

**AMADOR COUNTY TRANSPORTATION COMMISSION
MINUTES
November 3, 2022 – 9:36 a.m.**

The Amador County Transportation Commission (ACTC) met on the above date, and the following proceedings were had, to wit:

Present on Roll Call:

Dominic Atlan, Chairman
Steve McLean, Vice Chairman
Susan Bragstad
Richard Forster
Brian Oneto
John Plasse

Absent:

None

Also Present:

John Gedney, Executive Director, ACTC
Felicia Bridges, Administrative Secretary, ACTC
Maggie Amarant, General Manager, Amador Transit
Gregoria Ponce, Office Chief of Rural Planning, Caltrans District 10

AGENDA:

Motion: It was moved by Commissioner Forster, seconded by Commissioner Plasse and unanimously carried to approve the agenda.

Ayes: Atlan, McLean, Bragstad, Forster, Oneto, Plasse
Noes: None
Absent: None

PUBLIC MATTERS NOT ON THE AGENDA: Gary Reinoehl, Amador County resident, extended his appreciation to Caltrans and the County with regard to vegetation clearance work along SR 88 in Pine Grove and Shake Ridge Road. He noted there is still much work to be performed but the work completed so far does help one feel safer in the community.

CONSENT AGENDA (Items #1-6):

#1. Minutes of October 6, 2022: Commissioner Forster noted minor corrections. Mr. Gedney asked for clarification regarding Regular Item #6-Conference Room Equipment Upgrade. He continued that discussion took place about relocating the televisions but asked to further clarify whether to remove the large television. Commissioners agreed to keep the large television on the interior wall and move the two TVs on the back wall to the wall above the utility closet.

#2. Expenditures Budget vs. Actual: Mr. Gedney noted an oversight by staff regarding line item #52314-Consultant GHD showing at 100% budget. He stated \$15,000 from line item #52300-Professional/Specialized should have been moved to line item #52314 to display a budgeted amount of \$15,000 for on-call consultant support for this fiscal year.

#6. Amador County Unified School District Consolidation Plan-Traffic Impacts: Commissioner Forster supported staff comments notes on page 3 of the October 6th minutes that **“the idea of having an opening day of August 2025, knowing that the traffic study will show improvements needed either at Wicklow Way Extension or improvements at the intersection of Argonaut Lane, leaves an unrealistic timeline to make those improvements before the proposed opening date.”** Commissioner Forster also noted with regard to page 5 of the minutes, Dr. Gibson’s comments were either from a very confident person or a very arrogant person. He commented her statements struck him as though she knows what is best for you and the kids so we all should just let them make those decisions. He stated that is not how a school district should work. Commissioner Forster also noted her last statement regarding putting the blame on ACTC, cities, and County for improvements that should have happened over the years was a very poor choice as our local agencies have been working with Caltrans to look at potential improvements, but noted that safety warrants have never been met, and added that its the school district making changes to traffic patterns that will make that intersection much more dangerous due to the increased traffic.

Chairman Atlan stated the sad part was the school district never reached out to the agencies they will be affecting, but finally attend our ACTC meeting to discuss their plan and also belittled this agency. He added a concern for him was Dr. Critchfield noting that the District would use developer fees for traffic impacts if needed but that those impact funds should not be used for that purpose since a Nexus Study for the consolidation was not completed.

Commissioner Forster asked what this agency should do moving forward if the school district does not follow the California Environmental Quality Act (CEQA) process. Mr. Gedney commented he received an email from Dr. Critchfield responding to the offer from Caltrans to meet that read **“We have had a meeting internally, we are still working to finalize the scope of the project, and it is in the best interest of all parties to wait to meet until we can discuss the full scope of the project. I will be in touch when we are ready.”** Mr. Gedney stated they may be waiting to see if the bond passes to re-evaluate what to do moving forward.

Motion: It was moved by Commissioner Forster, seconded by Vice Chairman McLean, and unanimously carried to approve the Consent Agenda with minor corrections on the minutes.

