

**AMADOR COUNTY TRANSPORTATION COMMISSION  
MINUTES  
August 2, 2018 – 9:51 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  
Richard Forster  
Dominic Atlan  
John Plasse

**Absent:**

Tim Murphy, Vice Chairman (due to illness)

**Also Present:**

John Gedney, ACTC Executive Director  
Nancy Champlin, ACTC Administrative Secretary  
Patricia Maggie Amarant, AT General Manager  
Michele Demetras, Office of Rural Planning, Caltrans District 10

**AGENDA:**

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

Ayes: Oneto, Plasse, Colburn, Forster, Atlan  
Noes: None  
Absent: Murphy

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

**CONSENT AGENDA:**

**Low Carbon Transit Operation Program Award Letter Dated June 29, 2018:** Commissioner Plasse asked for clarification on the use of the grant. Mr. Gedney replied that the criteria required justification of the funds either for air quality/greenhouse gas reduction purposes or to supplant operating expenses for unmet transportation needs that had been implemented in the last three years. The expansion of the upcountry route met that criteria.

**Motion:** It was moved by Commissioner Forster, seconded by Commissioner Atlan, and carried to approve the Consent Agenda as discussed.

Ayes: Oneto, Plasse, Colburn, Forster, Atlan

Noes: None

Absent: Murphy

**REGULAR AGENDA:**

**SR 16 Relinquishment Update:** Mr. Gedney reviewed his staff report. Commissioner Forster suggested adding page numbers to the chronology report. Also on page 3, second to last paragraph, he asked that we name the key legislator signatories to the letter requesting compromise. On page 5, second to last paragraph, include letter of April 10, 2014, from Mike Penrose. On page 7, fourth paragraph down, RCTC should be RCRC. On page 8, middle, Commissioner Forster was not at that meeting. He commented that it was a great summary staff report. Commissioner Forster suggested that some of the testimony that Mr. Penrose gave at the State Capitol committee hearing be transcribed to show that he changed what was represented, that Sacramento County was not acting in good faith in negotiations, and not living up to what was said during the hearing.

Mr. Gedney noted that on June 29, 2017, Caltrans District 3 did sign the Project Scope Summary Report which is a significant document. Caltrans District 3 Director Amarjeet Benipal has been very reluctant to respond to any of ACTC's questions. He has indicated that Caltrans intends to amend the second phase of the relinquishment into Caltrans' 2020 State Highway Operation and Protection Program (SHOPP). This means Caltrans would be ready by December, 2019 to submit their plans for the 2020 SHOPP. The California Transportation Commission (CTC) would then adopt the State Transportation Improvement Program (STIP) in the spring of 2020. ACTC always has an opportunity to address the CTC to make their concerns known.

Commissioner Colburn commented on the impacts the relinquishment would have to Amador County's tourist trade and commuters to Sacramento. He added that it is in contrast to what Caltrans is trying to do in reducing greenhouse gases. There was some discussion about arranging a meeting with the Shenandoah wine growers and it was decided to send a copy of the SR 16 chronology to the vintners association.

Mr. Gedney commented that he was contacted by a representative of a local jurisdiction asking if ACTC was going to comment on Notice of Availability on some development Environmental Impact Reports (EIRs) that have been circulated. The most recent one is the New Bridge Specific Plan which is the closest to Amador County.

Gary Reinoehl commented that the staff report was well detailed and a good representation of the progression that has occurred. Highway 16 is a significant interregional connector for Amador County and Mr. Reinoehl agrees about the impact that would happen to our tourism and wine industry. He thanked the Commissioners that have been involved in the effort to protect the County and help keep access to services and interregional travel.

**SR 88 Pine Grove Corridor Project and Funding Status Update:** Mr. Gedney reviewed his staff report. Jered Reinking, Amador County Public Works, also updated the Commissioners on the County's progress. He noted that support for the County's BUILD grant was also received from Congressman

McClintock. There was a new category in this grant that allowed for leveraging of federal dollars with local funds.

Mr. Reinking advised that Amador County has achieved Project Report approval on the revised phasing which was a significant achievement. Environmental clearance has also been achieved on the project. This resulted in an approved project with a defined Scope of Work which can also enhance grant applications. Mr. Gedney added that the Commission approved programming of Regional Improvement Program (RIP) funding to begin the acquisition of Right of Way (ROW). Mr. Reinking noted that ROW phase activities have begun with surveys which are needed before the map can be developed. Once the ROW funding phase is allocated in October, the County will then be able to purchase property. The amount needed is \$2.7M (down from \$3.9M) and was programmed last year. Additional savings are expected and could be moved to the construction phase.

