Mariposa County

P.O. Box 784, Mariposa, CA 95338 (209) 966-3222
5100 Bullion Street
http://www.mariposacounty.org/

MILES MENETREY, CHAIR	**DISTRICT V**
ROSEMARIE SMALLCOMBE, VICE-CHAIR	**DISTRICT I**
SHANNON POE	**DISTRICT II**
DANETTE TOSO	**DISTRICT III**
WAYNE FORSYTHE	**DISTRICT IV**

BOARD OF SUPERVISORS
ACTION SUMMARY MINUTES
SEPTEMBER 17, 2024

A. 9:00 AM Called to Order and Roll Call

Chair Menetrey called the meeting to order.

Attendee Name	Title	Status	Arrived
Rosemarie Smallcombe	District I Supervisor	Present	9:00 AM
Shannon Poe	District II Supervisor	Present	9:00 AM
Danette Toso	District III Supervisor	Present	9:00 AM
Wayne Forsythe	District IV Supervisor	Present	9:00 AM
Miles Menetrey	District V Supervisor	Present	9:00 AM

B. Pledge of Allegiance

Chair Menetrey led the pledge.

C. Introductions

Danielle Bondshu/Clerk of the Board, introduced two new Deputy Clerks: Deanna Stickles, Deputy Clerk of the Board II, and Malena Palmer, Deputy Clerk of the Board I.

D. Approval of Consent Agenda (Items designated by "CA")

Chair Menetrey announced that Item G. would be moved to the end of the regular and that the closed session was withdrawn.

Chair Menetrey read the consent agenda note. No public comment was received.

Supervisor Smallcombe commented on CA. 7 and asked the District Attorney's Office to come up. Jessica Mimnaugh/Victims Witness Supervisor, noted they were facing a 44.7% cut to programs nationwide; as of the new budget cycle, they finally signed a vocal fix to alleviate the federal cuts. AB 1956 is under submission, and they hope to see a change.

RESULT: **Adopted (UNANIMOUS)**
MOVER: District IV Supervisor Wayne Forsythe
SECONDER: District III Supervisor Danette Toso
AYES: District V Supervisor Menetrey, District I Supervisor Smallcombe, District III Supervisor Toso, District IV Supervisor Forsythe, District II Supervisor Poe

CA1. **Health and Human Services Agency**

Resolution Continuing a Shelter Crisis Local Emergency in Mariposa County

CA2. **Administration**

Receive the List of Recent Budget Actions Approved by the County Administrative Officer (CAO) and County Auditor Pursuant to California Government Code Sections 29125 and 29130 and the County Budget Control and Fiscal Management Policy.

CA3. **Assessor/Recorder**

Approve an updated Exchange Agreement between the County Assessor and ParcelQuest through which the Assessor provides parcel information in exchange for 20% of the proceeds of the sale of that information by ParcelQuest; and Authorize the Board of Supervisors Chair to Sign the Agreement

CA4. **Auditor**

Approve an Addendum to the Agreement with Smith & Newell in the Amount of $73,275 for the Completion of the Fiscal Year 2022-2023 Audit of Financial Statements; and Authorize the Board of Supervisors Chair to Sign the Agreement

CA5. **Auditor**

Adopt a Resolution of the Tax Rate for the Bass Lake Joint Elementary School District Bond in the Bass Lake Elementary/Yosemite High School Tax Rate Areas of Mariposa County

CA6. **Auditor**

Adopt a Resolution for the Property Tax rate and Voter-Approved Debt Service Rates for the County of Mariposa 2024-2025 Fiscal Year Secured Tax Roll

CA7. **District Attorney**

Approve the Submittal of the Victim Witness Assistance (VW) Program Grant Application to support the Victim Witness Services in Mariposa County for $268,296; Approve the Grant Agreement if Awarded; and Authorize the District Attorney to Sign the Grant Agreement (Subject to Approval as to Legal Form by County Counsel)

CA8. **District Attorney**

Approve a Five-Year Operational Agreement (OA), with Mariposa County District Attorney's Office and Mountain Cisis Services, a Program of Alliance for Community Transformations, Inc., to Provide

Assistance to Mariposa County Residents who Are Victims of Domestic Violence, Sexual Assault, Dating Violence, Human Trafficking and Stalking; and Authorize the District Attorney to sign the Agreement (Subject to Approval as to Legal Form by County Counsel)

CA9. **District Attorney**

Adopt a Resolution of Intention to Authorize the District Attorney or Their Designee to Sign Any Amendments and Extensions to the 2024-2025 Victim Witness Assistance (VW) Grant (Subject to Approval as to Legal Form by County Counsel)

CA10. **Health and Human Services Agency**

Approve an Agreement with The Regents of the University of California, UC Davis Campus in the Amount of $67,192.50 for Training; and Authorize the Board of Supervisors Chair to Sign the Agreement

CA11. **Health and Human Services Agency**

Approve an Agreement with Native Solutions Family Guidance Center, a California non-profit corporation Dba: TRADE Sober Living in the Amount of $67,000 for Residential Recovery Services; and Authorize the Board of Supervisors Chair to Sign the Agreement

CA12. **Planning**

Accept Resignation and Recognize the Service of Roger Powell and Paul Daysh on the Housing Programs Advisory Committee; and Appoint Christian Zagorski to the Housing Programs Advisory Committee as a Member with a Term Expiring February 28, 2027

CA13. **Public Works**

Authorize the Director of Public Works to waive the Encroachment Fee of $260.00 for National Night Out to be Held on October 1, 2024, for the Closure of 9th Street Between Bullion Street and Jones Street from 4:00 p.m. to 8:00 p.m.

E. Items removed from Consent Agenda

None.

F. Departmental Presentation

Steve Engfer/Planning Director, reminded the public that the Development Workshop was on Monday. He encouraged the public to attend.

Jermey Briese/Sheriff complimented his staff and the hard work they did. He noted the Marijuana Enforcement Team (MET) hit 8 locations and will continue to stay proactive. He noted they were working with Supervisor Forsythe and Counsel on the animal control ordinances. He then discussed the broken window theory. He also noted he was in favor of prop 36, noting it could help with crime. He further discussed changes in their office and the promotions that have taken place.

H. Public Comment on Non-Agenda Items

Mark Norman/Resident, noted he relocated to Triangle. He noted he is not here to complain but to offer solutions. He felt the county did not utilize the suggestions he gave at a previous meeting and to county staff. He noted he offered county ordinance and municipal code, but they were not addressed. He noted there was some inspection but no report from county staff. He watched for weeks while PG&E and noticed little to no county oversight. He then asked what was done with the fees from PG&E collected in Fiscal Year 23/24. He continued feeling the County was not upholding public safety by not overseeing the PG&E projects. He noted their lack of oversight was attractive to companies like PG&E.

Jim Dulcich/Coast Hardware noted his business has been down 800 customers and $40,000 dollars. He felt it was because of the way the downtown project was being run. He felt it was "helter skelter." He noted that at one point, all three parking lots in the downtown area were closed. He noted businesses downtown cannot afford this type of loss. He also noted the crosswalks were not functioning properly and discussed what he felt was a better solution. He also noted the amount of times he has almost seen someone hit in the crosswalks.

I. Regular Agenda Items

1. **Public Works**

   Receive a Presentation from Pacific Gas & Electric (PG&E) Regarding the Progress of Underground Power Lines, Road Restoration, Vegetation Management, and Power Pole Clearing Efforts

RESULT: WITHDRAWN

2. **Public Works**

   Receive a Presentation from Caltrans Regarding the Highway 140 Projects

Shannon Hansen introduced Brian Hooker/Cal Trans and Charlie Doe/Cal Trans, who discussed Cal Tran's current and upcoming projects, including the Downtown project.

Public comment was received by Jonathan Noel/Resident, who noted the lighting in the crosswalks are small, embedded lights. He noted they cannot be seen coming up from Highway 49 North. He noted they are hard to see and noted it needed to be addressed as there are a lot of traffic.

Bill Bondshu/Resident, was glad to hear Cal Trans discuss the lighting. He hoped the replacements would better address the needs, especially at the apex of the hill in front of the Pizza Factory. He noted that he has observed every five out of ten vehicles go through the crosswalk while people are trying to cross. He hoped for better lights to be installed.

Jim Dulcich noted that most of the cross walk lights and buttons do not work which has put the public at risk. He noted he heard the lights were lowered to accommodate a special need but further noted the standard wasn't be used. He noted the fault was also with the county and the system was inadequate.

Jacob Hawley/Chamber dittoed what Mr. Dulcich and Mr. Bondshu said. He noted some of the buttons stopped working after a month or so after install. He noted these needed to get fixed. He noted the gravel roads that are coming into new pavement is eating up the road. He further noted it's the county role to ensure things like this are taken care of.

Daniel Wilson/Resident noted the temporary becomes permanent. He asked them to consider the trucks

hauling trailers turning onto Highway 49 N from Highway 140.

Steve Engfer/Planning Director, thanked the Cal Trans staff and noted that during the last signage round, there was interest in the Historic Sites Commission. He urged them to contact the Planning Department when signage would be installed.

Board discussion ensued, and thanks were given to all board members for the updates.

RESULT: PRESENTATION HELD

3. **Planning**

Approve and Adopt the Conceptual Design for the Mariposa Creek Parkway Phase III Trailhead

Ben Goger/Senior Planner gave the staff report. Andy Dawson/WRT Project Manager gave a PowerPoint Presentation.

Public comment was received by Jeanne-Ann Pine/Resident who noted she hoped she lived long enough to walk it. She thought it was "fabulous and amazing" further noting it has come so far since its original concept.

Marilyn Saunders/Resident noted the use of this land is essential to support off season activity. She noted it is very accessible for a playground, I think its perfect use for the property.

Board discussion ensued and many Supervisors noted their excitement for this project noting it is an actual legacy project.

RESULT:	**Adopted (UNANIMOUS)**
MOVER:	District IV Supervisor Wayne Forsythe
SECONDER:	District III Supervisor Danette Toso
AYES:	District V Supervisor Menetrey, District I Supervisor Smallcombe, District III Supervisor Toso, District IV Supervisor Forsythe, District II Supervisor Poe

4. **Planning**

Approve Seventh Amendment with Mintier Harnish Planning Consultants, Increasing the Amount by $57,872 for a New Amount Not to Exceed $396,009.44 for FY 2024-2025 for preparation of the Development Code; Authorize the Board of Supervisors Chair to Sign the Amendment

Steve Engfer gave the staff report. No public comment was received.

RESULT:	**Adopted (UNANIMOUS)**
MOVER:	District I Supervisor Rosemarie Smallcombe
SECONDER:	District IV Supervisor Wayne Forsythe
AYES:	District V Supervisor Menetrey, District I Supervisor Smallcombe, District III Supervisor Toso, District IV Supervisor Forsythe, District II Supervisor Poe

5. **County Counsel**

Approve the Over-Hire of One (1) Legal Executive Assistant to County Counsel, Effective Immediately

Steve Dahlem/County Counsel gave the staff report. No public comment was received.

RESULT:	**Adopted (UNANIMOUS)**
MOVER:	District III Supervisor Danette Toso
SECONDER:	District IV Supervisor Wayne Forsythe
AYES:	District V Supervisor Menetrey, District I Supervisor Smallcombe, District III Supervisor Toso, District IV Supervisor Forsythe, District II Supervisor Poe

6. **Administration**

Approve a Response to the 2023-2024 Grand Jury Final Report; and Authorize the Board Chair to Sign the Response

Joe Lynch gave the staff report. No public comment was received. Board discussion ensued and thanks were given to the Grand Jury for their service.

AMENDED: Staff is to correct the many clerical errors.

RESULT:	**Adopted as Amended (UNANIMOUS)**
MOVER:	District I Supervisor Rosemarie Smallcombe
SECONDER:	District IV Supervisor Wayne Forsythe
AYES:	District V Supervisor Menetrey, District I Supervisor Smallcombe, District III Supervisor Toso, District IV Supervisor Forsythe, District II Supervisor Poe

G. Board Information

Chair Menetrey moved it up on the agenda, and Danielle Bondshu/Clerk of the Board explained why it landed where it did on the agenda.

Board information was received.

Recess Board of Supervisors

11:11 AM Chair Menetrey recessed the Board and the Clerk of the Board read the government code announcement.

Announcement Pursuant to Government Code 54952.3

J. LOCAL TRANSPORTATION COMMISSION

11:12 AM Chair Forsythe called the Local Transportation Commission (LTC) meeting to order.

Public Comment Period

None.

LTC Regular Agenda

1. **Public Works**

Receive Presentation and Request Adoption of the 2024 Active Transportation Plan

Jeannie Morvay-Clayton/Transportation Planner gave the staff report. She then introduced Sonia Anthoine/Fehr and Peers gave a PowerPoint Presentation.

Public comment was received by Ben Goger, who noted it was a pleasure to work on this project with engineering staff from Public Works, and this project will set the County up for funding opportunities.

Marilyn Saunders appreciated this plan and the forward plan is the reason for safe sidewalks to schools.

Karen Glendenning/Fish Camp Resident/Phone caller thanked the Public Works staff for getting the plan to her. She noted that one of her concerns is having a sidewalk crossing on the apex of Highway 41 Summit Road, noting she feared individuals crossing there would get hit.

Board discussion ensued.

RESULT:	**Adopted (UNANIMOUS)**
MOVER:	District III Supervisor Danette Toso
SECONDER:	District I Supervisor Rosemarie Smallcombe
AYES:	District V Supervisor Menetrey, District I Supervisor Smallcombe, District III Supervisor Toso, District IV Supervisor Forsythe, District II Supervisor Poe

Adjourn LTC

11:34 AM Chair Forsythe adjourned the LTC meeting.

Reconvene as Board of Supervisors

11:34 AM Chair Menetrey reconvened the Board of Supervisors meeting.

K. Closed Session

1. **Board of Supervisors**

CLOSED SESSION: Public Employee Performance Evaluation: Position of Employee Under Review: Farm Advisor

RESULT: WITHDRAWN

L. 2:00 PM Board of Equalization

11:34 AM Chair Menetrey recessed the Board and noted they would reconvene at after the Board of Equalization meeting.

2:01 PM Chair Menetrey called the Board of Equalization meeting to order.

1. **Clerk of the Board**

Pre-Hearing Conference for Assessment Appeal Applications AA 19-02, AA 20-09, AA 21-01, AA 22-11 and AA 23-4

Chair Menetrey read the item listed on the docket.

Gregory Broche/Representative of Applicant noted the parties have conferred and agreed on pre-hearing procedures. He further noted that the operative appeal AA19-02 has a couple issues that were not agreed upon. He noted they needed to deal with the base year value issue first and noted he felt this would require a bifurcation with a separate number. He noted during the hearing, the Board would hear testimony on both sides and the Board will be presented with briefs. He noted the Board can then make their decision in writing after the briefs were received. He noted that both parties along with the

Clerk of the Board looked at May 7th and May 8th, 2025, to reserve to take up the bifurcated issue.

Bill Marticorena/Assessors Attorney/Rutan and Tucker noted he did not disagree with the applicant's counsel. He then ultimately the Board either agree with the applicant or agree with the Assessor.

Board discussion ensued.

Mr. Broche noted for the record that both parties will work with the Clerk to submit a Stipulation Agreement to the Board. He noted stage one would be the determination of the legal issue, stage two would be based upon the decision made in stage one. It was further noted that either side (applicant or assessor) could appeal the Board of Equalizations decision to the Superior Court.

County Counsel noted there would need to be a briefing schedule and Mr. Marticorena noted in the brief it would be suggested that written evidence be copied and indexed prior to the hearing.

2:36 PM Chair Menetrey adjourned the Board of Equalization hearing.

M. Adjournment

2:36 PM adjourned in memory of Kelly Taute and Noel Jay.

Respectfully submitted,

Danielle Bondshu
Clerk of the Board

Miles Menetrey
Chair, Board of Supervisors

MARIPOSA COUNTY

Board of Supervisors

RESOLUTION - ACTION REQUESTED 2024-397

MEETING: September 17, 2024

TO: The Board of Supervisors

FROM: Kristina Keheley, Health and Human Services Agency Director

RE: Resolution Continuing a Shelter Crisis Local Emergency in Mariposa County

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RECOMMENDATION AND JUSTIFICATION

Resolution Continuing a Shelter Crisis Local Emergency in Mariposa County.

California Government Code 8698, 8698.1 and 8698.2 allows for the governing body of a city or county to declare a shelter crisis. A shelter crisis declaration relaxes standards for building occupancy, limits liability and provides a legal basis for the use of certain facilities designated by the County as a shelter for the duration of the crisis.

In order to declare the shelter crisis, the County made findings at a public meeting and adopted Resolution 18-518 that (1) a significant number of persons within the county's jurisdiction are without the ability to obtain shelter; and (2) the situation has resulted in a threat to the health and safety of those persons.

BACKGROUND AND HISTORY OF BOARD ACTIONS

On November 5, 2018, the Board of Supervisors adopted Resolution 18-518 declaring the existence of a Shelter Crisis Local Emergency in Mariposa County to allow Mariposa County to proceed with temporary homeless shelter solutions to meet the needs of our homeless community members.

Recognizing the prevalence of homelessness in California and the health and safety risks facing homeless persons, California law authorizes counties to declare a "shelter crisis" and avail themselves to attendant protections and powers. Specifically, upon declaring a "shelter crisis":

- A county may allow persons unable to obtain housing to occupy designated public facilities during the duration of the emergency (public facilities include parks, schools, and vacant or underutilized facilities which are owned, operated, leased, or maintained by the county);
- A county is immune from liability for ordinary negligence in the provision of emergency housing for all conditions, acts, or omissions directly related to, and which would not occur but for, the provision of emergency housing; and
- The provisions of any state or local law or regulation prescribing standards of housing, health, and safety are suspended to the extent that strict compliance would prevent, hinder, or delay the mitigation of the effects of the crisis.

If the County desires to construct and operate an emergency homeless shelter, it is recommended that

the County Board of Supervisors first declare a “shelter crisis” in order to avail itself of the associated powers and liability protections.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION

Do not continue the local emergency and the County may not be eligible for possible State or Federal assistance, or proceed with temporary homeless shelter solutions.

FINANCIAL IMPACT

Not Applicable.

ATTACHMENTS

None

VOTE RESULT

RESULT:	**Adopted (UNANIMOUS)**
MOVER:	District IV Supervisor Wayne Forsythe
SECONDER:	District III Supervisor Danette Toso
AYES:	District V Supervisor Menetrey, District I Supervisor Smallcombe, District III Supervisor Toso, District IV Supervisor Forsythe, District II Supervisor Poe

MARIPOSA COUNTY

Board of Supervisors

Agenda Item – No Resolution Requested

MEETING: September 17, 2024

TO: The Board of Supervisors

FROM: Joe Lynch, County Administrative Officer

RE: Receive the List of Recent Budget Actions Approved by the County Administrative Officer (CAO) and County Auditor Pursuant to California Government Code Sections 29125 and 29130 and the County Budget Control and Fiscal Management Policy.

RECOMMENDATION AND JUSTIFICATION

Receive the List of Recent Budget Actions Approved by the County Administrative Officer (CAO) and County Auditor Pursuant to California Government Code Sections 29125 and 29130 and the County Budget Control and Fiscal Management Policy.

The CAO, with the concurrence of the County Auditor, has processed requests for various shifts within departments' budgeted funds in August of 2024. This item is to inform the Board of the recent Budget Actions as required by the County Budget Control and Fiscal Management Policy.

BACKGROUND AND HISTORY OF BOARD ACTIONS

California Government Code Sections 29125 and 29130 regulate amendments to adopted county budgets. Within the guidance of those sections, the County Budget Control and Fiscal Management Policy authorizes the CAO to transfer up to $50,000 between objects or categories within the same budget with the concurrence of the County Auditor.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION

This item is for Board information only.

FINANCIAL IMPACT

None. All changes made are within the existing budget.

ATTACHMENTS

1. **BAF log CAO-Auditor-signed August 2024**
2. **Dept_608_Vehicle_Expense_Budget_Action_Form.xlsx - Copy**
3. **Year_End_Budget_Action_for_fund_1001-403_FY2024_20240819**
4. **Budget_Action_Elections_Trailer.xlsx - Copy**

VOTE RESULT

RESULT: **Adopted (UNANIMOUS)**

MOVER: District IV Supervisor Wayne Forsythe

SECONDER: District III Supervisor Danette Toso

AYES: District V Supervisor Menetrey, District I Supervisor Smallcombe, District III Supervisor Toso, District IV Supervisor Forsythe, District II Supervisor Poe

Budget Action Form Log - DocuSigned August 2024 - CAO/Auditor

Item	File Name	Fund	Dept	Account	FY	Description on BAF	Increase	Decrease	Initiator	Complete	Copy in BAF Folder
1	Dept_608_Vehicle_Expense_Budget_Action_Form	1001	608	51112	24	Extra Help		1,251	J. Brown	8/12/2024	✓
		1001	608	60621		County Vehicle Expense	1,251.00				
2	Year_End_Budget_Action_for_fund_1001-403_FY2024_20240819	1001	403	51111	24	Regular salaries and wages		34,094	R. Ridenhour	8/19/2024	✓
		1001	403	51202		Monthly Longevity		345			
		1001	403	52101		Retirement - Employer		3,771			
		1001	403	52201		Medical/Dental/Vision		9,023			
		1001	403	52205		Life Insurance		18			
		1001	403	52206		Cash - Cafeteria Plan		16			
		1001	403	52301		Social Security		1,905			
		1001	403	52302		Medicare		447			
		1001	403	52303		SDI		380			
		1001	403	60519		Client-Contracted Program Costs	49,999.00				
3	Budget_Action_Elections_Trailer	1001	121	60301	25	General Professional Services		11,000	C. Morrow	8/28/2024	✓
		1001	121	70411		Staff Vehicles	11,000				
							62,250	62,250			

Docusign Envelope ID: 6F26723F-619C-4467-8898-5D776513D3F4

BUDGET ACTION FORM

FUND	DEP/DIV	ACCOUNT	DESCRIPTION	PROJECT	INCREASE	DECREASE
1001	608	51112	Extra Help			1,251
1001	608	60621	County Vehicle Expense		1,251	
				TOTALS	1,251	1,251

TRANSFER BETWEEN FUNDS					DEBIT	CREDIT
				TOTALS	0	0

ACTION REQUESTED: (Check all that apply)

(X) Budget appropriation is less than $50,000 and involves shifting funds between categories in the same account and fund. Board of Supervisors reviews all budget actions of this nature on a monthly basis.

( ) Budget appropriation by Board of Supervisors (4/5ths Vote Required): Amending revenues and expenses or transferring funds between funds or accounts within the General Fund or transferring appropriation from contingency.

FISCAL YEAR: FY24

DEPARTMENT HEAD SIGNATURE Signed by: Fadzayi Mashiri 4BDA9AD14D6F4E3... DATE 8/12/2024 | 7:31 AM PDT

AUDITOR SIGNATURE DocuSigned by: Luis M. Mercado F25C566CC0A8412... DATE 8/12/2024 | 9:00 AM PDT

COUNTY ADMINISTRATIVE OFFICER SIGNATURE DocuSigned by: Joe Lynch 9C760F0DDEF94BE... DATE 8/12/2024 | 9:07 AM PDT

APPROVED BY RES NO. CLERK DATE

DEPARTMENT Initial LS DS LW

AUDITOR'S USE ONLY
BA #

Budget Action Form Revised 07/01/2024

Docusign Envelope ID: 6F1565B8-28FB-4CDA-85F9-6E23D78F7392

BUDGET ACTION FORM

FUND	DEP/DIV	ACCOUNT	DESCRIPTION	PROJECT	INCREASE	DECREASE
1001	403	51111	Regular salaries and wages			34094
1001	403	51202	Monthly Longevity			345
1001	403	52101	Retirement - Employer			3771
1001	403	52201	Medical/Dental/Vision			9023
1001	403	52205	Life Insurance			18
1001	403	52206	Cash - Cafeteria Plan			16
1001	403	52301	Social Security			1905
1001	403	52302	Medicare			447
1001	403	52303	SDI			380
1001	403	60519	Client-Contracted Program Costs		49,999	
	Year End Budget Action for fund 1001-403 FY2024 20240819					
			TOTALS		49,999	49,999

TRANSFER BETWEEN FUNDS					DEBIT	CREDIT
			TOTALS		0	0

ACTION REQUESTED: (Check all that apply)

(X) Budget appropriation is less than $50,000 and involves shifting funds between categories in the same account and fund. Board of Supervisors reviews all budget actions of this nature on a monthly basis.

( ) Budget appropriation by Board of Supervisors (4/5ths Vote Required): Amending revenues and expenses or transferring funds between funds or accounts within the General Fund or transferring appropriation from contingency.