Ayes: Atlan, McLean, Bragstad, Forster, Oneto, Plasse
 Noes: None
 Absent: None

REGULAR AGENDA:

#7. FY 2018/19-2020/21 DRAFT Triennial Performance Audits: Mr. Gedney reviewed the staff report and audit reports. In regard to the ACTC draft audit there were some findings regarding timeliness of audit report submission to oversight agencies. He noted the current fiscal audit is set to begin next week with Badawi & Associates so we shouldn’t have trouble meeting the deadline this year. Mr. Gedney stated ACTC is in compliance with the requirements of the RTPA. He highlighted additional work performed by ACTC that was not included in the audit report: the Extreme Weather Needs Assessment, Systemic Safety Analysis Report (SSAR) for Amador and Alpine Counties, maintaining the StreetSaver program for pavement condition index management for the cities and County, and conducting Local Assistance quarterly meetings with Caltrans and the local jurisdictions to ensure lines of communication stay open. Mr. Gedney stated the draft report does note ACTC acts as a pass-through agency, which was the direction given to staff years ago, to provide funds and assistance as needed.

Commissioner Forster asked if there is anything that will trigger penalties. Mr. Gedney clarified the question pertains to the AT farebox recovery ratio discussion item as noted on page 16 of the ACTC audit which reads **“does not appear to be excluding any fares received for that route”**. Mr. Gedney stated he did reach out to

Badawi and Associates (auditing firm) regarding this and added as discussed before ACTC has decided not to include the Sacramento Route cost/revenue in the farebox recovery ratio due to confusion surrounding this calculation. He noted we respectfully disagree with the auditor's comment. Chairman Atlan asked if this report is saying the revenue was not kept out. Mr. Gedney replied yes, but we will confirm if that is true and ensure that both will be kept out.

Commissioner Bragstad asked regarding page 18 ACTC draft audit, 2a.-Levels of Service (LOS), how is that measured now. Mr. Gedney replied the State no longer uses LOS, that CEQA now only recognizes Vehicles Miles Traveled (VMT) for mitigation measures. He continued this section is an old policy that may need updating in the next Regional Transportation Plan (RTP).

Mr. Gedney highlighted page 9-*Developments Occurring During the Audit Period* of the AT audit, with regard to the farebox recovery ratio thresholds. He also discussed page 15- Chapter 4-Prior Recommendations, *1. Conduct a route analysis of the Jackson-Sutter Creek shuttle*, it noted this analysis should be revisited as it was not yet implemented. Mr. Gedney stated this analysis should take place to see what changes can be made to make the system more efficient. He commented he would like to review the option of On-Demand shuttle service. Mr. Gedney then stated another recommendation of the auditor was to update the Short-Range Transit Plan, as it has not been updated since 2014. Commissioner Oneto agreed that review of the shuttle service should be completed.

Commissioner Forster stated the Dial-A-Ride (DAR) service performs well and does seem to be where the demand is. However, noted it may not be fiscally beneficial as it seems to cost more to provide that service as the distance traveled would be greater for individual trips. Ms. Amarant responded the costs change per zone and utilizing the new hybrid vans will assist in lowering the operating cost for travel. She also added that the AT dispatcher prepares DAR trips to efficiently provide transportation to more than one passenger per trip to maximize the trips made.

Commissioner Bragstad asked if it would be beneficial to have a location upcountry to store buses. Ms. Amarant replied it would be more expensive overall, as AT would have to provide staffing at that location and would have to install a secured area for the equipment.

Commissioner Oneto commented following the pandemic, a large amount of people that previously utilized public transportation service are not using it due to increased personal health and safety concerns.

Mr. Gedney stated he does have minor corrections/comments to send back to the auditor but with concurrence regarding the recommendations made to update the Short-Range Transit Plan and revisit the shuttle analysis this is a receive and file document.

