

**AMADOR COUNTY TRANSPORTATION COMMISSION  
MINUTES  
April 6, 2017 – 9:00 a.m.**

The Amador County Transportation Commission (ACTC) met at the Amador County Transportation Commission Offices, 117 Valley View Way, Sutter Creek, California on the above date, and the following proceedings were had, to wit:

**Present on Roll Call:**

Brian Oneto, Chairman  
Jon Colburn, Vice Chairman  
Dominic Atlan  
Patrick Crew, Alternate for Richard Forster  
John Plasse  
Tim Murphy

**Also Present:**

John Gedney, ACTC Executive Director  
Allison Platt, ACTC Transportation Planner  
Cindy Engel, ACTC GIS Coordinator  
Nancy Champlin, ACTC Administrative Secretary  
Patricia Maggie Amarant, Amador Transit General Manager  
Carl Baker, Office of Rural Planning, Caltrans District 10

**AGENDA:**

**Motion:** It was moved by Commissioner Plasse, seconded by Vice Chairman Colburn, and unanimously carried to approve the Agenda as presented.

**CLOSED SESSION:**

At 9:05 a.m., the Chairman called for a closed session as noticed for Conference with Legal Counsel (Government Code §54956.9). At 10:00 a.m., the Chairman resumed the regular session of ACTC and reported that direction was given to staff.

**PUBLIC MATTERS NOT ON THE AGENDA:** None.

**CONSENT AGENDA:**

**Expenditures Budget vs. Actual:** Commissioner Plasse asked about the equipment maintenance expenditures being over budget and Mr. Gedney replied that it was related to a Congestion Mitigation and Air Quality (CMAQ) grant. Money was spent in advance for some computers and security cameras that will be reimbursed. Commissioner Plasse also asked about the Amador Transit audit and Mr. Gedney replied that it was related to additional GASB requirements for PERS liability issues. He added that there is a Request for Proposal (RFP) for fiscal compliance audits for next fiscal year and the contract amount for both Amador Transit and ACTC has been limited to \$25,500. Commissioner Plasse asked about publications and legal notices also being over budget and Mr. Gedney replied that it also

had to do with CMAQ funds used by the Amador Community College Foundation for outreach and brochures and those funds will also be reimbursed.

**Social Services Transportation Advisory Council (SSTAC) Minutes of January 30, 2017:** Commissioner Plasse asked if there was redundancy with studies being performed for the unmet transit needs, LSC Transportation Consultants, and Common Ground as noted in the SSTAC minutes. He asked if this coordination was the responsibility of Amador Transit's Mobility Manager. Mr. Gedney replied that all the agencies have different missions with different structures. He added that the LSC survey is to consider needs of people who would need intercity connections in an urban area. This is being performed with a grant that was received by Amador Transit. The SSTAC meetings are used as a way of bringing the agencies together to create efficiencies.

Ms. Karyn Gregorius, SSTAC Chair, commented that the different agencies who meet through SSTAC play different roles in the community. The meetings help to make sure there are not redundancies in services. The 5310 grant that the Arc of Amador and Calaveras applied for is for a van to provide services in the evening and weekends and to take clients to medical and dental appointments out of the county. The services provided by these agencies compliment the services of Amador Transit. In order for other agencies to receive grants, it has to be for services that are not provided by Amador Transit. She added that during each SSTAC meeting, there is an information sharing opportunity so that each agency knows what services are being provided.

Mr. Gedney advised that LSC is not performing the studies outlined in the unmet needs findings for Camanche service and Dial-a-Ride. It is being recommended that the funding for those studies be included in the Overall Work Program budget and have ACTC and Amador Transit staff work together. These are being done to augment the testimony received for the services being requested and to determine if there is enough demand to meet the reasonable to meet criteria.

Commissioner Murphy commented that it appears that SSTAC is the right format to coordinate services and make sure they are not conflicting. Ms. Gregorius added that they are proud of the involvement and input from the various social service agencies in the community.

**2017/18 Construction Projects:** Chairman Oneto commented that there have been a number of accidents at SR 124/16. Mr. Baker noted that he has forwarded this information to Caltrans' Traffic Safety Branch. Ms. Platt added that Mr. Hernandez from Caltrans and the CHP have been in contact regarding a safety investigation at this location and also on SR 88 past Tabeaud Road. Mr. Baker will follow-up to ensure the safety investigations are being performed.

**Motion:** It was moved by Commissioner Murphy, seconded by Vice Chairman Colburn, and unanimously carried to approve the Consent Agenda as discussed.

## **REGULAR AGENDA:**

**SR 16 Relinquishment:** Mr. Gedney reviewed his staff report.

**Motion:** It was moved by Commissioner Murphy, seconded by Commissioner Plasse, and unanimously carried to direct staff to submit the letter to Mr. Benipal and to add Senator Berryhill and the Senate Transportation Committee to the list of people receiving a copy.