DEPARTMENT HEAD SIGNATURE DocuSigned by: Kelly M. Mercado F25C566CC0A8412... DATE 8/19/24

AUDITOR SIGNATURE DocuSigned by: Joe Lynch 9C760F0DDEF94BE... DATE 8/19/2024 | 1:38 PM PDT

COUNTY ADMINISTRATIVE OFFICER SIGNATURE DATE 8/19/2024 | 1:42 PM PDT

APPROVED BY RES NO. CLERK DATE

Initial LS DS LW

DEPARTMENT

AUDITOR'S USE ONLY
BA #

Budget Revision Form Revised 08/2020

Docusign Envelope ID: D66CC9B1-CFA6-4010-ABA9-6F3E9FADFD7E

BUDGET ACTION FORM

FUND	DEP/DIV	ACCOUNT	DESCRIPTION	PROJECT	INCREASE	DECREASE
1001	121	60301	General Professional Services			11,000
1001	121	70411	Staff Vehicles		11,000	
				TOTALS	11,000	11,000

TRANSFER BETWEEN FUNDS					DEBIT	CREDIT
				TOTALS	0	0

ACTION REQUESTED: (Check all that apply)

(X) Budget appropriation is less than $50,000 and involves shifting funds between categories in the same account and fund. Board of Supervisors reviews all budget actions of this nature on a monthly basis.

( ) Budget appropriation by Board of Supervisors (4/5ths Vote Required): Amending revenues and expenses or transferring funds between funds or accounts within the General Fund or transferring appropriation from contingency.

FISCAL YEAR: 2024/2025

DEPARTMENT HEAD SIGNATURE DocuSigned by: tomorrow 9AE1E369098E4DA... DATE 8/26/2024 | 1:00 PM PDT

AUDITOR SIGNATURE DocuSigned by: Luis M. Miranda F25C566CC0A8412... DATE 8/28/2024 | 9:34 AM PDT

COUNTY ADMINISTRATIVE OFFICER SIGNATURE DocuSigned by: Joe Lynch 9G768F8DDEF94BE... DATE 8/28/2024 | 9:54 AM PDT

APPROVED BY RES NO. CLERK DATE

DEPARTMENT Initial LS DS LW

AUDITOR'S USE ONLY
BA #

Budget Action Form Revised 07/01/2024

MARIPOSA COUNTY

Board of Supervisors

RESOLUTION - ACTION REQUESTED 2024-398

MEETING: September 17, 2024

TO: The Board of Supervisors

FROM: Vincent Kehoe, Assessor/Recorder

RE: Approve an updated Exchange Agreement between the County Assessor and ParcelQuest through which the Assessor provides parcel information in exchange for 20% of the proceeds of the sale of that information by ParcelQuest; and Authorize the Board of Supervisors Chair to Sign the Agreement

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RECOMMENDATION AND JUSTIFICATION

Approve an updated Exchange Agreement between the County of Mariposa and ParcelQuest through which the County Assessor may continue to provide parcel data and maps in exchange for 20% of the proceeds of the sale of that information by ParcelQuest; and Authorize the Board of Supervisors Chair to Sign the Agreement.

BACKGROUND AND HISTORY OF BOARD ACTIONS

Mariposa County has had an ongoing relationship with ParcelQuest since 1998. The existing agreement was signed by the Assessor in 2011. Approving this item will continue that relationship. ParcelQuest has similar relationships with all 58 counties in the State of California.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION

ParcelQuest makes our data available for purchase on the internet 24 hours a day, 7 days a week. Negative action would reduce availability of county data to the public and increase requests and the work load to meet those requests in the Recorder's office, a department with just 5 staff members.

FINANCIAL IMPACT

Annual income for the county is 20% of the gross annual revenue generated from the sale of parcel data and maps. Income from prior years has been in the range of $5,500 to $6,500.

ATTACHMENTS

1. ParcelQuest 2024 MPA09 - Proposed Assessor Agreement (003)

VOTE RESULT

RESULT: **Adopted (UNANIMOUS)**
MOVER: District IV Supervisor Wayne Forsythe
SECONDER: District III Supervisor Danette Toso
AYES: District V Supervisor Menetrey, District I Supervisor Smallcombe, District III

EXCHANGE AGREEMENT

This Agreement is entered into this _____ day of _____, 20__, by and between the County of Mariposa, a political subdivision of the State of California, through its Assessor's Office (hereinafter, "County") and ParcelQuest, a California corporation (hereinafter, "ParcelQuest").

RECITALS:

1. ParcelQuest is engaged in the business of acquiring, compiling, arranging, selecting, formatting, and distributing for a fee, land records and other data ("Data"), and maps and other images ("Maps"), in electronic form. ParcelQuest sells licensed subscriptions to such Data and Maps in conjunction with data management programs, such as ParcelQuest, which is available in various formats including compact disc and via the ParcelQuest website.

2. The County, by and through the office of the County Assessor ("Assessor's Office") is interested in accessing the Data and Maps for Mariposa County (hereinafter, "the County Area").

3. This Agreement replaces any previous database information agreements between the County and ParcelQuest.

4. Upon the terms and conditions set forth below, ParcelQuest is willing to provide the County with access to Data and Maps for the County Area and to pay the County a fee via the Assessor's Office based on ParcelQuest sales and/or licensing of Data and Maps for the County Area, in exchange for, 1) the Assessor's Office providing ParcelQuest with assessor records created and maintained by the Assessor's Office in the format created by the Assessor's Office ("assessor records").

TERMS AND CONDITIONS:

1. Obligations of ParcelQuest: ParcelQuest agrees, without charge to the County, upon receipt of records from the County, to update ParcelQuest's Data and Maps and to provide the County with access to the Data and Maps for the County Area via ParcelQuest data management software, such as ParcelQuest.com and other products as may be developed by ParcelQuest and contain the Data and/or Maps. ParcelQuest shall use due diligence in compiling, arranging, selecting, and formatting the Data. Access to the Data and Maps under this Agreement shall be solely for the use by the Assessor's Office. The County assumes no liability or responsibility for improper use of such Data or Maps by other public agencies.

2. Obligations of Assessor's Office: At a minimum, the Assessor's Office shall provide ParcelQuest with assessor records and original scale copies of parcel maps on a regular basis not less than monthly and may provide additional records and/or records at an increased frequency at Assessor's Office discretion.

3. Right of ParcelQuest to disseminate Data and Maps: Nothing in this Agreement shall be construed as limiting or in any way affecting ParcelQuest's right to sell, distribute and/or license the Data and Maps, in conjunction with data management software or as raw data, to third parties subject to terms and conditions determined solely by ParcelQuest. A portion of the revenue generated from the sale and/or licensing of Data and Maps for the County Area shall be paid by ParcelQuest to the County via the Assessor's Office within 60 days of the end of the calendar year. This payment is to be calculated as twenty percent (20%) of the gross annual revenue generated from the sale and/or licensing of Data and Maps for the County Area. This payment shall be made for only as long as the Assessor's Office provides assessor records and parcel maps to ParcelQuest as specified in Section 2a, above.

4. Rights of the County to disseminate public information. Nothing in this Agreement shall be construed as limiting or in any way affecting the County's duty to provide copies of certain public records under the Public Records Act, nor the County's right to provide information and records to the public in any form it wishes, including but not limited to electronic media. The County may also at any time create and distribute its own electronic records, maps, and other information, including but not limited to the dissemination of such materials through the internet. The County may also enter into agreements with other vendors of land records data under similar or different terms. The County assumes no liability or responsibility for misuse of ParcelQuest's Data or Maps by anyone other than duly authorized employees, officers, or agents of the County. However, the County understands and agrees that the ParcelQuest product, any other data management software provided by ParcelQuest, the Data, and the Maps, are not public records and may not be distributed to the public, and are protected by United States Copyright laws prohibiting the sale, duplication, sublicensing, transfer, or any other form of exploitation, without the written permission of ParcelQuest, and that County's access to and use of ParcelQuest, any other data management software provided by ParcelQuest, the Data, and the Maps, are subject to the terms of the license as expressed herein. Upon the termination or expiration of this Agreement, the protections afforded ParcelQuest to its ParcelQuest product, any other data management software provided by ParcelQuest, the Data, and the Maps, by copyright laws and the terms of this Agreement, shall remain in full force and effect. All implied product warranties are disclaimed unless expressed herein

5. The County shall have no liability for charges made or incurred by ParcelQuest for compilation, arranging, selecting, formatting or distribution of information taken from records provided to ParcelQuest by the County, or digitizing and processing maps, including any person, agent, employee, or contractor into whose custody the records are delivered by the County. All such charges shall be the responsibility of ParcelQuest.

6. This Agreement is contingent upon the Assessor's Office providing assessor records and parcel maps to ParcelQuest as specified in Section 2a, above. In the event the Assessor's Office ceases to provide assessor records and parcel maps to ParcelQuest, ParcelQuest, at its sole election, may discontinue access of the Assessor's Office to ParcelQuest, Data and Maps, and immediately cease all payments to County.

7. Disclaimer of Partnership or Agency. It is understood and agreed that neither the County, nor any of its employees, is in a relationship of partnership or agency with ParcelQuest. ParcelQuest is an independent contractor and is not an officer, agent, or employee of the County.

ParcelQuest shall defend, indemnify, and hold the County harmless for any claims, losses, or damages incurred by the County as a result of ParcelQuest's use of records and maps provided by the County under this Agreement.

8. Term of Agreement: The initial term of the agreement shall be for one (1) year, commencing on the date it is executed. Thereafter, the Agreement shall continue in effect until terminated by either party, with or without cause, by giving not less than 60 days' written notice.

9 Notices: All notices desired or required to be given pursuant to this agreement shall be in writing and shall be addressed as follows:

Vincent Kehoe	Grant Mulligan
Mariposa County Assessor	ParcelQuest
PO Box 35	193 Blue Ravine Road, Suite 120
Mariposa, CA 95338	Folsom, CA 95630

Either party may, by written notice given to the other, change its mailing address.

IN WITNESS WHEREOF, the parties have executed this agreement as of the date first written above.

COUNTY:	ParcelQuest:
By: _____	By: _____
Title: _____	Title: _____
Date: _____	Date: _____

MARIPOSA COUNTY

Board of Supervisors

RESOLUTION - ACTION REQUESTED 2024-399

MEETING: September 17, 2024

TO: The Board of Supervisors

FROM: Luis Mercado, Auditor

RE: Approve an Addendum to the Agreement with Smith & Newell in the Amount of $73,275 for the Completion of the Fiscal Year 2022-2023 Audit of Financial Statements; and Authorize the Board of Supervisors Chair to Sign the Agreement

---

RECOMMENDATION AND JUSTIFICATION

Approve an Addendum to the Agreement with Smith & Newell in the Amount of $73,275 for the Completion of the Fiscal Year 2022-2023 Audit of Financial Statements; and Authorize the Board of Supervisors Chair to Sign the Agreement.

This agreement is in support of the completion of the Fiscal Year 2022-2023 audited financial statements with Smith & Newell, which include:

- Single Audit
- Transportation Commission Financial Audit
- Transit Fund Financial Audit
- Transportation Commission Triennial Performance Audit
- Transit Fund Triennial Performance Audit

If this addendum is approved, we anticipate the completion of these financial statements occurring shortly after Fiscal Year 2021-2022 is completed in September. With the contract in place, the team will be able to move forward with scheduling the on-site visit and getting the County in compliance, once again, with required audit deadlines.

BACKGROUND AND HISTORY OF BOARD ACTIONS

On April 19, 2016, the Board approved a four-year agreement with Smith and Newell to complete an audit for fiscal years 2015/2016 through 2018/2019 with Board Resolution 2016-171.

On July 7, 2020, the Board approved an addendum to the agreement to complete an audit for fiscal year 2019/2020 with Board Resolution 2020-370.

On July 13, 2021, the Board approved an addendum to the agreement to complete an audit for fiscal year 2020/2021 with Board Resolution 2021-408.

On September 13, 2022, the Board approved an addendum to the agreement to complete an audit for

fiscal year 2021/2022 with Board Resolution 2022-508.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION

Do not approve, and the County will be unable to move forward with the completion of the FY23 audited financial statements.

FINANCIAL IMPACT

Funding is budgeted for independent audits each year. Any necessary adjustments will be made at Midyear.

ATTACHMENTS

1. **2023 Addendum to Professional Auditing Services**
2. **Original Smith and Newell Agreement**

VOTE RESULT

RESULT:	**Adopted (UNANIMOUS)**
MOVER:	District IV Supervisor Wayne Forsythe
SECONDER:	District III Supervisor Danette Toso
AYES:	District V Supervisor Menetrey, District I Supervisor Smallcombe, District III Supervisor Toso, District IV Supervisor Forsythe, District II Supervisor Poe

SMITH & NEWELL
CERTIFIED PUBLIC ACCOUNTANTS

September 4, 2024

County of Mariposa
Attn: Luis Mercado
4982 10th Street
Mariposa, CA 95338

RE: Addendum to Professional Auditing Services Contract

Luis

Enclosed is our contract addendum to provide additional professional audit services to the County of Mariposa for the fiscal year ending June 30, 2023.

If everything looks agreeable, please sign the enclosure, and return a signed copy to our office for our records. Please let us know if you have any questions.

Thank you

Carrie Schroeder, CPA
Partner

Encl (1)

950 THARP ROAD, SUITE 502 YUBA CITY, CA 95993 TEL: (530) 673-9790 FAX: (530) 673-1305 ACCOUNTING@SMITHANDNEWELL.COM

ADDENDUM TO AGREEMENT FOR AUDITING SERVICES

THIS CONTRACT ADDENDUM for additional professional auditing services is entered into by and among Smith & Newell Certified Public Accountants, hereinafter referred to as "AUDITOR", the COUNTY OF MARIPOSA, hereinafter referred to as "COUNTY", and the GRAND JURY OF THE COUNTY OF MARIPOSA, hereinafter referred to as "GRAND JURY", this ___ day of _____, 2024, and affects Scope of Services Required of the original proposal dated December 29, 2015 and approved by the Mariposa County Audit Agreement, Board Resolution 16-171, on May 5, 2016 (copy attached).

WITNESSETH:

This contract is hereby amended as follows:

SCOPE OF WORK: AUDITOR shall audit the fiscal records of the County of Mariposa for the fiscal year ending June 30, 2023, in accordance with the duties imposed upon it as set forth in the original contract, plus compliance with all new applicable standards issued since the date of the original contract.

ENGAGEMENT: The engagement partner for the audit of the June 30, 2023 financial statements is Carrie Schroeder, CPA.

COMPENSATION: COUNTY shall pay to AUDITOR for services described herein a sum not to exceed the following:

Required Audit Services	2023 Maximum Fee
County Financial Audit	$ 54,275
Audit of Federal Expenditures (Includes up to 4 Programs)*	8,275
Transportation Commission Financial Audit	2,675
Transit Fund Financial Audit	2,675
Transportation Commission Triennial Performance Audit	3,025
Transit Fund Triennial Performance Audit	2,350
Grand Total	$ 73,275

*Additional programs will be billed at $2,100 each

TERMS: The term of the original contract shall be extended until June 30, 2024, for the services contemplated in this contract addendum.

All other sections of this contract remain unchanged and in full force and effect.

IN WITNESS WHEREOF, the parties hereby have caused this Agreement to be executed as of the day and year herein first above written.

2022-23 MARIPOSA COUNTY GRAND JURY

By_____

Title_____

Date_____

SMITH & NEWELL CPAs

By Carrie Schroeder

Title Partner

Date 9/5/2024

2022-23 MARIPOSA COUNTY BOARD OF SUPERVISORS

By_____

Title_____

Date_____

ATTEST:

_____

DANIELLE BONDSHU

Clerk of the Board

JUDGE OF THE SUPERIOR COURT OF THE STATE OF CALIFORNIA IN AND FOR THE COUNTY OF MARIPOSA

By_____

Title_____

Date_____

APPROVED AS TO FORM:

_____

STEVE DAHLEM

County Counsel

RES NO. 16-171

MARIPOSA COUNTY AUDIT AGREEMENT

THIS **AGREEMENT** is made and entered into on the date or dates listed below written by and among Smith & Newell, hereinafter referred to as "**CPA**" and the County of Mariposa, hereinafter referred to as "**COUNTY**", and the Grand Jury of the County of Mariposa, hereinafter referred to as "**GRAND JURY**."

Witnesseth:

I. That for and in consideration of the sum hereinafter agreed, for the fiscal years 2015/16, 2016/17, 2017/18 and 2018/19 to be paid to **CPA**, the **CPA** agrees to provide services for the **COUNTY** pursuant to provisions of Section 925 of the California Penal Code and Section 25250 of the California Government Code.

Penal Code Section 925 reads as follows:

> The grand jury shall investigate and report on the operations, accounts, and records of the officers, departments, or functions of the county including those operations, accounts, and records of any special legislative district or other district in the county created pursuant to state law for which the officers of the county are serving in the ex officio capacity as officers of the districts. The investigations may be conducted on some selective basis each year, but the grand jury shall not duplicate any examination of financial statements which has been performed by or for the Board of Supervisors pursuant to Section 25250 of the Government Code; this provision shall not be construed to limit the power of the grand jury to investigate and report on the operations, accounts and records of the officers, departments, or functions of the county. The grand jury may enter into a joint contract with the Board of Supervisors to employ the services of an expert as provided for in Section 926.

Government Code Section 25250 reads as follows:

> At least biennially the Board of Supervisors shall examine and audit, or cause to be audited, the financial accounts and records of all officers having responsibility for the care, management, collection, or disbursement of money belonging to the county or money received or disbursed by them under authority of law. The audit shall encompass the immediately preceding one-year period, or any portion thereof not included in a prior year audit. This financial audit may be performed in coordination with the investigations conducted by the grand jury under Section 925 of the Penal Code, or the Board of Supervisors may resolve to accept reports delivered pursuant to Section 933 of the Penal Code in lieu of its own separate examination if such reports are found to fulfill some or all of the requirements of this section. In connection with the requirements of this Section and Section 25253, the Board of Supervisors may employ the services of an independent certified public accountant or licensed public accountant to perform an examination of the financial statements in accordance with generally accepted auditing standards.

The **CPA** will conduct an audit of the **COUNTY** for the period from July 1, 2015 to June 30, 2019 on a fiscal year basis, except as otherwise provided in the **AGREEMENT**, and as determined based upon the attached response to Request for Proposals, which is incorporated herein by reference. Specifically, the **CPA** shall provide reports on the following:

1. Financial Statement Audit.
2. Single Audit Report as described in OMB Circular A-133.
3. Transportation Development Act (Non-transit Purposes).
4. Triennial Transportation Performance Audits.
5. Transit Fund Audit.
6. Management Report.

CPA will audit the financial statements of the governmental activities, the business-type activities, each major fund and the aggregate remaining fund information of the **COUNTY** as of June 30, and the respective changes in financial position and, where applicable, cash flows thereof for the year then ended. Accounting standards generally accepted in the United States of America provide for certain required supplementary information (RSI), such as management's discussion and analysis (MD&A), to supplement **COUNTY**'s basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. As part of the engagement, **CPA** will apply certain limited procedures to **COUNTY**'s RSI in accordance with auditing standards generally accepted in the United States of America. These limited procedures will consist of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements.

Supplementary information other than RSI, such as the combining non-major fund statements will also accompany **COUNTY**'s financial statements. **CPA** will subject the supplementary information to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America and will provide an opinion on it in relation to the financial statements as a whole.

Based on information that the **COUNTY** provides, **CPA** will perform non-audit services which include compiling the financial statements including all footnote disclosures, all required supplementary information, with the exception of the Management Discussion and Analysis report, all combining schedules and the GASB 34 required full accrual Government Wide Statements.

CPA will perform the single audit in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States; and OMB Circular A-133, Audits of States, Local Governments, and Non-Profit Organizations. The Schedule of Federal Expenditures will be prepared based on information provided by the **COUNTY** and will include required additional disclosures on the California Office of Emergency Services programs and Board of Corrections awards. **CPA** will issue a report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with Government Auditing Standards and a report on Compliance for Each Major Program and on Internal Control over Compliance Required by OMB Circular A-133.

CPA will audit the financial statements of the governmental activities, each major fund and the aggregate remaining fund information of the Mariposa County Transportation Commission and the financial statements of the Mariposa County Transit Fund, which is considered a fund of the **COUNTY**, as of June

30, and the respective changes in financial position and, where applicable, cash flows thereof for the year then ended. **CPA** will conduct audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States. Those standards require that **CPA** plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. Audit will include examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. Audit will also include assessing the accounting principles used and the significant estimates made by management, as well as evaluating the overall financial statement presentation.

For the year ended June 30, 2017, **CPA** will perform a Triennial Performance Audit of the Mariposa County Transportation Commission and the Mariposa County Transit Fund. These audits will be performed in accordance with guidance contained in the Performance Audit Guidebook for Transit Operators and Regional Transportation Planning Entities, published by the California Department of Transportation. The purpose of this performance audit will be to evaluate the efficiency, effectiveness, and economy of the operation of the Mariposa County Transportation Commission and the Mariposa County Transit Fund.

CPA may issue a management report if issues are noted where improvements could be implemented.

II. **CPA** agrees to appear in person before the **GRAND JURY,** the Audit Committee, and/or the Board of Supervisor of the **COUNTY** at any time during the performance of the **AGREEMENT,** and to consult with and report as to the progress of the audit and all other matters pertaining thereto, when requested to do so by the **GRAND JURY**, the Audit Committee, the County Administrative Officer, or the Board of Supervisors.

III. **CPA** may consult with the County Counsel of the **COUNTY** on legal problems arising during the course of the audit.

IV. **CPA** shall consult with the County Administrative Officer of the **COUNTY** and the **GRAND JURY** concerning the preliminary findings of the audit as they are developed.

V. **CPA** shall commence all in a timely manner (assuming timely availability of records by **COUNTY**) allowing for orderly completion of the audit by March 15th following the close of each fiscal year ending at June 30th. All audits shall be completed, and final reports delivered, by March 15th with the exception of the "Transportation Audits" which require an audit report 180 days after the close of the fiscal year, (December 31st of the year following the close of the fiscal year). For the "Transportation Audits" all audits shall be completed, and final reports delivered, by December 15th. All audits shall be conducted according to those generally accepted auditing standards as recognized by the American Institute of Certified Public Accountants.

VI. **CPA** shall have access to and shall be permitted to use figures, tabulations, statistical schedules, and other data already assembled or prepared by the County Administrative Officer, the County Auditor, the County Treasurer, or the personnel of their respective offices for **COUNTY** purposes, but such statements shall not be copied verbatim and used as a representation of results of services for the final report of audit. This does not preclude the use of these statements in the audit report where acknowledgement is made that the County Auditor or the County Treasurer prepared them. Neither the County Auditor nor the County Treasurer nor any members of their respective staffs shall be employed by **CPA** in connection with the audit nor shall the County Auditor nor the County Treasurer nor any personnel in their respective

departments be called upon to perform any service other than the performance of the regular duties of their respective offices.

VII. **CPA** shall supervise the work of all persons selected by it. In the event **CPA** sub-contracts any portion of this work, **CPA** agrees to select only such auditing firms and certified public accountants as may be approved in writing by the **GRAND JURY** and the **COUNTY** prior to the performance of any work sub-contracted. Should the services of any personnel employed by **CPA** be, for any reason whatsoever, unsatisfactory to **GRAND JURY** or the **COUNTY**, such personnel shall be promptly removed from the assignment. Notice of such unsatisfactory performance shall be given in writing by **GRAND JURY** or the **COUNTY** to **CPA**, and shall be effective immediately upon receipt thereof. The term "personnel" as used herein includes auditing firms.

VIII. All books, records, figures, notes, materials, and information of every character, kind and description of the **CPA** or **CPA's** employees relating to this **AGREEMENT** shall be retained by **CPA** in confidential files for a period of five (5) years. Said records shall be made available at **CPA's** office during all regular business hours to the **COUNTY, GRAND JURY,** and State of California as approved by the **COUNTY** and to all subsequent grand juries and their respective agents for the requisite five (5) year period, after which said records may be burned or properly disposed.

IX. The audit, findings and reports of **CPA** shall be held as confidential by it and reported only to the **GRAND JURY** and the **COUNTY**. However, should **CPA** deem it essential to the completion or accuracy of this audit that it's examination or findings involving a particular department be revealed to or discussed with a department head, it may do so, provided the prior consent of the **COUNTY** is first obtained.