Ms. Amarant noted the auditors did mention the addition of Venmo as a payment option was a good idea to assist with increasing ridership.

#8. ACTC Regional Transportation Plan-2024 Update: Mr. Gedney reviewed his staff report and attachments. He stated the costs of construction have had a significant increase since the last RTP was prepared, which has drastically changed the cost estimates in *Table 5: Regional Roadway Capital improvement Program with Multi-modal Components*.

Commissioner Bragstad asked why the mitigation fees are not increasing as costs increase. Mr. Gedney reviewed the regional mitigation fee program/schedule and noted the mitigation fee schedule has not been changed in

approximately seven (7) years and should be reviewed and updated through the Regional Traffic Mitigation Fee (RTMF) Oversight Committee.

Chairman Atlan asked what will happen to the gas tax revenue when California shifts to electric vehicles. Mr. Gedney replied there will be a charge for vehicle miles traveled (VMT) in place of the gas tax. Chairman Atlan suggested returning to gravel roads since they are much easier to maintain. Commissioner Forster commented the costs are increasing so much, the number of projects to be completed on this list will not get accomplished. Mr. Gedney stated it seems the consensus of the board is to focus on preserving existing infrastructure/roadways. He suggested ACTC use funding such as RIP shares for local roads only, and through the mitigation fee program, a separate fee should be established as a regional 'fair share' contribution to help provide funding for State highway system improvements within Amador County where Caltrans would be developing projects and acting as Lead Agency.

Chairman Atlan stated due to the cost increases a new NEXUS Study needs to be performed.

Commissioners discussed potential updates to *Table 5: Regional Roadway Capital improvement Program with Multi-modal Components* to be taken back to the RTMF Oversight Committee.

Commissioner Plasse stated with regard to the RTMF program, the NEXUS study should draw a correlation between where the impact is occurring and where the funding is allocated. Mr. Gedney noted El Dorado utilizes zones rather than a countywide fee program. He stated the annual RTMF report will be on next month's agenda for review and a RTMF meeting will be scheduled for early spring.

Gary Reinoehl, Amador County resident stated when he volunteered for the VMT studies, a main concern he had was the automatic charges that would be incurred on the approximate 300 miles of private roads in this county or the added strain put on the resident to document the exact miles traveled on the private road. He commented traffic counts and pavement condition studies have not been performed since 2015 and should be updated prior to the next RTP. Mr. Reinoehl stated gravel roads may be cheaper for the government but would increase the maintenance cost to vehicle owners.

#9. Claims: Mr. Gedney noted there is a revised claims list for approval. Commissioner Bragstad asked what the City of Jackson cost is for. Mr. Gedney replied \$33,641.00 is reimbursement for the Toyota hybrid vehicle that was authorized last month and the \$246,017.33 is reimbursement for project development costs on the Sutter Street Extension project that was approved through the Regional Traffic Mitigation Fee (RTMF) program.

Motion: It was moved by Commissioner Forster, seconded by Commissioner Oneto, and unanimously carried to approve the revised claims.

Ayes: Atlan, McLean, Bragstad, Forster, Oneto, Plasse
Noes: None
Absent: None

#10. ACTC Commissioner Reports: Commissioner Plasse asked if Jackson could comment regarding the status of the Sutter Street Extension project, as he thought the cost for this project has become so expensive that there was no funding available to move forward. However, ACTC is still reimbursing the City of Jackson for planning work. Chairman Atlan asked to have that item added as a Future Agenda Item for further discussion.

Vice Chairman McLean stated the school district did attend a recent city council meeting and appeared to provide the same presentation that was provided to ACTC. He noted the city did voice their concerns for the traffic impacts on the city streets.

Commissioner Forster left the meeting at 11:05 a.m.

#11. ACTC Reports: Mr. Gedney stated the Jackson Creek Walk project submittal through the Active Transportation Program (ATP) was not awarded. He noted applications that scored a 90 or greater were funded, and the Creek Walk project was rated at 75. We will have an opportunity to talk with California Transportation Commission (CTC) staff in January to receive feedback.

