofield:

Yeah. All right. Jim, is that the conclusion, or?

Jim Damkowitz:

Yep.

Ed Scofield:

Okay. Is there any other comments or questions? Is there any comments or questions from the public? All right. And I don't know if we need a roll call vote on this. Are we okay with this?

Mike Woodman:

No, the action is just provide comments. So we're fine to move to the next one.

Ed Scofield:

Very good. And thank you Jim for your excellent presentation.