X. **COUNTY** shall pay **CPA** out of funds of said **COUNTY** for services herein specified for audits of the 2015/16, 2016/17, 2017/18, and 2018/19 fiscal years in the sum of Two Hundred Thirty Four Thousand One Hundred Dollars ($234,100.00). Upon approval of **CPA's** statement by **GRAND JURY** and **COUNTY**, the sum as specified above shall be paid to **CPA** by the County Treasurer out of the General Fund of said **COUNTY** upon invoices approved and signed by the Mariposa County Administrative Officer. However, it is mutually understood/agreed that **COUNTY** shall not pay **CPA** more than said maximum of Two Hundred Thirty Four Thousand One Hundred Dollars ($234,100.00), for all services rendered pursuant to the **AGREEMENT**, except for such additional services as may be required by **GRAND JURY** or the **COUNTY**.

XI. In the event the audit develops irregularities or unforeseen conditions requiring investigation beyond the scope of the regular audit, a report of such conditions shall be made by **CPA** to **GRAND JURY** and the **COUNTY.** Should further investigations be authorized and directed by **GRAND JURY** or the **COUNTY**, additional compensation therefore:

1. Shall be paid to **CPA** at the hourly rates of each class of CPA, accountant, or clerical help as specified by the **CPA** in their original bid proposal delineating an hourly wage for such individual classes of CPA, accountant, and /or clerical assistance.
2. Shall be paid based on detailed invoice specifying the hours of service for each class of CPA, accountant, or clerical help engaged therein.
3. Shall be paid upon approval of the County Administrative Officer and drawn from the County Treasurer.

XII. It is further agreed that **GRAND JURY** may require that **CPA** audit such additional departments, districts, funds and programs as it deems necessary to fulfill its function under Section 925 of the Penal Code, with

the concurrence and approval of the Superior Court of the State of California for the County of Mariposa. Additional compensation shall be paid to **CPA** upon the same basis as set forth in Paragraph XI herein.

XIII. **CPA** shall bear the typical office material and equipment costs necessary for the production of the final audited financial statements and reports. **CPA** shall bear all travel, meal and lodging costs associated with the audit of programs as defined in Paragraph I.

XIV. It is further understood and agreed that the **GRAND JURY** shall require that the **CPA** report as to the adequacy of the independent audit of the records and accounts of the Special Districts that are administered by the Mariposa County Board of Supervisors. There are thirteen Special Districts with combined appropriations of approximately 3.2 million.

XV. Furthermore, it is mutually agreed the Board of Supervisors of **COUNTY** or the **GRAND JURY** may terminate this **AGREEMENT** at any time. However, if only **GRAND JURY** or **COUNTY** terminate this **AGREEMENT**, the party not terminating the **AGREEMENT** may enter into a new **AGREEMENT** within twenty (20) days after such termination, with **CPA** to complete the audit on the same terms, conditions, and payments as set forth herein, but omitting the party which terminated the **AGREEMENT**. If said party does not enter into such a new agreement within said twenty (20) day period, **CPA** shall be entitled to receive pro-rata payment for the services which it has rendered prior to the notification of such termination.

XVI. Completion of all reports detailing the audit of **COUNTY's** financial statements shall be submitted to the **GRAND JURY** and the **COUNTY** no later than March 15th following the close of the prior fiscal year ending June 30th. For the four year contract described in this **AGREEMENT**, those dates would be March 15, 2017, March 15, 2018, March 15, 2019, and March 15, 2020. However, all transportation and transit related reports shall be completed on December 15th of each year following the close of the prior year ending June 30th due to special reporting guidelines set forth by the State of California.

XVII. **CPA** shall file thirty (30) copies of the General Purpose Financial Statement Audit and the Single Audit Report as follows:

- Five (5) copies for the **GRAND JURY**.
- Five (5) copies of the Board of Supervisors.
- Eight (8) copies for the County Auditor (includes other departments and various outside agencies).
- Twelve (12) copies to be filed with various State and Federal agencies.

CPA shall file copies of the management report as follows:

- Twenty (20) copies for the County Auditor who will distribute to appropriate departments.

CPA shall file copies of the Transportation and Transit audits as follows:

- Fifteen (15) copies for the County Auditor who will distribute to appropriate departments and agencies.

XVIII. The final report shall contain at least the following:

1. An alphabetical index of **COUNTY** officials and departments.
2. An Independent Auditor's Report on the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the

COUNTY, as of and for the year ended June 30, and the related notes to the financial statements, which collectively comprise the **COUNTY**'s basic financial statements. If **CPA** is unable to render an unqualified opinion and a qualified opinion is given, the reasons for such qualifications shall be fully explained.

3. Financial statements consisting of the Government-Wide Statement of Net Position, Statement of Activities, Balance Sheets and Statements of Revenues, Expenditures, and Changes in Fund Balance of all major and other governmental funds, and Balance Sheets and Statements of Revenues, Expenses and Changes in Net Position of each major proprietary fund and other enterprise funds.
4. All other exhibits, schedules, and other data necessary for proper presentation of the results of the examination.
5. Comments on the following:

    - Any indication of the misappropriation of public money or irregular disbursements. In addition, the **CPA** shall submit an immediate oral or written report to **GRAND JURY** upon discovery of such indication of misappropriation or irregular disbursements.
    - The effectiveness of the accounting systems and the internal control features, including testing of budget appropriations and funds to see that they are being properly accounted for.
    - Any improper maintenance or non-maintenance of required books, records, or accounts pertaining to financial transactions.
    - The action taken, if any, on those recommendations contained in the previous fiscal year **GRAND JURY** report.

XIX. It is further agreed by and between the parties hereto that in the event **CPA** performs services under this **AGREEMENT** that are subsequently determined not to be charges against the **COUNTY**, neither **COUNTY**, the **GRAND JURY** or any of its members shall be held liable for any such expenditures.

XX. **CPA** shall indemnify and hold **COUNTY** harmless against any and all liability imposed or claimed, including attorney's fees and other legal expenses, arising directly or indirectly from any act or failure of **CPA** or **CPA's** assistants, employees or agents, including all claims relating to the injury or death of any person or damage to any property. **CPA** agrees to maintain a policy of personal liability insurance in the minimum amount of One Million Dollars ($1,000,000) to cover such claims or in an amount determined appropriate by the County Risk Manager. It is understood that the duty of **CPA** to indemnify and hold harmless includes the duty to defend as set forth in Section 2778 of the California Civil Code. Acceptance by **COUNTY** of insurance certificates and endorsements required under this **AGREEMENT** does not relieve **CPA** from liability under this indemnification and hold harmless clause. This indemnification and hold harmless clause shall apply to any damages or claims for damages whether or not such insurance policies shall have been determined to apply. By execution of this **AGREEMENT**, **CPA** acknowledges and agrees to the provisions of this Section and that it is a material element of consideration.

XXI. Professional Liability Coverage: **CPA** shall provide proof of professional liability coverage satisfactory to **COUNTY** prior to commencing work under the **AGREEMENT.**

XXII. Termination of Funding: **COUNTY** may terminate this **AGREEMENT** with 30 days' notice upon determination that there is insufficient funding for this **AGREEMENT** per California State Constitution Article XVI, Section 18.

XXIII. This **AGREEMENT** requires the approval of the Board of Supervisors of the **COUNTY,** the **GRAND JURY,** and of the Superior Court of the State of California in and for the **COUNTY** in order to become effective.

IN WITNESS WHEREOF, the parties hereto have cause for this **AGREEMENT** to be executed as of the day and year hereinafter written.

SMITH & NEWELL

Date: 04-06-2016

By: Marilee Smith

Printed: MARILEE SMITH

Title: PARTNER

2015-16 MARIPOSA COUNTY GRAND JURY

Date: 5-2-16

By: [signature]

Title: Foreperson of the Grand Jury

2015-16 MARIPOSA COUNTY BOARD OF SUPERVISORS

Date: April 19, 2016

By: [signature]

JOHN CARRIER
Title: Chairman
Mariposa County Board of Supervisors

Attest:

Rene LaRoche
RENE LAROCHE
Clerk of the Board

APPROVED AS TO FORM:

Steven W. Dahlem
STEVE DAHLEM
County Counsel

The foregoing is hereby approved this 5TH day of MAY, 2016.

[signature]
DANA WALTON
Judge of the Superior Court of the State of California
In and for the County of Mariposa

MARIPOSA COUNTY

Board of Supervisors

RESOLUTION - ACTION REQUESTED 2024-400

MEETING: September 17, 2024

TO: The Board of Supervisors

FROM: Luis Mercado, Auditor

RE: Adopt a Resolution of the Tax Rate for the Bass Lake Joint Elementary School District Bond in the Bass Lake Elementary/Yosemite High School Tax Rate Areas of Mariposa County

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RECOMMENDATION AND JUSTIFICATION

Adopt a Resolution of the Tax Rate for the Bass Lake Joint Elementary School District Bond in the Bass Lake Elementary/Yosemite High School Tax Rate Areas of Mariposa County

Adopt a Resolution Adopting the Tax Rate of 0.028687% (2.8687 Cents Per $100 Assessed Valuation) for the Bass Lake Joint Elementary School District Bond in the Bass Lake Elementary/Yosemite High School Tax Rate Areas of Mariposa County.
The area of the District that extends into Mariposa County will generate an estimated $75,383 in bond revenue for the district in Fiscal Year 2024-2025.

BACKGROUND AND HISTORY OF BOARD ACTIONS

This is a voter approved bond for the Bass Lake Elementary/Yosemite High School Districts that extend partly into Mariposa County in the Wawona/Fish Camp area. Mariposa County provides assessments and other tax information annually to Madera County that they use along with their data to compute a tax rate for the bonds.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION

Not approving this resolution would prohibit the Auditor from assessing the debt service tax rate for bonds that were voter-approved.

FINANCIAL IMPACT

There is no financial impact to the County of Mariposa.

ATTACHMENTS

1. Bass Lake Elementary Bond Rates 2024-25

VOTE RESULT

RESULT: **Adopted (UNANIMOUS)**
MOVER: District IV Supervisor Wayne Forsythe
SECONDER: District III Supervisor Danette Toso

AYES: District V Supervisor Menetrey, District I Supervisor Smallcombe, District III Supervisor Toso, District IV Supervisor Forsythe, District II Supervisor Poe

MARIPOSA COUNTY RESOLUTION NO.

TAX RATE ADOPTION FOR THE 2024-25
Bass Lake Joint Elementary School District Bond

BE IT RESOLVED by the Board of Supervisors of Mariposa County, a political subdivision of the State of California, that the tax rates be adopted in compliance with the provision of Sections 29100 – 29106 inclusive of the Government Code as follows:

BASS LAKE JOINT ELEMENTARY SCHOOL DISTRICT BOND
0.028687%

PASSED AND ADOPTED by the Board of Supervisors of the County of Mariposa on this 17th day of September 2024 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

_____
Miles Menetrey, Chair
Mariposa County Board of Supervisors

ATTEST:

_____
Danielle Bondshu, Clerk of the Board

APPROVED AS TO FORM:

_____
Steven Dahlem, County Counsel

MARIPOSA COUNTY

Board of Supervisors

RESOLUTION - ACTION REQUESTED 2024-401

MEETING: September 17, 2024

TO: The Board of Supervisors

FROM: Luis Mercado, Auditor

RE: Adopt a Resolution for the Property Tax rate and Voter-Approved Debt Service Rates for the County of Mariposa 2024-2025 Fiscal Year Secured Tax Roll

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RECOMMENDATION AND JUSTIFICATION

Adopt a Resolution for the Property Tax rate and Voter-Approved Debt Service Rates for the County of Mariposa 2024-2025 fiscal year Secured tax roll.

Beginning in fiscal year 2017/18, an additional tax rate was applied to properties within the boundaries of the Mariposa County Unified School District. This additional tax is for the purpose of raising adequate debt service funds to make principal and interest payments on general obligation bonds issued by the Mariposa County Unified School District, approved by the voters of Mariposa County during the November 2016 Election. According to Article XIII A, Section 1(b) of the California Constitution, debt service tax rates can be levied to provide taxing jurisdictions with the necessary revenue to pay annual principal and interest charges on any bonded indebtedness for the acquisition or improvement of real property approved on or after July 1, 1978, by two-thirds (2/3) of the voting public. The amount to be raised includes a reserve equal to the next six months of principal and interest payments due after the end of fiscal year 2024-2025 as well as a 2% increase to account for delinquency. These additions are to ensure there are adequate funds to make principal and interest payments on the bond in a timely manner. The debt service rates calculated take into account the balance remaining in the debt service as of the end of the previous fiscal year.

In fiscal year 2024-2025, the Secured debt service rate for the Mariposa County Unified School District General Obligation Bond Election of 2016, Series A is 0.008933% ($8.933 per $100,000 assessed valuation). The Secured debt service rate for the Mariposa County Unified School District General Obligation Bond Election of 2016, Series B is 0.013403% ($13.403 per $100,000 assessed valuation). The Secured debt service rate for the Mariposa County Unified School District General Obligation Bond Election of 2016, Series C is 0.011086% ($11.086 per $100,000 assessed valuation). The debt service rate for the Unitary/State Board Roll is 0.038881% ($38.881 per $100,000 assessed valuation). According to Revenue and Taxation Code Section 100, debt service rates are to be calculated for Unitary and operating non unitary property based on the previous year's debt service rate.
The Auditor's Office anticipates that applying these tax rates will generate approximately $970,231 in debt service funds for the school bond.

BACKGROUND AND HISTORY OF BOARD ACTIONS

Each year, pursuant to Government Code Sections 29100 - 29106 inclusive, the Board of Supervisors

has adopted a resolution establishing the tax rate of 1% of the cash value of the secured property within the county. As stated above, beginning in fiscal year 2017/18 there was an additional tax rate percentage for tax rate areas subject to the Mariposa County Unified School District General Obligation Bonds approved during the November 2016 Election.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION

Not approving this resolution would mean that Mariposa County is out of compliance with Government Code Sections 29100 - 29106.

FINANCIAL IMPACT

There is no financial impact to the County of Mariposa.

ATTACHMENTS

1. Tax rate and voter-approved debt service rate adoption for secured taxes 2024-25

VOTE RESULT

RESULT:	**Adopted (UNANIMOUS)**
MOVER:	District IV Supervisor Wayne Forsythe
SECONDER:	District III Supervisor Danette Toso
AYES:	District V Supervisor Menetrey, District I Supervisor Smallcombe, District III Supervisor Toso, District IV Supervisor Forsythe, District II Supervisor Poe

MARIPOSA COUNTY RESOLUTION NO.

A RESOLUTION ADOPTING THE BASIC TAX RATE FOR THE COUNTY OF MARIPOSA AND THE DEBT SERVICE RATES FOR THE MARIPOSA COUNTY UNIFIED SCHOOL DISTRICT GENERAL OBLIGATION BONDS FOR FISCAL YEAR 2024/25

WHEREAS, Government Codes §29100 – 29106 require that the tax rate and voter-approved debt service rates be set and approved by the Board of Supervisors of Mariposa County, a political subdivision of the State of California.

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of Mariposa County, State of California, that the tax rate and voter-approved debt service rates be adopted as follows:

The ad valorem property tax rate for the County of Mariposa is 1% of the assessed value ($1,000 per $100,000 assessed valuation) for the 2024/2025 fiscal year, tax year 2024, with bond rates to be ADDED to the 1% rate as follows:

The additional debt service rate for the Mariposa County Unified School District General Obligation Bond Election of 2016, Series A is affixed at 0.008933% of the Secured assessed value ($8.933 per $100,000 assessed valuation) for the 2024/2025 fiscal year, tax year 2024.

The additional debt service rate for the Mariposa County Unified School District General Obligation Bond Election of 2016, Series B is affixed at 0.013403% of the Secured assessed value ($13.403 per $100,000 assessed valuation) for the 2024/2025 fiscal year, tax year 2024.

The additional debt service rate for the Mariposa County Unified School District General Obligation Bond Election of 2016, Series C is affixed at 0.011086% of the Secured assessed value ($11.086 per $100,000 assessed valuation) for the 2024/2025 fiscal year, tax year 2024.

The additional debt service rate for the Mariposa County Unified School District General Obligation Bond Election of 2016, Series A, Series B, and Series C is affixed at 0.038881% of the Unitary/State Board Roll ($38.881 per $100,000 assessed valuation) for the 2024/2025 fiscal year, tax year 2024.

PASSED AND ADOPTED by the Board of Supervisors of the County of Mariposa on this 17th day of September 2024 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

_____
Miles Menetrey, Chair
Mariposa County Board of Supervisors

ATTEST:

_____
Danielle Bondshu, Clerk of the Board

APPROVED AS TO FORM:

_____
Steven Dahlem, County Counsel

MARIPOSA COUNTY

Board of Supervisors

RESOLUTION - ACTION REQUESTED 2024-402

MEETING: September 17, 2024

TO: The Board of Supervisors

FROM: Walter Wall, County Counsel

RE: Approve the Submittal of the Victim Witness Assistance (VW) Program Grant Application to support the Victim Witness Services in Mariposa County for $268,296; Approve the Grant Agreement if Awarded; and Authorize the District Attorney to Sign the Grant Agreement (Subject to Approval as to Legal Form by County Counsel)

RECOMMENDATION AND JUSTIFICATION

Approve the Submittal of the Victim Witness Assistance (VW) Program Grant Application to support the Victim Witness Services in Mariposa County for $268,296; Approve the Grant Agreement if Awarded; and Authorize the District Attorney to Sign the Grant Agreement (Subject to Approval as to Legal Form by County Counsel).

The Victim Witness Assistance (VW) Program commences October 01, 2024, and runs through September 30, 2025, and provides the District Attorney's Office with funding for services to victims and witnesses of crime. The Victim Witness Assistance Program is a year-to-year grant, in which recipients are required to reapply each year. With the approval of the current application and upon approval by CalOES, this will be the District Attorney's 32nd year of funding for the Victim Witness Assistance Program.

This program will fund 100% of the Victim Witness Coordinator position, a 100% Victim Witness Advocate, and a 70% Victim Witness Advocate. The District Attorney's Victim Witness Program is fully funded by State and Federal funds.

BACKGROUND AND HISTORY OF BOARD ACTIONS

The Board has approved other grants submitted by the District Attorney's Office, including the Victim Witness Program, for the past 32 years.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION

If the Board chooses not to approve the application, it will have a negative impact on the Victim Witness Program's ability to provide assistance to victims and witnesses of crime within Mariposa County. Without this funding, Victim Witness Services would not be able to be in operation.

FINANCIAL IMPACT

No finanacial impact

ATTACHMENTS

1. Download of Non-competitive Grant Application- VW24 03 1001

VOTE RESULT

RESULT:	**Adopted (UNANIMOUS)**
MOVER:	District IV Supervisor Wayne Forsythe
SECONDER:	District III Supervisor Danette Toso
AYES:	District V Supervisor Menetrey, District I Supervisor Smallcombe, District III Supervisor Toso, District IV Supervisor Forsythe, District II Supervisor Poe

Application Information Form

Program:
Victim/Witness Assistance - VW24

Grant Subaward Performance Period:
10/01/2024 to *09/30/2025*

Subrecipient:
County of Mariposa - District Attorney's Office

Subrecipient UEI:
PNG4LUYEKK53

Subrecipient Federal Employer ID:
94-6000880

Implementing Agency:
Mariposa County

Payment Address
PO BOX 730
MARIPOSA
California
Mariposa County
95338-0730

Primary Location of Project/Services

Address
5085 Bullion Street

Address 2

City:
Mariposa

County:
Mariposa County

Zip Code:
95338-0730

Cal OES GOVERNOR'S OFFICE OF EMERGENCY SERVICES | GRANTS CENTRAL SYSTEM

Last Saved 8/30/2024 8:34 AM

Contact Information Form

New Note | Print

Navigation Instructions:

- All required fields are marked with an *****.
- Use the **SAVE** button at least every 30 minutes to avoid losing data.
- When done, click the **SAVE** button.

Form Specific Instructions:

- Individuals identified below will be the official points of contact for the Grant Subaward. For descriptions of these positions see Subrecipient Handbook Section 3.005 or other applicable Program Supplemental guidance.
- The Grant Subaward Director and Financial Officer cannot be the same individual.
- Each individual must have a unique email address.

Grant Subaward Contacts

Grant Subaward Director

* First Name:	Walter	* Last Name:	Wall
* Title:	Mariposa County District Attorney		
* Phone:	(209) 966-3626	* Email:	wwall@mariposacounty.org
* Address:	PO Box 730		
* City:	Mariposa	* State:	California
* Zip Code:	95338-0730		

Grant Subaward Financial Officer

* First Name:	Luis	* Last Name:	Mercado
* Title:	Mariposa County Auditor		
* Phone:	(209) 966-7606	* Email:	lmercado@mariposacounty.org
* Address:	4982 10th Street, PO Box 729		
* City:	Mariposa	* State:	Ca
* Zip Code:	95338-0729		

Grant Subaward Programmatic Point of Contact:

* First Name:	Jessica	* Last Name:	Mimnaugh		
* Title:	Victim Witness Services Supervisor				
* Phone:	(209) 742-7441	* Email:	jmimnaugh@mariposacounty.org		
* Address:	P.O. Box 730, 5085 Bullion Street				
* City:	Mariposa	* State:	CA	* Zip Code:	95338-0730

Grant Subaward Financial Point of Contact:

* First Name:	Jessica	* Last Name:	Mimnaugh		
* Title:	Victim Witness Services Superviso				
* Phone:	(209) 742-7441	* Email:	jmimnaugh@mariposacounty.org		
* Address:	P.O. Box 730, 5085 Bullion Street				
* City:	Mariposa	* State:	California	* Zip Code:	95338-0730

< Previous Form Next Form >

Chair of the Governing Body

* First Name:	Miles	* Last Name:	Menetrey		
* Title:	Supervisor- District 5, Chair				
* Phone:	(209) 966-3222	* Email:	mmenetrey@mariposacounty.org		
* Address:	5100 Bullion Street, PO Box 784				
* City:	Mariposa	* State:	CA	* Zip Code:	95338-0784

Grant Subaward Authorized Agent

- [ ] Jessica Mimnaugh
- [x] Walter Wall

Go to the top

Grant Subaward Assurances Form

Applicable Grant Subaward Assurances

This document is a binding affirmation that the Subrecipient will comply with the assurances required by the federal program/fund source.

Assurance	Acknowledgement
Federal Fund Grant Subaward Assurances - 2024 VOCA.pdf	*[X]**
Program Standard Assurance Addendum	*[X]**
Standard Certification of Compliance	*[X]**

Subrecipients expending $1,000,000 or more in federal finds annually must comply with the single audit requirement established by the Federal Office of Management and Budget (OMB) Uniform Guidance 2 CFR Part 200, Subpart F and arrange for a single audit by an independent Certified Public Accountant (CPA) firm annually. Audits conducted under this section will be performed using the guidlines established by the American Institute of Certified Public Accountants (AICPA) for such audits. *

Subrecipient expends $1,000,000 or more in federal funds annually.
*[X]*Subrecipient does not expend $1,000,000 or more in federal funds annually.

Federal Funding Accounting and Transparency Act (FFATA)

In the preceding year, did the Subrecipient receive:

Has the Subrecipient received $25,000,000 or more in federal funds in the preceding fiscal years? * Yes *[X]*No

Programmatic Narrative Form

Narrative Questions/Responses

Question 1

Briefly describe the plan to provide all mandatory services outlined in the VW Supplemental Program Components and indicate any significant changes to your Program for the 2024-25 Grant Subaward performance period.
The Mariposa County Victim Services Program serves all victims and witnesses of crime in Mariposa County. We attempt to deliver assistance to all victims of crime, whether charges have been filed or not. No victim, no matter what the crime, will be turned away if services or assistance is requested. This office is notified immediately through our case management system as soon as a report is submitted into the District Attorney's case data base and victims are added to the case. Elements of the case can be seen and researched by the advocates, and copies of all documentation, including filing decisions and charging documents, can be viewed as soon as they are entered. This technological advancement has greatly increased the efficiency of our office in reviewing and updating our case files. With the use of our case management system, our office is much more efficient on communicating with victims, quickly assessing their needs, and providing them the services or referrals that they may require in a timely fashion. Additionally, whenever updates are made by either support staff or prosecutors, an email of any changes or offers to the case are emailed directly to the advocate assigned in the case. Thus, our program is consistently kept in the loop of any filing decision or impact to the criminal case.
VWSP receives most of its referrals from the Mariposa County Sheriff's Department, California Highway Patrol, and the California Fish and Game Department via the Mariposa County District Attorney's Office case management system. Additional referrals come to the office via Mountain Crisis Services (MCS), our local sexual assault and domestic violence advocacy center, Child Welfare and Adult Protective Services, Yosemite National Park Law Enforcement, and the local hospital, John C. Fremont Healthcare District. Our case management system further allows us to send reminders and immediate messages to the Deputy District Attorney assigned to the case. This allows for consistently updated staff and cases on anything that may impact the criminal justice process. Additionally, court dates and minute orders are available without having to view the court's data base and then wait for the court clerks to send that information to our office. We are undergoing a complete court case digitalization that will allow for electronic filing with the Superior Court in the immediate future, in the last year they have digitalized many aspects of their process.