**Local Transportation Fund (LTF) FY 17/18 Apportionment Estimates:** Mr. Gedney reviewed his staff report. Chairman Oneto asked how funds are used if more money is received than estimated. Mr. Gedney replied that there is an allocation of 2016/17 funds to come before the Commission in May. There was an excess of \$71,000 received in 2015/16 and it will be distributed based on the approved formula between the County and cities. The estimate for 2016/17 was \$1.144 million and it is expected to be that amount with no excess. Commissioner Plasse noted that in the upcoming Amador Transit meeting, the budget has two revenue items increased and asked if that would lower Amador Transit's claim on LTF allowing more to be distributed by ACTC. Mr. Gedney replied that it is a snapshot in time when approving the LTF allocation for Amador Transit's budget. Adjustments can be made based on other subsequent funding changes.

Commissioner Atlan asked about the Pedestrian/Bicycle account and when it would come before the Commission if it were to be used for another purpose. Mr. Gedney replied that the language is from the Transportation Development Act (TDA) and it provides the criteria and constraints on how the monies are allocated. The Pedestrian/Bicycle account is a voluntary 2% allocation. If the Commission chose not to allocate that money, they would have to make a finding that the money would be better spent to develop a balanced transportation system. Mr. Gedney added that approximately \$350,000 is currently in that fund. In the recent past, there was a call for projects with funds being approved for the City of Jackson and Amador City.

Mr. Gedney also discussed the Regional Surface Transportation Program (RSTP) funds and that the Commission has more discretion with that money. Commissioner Murphy suggested staff summarize Commission discretion on the various funds and present it at the next meeting.

Mr. Baker commented that opportunities should be looked at to leverage funds as match for competitive grants. He does not believe that RSTP funds can be used for fixing potholes, but it can be used for rehabilitation and preventative maintenance type projects.

Public comment was received from Gary Reinoehl who said that putting money into the pedestrian/bicycle account reserve was good because pedestrian fatalities are increasing and we need to take care of the vulnerable population.

Ms. Platt added that the Pedestrian/Bicycle Plan update is in a draft version and will be brought before the Commission and public for review. There are a few projects that could reasonably be implemented in the next five years with partnerships.

This item was held over until an overview of the various funds could be presented.

**ACTC Employee Handbook for Continuing CalPERS Compliance:** Mr. Gedney reviewed his staff report.

**Motion:** It was moved by Commissioner Murphy, seconded by Commissioner Plasse, and unanimously carried to adopt, by resolution, an Employee Handbook approving, adopting, and/or reaffirming ACTC policies and procedures to ensure compliance with CalPERS requirements.

**Geographic Information System (GIS) Presentation:** Ms. Engel gave a presentation on her mapping efforts with the US Bureau of Census city boundaries, County parcel updates, and tree mortality maps. Commissioners conveyed their appreciation of the GIS work being performed. The Chairman directed staff to investigate grant funding to reimburse Ms. Engel's time.

**Low Carbon Transit Operations Program:** Ms. Platt reviewed her staff report. She noted that she did not become aware of the grant opportunity in time to get more feedback from the Commissioners. The deadline to apply was March 31, 2017. Ms. Gregorius spoke in support of the grant.

**Motion:** It was moved by Commissioner Murphy, seconded by Vice Chairman Colburn, and carried to approve the enclosed resolution allowing ACTC to apply for Low Carbon Transit Operations Program funds.

Ayes: Murphy, Colburn, Oneto, Crew, Atlan  
Noes: Plasse  
Abstain: None

**ACTC Commissioner Reports:** None.

**ACTC Reports:** Mr. Gedney reported that the Plymouth roundabout received authorization to proceed to construction. He also gave an update on a couple of legislative bills and noted that Senate Constitutional Amendment 6 would reduce the threshold for local sales tax measures for transportation purposes to pass with only 55%. He added that Senate Bill 1 is going to the appropriation committee today.

Mr. Gedney has contacted the Executive Director of El Dorado County Transportation Commission and will be meeting with him in a couple of weeks to discuss coordination of improvements on Latrobe Road.

Staff has issued one Request for Proposal (fiscal and compliance audits) and two Request for Qualifications for next fiscal year (traffic modeling and transportation project development). The contract amounts are consistent with the Overall Work Program. A Request for Qualification for accounting assistance has also been issued.

Ms. Platt reported that the pedestrian/bicycle plan committee met last Tuesday and they are reviewing the Plan's Administrative Draft. ACTC, TAC, and SSTAC will also review the document. The Administrative Draft will be brought to the Commission for review and comment.

**Caltrans Report by Carl Baker:**

- The District will be doing an Active Transportation Plan (ATP) for the entire District. The purpose of the District plan is to gather data and identify gaps between existing local jurisdiction plans. Caltrans is trying to be more inclusive of complete streets when projects are put together,

particularly through the SHOPP program. There was a general discussion regarding complete streets and what would apply in different situations and areas. The complete street concept also includes transit and freight in addition to pedestrians and bicycles.