#12. Caltrans Report with Gregoria Ponce:

- Ms. Ponce commented Caltrans is excited to work with ACTC on the 2024 RTP update.
- U.S Federal Highway Administration (FHWA) – Culvert Aquatic Organism Passage (AOP) Grants Program – Call for Applications. FHWA released a call for applications for the AOP grants. Funds for the fiscal year (FY) 2022 Program are to be awarded on a competitive basis for projects focused on the replacement, removal, and repair of culverts or weirs that meaningfully restore or improve passage for anadromous fish.
- Caltrans will be releasing information about upcoming webinars in support of the recent changes to the application guidelines for the Sustainable Communities and Strategic Planning Grant Program Call for projects.
- The Federal Transit Administration (FTA) has a vehicle replacement competitive funding program under their rail program with approximately \$600 million available in funding.
- Caltrans has received the Request for Reimbursement (RFR) for the first quarter of fiscal year 22-23 and is currently being processed for payment.
- Ms. Ponce noted Dennis Agar, Caltrans District 10 Director, was listening to the meeting but did have to leave. She added he looks forward to attending the next ACTC meeting in-person.

Commissioner Oneto noted the information received with regard to the fire damage clean-up work being performed at Kirkwood Spur was not definitive. Ms. Ponce replied she did not get the sense that the contract was an emergency contract. Commissioner Oneto requested further documentation on how that job was performed and the cost incurred because the job was not completed efficiently. He also asked if Caltrans could look into widening the roadway of SR 49 through Drytown up to the SR 49/16 intersection due to the number of accidents that occur on that stretch of roadway. Ms. Ponce replied she will reach back out to the maintenance team.

Chairman Atlan stated the lone Main Street work was scheduled to be complete November 17th but he is hearing that will not be applicable as there is more extensive work to be performed and asked for an update on this item. He asked for information regarding park-and-ride grants that include purchases and/or leases and charging station grants. Ms. Ponce stated she will take these items back for review and respond via email. He also asked if the street lighting project was completed at the Mule Creek entrance/ SR104 intersection and an update regarding the possibility of a 4-way stop sign at the SR 104/ SR 124/ Shakeley Lane intersection. Chairman Atlan asked what Caltrans' position is regarding the ACUSD school consolidation project and what do they plan to do.

Ms. Ponce responded she believes the lighting at Mule Creek State Prison entrance was completed but she will get confirmation of that and review the Shakeley Lane intersection item. She replied regarding the ACUSD consolidation plan, up to this point Caltrans has not been provided with what they have done and that Caltrans is concerned that they are moving forward without working with local agencies. She continued Caltrans is considered a responsible agency pursuant to CEQA for the action of another public agency that may impact the State Highway System and they are interested in working with the School District. Ms. Ponce stated in terms of having comments, she requested when ACTC is provided information to have that information forwarded to Caltrans staff. Chairman Atlan asked if Caltrans could provide a letter to ACUSD requesting information with

regard to their project. Ms. Ponce stated she will take that back to executive staff to discuss how to move forward addressing the concerns.

#13. Future Agenda Items: Commissioner Plasse suggested to keep the school consolidation plan on the agenda with Caltrans' involvement in the planning process. He stated he hopes that Ms. Ponce's comment about being the "responsible agency" to oversee these kinds of items makes it to the school district and that Caltrans is proactive with outreach to the district with their request/demand to be involved throughout the process.


- ACUSD School Consolidation Plan-Traffic Impacts
- City of Jackson-Sutter Street Extension Update
- Nexus Study-RTMF

#16. Adjournment: At 11:30 a.m. the Chairman adjourned the regular meeting until 9:00 a.m. Thursday, December 1, 2022, at 117 Valley View Way Sutter Creek, CA 95685.



Dominic Atlan, Chairman
Amador County Transportation Commission

ATTEST:



Recording Secretary

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