Question 2

This section is for additional space to answer Question 1.
Throughout the duration of the case, and often after the case is completed, contact with the victim is maintained. This is primarily done through phone communication and meetings at the office, but letters and emails are also utilized. All mandatory services are provided when requested and documented each time they are provided in the case management system with corresponding statistics and notes per interaction. Reports can be run efficiently to assist in the reporting requirements of Cal-OES, as well as public inquiry and presentations to the public and community partners.
The most frequent services provided by our advocates are case status, case disposition, orientation to the Criminal Justice System, court support and escort, restraining order information, general follow-up assistance in person, phone and/or by letter, crisis intervention, Cal-VCB claim assistance, and help with preparation of victim impact statements. Restitution assistance is provided when requested and we have had many requests for this service and often includes several steps to have victims complete and provide appropriate documentation for a claim

Question 3

Briefly describe the optional services listed in the VW Supplemental Program Components that your VW Center provides to victims/survivors.
When needed, our advocates can provide employer/creditor intervention, child care assistance, witness notification, funeral arrangements, crime prevention information, transportation assistance and a court waiting area. We have staff available to provide transportation assistance and local resources for gas cards for crime-related meetings and events. We have space within our building that allows for victims to be comfortable prior to walking directly over to court and testify/view court proceedings.

Question 4

Provide a brief status update of the VW Center's crisis response and Mass Victimization (MV) Assistance plan for crime-related MV/terrorism incidents. Include after hours contact information.
Our Victim Advocate who was in the MVA position left the program in May 2024, we are still looking to see how we can continue to respond. Our program supervisor is working with other advocate staff to see if they would take on the role. Currently, the Victim Witness Supervisor is taking on the duties of the MVA position. And moving the regional MOU forward to final draft. We hope to promote an existing Advocate into the position and hire a .70 FTE to balance caseloads.

After hours contact:
Jessica Mimnaugh
Victim Witness Supervisor
(209)620-9543

Question 5

Describe how volunteers are used to support the Program. If volunteers are not used, email a completed Volunteer Waiver Request to your Grants Analyst for approval and upload the approved copy to your VW24 Application.
VWSP attempts to utilizes volunteers to help assist victims and witnesses during trials, to help gather and complete information for Cal-VCB applications, and to assist with any clerical work that can be done within the office. It has been extremely difficult in the past to acquire volunteers that are qualified to handle clients in extreme distress as well as to keep case information confidential. Being in a small community the issue of confidentiality and case sensitive information around volunteers who know a large amount of the population has created problems in the past, and extreme care must be taken to find appropriate help.

Question 6

List information for all field offices in the county including address, telephone numbers, employees assigned to the office, and supervisor(s) contact information.
Mariposa Victim Witness
(20()742-7441
5085 Bullion Street,
Mariposa, CA 95338

Jessica Mimnaugh (Supervisor)- (209)742-1275 (Direct Line)
Torree Riggs

Question 7

This section is for additional space to answer Question 6.
N/A

Subrecipient Risk Assessment Form

Per Title 2 CFR § 200.332, Cal OES is required to evaluate the risk of noncompliance with federal statutes, regulations and grant terms and conditions posed by each subrecipient of pass-through funding.

How many years of experience does your current grant manager have managing grants?	*>5 years*
How many years of experience does your current bookkeeper/accounting staff have managing grants?	*>5 years*
How many grants does your organization currently receive?	*1-3 grants*
What is the approximate total dollar amount of all grants your organization receives?	*$398,000*
Are individual staff members assigned to work on multiple grants?	*Yes*
Do you use timesheets to track the time staff spend working on specific activities/projects?	*Yes*
How often does your organization have a financial audit?	*Annually*
Has your organization received any audit findings in the last three years?	*No*
Do you have a written plan to charge costs to grants?	*Yes*
Do you have written procurement policies?	*Yes*
Do you get multiple quotes or bids when buying items or services?	*Always*
How many years do you maintain receipts, deposits, cancelled checks, invoices?	*>5 years*
Do you have procedures to monitor grant funds passed through to other entities?	*No*

Operational Agreements Form

Participating Agency/Organization	Date Signed	Start Date	End Date
Mariposa County Sheriff's Office	*08/20/2024*	*10/01/2024*	*09/30/2028*
Mariposa County Health and Human Services	*04/19/2023*	*10/01/2023*	*09/30/2025*
Mountain Crisis Services	*09/17/2024*	*10/01/2024*	*09/30/2025*

Funding Source Allocation

Funding Source Allocation

Funding Source Name	Fiscal Year	Type	Amount Available	Total Match Amount Available	Available Funding Total	Funding Requested	Cash Match Amount Requested	In-Kind Match Amount Requested	Total Project Costs	
2024 VCGF	*2024*	*State*	*$107,766*	*$0*	***$107,766***	*$107,766*	*$0*	*$0*	***$107,766***	*$*
2024 VOCA	*2024*	*Federal*	*$135,493*	*$0*	***$135,493***	*$135,493*	*$0*	*$0*	***$135,493***	*$*
2024 VWA0	*2024*	*State*	*$25,037*	*$0*	***$25,037***	*$25,037*	*$0*	*$0*	***$25,037***	*$*
			$268,296	***$0***	***$268,296***	***$268,296***	***$0***	***$0***	***$268,296***	

Budget Cost Categories

Cost Form Selection(s)

*[X]***Personnel Costs**
Volunteer Costs
Contractor/Consultant Costs
*[X]***Rent Costs**
*[X]***Travel Costs**
Equipment Costs
Financial Assistance For Client's Costs
Second-Tier Subward Costs
Audit Costs
Indirect Costs
*[X]***Other Operating Costs**
*[X]***Match Waiver** *s.VW24 Mariposa County- Match Waiver (002).pdf*

Personnel Budget Category Form

Navigation Instructions:

- All required fields are marked with an *.
- Use the **SAVE** button at least every 30 minutes to avoid losing data.
- To add another Line Item, click the **ADD** button.
- To delete this Line Item, click the **DELETE** button. WARNING: This action cannot be undone.
- When done, click the **SAVE** button.

Personnel Costs

Budget/Project Line-Item *

.70 FTE Victim Witness Advocate

Description *

Provides comprehensive services and support to crime victims and witnesses; facilitates victim and witness appearances in court; provides referrals for victims and family members to public and private agencies for assistance; and performs related duties and responsibilities as required. Assists in the response and county preparedness of any crisis-response plan for mass casualty incidents.

Hourly *[X]***Salary**

Salary Per Month * *$3,420.56*

Number of Months * *12.00*

Hours of Full-Time Workweek * *28.00*

FTE * *.7000*

Full-Time Equivalent in Hours *1,456*

%

Salary Calculation Total *$28,733*

Does this position provide benefits? * *[X]*Yes No

Benefits Percentage * *32.00 %*

Benefits Calculation *$9,194*

Benefits Description *

SEIU Benefits include: Medical, dental, Vision, Life Insurance, Retirement, Social Security and SDI

Calculation Total (Includes Benefits if provided)

$37,927

Fund Source Allocations

Fund Source Allocations Instructions

- Select the Fund Source(s) to support the line-item
- Add amount(s)
- Click the + symbol to request money from another funding source.
- Click the - symbol to remove request from a funding source.

Funding Source Name	Fiscal Year	Type	Amount	Cash Match Amount	In Kind Match Amount	Match Amount	Total	State Funds Used to Match Federal Match Requirements	Federal Fund
2024 VOCA	*2024*	*Federal*	*$22,163*	*$*	*$*	*$0*	*$22,163*	*$*			
2024 VWA0	*2024*	*State*	*$15,764*	*$*	*$*	*$0*	*$15,764*	*$*			
					$37,927		***$0***	***$0***	*$0*	***$37,927***

Personnel Budget Category Form

Navigation Instructions:

- All required fields are marked with an *.
- Use the **SAVE** button at least every 30 minutes to avoid losing data.
- To add another Line Item, click the **ADD** button.
- To delete this Line Item, click the **DELETE** button. WARNING: This action cannot be undone.
- When done, click the **SAVE** button.

Personnel Costs

Budget/Project Line-Item *

1 FTE Victim Witness Advocate (MVA)

Description *

Provides comprehensive services and support to crime victims and witnesses; facilitates victim and witness appearances in court; provides referrals for victims and family members to public and private agencies for assistance; and performs related duties and responsibilities as required. Assists in the response and county preparedness of any crisis-response plan for mass casualty incidents.

Hourly *[X]***Salary**

Salary Per Month * *$3,611.32*

Number of Months * *12.00*

Hours of Full-Time Workweek * *40.00*

FTE * *1.0000*

Full-Time Equivalent in Hours *2,080*

%

Salary Calculation Total *$43,336*

Does this position provide benefits? * *[X]*Yes No

Benefits Percentage * *30.00 %*

Benefits Calculation *$13,001*

Benefits Description *

SEIU Benefits include: Medical, dental, Vision, Life Insurance, Retirement, Social Security and SDI

Calculation Total (Includes Benefits if provided)

$56,337

Fund Source Allocations

Fund Source Allocations Instructions

- Select the Fund Source(s) to support the line-item
- Add amount(s)
- Click the + symbol to request money from another funding source.
- Click the - symbol to remove request from a funding source.

Funding Source Name	Fiscal Year	Type	Amount	Cash Match Amount	In Kind Match Amount	Match Amount	Total	State Funds Used to Match Federal Match Requirements	Federal Fund
2024 VCGF	*2024*	*State*	*$10,305*	*$0*	*$0*	*$0*	*$10,305*	*$*	
2024 VOCA	*2024*	*Federal*	*$46,032*	*$*	*$*	*$0*	*$46,032*	*$*	
				$56,337		***$0***	***$0***	*$0*	***$56,337***

Personnel Budget Category Form

Navigation Instructions:

- All required fields are marked with an *.
- Use the **SAVE** button at least every 30 minutes to avoid losing data.
- To add another Line Item, click the **ADD** button.
- To delete this Line Item, click the **DELETE** button. WARNING: This action cannot be undone.
- When done, click the **SAVE** button.

Personnel Costs

Budget/Project Line-Item *

1 FTE Victim Witness Supervisor

Description *

Under general direction, plans, coordinates and supervises the Victim/Witness Program; administers special grant programs within the District Attorney's Office; develops program characteristics to ensure compliance with legislative requirements; prepares annual budget and account for expenditures; participates in client work when needed; and performs related duties and responsibilities as required.

Hourly [X] **Salary**

Salary Per Month * | **Number of Months** * | **Hours of Full-Time Workweek** *

$6,497.41 | *12.00* | *40.00*

FTE * | **Full-Time Equivalent in Hours** | **Salary Calculation Total**

1.0000 | *2,080* | *$77,969*

Does this position provide benefits? * [X] Yes No

Benefits Percentage *

25.00 %

Benefits Calculation

$19,492

Benefits Description *

MCMCO Benefits include: Medical, dental, Vision, Life Insurance, Retirement, Social Security and SDI

Calculation Total (Includes Benefits if provided)

$97,461

Fund Source Allocations

Fund Source Allocations Instructions

- Select the Fund Source(s) to support the line-item
- Add amount(s)
- Click the + symbol to request money from another funding source.
- Click the - symbol to remove request from a funding source.

Funding Source Name	Fiscal Year	Type	Amount	Cash Match Amount	In Kind Match Amount	Match Amount	Total	State Funds Used to Match Federal Match Requirements	Federal Fund
2024 VCGF	*2024*	*State*	*$97,461*	*$0*	*$0*	*$0*	*$97,461*	*$*		
					$97,461		***$0***	***$0***	*$0*	***$97,461***

Facility Rental Budget Category Form

Facility Rental Costs

Rent Cost Type
GRANT SUBAWARD EMPLOYEE OFFICE SPACE

Cost per Square Foot
$.09

Number of Months
12

Number of Square Ft
250

Calculation Total
$270

FTE
2.00

Fund Source Allocations

Funding Source Name	Fiscal Year	Type	Amount	Cash Match Amount	In Kind Match Amount	Match Amount	Total	State Funds Used to Match Federal Match Requirements
2024 VOCA	*2024*	*Federal*	*$242*	*$0*	*$0*	***$0***	*$242*	*$*
			$242	***$0***	***$0***	***$0***	***$242***	

Facility Rental Budget Category Form

Facility Rental Costs

Rent Cost Type
ADDITIONAL RENTAL SPACE

Cost per Square Foot
$.08

Number of Months
12

Number of Square Ft
372

Calculation Total
$357

Fund Source Allocations

Funding Source Name	Fiscal Year	Type	Amount	Cash Match Amount	In Kind Match Amount	Match Amount	Total	State Funds Used to Match Federal Match Requirements
2024 VOCA	*2024*	*Federal*	*$357*	*$0*	*$0*	***$0***	*$357*	*$*
			$357	***$0***	***$0***	***$0***	***$357***	

Facility Rental Budget Category Form

Facility Rental Costs

Rent Cost Type
ADDITIONAL RENTAL SPACE

Cost per Square Foot
$1.16

Number of Months
12

Number of Square Ft
520

Calculation Total
$7,238

Fund Source Allocations

Funding Source Name	Fiscal Year	Type	Amount	Cash Match Amount	In Kind Match Amount	Match Amount	Total	State Funds Used to Match Federal Match Requirements
2024 VOCA	*2024*	*Federal*	*$7,200*	*$0*	*$0*	***$0***	*$7,200*	*$*
			$7,200	***$0***	***$0***	***$0***	***$7,200***	

Travel Budget Category Form

Travel Cost Type
Travel

Budget/Project Line-Item
CDAA Annual Conference

Description
County: TBD
Registration: $300
Hotel: $175/night + $31/night tax x 4 nights- $824
Parking: $19/ day x 5 days- $95
Per diem: $44 day x 5 days- $220

[X] **In State** **Out of State**

Staff Traveling *
1

Travel Cost Per Staff
$1,439.00

Calculation Total
$1,439.00

Funding Source Allocations

Funding Source Name	Fiscal Year	Type	Amount	Cash Match Amount	In Kind Match Amount	Match Amount	Total	State Funds Used to Match Federal Match Requirements	
2024 VWA0	*2024*	*State*	*$1,439*	*$*	*$*	***$0***	*$1,439*	*$*	
			$1,439	***$0***	***$0***	***$0***	***$1,439***		

Travel Budget Category Form

Travel Cost Type
Travel

Budget/Project Line-Item
CDAA Eder Abuse Symposium

Description

County: Orange County
Lodging: $125/night + $20/night tax x 4 nights -$580
Per Deim: $44x 5 days- $220
Registration: $350

[X] **In State** **Out of State**

Staff Traveling *
1

Travel Cost Per Staff
$1,150.00

Calculation Total
$1,150.00

Funding Source Allocations

Funding Source Name	Fiscal Year	Type	Amount	Cash Match Amount	In Kind Match Amount	Match Amount	Total	State Funds Used to Match Federal Match Requirements	
2024 VWA0	*2024*	*State*	*$1,150*	*$*	*$*	***$0***	*$1,150*	*$*	
			$1,150	***$0***	***$0***	***$0***	***$1,150***		

Travel Budget Category Form

Travel Cost Type
Travel

Budget/Project Line-Item
NOVA-National Organization for Victim Advocacy

Description
County; San Francisco
Registration: $550 x 2 people- $1100
Hotel: $250/night + $30/night tax x 4 nights- $580 x 2 - $2,240
Per diem: $44 day x 6 days- $264 x 2 people- $528

[X] **In State** **Out of State**

Staff Traveling *
2

Travel Cost Per Staff
$1,934.00

Calculation Total
$3,868.00

Funding Source Allocations

Funding Source Name	Fiscal Year	Type	Amount	Cash Match Amount	In Kind Match Amount	Match Amount	Total	State Funds Used to Match Federal Match Requirements	
2024 VWA0	*2024*	*State*	*$3,868*	*$*	*$*	***$0***	*$3,868*	*$*	
			$3,868	***$0***	***$0***	***$0***	***$3,868***		

Travel Budget Category Form

Travel Cost Type
Travel

Budget/Project Line-Item
Waymakers Entry-Level Advocate Academy

Description
This is a 40-hour Entry-level Academy that is required for all CalOES Victim Witness Advocates.

County: TBD
Lodging: $130/night + 35/night taxes + fees x 6 nights -$990
Per Diem: $44/day x 7 days- $308
Parking: $19/ day x 5 days- $95

[X] **In State** **Out of State**

Staff Traveling *
1

Travel Cost Per Staff
$1,393.00

Calculation Total
$1,393.00

Funding Source Allocations

Funding Source Name	Fiscal Year	Type	Amount	Cash Match Amount	In Kind Match Amount	Match Amount	Total	State Funds Used to Match Federal Match Requirements	
2024 VWA0	*2024*	*State*	*$1,393*	*$*	*$*	***$0***	*$1,393*	*$*	
			$1,393	***$0***	***$0***	***$0***	***$1,393***		

Other Operating Budget Category Form

Navigation Instructions:

- All required fields are marked with an *.
- Use the **SAVE** button at least every 30 minutes to avoid losing data.
- To add another Line Item click the **ADD** button.
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- When done, click the **SAVE** button.

Other Operating Costs

Budget/Project Line-Item

Communications

Description/Justification

Phones, Internet, alarm, etc

Calculation Description

$300/month x 12 months

Funding Source Allocations

Funding Source Name	Fiscal Year	Type	Amount	Cash Match Amount	In Kind Match Amount	Match Amount	Total	State Funds Used to Match Federal Match Requirements	
2024 VOCA	*2024*	*Federal*	*$3,600*	*$0*	*$0*	***$0***	*$3,600*	*$*	
			$3,600	***$0***	***$0***	***$0***	***$3,600***		

Other Operating Budget Category Form

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Other Operating Costs

Budget/Project Line-Item

Copier Expense

Description/Justification

Lease and service cost per month

Calculation Description

$150/month x 12 months

Funding Source Allocations

Funding Source Name	Fiscal Year	Type	Amount	Cash Match Amount	In Kind Match Amount	Match Amount	Total	State Funds Used to Match Federal Match Requirements	
2024 VOCA	*2024*	*Federal*	*$1,800*	*$*	*$*	***$0***	*$1,800*	*$*	
			$1,800	***$0***	***$0***	***$0***	***$1,800***		

Other Operating Budget Category Form

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Other Operating Costs

Budget/Project Line-Item

Courthouse Facility Dog Expenses

Description/Justification

Food expenses, Veterinarian; grooming costs, training treats, doggie bags, dog bowls, water dispensers, leashes, beds, tennis balls, doggie pool, doggie life jacket,K9 insurance, etc

Calculation Description

Food expenses
$300/month x 12 Months ($3,600) ;
Veterinarian costs average $250/Quarter x
(4) quarters ($1,000);Grooming costs
$70/month x 12 months ($840), Training
treats, doggie bags and essential needs $75
/month x 12 months ($900) (dog bowls,
water dispensers, leashes, beds, etc.) Pet Insurance $1200/year

Funding Source Allocations

Funding Source Name	Fiscal Year	Type	Amount	Cash Match Amount	In Kind Match Amount	Match Amount	Total	State Funds Used to Match Federal Match Requirements	
2024 VOCA	*2024*	*Federal*	*$7,540*	*$*	*$*	***$0***	*$7,540*	*$*	
			$7,540	***$0***	***$0***	***$0***	***$7,540***		

Other Operating Budget Category Form

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Other Operating Costs

Budget/Project Line-Item

General Liability Insurance

Description/Justification

Cost allocation for general liability insurance for VW

Calculation Description

$1,825/quarter x four (4) quarters= $7,300

Funding Source Allocations

Funding Source Name	Fiscal Year	Type	Amount	Cash Match Amount	In Kind Match Amount	Match Amount	Total	State Funds Used to Match Federal Match Requirements	
2024 VOCA	*2024*	*Federal*	*$7,300*	*$*	*$*	***$0***	*$7,300*	*$*	
			$7,300	***$0***	***$0***	***$0***	***$7,300***		

Other Operating Budget Category Form

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Other Operating Costs

Budget/Project Line-Item

Janitor Service

Description/Justification

Cost allocation within Lease of 5085 Bullion Street.

Calculation Description

Monthly Cost $328.02 X 12 months = $3,936.24

Funding Source Allocations

Funding Source Name	Fiscal Year	Type	Amount	Cash Match Amount	In Kind Match Amount	Match Amount	Total	State Funds Used to Match Federal Match Requirements	
2024 VOCA	*2024*	*Federal*	*$3,936*	*$*	*$*	***$0***	*$3,936*	*$*	
			$3,936	***$0***	***$0***	***$0***	***$3,936***		

Other Operating Budget Category Form

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Other Operating Costs

Budget/Project Line-Item

Memberships-

Description/Justification

Children's Advocacy Centers of California
(CACC) Membership and National Organization for Victim Assistance
(NOVA), and CCVAA Membership Dues

Calculation Description

Children's Advocacy Centers of California
(CACC) Membership Dues $300/year
National Organization for Victim Assistance
(NOVA)- $100, CCVAA Membership Dues $125/year

Funding Source Allocations

Funding Source Name	Fiscal Year	Type	Amount	Cash Match Amount	In Kind Match Amount	Match Amount	Total	State Funds Used to Match Federal Match Requirements	
2024 VOCA	*2024*	*Federal*	*$525*	*$*	*$*	***$0***	*$525*	*$*	
			$525	***$0***	***$0***	***$0***	***$525***		

Other Operating Budget Category Form

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Other Operating Costs

Budget/Project Line-Item

Office Supplies

Description/Justification

Paper, Pens, postage, envelopes, business cards, ink, chairs, etc.
VWAO Funds- purchase of water, coffee, tea for court waiting areas

Calculation Description

$1,619/month X 12 months- only claiming $19.423

Funding Source Allocations

Funding Source Name	Fiscal Year	Type	Amount	Cash Match Amount	In Kind Match Amount	Match Amount	Total	State Funds Used to Match Federal Match Requirements	
2024 VOCA	*2024*	*Federal*	*$18,000*	*$*	*$*	***$0***	*$18,000*	*$*	
2024 VWA0	*2024*	*State*	*$1,423*	*$*	*$*	***$0***	*$1,423*	*$*	
			$19,423	***$0***	***$0***	***$0***	***$19,423***		

Other Operating Budget Category Form

Navigation Instructions:

- All required fields are marked with an *.
- Use the **SAVE** button at least every 30 minutes to avoid losing data.
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- To delete this Line Item, click the **DELETE** button. WARNING: This action cannot be undone.
- When done, click the **SAVE** button.

Other Operating Costs

Budget/Project Line-Item

Publications

Description/Justification

Newspaper subscription, pamphlets, event letters/flyers, etc

Calculation Description

$20/month x 12 months

Funding Source Allocations

Funding Source Name	Fiscal Year	Type	Amount	Cash Match Amount	In Kind Match Amount	Match Amount	Total	State Funds Used to Match Federal Match Requirements	
2024 VOCA	*2024*	*Federal*	*$240*	*$*	*$*	***$0***	*$240*	*$*	
			$240	***$0***	***$0***	***$0***	***$240***		

Other Operating Budget Category Form

Navigation Instructions:

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- When done, click the **SAVE** button.

Other Operating Costs

Budget/Project Line-Item

Technology

Description/Justification

Zoom Yearly Subsccription, Canva- Digital Art and Media creation software (For events, flyers, presentations, etc.)

Calculation Description

Zoom Yearly Subsccription: $149.90/year- $150
Canva- Digital Art and Media creation software
(For events, flyers, presentations, etc.) $500/year

Funding Source Allocations

Funding Source Name	Fiscal Year	Type	Amount	Cash Match Amount	In Kind Match Amount	Match Amount	Total	State Funds Used to Match Federal Match Requirements	
2024 VOCA	*2024*	*Federal*	*$650*	*$*	*$*	***$0***	*$650*	*$*	
			$650	***$0***	***$0***	***$0***	***$650***		

Other Operating Budget Category Form

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- When done, click the **SAVE** button.