Chairman Oneto asked if accident data had been included in the grant application. Mr. Reinking replied it was the same accident data that was included in the previous Project Report. Mr. Gedney added that in the Supplemental Project Report there was a statement about deteriorating Levels of Service. The text has been changed in the more recent document to show 2024 as the failure date for important intersections along the route. It is important to show that the County is investing local resources to make improvements on a State highway system that would otherwise fail by 2024. Caltrans District 10 is being asked to participate and help before the roadway fails. These projections are in the Traffic Impact Analysis as part of the Supplement Project Report and have been reviewed and approved by Caltrans' Traffic Operations. The Project Report estimates construction costs as \$11M - \$13M, but there is potential for further reduction to approximately \$10M. To construct only the locations that are projected to fail by 2024 would cost approximately \$5M.

Commissioner Forster commented that leveraging of future dollars needs to be minimized so that there will be funding for other regional projects. Commissioner Plasse also commented on how much of ACTC's future STIP funds are being committed to a State highway project and forsaking reconstruction of local roads. Mr. Gedney advised that there is \$4M being held in ACTC's RIP reserve that is not programmed. If the County is not awarded the BUILD grant, \$9.658M in construction funding would have to be programmed out of future RIP shares (approximately the next 10 years). At that point a decision will need to be made to sign a cooperative agreement for construction funds. The cooperative agreement for construction would be due in December of 2019.

Commissioner Atlan asked when it would be known if the County was awarded the BUILD grant. Mr. Reinking replied probably in September or October. Commissioner Atlan has concerns about spending future funding on a Caltrans highway. Mr. Gedney spoke in favor on the County continuing to pursue ROW in order to maintain the schedule. If the BUILD grant application is awarded, the project is within the STIP guidelines to request an acceleration of RIP funds and would then be guaranteed construction funding with a commitment of 4-5 years of future RIP funding (2024/25). Mr. Reinking added that there may also be other funding sources.

Commissioner Plasse commented that if Caltrans recognizes the need for safety features and infrastructure improvements, why are they not supporting the project with funding. Mr. Gedney replied that he believes that Caltrans wants to put their efforts behind a high priority project. The only project funded in California through the prior TIGER grant was in Stanislaus County. Years ago when

ACTC staff first talked with Caltrans Headquarters they were told a funding commitment could not be given at that time, but staff was encourage by Headquarters to continue to develop the project.

Commissioner Forster asked if SB 1 funds collected by the State would be eligible for this project and if Caltrans is waiting to see if that measure is repealed on the November ballot. Mr. Gedney added that the development of the project and the timeline for construction is also being monitored.

Commissioner Atlan reiterated that he was in support of the project when there was the possibility of obtaining a \$10M grant, but he is no longer in support unless Caltrans is willing to provide \$10M for work on their highway. He is not in favor of spending another \$2.7M in ROW if the BUILD grant is not awarded. Mr. Gedney advised that the County is the lead agency on the project and has received authorization to request an allocation to proceed with ROW. Amador County will submit documentation to the CTC requesting that ROW acquisition proceed. ACTC can make recommendations to Amador County that they not proceed with the allocation request to the CTC. The CTC's next action for allocating funds is the next STIP cycle in 2020. Commissioner Plasse noted that it would be the County representatives on ACTC to advise if they do or do not want to proceed. Commissioner Forster commented that the County has shown that they are doing due diligence on this project and making it as affordable as possible and that it has been downsized. He added that it would be a mistake not to proceed and try to construct the first phase.

Commissioner Plasse asked if there would be an opportunity to apply for Highway Safety Improvement Program (HSIP) funding. Mr. Reinking replied that now that there is an approved scope of work, it is easier to discuss safety improvement funding with Caltrans. There is also Active Transportation Program (ATP) grant funding that, if submitted and awarded, could help with that portion of the project that would construct sidewalks to the Pine Grove Elementary School. Because there is a defined scope for construction for the first phase, there is better potential for being awarded other grant funds.

Chairman Oneto asked if the County acquired ROW and it was decided not to finish the project, what would happen with the ROW. Mr. Reinking replied that he believed there was a ten year window to purchase ROW and if it is not used, it would return to the property owner. He added that the temporary construction easements that need to be acquired do have a sunset. Most of the easements are 10 feet and temporary allowing for staff to step onto the property (e.g., installing sidewalks). Mr. Gedney clarified that the State (Caltrans) will continue to own the highway and that the ROW purchase would be for improvement on a State highway.

Gary Reinoehl commented that he understands the concern about spending money on State highways, but there are land decisions that are made by the County and other jurisdictions that affect the State highways as well as local roads. He hopes that the project continues to be supported. The project approval is a recognition from Caltrans that this is an important project.

**Systemic Safety Analysis Report (SSAR) Update:** Mr. Gedney reviewed his staff report and introduced Daniel Blomquist (consulting firm Mark Thomas) who made a presentation on the proposed final document. The SSAR is an alternate process to develop HSIP applications that the State has implemented and identified as part of the State's Strategic Highway Safety Plan. The focus of the SSAR is to look at collisions across an entire area or region and identifying the types of collisions that are

commonly occurring on the roadway network and identifying the lower cost counter measures that can be implemented to improve overall safety.

