

Resolution No. 470

A Resolution of the City Council of the City of Amador City Adopting the Amador Countywide Pedestrian and Bicycle Transportation Plan and Pedestrian and Bicycle Design Guidelines and Recommended Standards

WHEREAS, the Amador County Transportation Commission (ACTC) initiated work on the Amador Countywide Pedestrian and Bicycle Transportation Plan Update by hiring consultants and soliciting public involvement including two town hall meetings and formation of a 28 member project oversight committee in October 2004; and

WHEREAS, significant public outreach, site visits, research, and analysis was conducted in preparing a draft Amador Countywide Pedestrian and Bicycle Transportation Plan and corresponding Pedestrian and Bicycle Design Guidelines and Recommended Standards document; and

WHEREAS, such documents were made available for public review in January 2006 and made the subject of a public workshop held on January 31, 2006, wherein each city council, each city planning commission, and the Amador County Board of Supervisors and Planning Commission were invited to participate; and

WHEREAS, the draft Amador Countywide Pedestrian and Bicycle Transportation Plan was amended based on public comments received during and following the public workshop held on January 31, 2006, and said documents were made the subject of a public hearing held on April 19, 2006.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Amador City, County of Amador, State of California, that said Council does hereby approve the Final Draft Amador Countywide Pedestrian and Bicycle Plan and its corresponding Pedestrian and Bicycle Design Guidelines and Recommended Standards document, and by reference, this Plan shall be incorporated into the Circulation Element of the Amador City General Plan.

BE IT FURTHER RESOLVED that the City Council finds that the Plan is exempt from the California Environmental Quality Act (CEQA) because it is a regional transportation improvement program identifying individual projects for future possible funding and that the individual projects that may be developed pursuant to the Plan shall be subject to environmental review pursuant to CEQA.

The forgoing resolution was duly passed and adopted by the City Council of the City of Amador City, County of Amador, at a regular meeting thereof, held on the 18th day of May 2006, by the following vote:

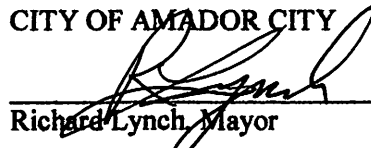
AYES: Dittman, McKenna, Lynch, Knox, Lindsay

NOES: None

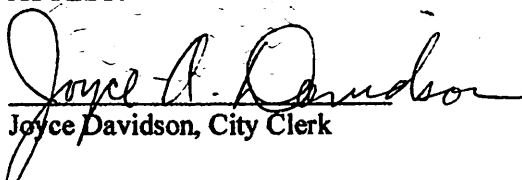
ABSTAIN: None

ABSENT: None

CITY OF AMADOR CITY


Richard Lynch, Mayor

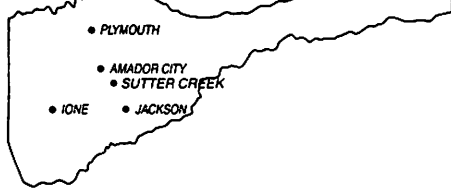
ATTEST:


Joyce Davidson, City Clerk

REC'D MAY 11 2006

ACTC

AMADOR COUNTY TRANSPORTATION COMMISSION



May 11, 2006

TO: Richard Lynch, Amador City Mayor

FROM: Charles Field, Executive Director

SUBJECT: Caltrans/Local Government Intergovernmental Review (IGR) Guide and Partnership Agreement

Thank you for providing time for the Amador County Transportation Commission (ACTC) to discuss the recently completed Intergovernmental Review (IGR) Guide and partnership agreement with the Amador City Council during their meeting on May 18, 2006. Copies of these documents are enclosed (the partnership agreement is Attachment A within the Guide). During the meeting I will ask the City Council to authorize its Mayor to sign the partnership agreement thereby assuring the City's cooperation with Caltrans toward implementing the Guide document.