Other Operating Costs

Budget/Project Line-Item

Utilities

Description/Justification

Electricity, Water & Sewer, propane & Maintenance

Calculation Description

Electricity $178.91/month x 12 months = $2,146.92; Water & Sewer $23.97 x 12 months = $287.64 propane at $28.35/month x 12 months = $340.20; Maintenance $294.50/month x 12 months= $3,534 Utilities total of $6,308.76 (MVA 22% use = $1,387.76 only claiming $1,362) charging less

Funding Source Allocations

Funding Source Name	Fiscal Year	Type	Amount	Cash Match Amount	In Kind Match Amount	Match Amount	Total	State Funds Used to Match Federal Match Requirements	
2024 VOCA	*2024*	*Federal*	*$6,308*	*$*	*$*	***$0***	*$6,308*	*$*	
			$6,308	***$0***	***$0***	***$0***	***$6,308***		

Other Operating Budget Category Form

Navigation Instructions:

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- Use the **SAVE** button at least every 30 minutes to avoid losing data.
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- When done, click the **SAVE** button.

Other Operating Costs

Budget/Project Line-Item

Vehicle Costs

Description/Justification

Operation, fuel and Maintenance Monthly Cost for K9 Vehicle and victim transportation/ Advocate program car for events, travel, trainings, etc

Calculation Description

Operation and Maintenance Monthly Charges: 2,000 miles/month at $250/month x 12 months x 2 vehicles = $6,000
Fuel Costs: 1,000 miles/month at $150/ month (Average price per gallon at $4.5) x 12 months x 2 vehicles - $3600

Funding Source Allocations

Funding Source Name	Fiscal Year	Type	Amount	Cash Match Amount	In Kind Match Amount	Match Amount	Total	State Funds Used to Match Federal Match Requirements	
2024 VOCA	*2024*	*Federal*	*$9,600*	*$*	*$*	***$0***	*$9,600*	*$*	
			$9,600	***$0***	***$0***	***$0***	***$9,600***		

Application Signatures Form

Assurances/Signatures

Certification of Proof of Authority *

This Grant Subaward consists of this title page, the application for the grant, which is attached and made a part hereof, and the Assurances/Certifications. I hereby certify I am vested with the authority to enter into this Grant Subaward, and have the approval of the City/County Financial Officer, City Manager, County Administrator, Governing Board Chair, or other Approving Body. The Subrecipient certifies that all funds received pursuant to this agreement will be spent exclusively on the purposes specified in the Grant Subaward. The Subrecipient accepts this Grant Subaward and agrees to administer the grant project in accordance with the Grant Subaward as well as all applicable state and federal laws, audit requirements, federal program guidelines, and Cal OES policy and program guidance. The Subrecipient further agrees that the allocation of funds may be contingent on the enactment of the State Budget.

Standard Certification of Compliance *

By checking this box, I certify the Subrecipient will comply with the requirements of the Standard Certification of Compliance. I am fully aware that this certification is made under penalty of perjury under the laws of the State of California.

Program Standard Assurance Addendum *

The undersigned represents that he/she is authorized to enter into this Addendum for and on behalf of the Applicant/Subrecipient. Applicant/Subrecipient understands that failure to comply with this Addendum or any of the assurances may result in suspension, termination, reduction, or de-obligation of funding. Applicat/Subrecipient agrees to repay funds in the event there is a violation of grant assurances.

Federal Fund Grant Subaward Assurances Certification *

By checking this box, I certify I have read all applicable Federal Fund Grant Subaward Assurances and the Subrecipient will comply with the requirements. I am fully aware that this certification is made under penalty of perjury under the laws of the State of California.

California Public Records Act *

I understand the Grant Subaward applications are subject to the California Public Records Act, Government Code section 7920.000 et seq.
Additional information: Do not put any personally identifiable information or private information on this application. If you believe that any of the information you are putting on this application is exempt from the Public Records Act, please attach a statement that indicates what portions of the application and the basis for the exemption. Your statement that the information is not subject to the Public Records Act will not guarantee that the information will not be disclosed.

Authorized Agent

Name: **Title:**
Signature: **Date:**

Cal OES Signatures

I hereby certify upon my personal knowledge that budget funds are available for the period and purposes of this expenditure stated in this application
Cal OES Fiscal Officer Signature: **Date Executed:**
I hereby certify upon my personal knowledge that budget funds are available for the period and purposes of this expenditure stated in this application
Cal OES Director or Designee Signature: **Date Executed:**

Victims of Crime Act (VOCA) Victim Assistance Formula Grant Program Match Waiver Request Form

Cal OES Subrecipients may request a partial or full match waiver for Victim of Crime Act (VOCA) Victim Assistance Formula Grant Program funds. Approval is dependent on a compelling justification. To request a partial or full match waiver, the Subrecipient must complete the following:

1. Cal OES Grant Subaward Number: VW24 32 0220
2. Subrecipient's Name: Mariposa County
3. Grant Subaward Performance Period 10/01/2024 through 09/30/2025
4. VOCA Fund Source #1: 24VOCA

   VOCA Victim Assistance Formula Grant Program Funds Awarded: $ 135,493

   Amount of Match Proposed (post approved Match Waiver): $ 0
5. VOCA Fund Source #2 (if applicable): Select

   VOCA Victim Assistance Formula Grant Program Funds Awarded:

   Amount of Match Proposed (post approved Match Waiver):
6. Briefly summarize the services provided:

   Assistance and Filing Victims of Crime Claim Form- Assisting victim in submitting necessary application forms to receive compensation for crime related expenses; Case Status and Disposition Information- Notifying victim of the status of their case and the current disposition; Community Resource and Counseling Referral- Directing victims to community resources which can be of further assistance; Court Escort and Support- Accompanying victims or witnesses to court; Crisis Intervention- Counseling, reassurance and support following the crime; Emergency Assistance- Meeting immediate needs of victim such as food, clothing and lodging; Orientation to the Criminal Justice System- Explaining the criminal justice system including information about their individual case; Restitution Information- Helping to obtain court ordered restitution from the convicted offender(s); Courthouse facility dog support and accompaniment.
7. Describe practical/logistical obstacles and/or local resource constraints to providing match:

   Mariposa County is a vast and rural county with the majority of its county revenue coming from tourism and Transient Occupancy Taxes, in recent years the county has also faced numerous natural disasters and states of emergencies. Additionally, our county has experienced a series of devastating wildfires in the last few years, and significant atmospheric rivers this past few winter seasons. Our county is currently not in a financial position to support the victim Witness program, but we are moving forward in trying to elicit financial support from our county. Funds are not available yet.

Approved ☒	Susan Grace	Susan Grace	6/11/2024
Denied ☐	Unit Chief Name	Unit Chief Signature	Date

MARIPOSA COUNTY

Board of Supervisors

RESOLUTION - ACTION REQUESTED 2024-403

MEETING: September 17, 2024

TO: The Board of Supervisors

FROM: Walter Wall, County Counsel

RE: Approve a Five-Year Operational Agreement (OA), with Mariposa County District Attorney's Office and Mountain Cisis Services, a Program of Alliance for Community Transformations, Inc., to Provide Assistance to Mariposa County Residents who Are Victims of Domestic Violence, Sexual Assault, Dating Violence, Human Trafficking and Stalking; and Authorize the District Attorney to sign the Agreement (Subject to Approval as to Legal Form by County Counsel)

RECOMMENDATION AND JUSTIFICATION

Approve a Five-Year Operational Agreement (OA), with Mariposa County District Attorney's Office and Mountain Cisis Services, a Program of Alliance for Community Transformations, Inc., to Provide Assistance to Mariposa County Residents who Are Victims of Domestic Violence, Sexual Assault, Dating Violence, Human Trafficking and Stalking; and Authorize the District Attorney to sign the Agreement (Subject to Approval as to Legal Form by County Counsel).

This is an Operational Agreement to coordinate responses to Domestic Violence, Sexual Assault, Dating Violence, and Stalking victims and their families for the Victim Witness Assistance Grant for the 2024-2029 fiscal years. This Agreement facilitates cooperation between Mariposa County District Attorney's Office Victim Witness Service Program and Mountain Crisis Services to maximize assistance for victims of sexual assault.

BACKGROUND AND HISTORY OF BOARD ACTIONS

The Board has approved MOU's and Operational Agreements in the past for multiple county departments and community agencies and typically approves contracts and Operational Agreements of this nature based on the fact that there are no local resources to facilitate services within the county. Additionally, Mountain Crisis Services and Victim Witness Services has maintained Operational Agreements for Victim Witness Grants for the last eleven years.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION

If not approved, Mariposa County District Attorney's Office and other entities will be unable to move forward with the collaborative work as outlined in the OA. It also may impact the program's ability to maintain grant funds without the collaboration and partnership with the Alliance for Community Transformations, Inc.

FINANCIAL IMPACT

There will be no financial .

ATTACHMENTS

1. Alliance OA-2024-2029

VOTE RESULT

RESULT:	**Adopted (UNANIMOUS)**
MOVER:	District IV Supervisor Wayne Forsythe
SECONDER:	District III Supervisor Danette Toso
AYES:	District V Supervisor Menetrey, District I Supervisor Smallcombe, District III Supervisor Toso, District IV Supervisor Forsythe, District II Supervisor Poe

OFFICE OF THE MARIPOSA COUNTY DISTRICT ATTORNEY
WALTER W. WALL District Attorney

Seek the truth, Protect Our Community, Deliver Justice

OPERATIONAL AGREEMENT

This operational agreement stands as evidence that the Mariposa County District Attorney's Office Victim Witness Assistance Program will work cooperatively with Mountain Crisis Services, a program of Alliance for Community Transformations, to provide services to victims of crime and their families in the County of Mariposa. Mountain Crisis Services is a local domestic violence shelter that can assist victims of domestic violence, human trafficking, sexual assault, dating violence, and stalking.

The **Victim Witness Assistance Program** will provide appropriate comprehensive services as mandated by law (13835.5 Penal Code) including, but not limited to: crisis intervention, emergency assistance, resources and referral, counseling, assistance in filing applications for the California Victim Compensation Board, property return, orientation to the criminal justice system, court support, case status and disposition.

The **Victim Witness Assistance Program** will provide victims of crime notification of their rights as defined by the Victims' Bill of Rights (Marsy's Law) and will support victims' rights throughout and beyond the criminal justice process.

Mountain Crisis Services will provide appropriate comprehensive services including, but not limited to: 24/7 hotline, emergency shelter, crisis counseling, case management, legal advocacy, accompaniment, resources and referral, and emergency assistance. All services to victims will be confidential under penal codes 1037.2(a) or 1035-1036.2. Information sharing can occur if proper referrals are in place.

The **Mariposa County District Attorney's Office, Victim Witness Assistance Program,** and **Mountain Crisis Services** authorized representatives will hold meetings to discuss strategies, resources and referrals, and supportive services. Discussions will include how to provide a trauma informed team approach, how to utilize and coordinate other referral sources so victims can utilize all services and resources available.

The Mariposa County District Attorney's Office, **Victim Witness Assistance Program**, and **Mountain Crisis Services** will process referrals efficiently and work closely together to ensure that victim needs are met and approached in a trauma informed way.

The **Victim Witness Assistance Program** will provide information, presentations, and training to the members of Mountain Crisis Services upon request. Collaboration efforts will be made for mutual training and education activities to better improve delivery of innovative services.

We, the undersigned, as authorized representatives of the Mariposa County District Attorney's Office and Mountain Crisis Services, do hereby approve this document.

This Operation Agreement will be in effect from the fiscal year 2024-2029.

Dated: _____

_____

WALTER W. WALL
District Attorney
Mariposa County District Attorney

Dated: _____

_____

JEREMY MARTINEZ
Executive Director
Alliance for Community Transformations

APPROVED AS TO FORM

_____

STEVEN W. DAHLEM

MARIPOSA COUNTY

Board of Supervisors

RESOLUTION - ACTION REQUESTED 2024-404

MEETING: September 17, 2024

TO: The Board of Supervisors

FROM: Walter Wall, County Counsel

RE: Adopt a Resolution of Intention to Authorize the District Attorney or Their Designee to Sign Any Amendments and Extensions to the 2024-2025 Victim Witness Assistance (VW) Grant (Subject to Approval as to Legal Form by County Counsel)

RECOMMENDATION AND JUSTIFICATION

Adopt a Resolution of Intention to Authorize the District Attorney or Their Designee to Sign Any Amendments and Extensions to the 2024-2025 Victim Witness Assistance (VW) Grant (Subject to Approval as to Legal Form by County Counsel).

All CalOES subrecipients are required to obtain written authorization from the governing board that the official executing the agreement is, in fact, authorized to do so (SRH 1350). That authorization must also allow the executing official to authorize any grant applications, amendments, extensions, etc. For example, if the California Office of Emergency Services notified grant recipients of increases in funding, which would require an amendment to reflect how the funds would be expended. Any amendments that would potentially impact the County General Fund would be brought before the Board for approval.

BACKGROUND AND HISTORY OF BOARD ACTIONS

The Board has approved other grants submitted by the District Attorney's Office, including the Victim Witness Program, for the past 32 years. Additionally, the Board has historically approved the District Attorney to have the Authority to enter into agreements, amendments and any extensions for the Victim Witness Services Assistance Grant Application in Resolution No. 2023-262 and is slated to review the Victim Witness Assistance Grant for the 2024-2025 fiscal year.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION

If the Board chooses not to approve official delegation signature authorization to the District Attorney, it will have a negative impact on the Victim Witness Program's ability to comply with CalOES requirements and the possibility of funding for this program would be in jeopardy.

FINANCIAL IMPACT

None.

ATTACHMENTS

1. VW Resolution 09.17.24 Item #1601

VOTE RESULT

RESULT:	**Adopted (UNANIMOUS)**
MOVER:	District IV Supervisor Wayne Forsythe
SECONDER:	District III Supervisor Danette Toso
AYES:	District V Supervisor Menetrey, District I Supervisor Smallcombe, District III Supervisor Toso, District IV Supervisor Forsythe, District II Supervisor Poe

MARIPOSA COUNTY RESOLUTION NO. _____

Adopt a Resolution Authorizing the District Attorney or Their Designee to Sign Any Amendments and Extensions to the 2024-2025 Victim Witness Assistance (VW) Grant.

WHEREAS, The California Office of Emergency Services has released a request for application for the Victim/Witness Assistance (VW) Program; and

WHEREAS, The Victims of Crime Act (VOCA) Victim Assistance Formula Grant Program and the California State Penalty Fund support eligible victim assistance programs; and

WHEREAS, The Mariposa County District Attorney's Office submitted an application to the California Office of Emergency Services for the Victim/Witness Assistance (VW) Program; and

WHEREAS, The Mariposa County District Attorney's Office Victim/Witness Assistance Program staff will be dedicated to serving victims and their families; and

NOW THEREFORE BE IT FURTHER RESOLVED THAT, that the Mariposa County Board of Supervisors authorizes submittal of grant applications to the California Office of Emergency Services Victim/Witness Assistance (VW) Program in the amount of $268,296 to run October 1, 2024, through September 30, 2025; and

NOW THEREFORE BE IT FURTHER RESOLVED THAT, that the District Attorney or their designee is hereby authorized to execute in the name of the County of Mariposa all necessary applications, contracts, agreements, payment requests, amendments, and extension for the purposes of securing grant funds and to implement and carry out the purposes specified in the grant applications.

PASSED AND ADOPTED by the Board of Supervisors of the County of Mariposa by Motion of, Seconded by, at a regular meeting on September 14, 2024, by the following VOTE:

AYES:
NOES:
ABSENT:
ABSTAINED:

ATTEST: APPROVED AS TO FORM:

_____ _____

Miles Menetrey, Chairman Steven W. Dahlem, County Counsel

_____

Danielle Bondshu, Clerk of the Board

MARIPOSA COUNTY

Board of Supervisors

RESOLUTION - ACTION REQUESTED 2024-405

MEETING: September 17, 2024

TO: The Board of Supervisors

FROM: Kristina Keheley, Health and Human Services Agency Director

RE: Approve an Agreement with The Regents of the University of California, UC Davis Campus in the Amount of $67,192.50 for Training; and Authorize the Board of Supervisors Chair to Sign the Agreement

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RECOMMENDATION AND JUSTIFICATION

Approve an Agreement with The Regents of the University of California, UC Davis Campus in the Amount of $67,192.50 for Training; and Authorize the Board of Supervisors Chair to Sign the Agreement.

Mariposa County is part of a multi-county consortium (Inter-County Training Consortium) to provide specialized training for Health and Human Services Agency staff. As part of the consortium and this agreement, UC Davis Extension customizes on-site training for our county, allows us to attend training in other counties, and offers institutes on the Davis Campus and other venues.

BACKGROUND AND HISTORY OF BOARD ACTIONS

The Board has approved an annual contract for the Health and Human Services Agency to participate in this consortium training for more than 20 years. Health and Human Services is satisfied with the services received. The most recent agreement was approved by the Board on September 19, 2023, by Resolution 2023-520.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION

Should the Board decide not to approve this contract, the Agency would not be able to access highly valuable training that is needed to keep employees knowledgeable in the field of Health and Human Services programs and personal development.

FINANCIAL IMPACT

There is no impact on the General Fund.

ATTACHMENTS

1. UC Davis 2025

VOTE RESULT

RESULT: **Adopted (UNANIMOUS)**

MOVER: District IV Supervisor Wayne Forsythe

SECONDER: District III Supervisor Danette Toso

AYES: District V Supervisor Menetrey, District I Supervisor Smallcombe, District III Supervisor Toso, District IV Supervisor Forsythe, District II Supervisor Poe

UC Davis Agreement #A_____
CPE Agreement # GENT-2024-18
Control # C114562

TRAINING SERVICES AGREEMENT

(County of Mariposa, a political subdivision of the State of California, through its Mariposa County Health and Human Services Agency)

THIS AGREEMENT (**"Agreement"**) is made and entered into by and between THE REGENTS OF THE UNIVERSITY OF CALIFORNIA (**"University"**), on behalf of its Davis Campus Continuing and Professional Education (the **"CPE"**) and County of Mariposa, a political subdivision of the State of California, through its Mariposa County Health and Human Services Agency (**"User"**).

RECITALS

WHEREAS, The CPE has been established and is maintained to support University's pursuit of its constitutional objectives of instruction, research, and public service; and

WHEREAS, University is a public education institution accredited by the Western Association of Schools and Colleges, and has developed a training program (**"Program"**) and;

WHEREAS, User wishes to obtain major skills training courses for User's personnel who provide related services in fulfillment of their goals and objectives (**"Exhibit B"**, if applicable);

NOW, THEREFORE, University shall furnish the following services to User.

TERMS AND CONDITIONS

1. Services: University shall present the program (**"Program"**) as more fully described in "Exhibit A", attached hereto and incorporated herein (collectively, the **"Services"**). Additional work shall be performed only if authorized in advance by written amendment to this Agreement executed by both parties. To the extent that any provision of Exhibit A is inconsistent with this Agreement, this Agreement shall take precedence.

    a. Limit on attendance: No more than thirty-five (35) persons per course session may attend without the prior written approval of the University.

    b. Reschedule/cancel of class: If User reschedules or cancels any training class within ten (10) calendar days of the Program start date, User shall pay for all expenses incurred up to the date on which University receives notice of the reschedule or cancellation.

2. Term: The term of this Agreement shall be from July 1, 2024 and continue through June 30, 2025. All courses must be completed by June 30, 2025.

3. Payment: User shall pay University for Service as set forth in "Exhibit A", attached hereto and incorporated herein. CPE will provide User thirty (30) days' written notice of any proposed rate change and an option to amend or terminate the Agreement. User shall pay for Services within thirty (30) days of User's receipt of University's invoice. CPE reserves the right to suspend performance of Services if User fails to make payment in full within sixty (60) days.

4. Rules, Regulations, Policies and Guidelines: When on University property, User agrees to comply with all federal, state and local laws and University policies, as well as guidelines from the Centers for Disease Control and Prevention, state, county and other local state public health officials and University health and wellness standards, which may change from time-to-time with little or no notice. User is responsible for ensuring that its directors, officers, agents, employees, and participants who will participate in the Services at University property, comply with all applicable requirements.

5. Indemnification: The parties agree to defend, indemnify and hold one another harmless from and against any and all liability, loss, expense, attorneys' fees, or claims for injury or damages arising from the performance of this Agreement, but only in proportion to and to the extent such liability, loss, expense, attorneys' fees, or claims for injury or damages are caused by or result from the negligent or intentional acts or omissions of the indemnifying party, its officers, agents, students, or employees.

6. Insurance: University is self-insured under California law. University shall maintain this program of self-insurance throughout the term of this Agreement with retentions as follows:

    a. General Liability (and professional liability) coverage with a per occurrence limit of a minimum of one million dollars ($1,000,000).

    b. Auto Liability including non-owned automobiles, with a minimums as follows:

        i. Bodily injury
            1. Per person $1,000,000
            2. Per accident $1,000,000
        ii. Property damage $1,000,000

    c. Workers Compensation insurance in accordance with California state law.

    d. Employer's Liability coverage in the amount of one million dollars ($1,000,000).

    e. If requested by User in writing University shall provide, upon receipt of a fully-executed Agreement, a Certificate of Self-Insurance naming User, its officers, agents, and employees, individually and collectively as additional insured (except for Worker's Compensation Insurance) for services provided under this Agreement.

f. Coverage shall apply as primary insurance and any other insurance or self-insurance maintained by the User, its officers, agents, and employees should be excess only. This insurance shall not be canceled or changed without a minimum of thirty (30) days advance, written notice given to User.

g. Upon University's request, User shall provide University written evidence of User's insurance coverage relevant to the presence or activity of User, its officers, agents, and employees while in, on or about University property or in connection with this Agreement. In the event User's coverage is not acceptable to University, University shall have the right to immediately suspend Services. If User fails to provide acceptable insurance within ten (10) days after University's written notice, University may terminate this Agreement.

7. Non-Liability of University:

a. Consequential Damages: University shall not be liable for any loss of profits, claims against User by any third party, or consequential damages.

b. Delay/Desired Result: University shall incur no liability to User or to any third party for any loss, cost, claim or damage, either direct or consequential, arising from University's delay in performance or failure to perform Services, or failure to achieve a desired result.

c. Liability Limitation: University's liability for damages shall not exceed the total of all charges paid by User.

8. Confidential Information: During the course of this Agreement, User may provide University with information, data, or material that it regards as proprietary or confidential. Such information shall be marked or stamped "CONFIDENTIAL INFORMATION". If communicated orally to University, User shall submit confirmation in writing within five (5) days of such disclosure. Notwithstanding, the foregoing, University agrees to safeguard names and addresses of individuals received through the performance of this Agreement in accordance with Welfare and Institution Code Section 10850.

a. University's Obligation: University shall treat User's Confidential Information in the same manner as University treats its own similar information. Upon User's written request, University shall use reasonable means to protect User's Confidential Information by means not normally employed by University, however, University shall have no obligation to comply with any such request by User. Should such protection occur, any related costs shall be borne by User. University shall not be liable for inadvertent disclosure of Confidential Information provided University has exercised reasonable care.

b. Exempt Information: Confidential Information does not include information that is (i) not exempt from disclosure under the California Public Records Act (Calif. Gov. Code sec. 6250 et seq.); (ii) otherwise available to the public; (iii) rightfully received from a

third party not in breach of an obligation of confidentiality; (iv) independently developed by University; (v) previously known to University; or (vi) produced in compliance with a court order or when required by law. University shall give reasonable notice to User that Confidential Information is being sought by a third party, to afford User an opportunity to limit or prevent disclosure. Any defense against disclosure shall be at User's sole initiative, risk, cost, and expense. University is not obligated to participate in any defense against such request for disclosure. Upon User's request, University agrees to cease using all Confidential Information and to return it promptly to User.

c. Time Limitation: University shall not divulge User's Confidential Information for a period of three (3) years following termination of this Agreement, or earlier if User makes or allows its Confidential Information to become public knowledge, or by communicating such Confidential Information to a party not bound by an obligation of confidentiality.

d. Disposition of Confidential Information: Upon completion of Services or termination of this Agreement, by User's written request, University shall return any Confidential Information. Absent such request, CPE shall destroy or dispose of it according to its established procedures.

9. Disclaimer of Warranty: UNIVERSITY MAKES NO WARRANTY AS TO RESULTS TO BE OBTAINED BY USER FROM THE USE OF ANY SERVICES AND/OR FACILITIES PROVIDED BY UNIVERSITY UNDER THIS AGREEMENT. THERE ARE NO EXPRESS OR IMPLIED WARRANTIES, INCLUDING BUT NOT LIMITED TO, THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE.

10. University's Right to Use Data: University shall have the unrestricted right to use for its own purposes, including publication, any data or information which it may develop in connection with or as a result of performing the Services described in Exhibit A.

11. Ownership of Workshop Deliverables: University shall own and retain all rights, including copyrights, in all course materials and other works prepared by University under this Agreement.

12. Use of University's Name: User shall not use the name or mark of University in any form or manner in advertisements, reports, or other information released to the public without the prior written approval of University.