**Motion:** It was moved by Commissioner Plasse, seconded by Commissioner Atlan, and carried to accept and approve the Systemic Safety Analysis Report and direction was given to staff to work with local jurisdictions in the Highway Safety Improvement Program application process for whatever projects those jurisdictions deem to prioritize.

Ayes: Oneto, Plasse, Colburn, Forster, Atlan  
Noes: None  
Absent: Murphy

At 11:55 am the Chairman called for a 10 minute break.

At 12:05 p.m. the Chairman called for a closed session as noticed for Conference with Legal Counsel – Anticipated Litigation, Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Government Code Section 54956.9 (One potential case) and Conference with Real Property Negotiators pursuant to Section 54956.8. ACTC Negotiator John Gedney, Executive Director.

At 1:05 p.m. the Chairman resumed the regular session of ACTC and reported that direction was given.

**Geographic Information Systems Update:** Postposed to September

**Claims:**

**Motion:** It was moved by Commissioner Plasse, seconded by Commissioner Atlan, and carried to approve the revised claims.

Ayes: Oneto, Plasse, Colburn, Forster, Atlan  
Noes: None  
Absent: Murphy

**ACTC Commissioner Reports:**

Chairman Oneto reported that the Amador County Fair went well. The Fiddletown/Shenandoah intersection project is almost done.

Commissioner Colburn reported that the SR 16/49 intersection yield sign has finally been reversed.

Commissioner Forster reported that the County had their contractor working on repairs to Camanche Road which is now complete and the contractor is now working upcountry. Funding for this was with SB 1 funds. At the same time, Jackson Valley Irrigation District is putting in a 4" line adjacent to the road. In addition, Buena Vista Road is closed on the lower end from the transfer station to the Jackson Valley intersection. That section is supposed to be paved next week and is ahead of schedule. The upper end from the transfer station to SR 88 should take about two weeks. The next location is the section from Jackson Valley Road to Coal Mine Road with one-way traffic control.

**ACTC Report:** Mr. Gedney reported that ACTC contributed \$300,000 from the Regional Surface Transportation Program (RSTP) to the Fiddletown/Shenandoah intersection project. ACTC has also given \$65,000 from the pedestrian/bicycle account to the City of Jackson.

The Plymouth City Manager was contacted regarding accidents at the roundabout. There was a motorcyclist coming from the Placerville area that was hit by a vehicle that did not see the motorcyclist. The accident caused a minor injury to the motorcyclist.

**Caltrans Report by Michele Demetras:**

- The latest Mile Marker report is available from Caltrans.
- The safety investigation at SR 16/SR 49 interchange was completed in June and the recommendation is to have SR 16 traffic yield to SR 49 traffic as has been requested from ACTC. The signs will be adjusted accordingly. The current signs are temporary and the timeline depends on the purchase and installation of new signs.
- A petition from the residents of the City of Lone to Caltrans was given to Ms. Demetras. Commissioner Atlan commented that they would like to know if Caltrans can move the 35 mph speed limit sign to the City limits to stop vehicles from driving 55-65 mph through the residential area.
- Commissioner Atlan asked if there is a bypass for the City of Lone, does the City have the ability to put a weight limit on trucks using Main Street (SR 104/SR 124). He would like the information from Caltrans to be in writing. The answer will help the City to determine if they want to proceed with the WIRIS project.
- Commissioner Atlan asked if stop signs can be placed on SR 124 and Preston or Shakeley.
- Commissioner Atlan commented that there are now traffic problems at Jackson Valley Road/SR 88 and SR 104. He asked if there is a way to have a temporary sign or reduction in speed limit until the road construction is done on Buena Vista Road. Before the traffic was re-routed, vehicles used to cross SR 88 at Buena Vista Road, now traffic is crossing at Jackson Valley Road.
- Commissioner Plasse commented that the City of Jackson has allowed an event center on French Bar Road. Ms. Demetras noted that Caltrans did receive a request from the City of Jackson for an intergovernmental review. Caltrans Traffic Operations has requested that a traffic study be performed according to the Caltrans' standards. If the City of Jackson complies with the traffic study, Caltrans will do further review. Mr. Gedney added that the proponent of the facility is aware that they need to comply with Caltrans' request and the City of Jackson will make the results a condition of approval prior to issuing the proponent a conditional use permit.
- Commissioner Forster requested that an article, favorable to Amador County, be published in the Mile Marker regarding the SR 16 relinquishment.
- Commissioner Plasse asked if the work on SR 88 (upcountry) is being completed from an earlier project. Ms. Demetras replied that was her understanding. The work is being redone and completed now before bad weather starts.

**Future Agenda Items:**

- Geographic Information System Update

**Adjournment:**

At 1:35 p.m. the Chairman adjourned the meeting until 9:00 a.m. Thursday, September 6, 2018, 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.)