Caltrans Intergovernmental Review (IGR) is the process whereby Caltrans reviews, comments, and provides recommended mitigation measures on local plans, programs, and development project proposals that have potential impacts on the State highway system. It is a process that has not worked smoothly either within Caltrans or for Amador County and its cities. The main concern of local agencies is that the process is slow, Caltrans' comments on local development projects often seem inappropriate, and Caltrans' subsequent encroachment permits tend to add unexpected conditions after the IGR process is finished. The main concern of Caltrans is that city and County planning agencies do not always offer Caltrans fair and adequate opportunities to provide comment and that they do not fully regard or address Caltrans' comments.

In August 2004, Caltrans offered Amador County the opportunity to become the only county in California in which a "demonstration project" would be conducted in an effort to improve the Intergovernmental Review (IGR) process. This offer was made through the area's Regional Transportation Planning Agency, the Amador County Transportation Commission. In the winter of 2004/05, ACTC approached the County and each of its cities, all of whom agreed to accept Caltrans' offer and commit staff to the project.

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Caltrans hired Jones & Stokes (planners/engineers/consultants) to facilitate four meetings with city and County staff between January and April 2005. During the workshops a partnership agreement was developed setting forth broad goals, identifying the benefits of better communication, and setting forth some general elements of agreement. During the last workshop on April 14, 2005, local agency representatives determined that the final draft partnership agreement was too broad to be useful.

The cities, County, and Caltrans staff agreed to continue meetings through the summer of 2005 in order to set up more specific guidelines regarding each agencies specific roles and responsibilities in the IGR process. Five such meetings were sponsored by the ACTC between May and August 2005. The result of these meetings was the Draft Caltrans/Local Government Intergovernmental Review Guidelines produced in November 2005. Caltrans District 10 submitted the draft guidelines to Headquarters for review. Headquarters made minor changes to the document (includes changing the title from "Guidelines" to "Guide") and a final document is now ready for approval.

The most active participants in development of the IGR Guide included the following listed city and County staff, planners, and engineers. Caltrans sent representatives from its Planning Division, its Encroachment Permit Division, and its Legal Division as well as members of its IGR team.

Susan Grijalva, Amador County Planning
Steve Branco, Amador County Planning
Larry Peterson, Amador County Public Works
Susan Peters, City of Jackson Planner
Roark Weber, City Engineer (Amador City, Ione, Jackson, Plymouth, Sutter Creek)
Eileen Shaw, City of Plymouth Planner
Bruce Baracco, City of Sutter Creek Planner

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In summary, the Caltrans/Local Government IGR Guide establishes the following program.

- Agency contact list (aids with communication).
- Annual meetings (to review implementation of the Guide and make improvements).
- Allows cities and County to identify projects which are ministerially exempt (not subject to local review) and inform Caltrans of them.
- Specifically identifies which projects are subject to IGR review.
- Establishes IGR information form for submission to Caltrans.
- Sets forth timeframes for local agencies submittal of information and Caltrans' review/response to that information.
- Specifies which types of projects will normally require traffic impact studies.
- Strongly encourages early consultation (meeting with Caltrans District 10) whenever a project may affect State highways or require a Caltrans encroachment permit.
- Final environmental documents and mitigation monitoring program should be submitted to Caltrans for their records after project approval.
- Sets forth the difference between Caltrans IGR and its separate encroachment permit process and proposes measures that can help eliminate encroachment permit surprises after a land use development project is approved by a local agency.

After the Draft IGR Guidelines were submitted to Caltrans Headquarters for review, the team met again on November 8, 2005 to discuss the related subject of Caltrans encroachment permit requirements. During development of the guidelines, Amador County's local agencies identified two areas in which Caltrans encroachment permit process was not consistent with local land use and Real Estate practices. Specifically, Caltrans encroachment permits do not run with the land and new owners can be required to obtain new encroachment permits and bring their highway encroachments up to full State standards when properties are sold. Work on these encroachment permit issues are ongoing and they should not affect adoption and implementation of the proposed IGR Guide.

CF/nc

Enclosure