13. Termination: Either party may terminate this Agreement at any time by giving the other party thirty (30) calendar days' written notice of such action.

14. Force Majeure: Neither party shall be liable for delays due to causes beyond the party's control, including, but not limited to, acts of God, war, public enemy, civil disturbances, earthquakes, fires, floods, epidemics, pandemics, quarantine restrictions, strikes, freight embargoes, rolling

blackouts, terrorist threats or actions on University property and unusually severe weather, performance shall be excused for a period commensurate with the period of impossibility.

University is a land-grant institution with a mission of teaching, research, public service and patient care, and it is required to recover the full cost of providing services to non-University entities such as User, and as a non-profit entity, makes no profit. Therefore, University does not have reserves from which to pay for expenditures made on behalf of User for which it is not reimbursed. In the event of a force majeure, User shall be responsible for payment of all expenses incurred to the point at which University gives or receives notice of the impossibility. If the impossibility becomes permanent, University will make best efforts to cancel or mitigate all outstanding financial commitments, and User shall be responsible for the cost of any remaining obligations.

15. Federal Contract Compliance: If this Agreement is funded wholly or in part with by a grant or contract from an agency of the federal government, University shall comply with all terms and conditions applicable to recipients of such funds and their contractors.

16. Conflict of Interest: User affirms that, to the best of User's knowledge, no University employee who has participated in University's decision-making concerning this Agreement has an "economic interest" in this Agreement or User. A University employee's "economic interest" means:

    a. An investment worth $2,000 or more in User or its affiliate;

    b. A position as director, officer, partner, trustee, employee or manager of User or its affiliate;

    c. Receipt during the past 12 months of $500 in income or $440 in gifts from User or its affiliate; or

    d. A personal financial benefit from this Agreement in the amount of $250 or more.

    In the event of a change in these economic interests, User shall provide written notice to University within thirty (30) days after such change, noting such changes. User shall not be in a reporting relationship to a University employee who is a near relative, nor shall a near relative be in a decision-making position with respect to User.

17. Tobacco-free Campus: University is a tobacco-free institution. Use of cigarettes, cigars, oral tobacco, electronic cigarettes and all other tobacco products is prohibited on all University owned or leased sites.

18. Equal Opportunity Affirmative Action: University will abide by the requirements set forth in Executive Orders 11246 and 11375. Where applicable, University will abide by 41 CFR §§ 60-1.4(a), 60-300.5(a) and 60-741.5(a), incorporated by reference with this statement: **"This**

contractor and subcontractor shall abide by the requirements of 41 CFR §§ 60-1.4(a), 60-300.5(a) and 60-741.5(a). These regulations prohibit discrimination against qualified individuals based on their status as protected veterans or individuals with disabilities, and prohibit discrimination against all individuals based on their race, color, religion, sex, sexual orientation, gender identity, or national origin. Moreover, these regulations require that covered prime contractors and subcontractors take affirmative action to employ and advance in employment individuals without regard to race, color, religion, sex, sexual orientation, gender identity, national origin, protected veteran status or disability." With respect to activities occurring in the State of California, University agrees to adhere to the California Fair Employment and Housing Act. University will provide User on request a breakdown of its labor force by groups as specified by University, and will discuss with University its policies and practices relating to its affirmative action programs. University will not maintain or provide facilities for employees at any establishment under its control that are segregated on a basis prohibited by federal law. Separate or single-user restrooms and necessary dressing or sleeping areas must be provided, however, to ensure privacy.

19. CANRA: University represents and warrants that it complies with the California Child Abuse and Neglect Reporting Act (**"CANRA"**). Failure to comply with CANRA will constitute a material breach of the Agreement and be grounds for termination.

20. Notices: Notices shall be directed to the appropriate parties at the following addresses:

UNIVERSITY	USER
Michell Franklin	Beth Alexander
Program Director	Administrative Analyst
Continuing & Professional Education	Mariposa County
University of California, Davis	Health & Human Services Agency
463 California Drive	5362 Lemee Lane PO Box 99
Davis, CA 95616	Mariposa, CA 95338
E-mail: mtfranklin@ucdavis.edu	E-mail: balexander@mariposacounty.org
ADDITIONAL UNIVERSITY	ADDITIONAL USER
Human Services	Kirstyn Hanner
Custom Training and Services	Staff Development Coordinator
Continuing & Professional Education	Mariposa County
University of California, Davis	Health & Human Services Agency
463 California Drive	5362 Lemee Lane PO Box 99
Davis, CA 95616	Mariposa, CA 95338
E-mail: UCDE-CTS@ou.ad3.ucdavis.edu	E-mail: Khanner@mariposacounty.org

21. Attorneys' Fees: If any action at law or equity is brought to enforce or interpret the terms of this Agreement, including collection of delinquent payment, the prevailing party shall be entitled to

reasonable attorney's fees, costs and necessary disbursements in addition to any other relief to which it may be entitled.

22. Relationship of the Parties: The parties to this Agreement shall be and remain at all times independent contractors, neither being the employee, agent, representative, or User of the other in their relationship under this Agreement.

23. Governing Law: This Agreement shall be construed pursuant to California law.

24. Amendment: No change in any term or condition of this Agreement shall become effective unless by amendment in writing signed by both parties.

25. Severability: If a provision of this Agreement becomes, or is determined to be, illegal, invalid, or unenforceable, that will not affect the legality, validity, or enforceability of any other provision of the Agreement or of any portion of the invalidated provision that remains legal, valid, or enforceable.

26. Entire Agreement: The terms of User's addendum or purchase order shall have no effect on the terms and conditions of this Agreement. This Agreement contains all of the terms and conditions applicable to the Services provided hereunder and constitutes the entire understanding of the parties respecting the subject matter hereof, superseding any prior understanding or Agreement between them, written or oral, regarding the same subject matter.

[Signatures on next page]

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AGREED AND ACCEPTED:

THE REGENTS OF THE UNIVERSITY OF CALIFORNIA

By: _____

UC Davis

Date: _____

COUNTY OF MARIPOSA
a political subdivision of the State of California, through its Mariposa County Health and Human Services Agency

By: _____
(authorized signatory)

Print Name: _____

Date: _____

EXHIBIT A

TRAINING PROGRAM

1. 17.00 Unit(s) of training in the subject areas selected by the agency from the UC Davis Continuing and Professional Education curriculum.

2. University will provide the following:

   a. Needs assessment, curriculum planning and implementation.
   b. Instructional and student services.
   c. Instructional materials.
   d. Evaluation and feedback.
   e. Continuing education credit.
   f. Off-site training site and audio-visual equipment when on-site facility and equipment are not available. (Extra training units may be charged.)
   g. Food and non-alcoholic beverages when requested by the User in writing. (Extra training units may be charged.)
   h. Any other items when requested by the User in writing and approved by University. (Extra training units may be charged.)
   i. Per client request, 7% cost share shall be applied only to actual expenses incurred under this contract.

3. User will provide the following:

   a. Training facility and audio-visual equipment.
   b. On-site coordination of training.

Training Units	CHS Daily Rate		
17.00	$ 4,250.00	$72,250.00	Total Contract Amount
		($5,057.50)	Less CPE 7% Cost Share
		$67,192.50	Total User Contract Share

Exhibit B

INSERT EXHIBIT B INFORMATION HERE, IF THERE IS NO EXHIBIT B, PLEASE STATE "N/A" ON THIS EXHIBIT.

N/A

MARIPOSA COUNTY

Board of Supervisors

RESOLUTION - ACTION REQUESTED 2024-406

MEETING: September 17, 2024

TO: The Board of Supervisors

FROM: Kristina Keheley, Health and Human Services Agency Director

RE: Approve an Agreement with Native Solutions Family Guidance Center, a California non-profit corporation Dba: TRADE Sober Living in the Amount of $67,000 for Residential Recovery Services; and Authorize the Board of Supervisors Chair to Sign the Agreement

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RECOMMENDATION AND JUSTIFICATION

Approve an Agreement with Native Solutions Family Guidance Center, a California non-profit corporation Dba: TRADE Sober Living in the Amount of $67,000 for Residential Recovery Services; and Authorize the Board of Supervisors Chair to Sign the Agreement.

TRADE Sober Living (TRADE) will provide two sober living homes, one for men and one for women. The services provided to participants will include:

- Room and Board
- Clean and sober family-oriented residential homes. Contractors will ensure the housing is secure, safe and alcohol and drug free.
- Peer Counseling
- Family Support
- Referrals to Community Partners
- Drug Court Support
- AA Meetings

BACKGROUND AND HISTORY OF BOARD ACTIONS

The Board of Supervisors approved the most recent agreement with TRADE on July 18, 2023, through Resolution No. 2023-402.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION

The County of Mariposa's ability to perform state-required residential recovery services would be greatly hindered.

FINANCIAL IMPACT

There is no impact on the General Fund.

ATTACHMENTS

1. TRADE Contract 2025

VOTE RESULT

RESULT:	**Adopted (UNANIMOUS)**
MOVER:	District IV Supervisor Wayne Forsythe
SECONDER:	District III Supervisor Danette Toso
AYES:	District V Supervisor Menetrey, District I Supervisor Smallcombe, District III Supervisor Toso, District IV Supervisor Forsythe, District II Supervisor Poe

AGREEMENT FOR RESIDENTIAL RECOVERY SERVICES

THIS AGREEMENT ("Agreement") is made and entered into this _____ day of _____, 2024, by and between the County of Mariposa, a political subdivision of the State of California, hereinafter referred to as "County," and Native Solutions Family Guidance Center, a California non-profit corporation Dba: TRADE Sober Living, hereinafter referred to as "Contractor," pursuant to the following terms and conditions.

W I T N E S S E T H:

1. TERM

The term of this Agreement shall commence on July 1, 2024, and terminate on June 30, 2025, unless extended as provided by this Agreement.

2. SERVICES

Contractor shall perform residential recovery services as described in Exhibit A, "Scope of Work," and Exhibit B, "Compliance" which is attached hereto and incorporated herein by reference. Contractor shall provide all staffing and materials necessary to perform the Scope of Work.

3. COMPENSATION

Contractor shall be compensated for services performed in an amount not to exceed $67,000 as set forth in Exhibit C, "Cost Proposal," which is attached hereto and incorporated herein by reference. County shall pay Contractor within thirty (30) of receipt of an approved invoice.

4. INSURANCE

Contractor shall procure and maintain for the duration of this Agreement insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by Contractor, its agents, representatives, or employees.

A. MINIMUM SCOPE AND LIMIT OF INSURANCE

Coverage shall be at least as broad as:

(1) Commercial General Liability (CGL): Insurance Services Office (ISO) Form CG 00 01 covering CGL on an "occurrence" basis, including products and completed operations, property damage, bodily injury and personal and advertising injury with limits no less than $2,000,000 per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location (ISO CG 25 03 or 25 04) or the general aggregate limit shall be twice the required occurrence limit.

(2) Automobile Liability: ISO Form Number CA 00 01 covering any auto (Code 1), or if Contractor has no owned autos, hired (Code 8) and non-owned autos (Code 9), with limits no less than $1,000,000 per accident for bodily injury and property damage.

(3) Workers' Compensation insurance as required by the State of California, with Statutory Limits, and Employer's Liability Insurance with a limit of no less than $1,000,000 per accident for bodily injury or disease.

(4) Professional Liability (Errors and Omissions): Insurance appropriate to Contractor's profession, with a limit of no less than $1,000,000 per occurrence or claim, $2,000,000 aggregate.

If Contractor maintains broader coverage and/or higher limits than the minimums shown above, County requires and shall be entitled to the broader coverage and/or higher limits maintained by Contractor. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to County.

B. OTHER INSURANCE PROVISIONS

The insurance policies are to contain, or be endorsed to contain, the following provisions:

(1) Additional Insured Status: County, its officers, officials, employees, and volunteers are to be covered as additional insureds on the CGL policy with respect to liability arising out of work or operations performed by or on behalf of Contractor including materials, parts, or equipment furnished in connection with such work or operations. General liability coverage can be provided in the form of an endorsement to Contractor's insurance (at least as broad as ISO Form CG 20 10 11 85 or if not available, through the addition of both CG 20 10 and CG 20 37 forms if a later edition is used).

(2) Primary Coverage: For any claims related to this Agreement, Contractor's insurance coverage shall be primary insurance with respect to Contractor's negligent performance of the services as respects County, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by County, its officers, officials, employees, or volunteers shall be excess of Contractor's insurance and shall not contribute with it.

(3) Notice of Cancellation: Each insurance policy required above shall state that coverage shall not be canceled, except with at least thirty (30) calendar days' notice to County.

(4) Waiver of Subrogation: Contractor hereby grants to County a waiver of any right to subrogation which any insurer of said Contractor may acquire against County by virtue of the payment of any loss under such insurance. Contractor agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not County has received a waiver of subrogation endorsement from the insurer.

(5) Deductibles and Self-Insured Retentions: Any deductibles or self-insured retentions must be declared to and approved by County. County may require Contractor to

purchase coverage with a lower deductible or retention or provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention.

(6) Acceptability of Insurers: Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A: VII, unless otherwise acceptable to County.

(7) Verification of Coverage: Contractor shall furnish County with original certificates and amendatory endorsements or copies of the applicable policy language effecting coverage required by this clause. All certificates and endorsements are to be received and approved by County before work commences. However, failure to obtain the required documents prior to the work beginning shall not waive Contractor's obligation to provide them. County reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time.

(8) Subcontractors: Contractor shall require and verify that all subcontractors maintain insurance meeting all the requirements stated herein, and Contractor shall ensure that County is an additional insured on insurance required from subcontractors.

(9) Special Risks or Circumstances: County reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

5. HOLD HARMLESS/INDEMNIFICATION

To the fullest extent permitted by law, Contractor shall release, hold harmless, defend at its own expense, and indemnify County, its officers, employees, agents, and volunteers, from and against any and all claims, losses, damages, lawsuits, liabilities and expenses, including but not limited to reasonable attorneys' fees, including but not limited to those attributable to bodily injury, sickness, disease, death or injury to or destruction of property, including the loss therefrom, which arises out of or is in any way connected with the performance of this Agreement (collectively "Liabilities") to the extent caused by Contractor or its officers, agents or employees, except where such Liabilities are caused by the sole negligence or willful misconduct of County.

6. INDEPENDENT CONTRACTOR

It is the expressed intention of the parties that Contractor is an independent contractor and not an employee, agent, joint venturer or partner of County. Nothing in this Agreement shall be interpreted or construed as creating or establishing the relationship of employer and employee between County and Contractor or any employee or agent of Contractor. Both parties acknowledge that Contractor is not an employee for state or federal tax purposes. Contractor shall retain the right to perform services for others during the term of this Agreement.

7. PUBLIC EMPLOYEES RETIREMENT SYSTEM (CALPERS)

In the event that Contractor or any employee, agent, or subcontractor of Contractor providing services under this Agreement is determined by a court of competent jurisdiction or the Public Employees Retirement System (CalPERS) to be eligible for enrollment in CalPERS as an employee of County, Contractor shall indemnify, defend, and hold harmless County for the

payment of any employee and/or employer contributions for CalPERS benefits on behalf of Contractor or its employees, agents, or subcontractors, as well as for the payment of any penalties and interest on such contributions, which would otherwise be the responsibility of County.

8. STATE AND FEDERAL TAXES

As Contractor is not County's employee, Contractor is responsible for paying all required state and federal taxes. In particular:

a. County will not withhold FICA (Social Security) from Contractor's payments;
b. County will not make state or federal unemployment insurance contributions on behalf of Contractor;
c. County will not withhold state or federal income tax from payment to Contractor;
d. County will not make disability insurance contributions on behalf of Contractor;
e. County will not obtain workers' compensation insurance on behalf of Contractor.

9. AUDITS AND INSPECTIONS

Contractor shall at any time during business hours, and as often as County may deem necessary, make available to County for examination all of its records and data with respect to the matters covered by this Agreement. Contractor shall, upon the request of County, permit County to audit and inspect all of such records and data necessary to ensure Contractor's compliance with the terms of this Agreement. If compensation to be paid by County under this Agreement exceeds Ten Thousand Dollars ($10,000), Contractor shall be subject to the examination and audit of the California State Auditor, as provided in Government Code section 8546.7, for a period of three (3) years after final payment under this Agreement. This section survives the termination of this Agreement.

10. ASSIGNMENT

It is understood and agreed that this Agreement contemplates personal performance by Contractor and is based upon a determination of its unique personal competence and experience and upon its specialized personal knowledge. Assignments of any or all rights, duties or obligations of Contractor under this Agreement will be permitted only with the express written consent of County.

11. NOTICE

Any and all notices, reports or other communications to be given to County or Contractor shall be given to the persons representing the respective parties at the following addresses:

CONTRACTOR:
Native Solutions Family Guidance Center
Doing Business as TRADE Sober Living
5320 Highway 49 N Suite 5
P.O. Box 543
Mariposa, CA 95338

COUNTY:
County of Mariposa
5362 Lemee Lane
P.O. Box 99
Mariposa, CA 95338
Fax: (209) 742-0996

12. COMPLIANCE

Contractor shall comply with all federal, state and local laws, codes, ordinances and regulations applicable to Contractor's performance under this Agreement, including, but not limited to, laws related to prevailing wages. Specifically, Contractor shall not engage in unlawful employment discrimination, including, but not limited to, discrimination based upon a person's race, religion, color, national origin, ancestry, physical handicap, medical condition, marital status, gender, citizenship or sexual orientation, as prohibited by state or federal law.

13. PUBLIC RECORDS ACT

Contractor is aware that this Agreement and any documents provided to County may be subject to the California Public Records Act and may be disclosed to members of the public upon request. It is the responsibility of Contractor to clearly identify information in those documents that it considers to be confidential under the California Public Records Act. To the extent that County agrees with that designation, such information will be held in confidence whenever possible. All other information will be considered public.

14. ENTIRE AGREEMENT AND MODIFICATION

This Agreement contains the entire agreement of the parties relating to the subject matter of this Agreement and supersedes all prior agreements and representations with respect to the subject matter hereof. This Agreement may only be modified by a written amendment hereto, executed by both parties. If there are exhibits attached hereto, and a conflict exists between the terms of this Agreement and any exhibit, the terms of this Agreement shall control.

15. ENFORCEABILITY AND SEVERABILITY

The invalidity or enforceability of any term or provisions of this Agreement shall not, unless otherwise specified, affect the validity or enforceability of any other term or provision, which shall remain in full force and effect.

16. TERMINATION AND RIGHTS UPON TERMINATION

A. This Agreement may be terminated upon mutual written consent of the parties, or as a remedy available at law or in equity. In the event of the termination of this Agreement, Contractor shall be entitled to compensation for services performed acceptably up to the effective date of termination as set forth in Exhibit C.

B. Either party may terminate this Agreement for convenience upon thirty calendar days' written notice to the other party. Upon termination for convenience, Contractor shall be entitled to compensation for services performed acceptably up to the effective date of termination, as set forth in Exhibit C.

C. Should Contractor default in the performance of this Agreement or materially breach any of its provisions, County, at its option, may terminate this Agreement by giving written notification to Contractor. The termination date shall be the effective date of the notice.

For the purposes of this subsection, default or material breach of this Agreement shall include, but not be limited to, any of the following: failure to perform required services in a timely manner, willful destruction of County property, dishonesty, or theft.

17. NO WAIVER

The failure to exercise any right to enforce any remedy contained in this Agreement shall not operate as to be construed to be a waiver or relinquishment of the exercise of such right or remedy, or of any other right or remedy herein contained.

18. DISPUTES

Should it become necessary for a party to this Agreement to bring an action in connection with this Agreement, the prevailing party in any such action shall be entitled to reimbursement for all expenses so incurred, including reasonable attorney's fees.

It is agreed by the parties hereto that unless otherwise expressly waived by them, any action brought to enforce any of the provisions hereof or for declaratory relief hereunder shall be filed and remain in a court of competent jurisdiction in the County of Mariposa, State of California.

19. CAPTIONS

The captions of this Agreement are for convenience and reference only and the words contained therein shall in no way be held to explain, modify, amplify or aid in the interpretation, construction or meaning of the provisions of this Agreement.

20. NUMBER AND GENDER

In this Agreement, the neutral gender includes the feminine and masculine, the singular includes the plural, and the word "person" includes corporations, partnerships, firms or associations, wherever the context so requires.

21. MANDATORY AND PERMISSIVE

"Shall" is mandatory. "May" is permissive.

22. SUCCESSORS AND ASSIGNS

All representations, covenants and warranties specifically set forth in this Agreement, by or on behalf of, or for the benefit of any or all of the parties hereto, shall be binding upon and inure to the benefit of such party, its successors and assigns.

23. COUNTERPARTS/ELECTRONIC, FACSIMILE, AND PDF SIGNATURES

This agreement may be executed in any number of counterparts, each of which will be an original, but all of which together will constitute one instrument. Each Party of this agreement agrees to the use of electronic signatures, such as digital signatures that meet the requirements of the California Uniform Electronic Transactions Act ("CUETA"), Cal. Civ. Code §§ 1633.1 to

1633.17), for executing this Agreement. The parties further agree that the electronic signatures of the parties included in this Agreement are intended to authenticate this writing and to have the same force and effect as manual signatures. Electronic signature means an electronic sound, symbol, or process attached to or logically associated with an electronic record and executed or adopted by a person with the intent to sign the electronic record pursuant to the CUETA, as amended from time to time. The CUETA authorizes use of an electronic signature for transactions and contracts among parties in California, including a government agency. Digital signature means an electronic identifier, created by computer, intended by the party using it to have the same force and effect as the use of a manual signature, and shall be reasonably relied upon by the parties. For purposes of this section, a digital signature is a type of "electronic signature" as defined in subdivision (i) of Section 1633.2 of the Civil Code. Facsimile signatures or signatures transmitted via pdf document shall be treated as originals for all purposes.

24. OTHER DOCUMENTS

The parties agree that they shall cooperate in good faith to accomplish the object of this Agreement and, to that end, agree to execute and deliver such other and further instruments and documents as may be necessary and convenient to the fulfillment of these purposes.

25. CONTROLLING LAW

The validity, interpretation and performance of this Agreement shall be controlled by and construed under the laws of the State of California.

26. AUTHORITY

Each party and each party's signatory warrant and represent that each has full authority and capacity to enter into this Agreement in accordance with all requirements of law. The parties also warrant that any signed amendment or modification to this Agreement shall comply with all requirements of law, including capacity and authority to amend or modify this Agreement.

27. NEGOTIATED AGREEMENT

This Agreement has been arrived at through negotiation between the parties. Neither party is to be deemed the party which prepared this Agreement within the meaning of California Civil Code section 1654. Each party represents and warrants that in executing this Agreement it does so with full knowledge of the rights and duties it may have with respect to the other party. Each party also warrants and represents that it has received independent legal advice from its attorney with respect to the matters set forth in this Agreement and the rights and duties arising out of this Agreement, or that such party willingly foregoes any such consultation.

28. NO RELIANCE ON REPRESENTATIONS

Each party warrants and represents that it is not relying and has not relied upon any representation or statement made by the other party with respect to the facts involved or its rights or duties. Each party understands and agrees that the facts relevant, or believed to be relevant to this Agreement, have been independently verified. Each party further understands that it is responsible for verifying the representations of law or fact provided by the other party.

29. WARRANTY

County has relied upon the professional ability and training of Contractor as a material inducement to enter into this Agreement. Contractor hereby warrants that all work shall be performed in accordance with generally accepted professional practices and standards as well as the requirements of applicable federal, state and local laws, it being understood that acceptance of Contractor's work by County shall not operate as a waiver or release.

30. FUNDING AVAILABILITY

It is mutually agreed that if the County budget of the current fiscal year and/or any subsequent fiscal year covered under this Agreement does not appropriate sufficient funds for this Agreement, this Agreement shall terminate and be of no further force and effect upon the day notice is provided by County to Contractor of such event. Upon termination of this Agreement, County shall have no liability to pay any funds whatsoever to Contractor or to furnish any other considerations under this Agreement except for services rendered prior to such termination and Contractor shall not be obligated to perform any provisions of this Agreement. Contractor's assumption of risk of possible non-appropriation is part of the consideration for this Agreement. County budget decisions are subject to the discretion of the Board of Supervisors.

If funding for any fiscal year is reduced or deleted by the County budget for purposes of this Agreement, the County shall have the option to either cancel this Agreement with no liability occurring to the County, except County must reimburse Contractor for services rendered prior to such reduction or modification of the County budget or offer an amendment to this Agreement to Contractor to reflect the reduced amount.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the day and year first written above.