- Mr. Gedney commented that we support centerline rumble strips as one of the most effective safety measures for motorists and shoulder rumble strips to help lessen roadway departure fatalities as noted by the CHP Commander in a recent construction projects meeting. A comment made during the meeting indicated that motorists are reluctant to cross over centerline rumble strips to accommodate the three foot requirement for bicyclists. He added that this points out the problems in the mountain counties with the limited shoulder width. Motorists are placed in a difficult position of trying to accommodate the law by giving a bicyclist three feet and putting themselves in jeopardy of a head-on collision.
- Mr. Baker agreed that the law is difficult. It is most productive for local plans to try to reduce conflicts to the greatest extent possible.
- Chairman Oneto described an incident where a bicyclist did not pull over to let traffic pass. Mr. Baker commented that the share the road signage applies to motorists and bicyclists and it is a cultural change.
- Commissioner Plasse discussed the funding issue to comply with the complete street concept instead of funding for repair of the roads.
- The State has avoided the issue with National Environmental Policy Act (NEPA) assignment from FHWA. NEPA is the federal equivalent of the California Environmental Quality Act (CEQA). In the past, when a county or other local agency developed a project with federal money there would have to be a NEPA analysis of the project. Caltrans would be lead on the project but would need to defer NEPA review to FHWA which caused another level of review for each project. NEPA review had been delegated to Caltrans in 2006/07 but had lapsed as of December 31, 2016. The legal requirements have been met and approved by FHWA for Caltrans to resume NEPA review.
- There was \$1.6 million worth of emergency storm damage on Highway 26 in Amador County, District 10 cost was \$10.2 million, and statewide it was \$770 million. These totals are not yet complete. Regarding the statewide costs, Caltrans sets aside approximately \$400 million each year for SHOPP projects. That dollar amount will need to be doubled and will come out of other projects in the SHOPP. If the transportation funding program passes, that will help with additional funding.
- The snow removal practice has not changed. The snow is blown as far as the machines will allow. The machines had trouble keeping up with the storms this year. Chairman Oneto commented that because of the California Air Resources Board, the new snow blowers are not as effective.
- District 10 has not received a public records act request for the West Jackson Highway project. The letter from District 3 went to Sacramento County and Mr. Baker provided a copy to Mr. Gedney, Ms. Platt, and Ms. Amarant.
- Commissioner Plasse asked if the bid for the road work between Silver Lake and Kirkwood contained language that timelines are met at different phases of the project. Mr. Baker replied that the contractor is responsible for the maintenance until the contract is finished. Commissioner Plasse requested Mr. Baker follow-up with how the bid specifications were written.
- Chairman Oneto asked if Caltrans was in the process of cutting hazard trees along SR 88. Ms. Platt replied that she had spoken with Caltrans and they did not expect to do this work in Amador County until the summer. Mr. Baker will follow-up.
- Caltrans has been installing rumble strips for years. They have been put in some places that were particularly problematic for bicyclists. They have begun a robust process of making sure that

stakeholders are involved and provide a map of what is being done at what location. Feedback is given to the traffic safety and design team working on the project. They make modifications that are deemed appropriate.

- The Amador County Board of Supervisors has asked Mr. Baker to attend their meeting on Tuesday regarding the US bike route 50 designation. The Adventure Cycling Association, working with the nationwide organization, has made a request that coincided with the rumble strip project on SR 88. If SR 88 is designated as part of the US bike route system, they do not want rumble strips installed. Caltrans is working with these organizations to try and resolve issues. There is currently no Caltrans process to adopt a US bicycle route.
- Commissioner Plasse asked what the original purpose was for installing rumble strips. Mr. Baker replied that they are to reduce crossing the centerline and running off the road. Commissioner Plasse commented that now bicyclists will have influence on where they are installed because they are uncomfortable for bicyclists. Mr. Baker replied that Caltrans is supposed to maintain the utility of the road for all users. Caltrans has to provide the utility that is needed, meet the needs, and manage the risk in designing a highway.
- Gary Reinoehl gave public comment and said that if a bicycle goes over a rumble strip, maintaining control is a safety issue. He added that the complete streets discussion is worthwhile as everyone has a point of view and perceptions about what it means and what it is.
- Commissioner Atlan commented that there are a lot of bad and discourteous road users. Rumble strips are rewarding bad driving, but, yes, they do save lives. Roads were originally for horses and pedestrians, cars have only been around a short time. We need to find a way to work together.

**Claims:**

**Motion:** It was moved by Vice Chairman Colburn, seconded by Commissioner Murphy, and unanimously carried to approve the revised claim list.

**Adjournment:**

At 12:15 p.m. the Chairman adjourned the meeting until 9:00 a.m. Thursday, May 4, 2017, at the Amador County Transportation Commission Offices, 117 Valley View Way, Sutter Creek, California.



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Brian Oneto, Chairman  
Amador County Transportation Commission

ATTEST:



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Recording Secretary

(Note: Copies of referenced documents are available at the ACTC office.)