COUNTY OF MARIPOSA	CONTRACTOR
_____	_____
Miles Menetrey, Chair Board of Supervisors	Lisa Parker, Executive Director Native Solutions Family Guidance Center, a California non-profit corporation Dba: TRADE Sober Living
COUNTERSIGNED: *(Government Code §25103)*	APPROVED AS TO FORM:
_____	_____
Danielle Bondshu Clerk of the Board	Steven W. Dahlem County Counsel

Exhibit A
SCOPE OF WORK
SOBER LIVING ENVIRONMENT

Description of Services
(CONTRACTOR) will provide sober living environment(s). The services provided to participants will include:

- Room and board
- Clean and sober living family oriented residential home(s). CONTRACTOR will ensure the housing be secure, safe, and alcohol and drug free.
- Peer counseling
- Family support
- Referrals to community partners
- Drug Court support
- AA Meetings
- 12 Step Study and/or other recovery supports that promote a sober living and recovery environment.
- Spiritual recovery
- Life skills training and support
- Anger management classes
- Hygiene needs
- Transportation to Mariposa twice per week
- Employment and education support
- An opportunity to learn job skills in various fields
- Coordination of care with Probation and MCBHRS

CONTRACTOR will:

- Only accept county placements utilizing the County Referral process and official placement letter
- Ensure that access to treatment services to beneficiaries by the COUNTY is provided in a manner prescribed by the laws of the State of California and in accordance with the rules and regulations of relevant Federal regulations.
- Provide the COUNTY with reports on a quarterly basis and documentation as requested within two weeks of request.
- Meet with MCBHRS no less than 1 (one) time monthly for contract monitoring and programmatic progress.
- For each county placement, provide a monthly progress report to the Substance Use Disorder Supervisor.
- Notify COUNTY of the proposed discharge date and ensure that prior to exiting the program (either successfully or unsuccessfully) that each client has a transition plan and ensure coordination of continuing services. County will make available a team meeting within 7 (seven) days of request date of all persons served under this agreement.

Exhibit B
Compliance

A. Additional Contract Restrictions

This Contract is subject to any additional restrictions, limitations, or conditions enacted by the Congress, or any statute enacted by the Congress, which may affect the provisions, terms, or funding of this Contract in any manner.

B. Personnel

Ensure that all personnel rendering services shall be employed by or under contract with the CONTRACTOR. They shall be members of CONTRACTOR professional staff. The services shall be provided under the direction of the CONTRACTOR facility Director and shall meet appropriate professional standards.

C. Contract Termination

Services provided by the CONTRACTOR will not relocate or reduce in type or frequency without notification to the MCBHRS within 24 hours and approved by the Department of Health Care Services.

D. Compliance Monitoring

The CONTRACTOR shall allow for compliance monitoring, including fiscal monitoring and be accountable for audit exceptions for failure to comply with requirements. Any decencies identified during compliance or fiscal monitoring will require a Corrective Action Plan to be submitted to the county.

E. Additional DMC Requirements

1. If the CONTRACTOR receives DMC funds, the CONTRACTOR shall comply with Minimum Quality Drug Treatment Standards for DMC [(DMC MQDTS document 2F(a)] and/or SABG [(DMC MQDTS document 2F(b)], as applicable.
2. Contractor and subcontractors that provide DMC services shall be responsible for verifying the Medi-Cal eligibility of each beneficiary for each month of service prior to billing for DMC services to that beneficiary for that month. Medi-Cal eligibility verification should be performed prior to rendering service, in accordance with and as described in the DHCS DMC Provider Billing Manual. Options for verifying the eligibility of a Medi-Cal beneficiary are described in the Department of Health Care Services DMC Provider Billing Manual
3. CONTRACTOR shall ensure that no part of any federal funds provided under this contract shall be used to pay the salary and wages of an individual at a rate in excess of Level II of the Executive Schedule.

F. Transitional Housing

If contracted to provide transitional housing, CONTRACTOR will ensure that all individuals in transitional housing are engaged in Substance Use Disorder Treatment, off site, at all times during the individual's stay.

G. Hatch Act

CONTRACTOR agrees to comply with the provisions of the Hatch Act (Title 5 USC, Sections 15011508), which limit the political activities of employees whose principal employment activities are funded in whole or in part with federal funds.

H. No Unlawful Use or Unlawful Use Messages Regarding Drugs

CONTRACTOR agrees that information produced through these funds, and which pertains to drugs and alcohol - related programs, shall contain a clearly written statement that there shall be no unlawful use of drugs or alcohol associated with the program. Additionally, no aspect of a drug or alcohol related program shall include any message on the responsible use, if the use is unlawful, of drugs or alcohol (HSC Section 11999-11999.3). By signing this Contract, CONTRACTOR agrees that it will enforce, and will require its subcontractors to enforce, these requirements.

I. Limitation on Use of Funds for Promotion of Legalization of Controlled Substances

None of the funds made available through this Contract may be used for any activity that promotes the legalization of any drug or other substance included in Schedule I of Section 202 of the Controlled Substances Act (21 USC 812).

J. Debarment and Suspension

CONTRACTOR shall not subcontract with any party listed on the government wide exclusions in the System for Award Management (SAM), in accordance with the OMB guidelines at 2 CFR 180 that implement Executive Orders 12549 (3 CFR part 1986 Comp. p. 189) and 12689 (3 CFR part 1989., p. 235), "Debarment and Suspension." SAM exclusions contain the names of parties debarred, suspended, or otherwise excluded by agencies, as well as parties declared ineligible under statutory or regulatory authority other than Executive Order 12549.

The CONTRACTOR shall advise all subcontractors of their obligation to comply with applicable federal debarment and suspension regulations, in addition to the requirements set forth in 42 CFR Part 1001.

K. Protected Health Information

1. Train all staff policies and procedures regarding PHI as necessary and appropriate for them to carry out their functions in accordance with 42 CFR and HIPAA.
2. Use only encrypted PHI as specified in the HIPAA Security Rule be disclosed via email. Unsecured PHI will not be disclosed via email.
3. All workforce members who assist in the performance of functions or activities on behalf of the Department, or access or disclose Department PHI or PI must complete information privacy and security training, at least annually, at CONTRACTOR's expense. Each workforce member who receives information privacy and security training must sign a certification, indicating the member’s name and the date on which the training was completed. These certifications must be retained for a period of six (6) years following termination of this Agreement.

L. Health Insurance Portability and Accountability Act (HIPAA) of 1996

All work performed under this Contract is subject to HIPAA, CONTRACTOR shall perform the work in compliance with all applicable provisions of HIPAA. As identified in Exhibit F, DHCS

and County shall cooperate to assure mutual agreement as to those transactions between them, to which this provision applies.

1. Trading Partner Requirements

a. No Changes. CONTRACTOR hereby agrees that for the personal health information (Information), it will not change any definition, data condition or use of a data element or segment as proscribed in the 12 Federal Health and Human Services (HHS) Transaction Standard Regulation (45 CFR 162.915 (a)).

b. No Additions. CONTRACTOR hereby agrees that for the Information, it will not add any data elements or segments to the maximum data set as proscribed in the HHS Transaction Standard Regulation (45 CFR 162.915 (b)).

c. No Unauthorized Uses. CONTRACTOR hereby agrees that for the Information, it will not use any code or data elements that either are marked "not used" in the HHS Transaction's Implementation specification or are not in the HHS Transaction Standard's implementation specifications (45 CFR 162.915 (c)).

d. No Changes to Meaning or Intent. CONTRACTOR hereby agrees that for the Information, it will not change the meaning or intent of any of the HHS Transaction Standard's implementation specification (45 CFR 162.915 (d)).

2. Concurrence for Test Modifications to HHS Transaction Standards

a. CONTRACTOR agrees and understands that there exists the possibility that DHCS or others may request an extension from the uses of a standard in the HHS Transaction Standards. If this occurs, CONTRACTOR agrees that it will participate in such test modifications.

3. Adequate Testing

a. CONTRACTOR is responsible to adequately test all business rules appropriate to their types and specialties. If the CONTRACTOR is acting as a clearinghouse for enrolled providers, CONTRACTOR has obligations to adequately test all business rules appropriate to each and every provider type and specialty for which they provide clearinghouse services.

4. Deficiencies

a. CONTRACTOR agrees to correct transactions, errors or deficiencies identified by DHCS, and transactions errors or deficiencies identified by an enrolled provider if the CONTRACTOR is acting as a clearinghouse for that provider. When County is a clearinghouse, CONTRACTOR agrees to properly communicate deficiencies and other pertinent information regarding electronic transactions to enrolled providers for which they provide clearinghouse services

5. Code Set Retention

a. Both parties understand and agree to keep open code sets being processed or used in this Contract for at least the current billing period or any appeal period, whichever is longer.

6. Data Transmission Log

a. Both parties shall establish and maintain a Data Transmission Log which shall record any and all Data Transmissions taking place between the Parties during the term of this Contract. Each party will take necessary and reasonable steps to ensure that such Data Transmission Logs constitute a current, accurate, complete, and unaltered record of any and all Data Transmissions between the parties and shall be retained by each Party for no less than twenty-four (24) months following the date of the Data Transmission. The Data Transmission Log may be maintained on computer media or other suitable means

provided that, if it is necessary to do so, the information contained in the Data Transmission Log may be retrieved in a timely manner and presented in readable form.

M. Charitable Choice

Nondiscrimination and Institutional Safeguards for Religious Providers
CONTRACTOR shall establish such processes and procedures as necessary to comply with the provisions of Title 42, USC, Section 300x-65 and Title 42, CFR, Part 54, (Reference Document 1B).

N. Counselor Certification

Any counselor or registrant providing intake, assessment of need for services, treatment or recovery planning, individual or group counseling to participants, patients, or residents in a DHCS licensed or certified program is required to be registered or certified as defined in Title 9, CCR, Division 4, Chapter 8, (Document 3H).

O. Cultural and Linguistic Proficiency

To ensure equal access to quality care by diverse populations, each service provider receiving funds from this Contract shall adopt the Federal Office of Minority Health Culturally and Linguistically Appropriate Service (CLAS) national standards (Document 3V). If the provider chooses not to participate in MCBHRS annual training, CONTRACTOR must provide the training at CONTRACTOR'S expense and provide proof of annual training.

P. Intravenous Drug Use (IVDU) Treatment

CONTRACTOR shall ensure that individuals in need of IVDU treatment shall be encouraged to undergo AOD treatment (42 USC 300x-23 (45 CFR 96.126(e)).

Q. Marijuana Restriction

Grant funds may not be used, directly or indirectly, to purchase, prescribe, or provide marijuana or treatment using marijuana. Treatment in this context includes the treatment of opioid use disorder. Grant funds also cannot be provided to any individual who or organization that provides or permits marijuana use for the purposes of treating substance use or mental disorders. See, e.g., 45 CFR. § 75.300(a) (requiring HHS to "ensure that Federal funding is expended . . . in full accordance with U.S. statutory . . . requirements."); 21 USC § 812(c) (10) and 841 (prohibiting the possession, manufacture, sale, purchase or distribution of marijuana). This prohibition does not apply to those providing such treatment in the context of clinical research permitted by the DEA and under an FDA-approved investigational new drug application where the article being evaluated is marijuana or a constituent thereof that is otherwise a banned controlled substance under Federal law.

R. Restriction on Distribution of Sterile Needles

No SABG funds made available through this Contract shall be used to carry out any program that includes the distribution of sterile needles or syringes for the hypodermic injection of any illegal drug unless DHCS chooses to implement a demonstration syringe services program for injecting drug users.

S. Tuberculosis Treatment

CONTRACTOR shall ensure the following related to Tuberculosis (TB):

1. Routinely make available TB services to each individual receiving treatment for AOD use and/or abuse.
2. Reduce barriers to patients' accepting TB treatment.
3. Develop strategies to improve follow-up monitoring, particularly after patients leave treatment, by disseminating information through educational bulletins and technical assistance.

T. Trafficking Victims Protection Act of 2000

CONTRACTOR and its subcontractors that provide services covered by this Contract shall comply with the Trafficking Victims Protection Act of 2000 (22 United States Code (USC) 7104(g)) as amended by section 1702 of Pub. L. 112-239. CONTRACTOR will provide annual training on TVPA for all staff.

U. Tribal Communities and Organizations

CONTRACTOR shall regularly assess (e.g. review population information available through Census, compare to information obtained in the California Outcome Measurement System for Treatment (CalOMS-Tx) to determine whether the population is being reached, survey Tribal representatives for insight in potential barriers, the substance use service needs of the American Indian/Alaskan Native (Al/AN) population within the County geographic area, and shall engage in regular and meaningful consultation and collaboration with elected officials of the tribe, Rancheria, or their designee for the purpose of identifying issues/barriers to service delivery and improvement of the quality, effectiveness, and accessibility of services available to Al/NA communities within the County.

V. Byrd Anti-Lobbying Amendment (31 USC 1352)

CONTRACTOR certifies that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant or any other award covered by 31 USC 1352. CONTRACTOR shall also disclose to DHCS any lobbying with non-Federal funds that takes place in connection with obtaining any Federal award.

W. Nondiscrimination in Employment and Services

By signing this Contract, CONTRACTOR certifies that under the laws of the United States and the State of California, incorporated into this Contract by reference and made a part hereof as if set forth in full, CONTRACTOR will not unlawfully discriminate against any person.

X. Federal Law Requirements:

1. Title VI of the Civil Rights Act of 1964, Section 2000d, as amended, prohibiting discrimination based on race, color, or national origin in federally-funded programs.
2. Title VIII of the Civil Rights Act of 1968 (42 USC 3601 et seq.) prohibiting discrimination on the basis of race, color, religion, sex, handicap, familial status or national origin in the sale or rental of housing.
3. Age Discrimination Act of 1975 (45 CFR Part 90), as amended 42 USC Sections 6101 — 6107), which prohibits discrimination on the basis of age.

4. Age Discrimination in Employment Act (29 CFR Part 1625).
5. Title I of the Americans with Disabilities Act (29 CFR Part 1630) prohibiting discrimination against the disabled in employment.
6. Title II of the Americans with Disabilities Act (28 CFR Part 35) prohibiting discrimination against the disabled by public entities.
7. Title III of the Americans with Disabilities Act (28 CFR Part 36) regarding access.
8. Section 504 of the Rehabilitation Act of 1973, as amended (29 USC Section 794), prohibiting discrimination on the basis of individuals with disabilities.
9. Executive Order 11246 (42 USC 2000(e) et seq. and 41 CFR Part 60) regarding nondiscrimination in employment under federal contracts and construction contracts greater than $10,000 funded by federal financial assistance.
10. Executive Order 13166 (67 FR 41455) to improve access to federal services for those with limited English proficiency.
11. The Drug Abuse Office and Treatment Act of 1972, as amended, relating to nondiscrimination on the basis of drug abuse.
12. CONTRACTOR will ensure all staff are trained annually on Confidentiality of Alcohol and Drug Abuse Patient Records (42 CFR Part 2, Subparts A-E).
13. CONTRACTOR shall provide services to all eligible persons in accordance with state and federal statutes and regulations and assure in the planning for the provision of services that clients are provided educational materials or other resources for the provision of services.

Y. State Law Requirements:

1. Fair Employment and Housing Act (Government Code Section 12900 et seq.) and the applicable regulations promulgated thereunder (2 CCR 7285.0 et seq.).
2. Title 2, Division 3, Article 9.5 of the Government Code, commencing with Section 11135.
3. Title 9, Division 4, Chapter 8 of the CCR, commencing with Section 13000.
4. No state or federal funds shall be used by the CONTRACTOR or its subcontractors for sectarian worship, instruction, or proselytization. No state funds shall be used by the CONTRACTOR or its subcontractors to provide direct, immediate, or substantial support to any religious activity.
5. Noncompliance with the requirements of nondiscrimination in services shall constitute grounds for DHCS to withhold payments under this Contract or terminate all, or any type, of funding provided hereunder.
6. CONTRACTOR shall participate in the County Behavioral Health Director's Association of California. CONTRACTOR shall attend meetings, special meetings called by DHCS director and represent the program for the purpose of a relationship with DHCS with respect to policies, standards and administration for AOD abuse services.
7. CONTRACTOR shall provide timely access to care and services in accordance with CFR 42 (§ 422.112 Access to services) and ensure state standards, taking into account the urgency of the need for services.
8. Title 9, Division 4, Chapter 8 of the CCR, commencing with Section 13000.
9. No federal funds shall be used by the County or its subcontractors for sectarian worship, instruction, or proselytization. No federal funds shall be used by the County or its subcontractors to provide, direct, immediate, or substantial support to any religious

activity.

Z. Reporting and Invoicing
CONTRACTOR shall submit detailed invoices and receipts of exact costs to be paid by COUNTY by the 15th of every month with the exception of the last invoice of the fiscal year being submitted no later than July 10. COUNTY will pay appropriate invoices within thirty (30) business days upon receipt.

AA. Information Access for Individuals with Limited English Proficiency

1. CONTRACTOR shall comply with all applicable provisions of the Dymally-Alatorre Bilingual Services Act (Government Code sections 7290-7299.8) regarding access to materials that explain services available to the public as well as providing language interpretation services.
2. CONTRACTOR shall comply with the applicable provisions of Section 1557 of the Affordable Care Act (45 CFR Part 92), including, but not limited to, 45 CFR 92.201, when providing access to:

a. materials explaining services available to the public,
b. language assistance,
c. language interpreter and translation services, and
d. video remote language interpreting services.

BB. Security Breaches
All security breaches will be reported immediately to the Quality Assurance unit with MCBHRS.

CC. Noncompliance with Reporting Requirements
CONTRACTOR agrees that DHCS has the right to withhold payments until CONTRACTOR has submitted any required data and reports to DHCS, as identified in Exhibit A, Attachment I, Part III- Reporting Requirements, or as identified in Document 1F(a), Reporting Requirements Matrix for Counties.

DD. Adolescent Best Practices Guidelines
If contracted to provide treatment to youth, CONTRACTOR must comply with the guidelines in Document 1V, incorporated by this reference, "Adolescent Best Practices Guidelines," in developing and implementing youth treatment programs funded under this Exhibit, until new Youth Treatment Guidelines are established and adopted. No formal amendment of this contract is required for new guidelines to be incorporated into this Contract.
CONTRACTOR must comply with DHCS guidelines in developing and implementing youth treatment programs funded under Enclosure 2 of SABG County Application, until new Adolescent Best Practices Guidelines are established and adopted.

EE. Perinatal Services

1. If contracted to provide perinatal services, CONTRACTOR must comply with the perinatal program requirements as outlined in the Perinatal Services Network Guidelines. The Perinatal Services Network Guidelines are attached to this contract as Document 1G, incorporated by reference. The CONTRACTOR must comply with the current version of

these guidelines until new Perinatal Services Network Guidelines are established and adopted. The incorporation of any new Perinatal Services Network Guidelines into this Contract shall not require a formal amendment.

2. CONTRACTOR receiving SABG funds for perinatal services must adhere to the Perinatal Services Network Guidelines, regardless of whether the CONTRACTOR exchanges perinatal funds for additional discretionary funds.
3. CONTRACTOR must be certified to provide perinatal recovery services to COUNTY beneficiaries who are authorized for services by COUNTY.
4. CONTRACTOR will ensure that documentation of pregnancy and last day of pregnancy are in the beneficiary record for all perinatal clients.

FF. Additional Contract Restrictions

1. This Contract is subject to any additional restrictions, limitations, or conditions enacted by the federal or state governments that affect the provisions, terms, or funding of this Contract in any manner.

Exhibit C
Pay Rates

TRADE Sober Living, inclusive of all services and outlined in Exhibit A will be paid per bed utilized by MCBHRS clients. A monthly fee of $2,250 per person will be paid to TRADE Sober Living, per bed. When clients do not receive services for an entire month, a daily rate of $75.00, prorated when appropriate, will be paid to TRADE Sober Living.

Contractor total amount not to exceed $67,000.

The rates may fluctuate up to 10% based on state rate effective on the date of services.

MARIPOSA COUNTY

Board of Supervisors

RESOLUTION - ACTION REQUESTED 2024-407

MEETING: September 17, 2024

TO: The Board of Supervisors

FROM: Steve Engfer, Planning Director

RE: Accept Resignation and Recognize the Service of Roger Powell and Paul Daysh on the Housing Programs Advisory Committee; and Appoint Christian Zagorski to the Housing Programs Advisory Committee as a Member with a Term Expiring February 28, 2027

RECOMMENDATION AND JUSTIFICATION

Accept Resignation and Recognize the Service of Roger Powell and Paul Daysh on the Housing Programs Advisory Committee; and Appoint Christian Zagorski to the Housing Programs Advisory Committee as a Member with a Term Expiring February 28, 2027.

Powell and Daysh can no longer serve on this committee.

Zagorski has expressed interest in serving on this committee and meets the qualifications.

With this action there will be 2 vacancies on the committee. Appointments, term expiration and vacancies have been advertised according to the Maddy Act.

BACKGROUND AND HISTORY OF BOARD ACTIONS

It is customary for the Board of Supervisors to appoint, re-appoint and recognize the service of committee members.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION

If members are not appointed or re-appointed, this would result in vacancies which could cause a lack of quorums for the committee until the vacancies are advertised and filled.

FINANCIAL IMPACT

None.

ATTACHMENTS

1. **240826 Redact Powell Resignation Email**
2. **240827 Daysh Resignation Email**
3. **240816 Redact Application - Christian Zagorki**
4. **240828 Housing Vacancy notice 2**

VOTE RESULT

RESULT:	**Adopted (UNANIMOUS)**
MOVER:	District IV Supervisor Wayne Forsythe
SECONDER:	District III Supervisor Danette Toso
AYES:	District V Supervisor Menetrey, District I Supervisor Smallcombe, District III Supervisor Toso, District IV Supervisor Forsythe, District II Supervisor Poe

From: Roger Powell
Sent: Monday, August 26, 2024 5:12:57 AM
To: Ben Goger <bgoger@mariposacounty.org>
Subject: Resignation

Ben,
Please accept my resignation from the Housing Programs Advisory Committee. I have other priorities at this time and can no longer serve the committee in this role.
Thank you,
Roger

From: Paul Daysh

Sent: Tuesday, August 27, 2024 3:51 PM

To: Ben Goger <bgoger@mariposacounty.org>

Subject: RE: HPAC

Ben,

Please accept this letter as my resignation from the committee... I apologize but my current work loads are not allowing me the bandwidth to be an affective member.. I do hope to participate in the future so please keep my contact information and reach out if there is a need in the future.

Sincerely

Paul Daysh

RECEIVED

AUG 16 2024

BOARD OF SUPERVISORS

County of Mariposa

5100 Bullion Street
P.O. Box 784
Mariposa, CA 95338

(209) 966-3222

Application for Appointment to Mariposa County BOARDS, COMMISSIONS AND COMMITTEES

http://www.mariposacounty.org/index.aspx?NID=119

Name of Board, Commission or Committee for which you are applying: Housing Programs Advisory Committe

Supervisorial District in which you Reside: 5 (Five)

Length of Residency in the County: 5 years

INSTRUCTIONS

Completely fill out this form, sign and return to:

Clerk of the Board
5100 Bullion Street
P.O. Box 784
Mariposa, CA 95338

First Name: Christian

Last Name: Zagorski

Mailing Address:

Email Address:

Are you Over 18 Years of Age: Yes

Employment Status: Self Employed

Employer's Name: Imagine This Drafting & Design

Employer's Address:

Day Telephone Number:

Cell Phone Number:

Please explain why you wish to serve on this Board/Commission/Committee:

I have worked with many clients who have experienced first hand the impact of the housing crisis in our community. With three children I am raising in Mariposa, I am passionate about solving this problem.

Please list prior/current appointments to other Boards/Commissions/Committees:

Owner / Founder - Condor Trekkers, Bolivia

NOTE: THIS DOCUMENT IS SUBJECT TO PUBLIC INSPECTION

List any information regarding experience, training and/or education that you feel qualifies you for this position:

As owner of a small drafting business here in Mariposa, I handle all aspects of management. Most importantly however, I have in my previous roles been involved in governance, & leadership in many large organizations. I have a breadth of experience in 3 continents over 25 years that puts me in good stead to actively participate in the direction of this key issue in the coming years.

Do you, or any member of your immediate family, work for the County of Mariposa or hold a position that might conflict with your duties for this Board/Commission?

If Yes, please explain:

No.

Resumé Attached:	**Time(s) you have available to attend meetings (days, evenings, etc.):**	**Do you have transportation?**
	I have a flexible schedule	Yes

PLEASE NOTE that once submitted, this document becomes a public record and is subject to all forms of public inspection including, but not limited to, display on the internet, and all public records requests.

I certify that the above information is true and correct, and I authorize the verification of the information in this application in the event I am a finalist for the appointment.

Dated: 8/15/24 Signature: [signature]

NOTE: THIS DOCUMENT IS SUBJECT TO PUBLIC INSPECTION

Mariposa County

Planning Department

STEVE ENGFER
Planning Director

5100 Bullion Street
PO Box 2039
Mariposa, CA 95338
209-966-5151 FAX 209-742-5024
www.mariposacounty.org
sengfer@mariposacounty.org

NOTICE OF 2 (TWO) SPECIAL VACANCIES ON THE HOUSING PROGRAMS ADVISORY COMMITTEE

2 (Two) Vacancies currently exist on the Housing Programs Advisory Committee, both are to fill unexpired terms expiring the last day of February 2027.

Members shall be included who have the following expertise:

- Knowledge of issues and concerns affecting the housing needs of special populations in Mariposa County including, but not limited to, the elderly, disabled, and homeless, or
- Direct knowledge of workforce housing issues and concerns, or
- Direct knowledge of the real estate and housing development industry in Mariposa County, or
- Representing the Mariposa County Economic Development Corporation.

Terms are for (3) three years, expiring on the last day of February.

We will be resuming meetings of the committee for 2023 to discuss the short-term rental study, code updates and to begin the work on the 2023-2029 Housing Element Update.

Additionally, the purpose of this committee is to:

- Formulate, design, implement and participate in a public and stakeholder engagement program to ensure full participation by the community and stakeholders in the housing programs planning process required by the Mariposa County Housing Element Program 2.1; and

- Valuate and recommend the implementation of feasible programs to address the housing needs of all economic segments of the community, including the needs of special populations such as homeless, disabled, elderly and seasonal workers; and

- Support the work of staff and consultants in the conduct of fact finding and data gathering necessary to identify housing programs and related operation, administration and management of such programs; and

- Identify, evaluate and recommend to the Board of Supervisors management and administrative frameworks, operations, best practices and inter-governmental and public-private partner relationships to ensure the successful, permanent, ongoing operation of housing programs; and

- Provide periodic assessment, evaluation and feedback to the Board of Supervisors regarding the success of programs and related administration and management approved for implementation; and

- Coordinate and collaborate with other public agencies, County Departments, County Committees and with for profit and non-profit entities to identify and facilitate implementation of housing programs; and

- Identify, evaluate, recommend and facilitate the acquisition of grants and other funding to facilitate the development of housing for extremely low, very low, low, moderate and above moderate incomes and for populations with special housing needs.

Persons interested in serving on the Housing Programs Advisory Committee (HPAC) must submit an application to: **Danielle Bondshu, Clerk of the Board, PO Box 784 Mariposa, CA 95338. Applications may be obtained at the following locations: Planning Department Offices** Government Center 5100 Bullion Street; Mariposa, CA 95338 and online at:

http://www.mariposacounty.org/DocumentCenter/View/39657

For more Information visit the County Website or contact the Mariposa County Planning Department Telephone: (209) 966-5151

Posted August 28, 2024 Leave Posted until positions filled

Posting Locations:

Mariposa County Clerk's Office
Mariposa County Courthouse
Mariposa County Planning Department
Mariposa County Library
Yosemite Valley Post Office
Midpines Post Office
Catheys Valley Post Office
Coulterville Post Office
Yosemite West Community Board
El Portal Post Office
Bootjack Store
Woodland Gas Food and Liquor
Fish Camp Post Office
Greeley Hill Community Club
Wawona Post Office
Hornitos Post Office
Lake Don Pedro Market
www.mariposacounty.org/planning

MARIPOSA COUNTY

Board of Supervisors

RESOLUTION - ACTION REQUESTED 2024-408

MEETING: September 17, 2024

TO: The Board of Supervisors

FROM: Shannon Hansen, Director of Public Works and Transportation

RE: Authorize the Director of Public Works to waive the Encroachment Fee of $260.00 for National Night Out to be Held on October 1, 2024, for the Closure of 9th Street Between Bullion Street and Jones Street from 4:00 p.m. to 8:00 p.m.

RECOMMENDATION AND JUSTIFICATION

Authorize the Director of Public Works to waive the Encroachment Fee of $260.00 for National Night Out to be Held on October 1, 2024, for the Closure of 9th Street Between Bullion Street and Jones Street from 4:00 p.m. to 8:00 p.m.

The event will consist of local law enforcement and public service agencies utilizing booths to reach out to the local community. The public is invited to come get to know their local service men and women with the intent of tightening community relationships.

National Night Out is a community-police awareness-raising event in the United States, held nationwide the first Tuesday of October. National Night Out enhances the relationship between neighbors and law enforcement while bringing back a true sense of community. Furthermore, it provides a great opportunity to bring police and neighbors together under positive circumstances.

BACKGROUND AND HISTORY OF BOARD ACTIONS

The Board has supported this event for many years.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION

Do not approve, the event will be cancelled.

FINANCIAL IMPACT

None

ATTACHMENTS

1. **Encroachment Permit24**
2. **Map24**
3. **CHP Letter 2024 Public works**
4. **CHP Letter 2024 Board of sups**
5. **Public Liability Letter24**
6. **Chamber Proof of Liability 5-1-24**

VOTE RESULT

RESULT:	**Adopted (UNANIMOUS)**
MOVER:	District IV Supervisor Wayne Forsythe
SECONDER:	District III Supervisor Danette Toso
AYES:	District V Supervisor Menetrey, District I Supervisor Smallcombe, District III Supervisor Toso, District IV Supervisor Forsythe, District II Supervisor Poe

COUNTY OF MARIPOSA
APPLICATION FOR ENCROACHMENT PERMIT

TO: PUBLIC WORKS DEPARTMENT
4639 BEN HUR ROAD
MARIPOSA, CA 95338

DATE: 8/28/24 Building Permit #: _____

APPLICANT: CALIFORNIA HIGHWAY PATROL

THE UNDERSIGNED HEREBY APPLIES FOR PERMISSION TO EXCAVATE, CONSTRUCT AND/OR OTHERWISE ENCROACH ON A COUNTY RIGHT-OF-WAY ON (ADDRESS) 9TH STREET AND AGREES TO DO THE WORK IN ACCORDANCE WITH COUNTY RULES AND REGULATIONS AND SUBJECT TO COUNTY INSPECTION AND APPROVAL, BY PERFORMING THE FOLLOWING WORK (PLEASE COMPLETE ALL THAT APPLY):

1.
- ☐ DRIVEWAY
- ☐ ROAD CROSSING (WATER PIPE, CULVERT, ETC. EXPLAIN BELOW)
- ☒ SPECIAL EVENT (EXPLAIN BELOW) DATE OF EVENT NATIONAL NIGHT OUT
- ☐ OTHER (EXPLAIN BELOW)

9TH STREET, BETWEEN BULLION AND JONES. TUES OCT. 1 NATIONAL NIGHT OUT COMMUNITY EVENT FROM 4:00 PM - 8:00 PM.

2. DRIVING INSTRUCTIONS FROM A KNOWN LANDMARK TO LOCATION OF ENCROACHMENT, I.E., INTERSECTION OF COUNTY ROADS, STATE HIGHWAYS OR TOWN, ETC.

_____

_____

3. ATTACH MAP SHOWING LOCATION AND SKETCHES SHOWING WHAT IS TO BE DONE. SHOW LOCATION OF THE STAKE MARKING PROPOSED ENCROACHMENT OR WORK TO BE DONE.

4. ASSESSOR'S PARCEL NUMBER: _____

5. ADDRESS OF PARCEL: _____

APPLICANT IS REQUESTED TO STAKE THE ENCROACHMENT LOCATION WITH THE **PINK CARD** PROVIDED.
NO PERMIT WILL BE ISSUED UNTIL POSTING HAS BEEN COMPLETED AND APPROPRIATE FEES HAVE BEEN COLLECTED.
WORK WILL NOT BE STARTED UNTIL AN ENCROACHMENT PERMIT HAS BEEN ISSUED BY THE DEPARTMENT OF PUBLIC WORKS.

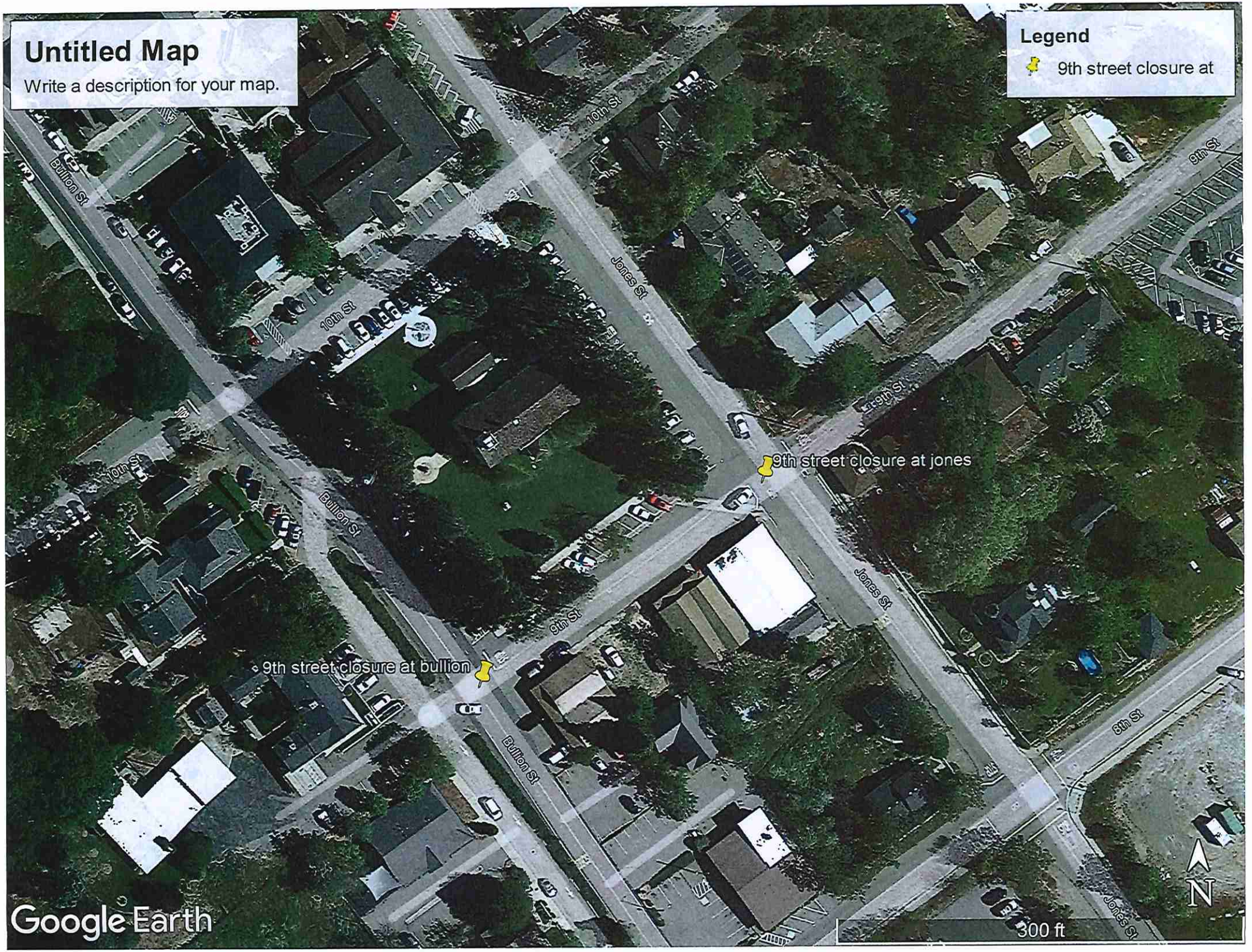
PERMIT NO.: _____ OWNERS NAME: C.H.P.

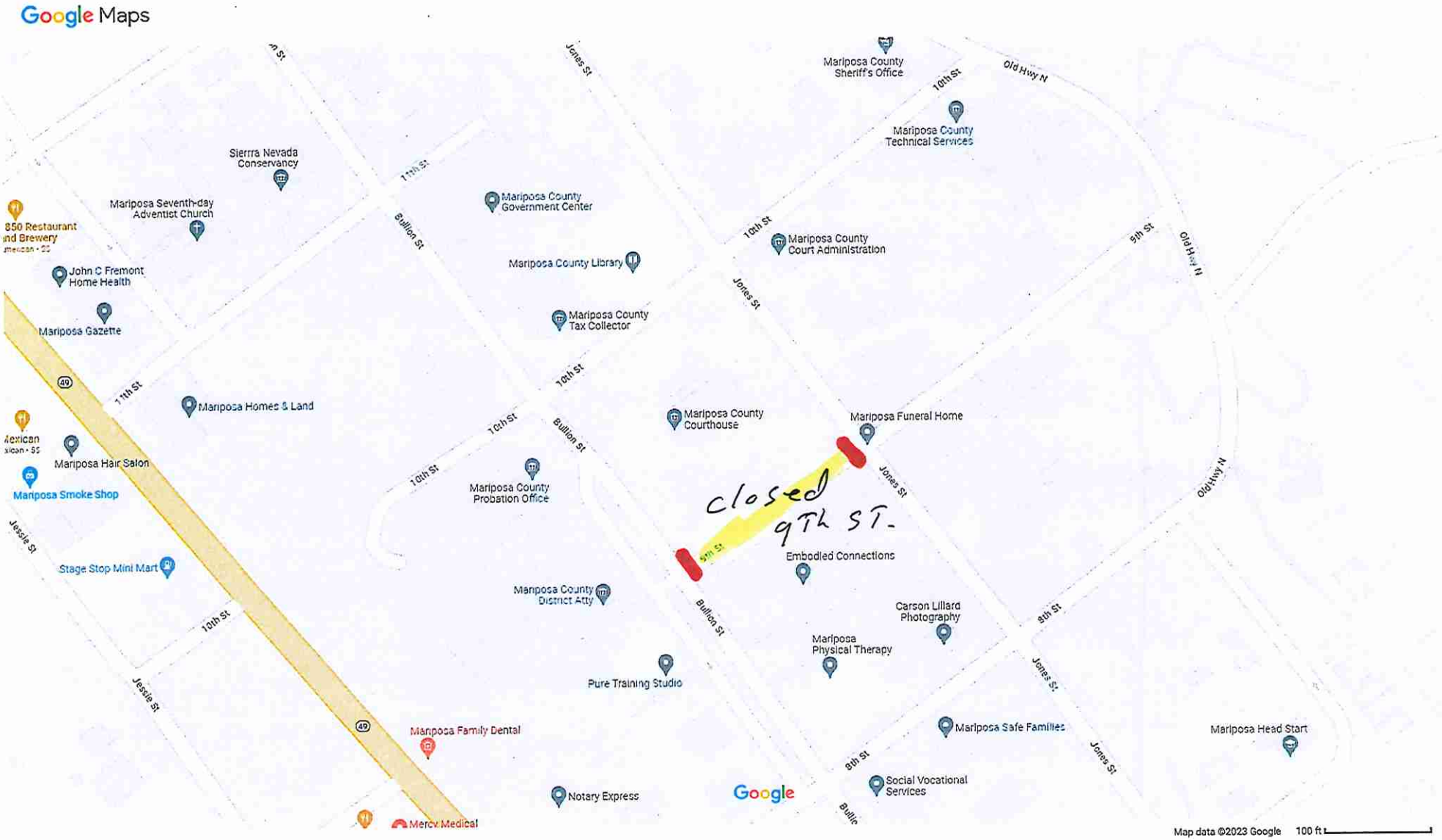
DATE ISSUED: _____ PRINTED NAME OF APPLICANT: STEVEN MULLEN (PUBLIC INFO OFFICER)

PHONE NUMBER: _____ SIGNATURE OF APPLICANT: Steven Mullen

MAILING ADDRESS: P.O. BOX 217
MARIPOSA, CA 95338

STEVEN.MULLEN@CHP.CA.GOV


Untitled Map
Write a description for your map.
Legend
9th street closure at
9th street closure at jones
9th street closure at bullion
Bullion St
10th St
Jones St
9th St
8th St
N
300 ft
Google Earth


Google Maps
Mariposa County Sheriff's Office
Mariposa County Technical Services
Sierrra Nevada Conservancy
Mariposa Seventh-day Adventist Church
Mariposa County Government Center
Mariposa County Library
Mariposa County Court Administration
John C Fremont Home Health
Mariposa Gazette
Mariposa County Tax Collector
Mariposa Homes & Land
Mariposa County Courthouse
Mariposa Funeral Home
Mariposa Hair Salon
Mariposa Smoke Shop
Mariposa County Probation Office
closed 9th St.
Embodied Connections
Stage Stop Mini Mart
Mariposa County District Atty
Carson Lillard Photography
Mariposa Physical Therapy
Pure Training Studio
Mariposa Family Dental
Mariposa Safe Families
Mariposa Head Start
Social Vocational Services
Notary Express
Mercy Medical
Google
Map data ©2023 Google
100 ft

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL
5264 CA-49 N
Mariposa , CA. 95338
(209) 966-3656
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)

August 29, 2024

File No.: 455.15326.21295

Mariposa County Public Works
Attention: Eddie Scherf
4639 Ben Hur Road
Mariposa, CA. 95338

Dear Mr. Scherf,

On October 1, 2024, 5:00 PM to 7:00 PM, the Mariposa Area CHP will be hosting National Night Out, at the Mariposa Courthouse. We are requesting the closure of 9th Street between Bullion and Jones to accommodate for emergency vehicle parking and display. The roads would need to be closed from 4:00 PM to 8:00 PM. Additionally, we would request two road closed signs and four traffic cones to accommodate the closure. Alternate routes of travel will be available.

G. PEIRSOL, Lieutenant
Commander
Mariposa Area
Attachments

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL
5264 CA-49 N
Mariposa , CA. 95338
(209) 966-3656
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)

August 29, 2024

File No.: 455.15326.21295

Mariposa County Board of Supervisors
5100 Bullion Street
Mariposa, CA. 95338

Dear Mariposa Board of Supervisors

On October 1, 2024, 5:00 PM to 7:00 PM, the Mariposa Area CHP will be hosting National Night Out. National Night Out is an annual community-building campaign that promotes police-community partnerships and neighborhood camaraderie to make our neighborhoods safer, more caring places to live. National Night Out enhances the relationship between neighbors and law enforcement while bringing back a true sense of community. Furthermore, it provides a great opportunity to bring police and neighbors together under positive circumstances. We are requesting a fee waiver for the encroachment permit to close 9th Street, between Bullion and Jones Streets, from 4:00 PM to 8:00 PM. Alternate routes of travel will be available. Thank you for your consideration.

G. PEIRSOL, Lieutenant
Commander
Mariposa Area
Attachments

STATE OF CALIFORNIA
PUBLIC LIABILITY AND WORKERS' COMPENSATION INSURANCE
FISCAL YEAR JULY 1, 2024 / JUNE 30, 2025

To whom it may concern:

In accordance with Government Code section 11007.4, the State of California has elected to be self-insured for liability exposures. Under this form of insurance, the State and its employees acting in the course and scope of their employment are insured for tort liability arising out of official State business. All claims against the State of California based on tort liability should be presented as a government claim to the Government Claims Program, P.O. Box 989052 MS 414, West Sacramento, CA 95798-9052. (Gov. Code section 900, et. seq.) Internet link: https://www.dgs.ca.gov/ORIM/Services/Page-Content/Office-of-Risk-and- Insurance-Management-Services-List-Folder/File-a-Government-Claim

The State of California has also elected to be insured for its motor vehicle liability exposures through the State Motor Vehicle Liability Self-Insurance Program (VELSIP). This program provides liability coverage arising out of the operations of motor vehicles used by state employees for official state business (California Vehicle Code Sections 17000 and 17001). Motor vehicle liability claims against the State of California should be presented to the Office of Risk and Insurance Management, P.O. Box 989052 MS-403, West Sacramento, CA 95798-9052, (800) 900-3634, claims@dgs.ca.gov. If your motor vehicle liability claim is not resolved within six months from the date of loss, California law requires you to file a formal claim with the Government Claims Program, P.O. Box 989052 MS 414, West Sacramento, CA 95798-9052. (Gov. Code section 900, et. seq.) Internet link: https://www.dgs.ca.gov/ORIM/Services/Page-Content/Office-of-Risk-and-Insurance- Management-Services-List-Folder/File-a-Government-Claim
The State of California has a Master Agreement with the State Compensation Insurance Fund regarding workers' compensation benefits for all state employees, as required by the Labor Code.

Sincerely,

Navdeep Mahl
Associate Risk Analyst
Insurance Services Unit
Phone: (916) 376-5305
Fax: (916) 376-5275
Navdeep.Mahl@dgs.ca.gov

To request updated letter of self-insurance, please submit to riskmanagement@dgs.ca.gov

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 02/13/2024

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER	CONTACT NAME: Jeff Shaw
Jeff Shaw Farmers Insurance PO Box 1903 Mariposa CA 95338	PHONE (A/C, No, Ext): 209-742-6660 FAX (A/C, No): 209-966-4940 E-MAIL ADDRESS: jshaw@farmersagent.com

INSURED	INSURER(S) AFFORDING COVERAGE	NAIC #
Mariposa County Chamber of Commerce PO Box 425 Mariposa CA 95338	INSURER A : United States Liability Insurance Company	
	INSURER B : Mid-Century Insurance Company	
	INSURER C :	
	INSURER D :	
	INSURER E :	
	INSURER F :	

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	**GENERAL LIABILITY** [X] COMMERCIAL GENERAL LIABILITY [ ] CLAIMS-MADE [X] OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: [ ] POLICY [ ] PRO-JECT [ ] LOC	X		NBP1559291D	12/21/2023	12/21/2024	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ 1,000,000 $ 100,000 $ 5,000 $ 1,000,000 $ 2,000,000 $ 2,000,000
	AUTOMOBILE LIABILITY [ ] ANY AUTO [ ] ALL OWNED AUTOS [ ] SCHEDULED AUTOS [ ] HIRED AUTOS [ ] NON-OWNED AUTOS						COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ $ $ $
A	[X] **UMBRELLA LIAB** [ ] OCCUR [ ] **EXCESS LIAB** [ ] CLAIMS-MADE [ ] DED [X] RETENTION $ 0	X		CUP1562413D	12/10/2023	12/10/2024	EACH OCCURRENCE AGGREGATE	$ 1,000,000 $ 1,000,000
B	**WORKERS COMPENSATION AND EMPLOYERS' LIABILITY** ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICE/MEMBER EXCLUDED? Y/N [Y] **(Mandatory in NH)** If yes, describe under DESCRIPTION OF OPERATIONS below	N/A		A09599247	05/01/2024	05/01/2025	WC STATU-TORY LIMITS / OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	$ 1,000,000 $ 1,000,000 $ 1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Remarks Schedule, if more space is required)

The County of Mariposa, its officials, employees & volunteers are included as Additional Insureds with respect to General and Auto Liability. Insurance is Primary and Noncontributory, and Waiver of Subrogation applies, when required in written contract per policy provisions, conditions, and exclusions. Waiver of provisions, conditions, and exclusions.

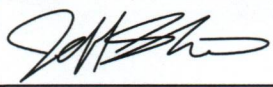
CERTIFICATE HOLDER

County of Mariposa
5100 Bullion St
Mariposa CA 95338

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE



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Clear All

MARIPOSA COUNTY

Board of Supervisors

Local Transportation Commission LTC 2024-013

MEETING: September 17, 2024

TO: The Board of Supervisors

FROM: Shannon Hansen, Director of Public Works and Transportation

RE: Receive Presentation and Request Adoption of the 2024 Active Transportation Plan

---

RECOMMENDATION AND JUSTIFICATION

Receive Presentation and Request Adoption of the 2024 Active Transportation Plan.

Public Works Transportation Planning Division has worked with the consulting firm of Fehr & Peers to develop our 2024 Active Transportation Plan (ATP) draft and is asking the Local Transportation Commission (LTC) to adopt it at this time. The Draft Plan was available for public comment from July 26th to August 28th. All comments were reviewed and taken into consideration for revisions to the plan.

The County is required by the State to adopt or re-adopt an ATP every 5 years in order to receive ATP Funds for these types of projects. When applying for grant funds, it is required that we have an adopted plan in place to be included with our applications.

BACKGROUND AND HISTORY OF BOARD ACTIONS

Other state required plans have been adopted by the LTC; On September 19, 2023 the LTC adopted the 2024 Regional Transportation Plan.

On January 24, 2023 the LTC approved advertising a Request for Proposal to retain a consulting firm to develop an ATP for the County.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION

Without an adopted plan in place, the County would not be eligible for State and Federal Funding for Active Transportation Projects.

FINANCIAL IMPACT

None.

ATTACHMENTS

1. **MariposaCountyATP_240827_reduced**
2. **MariposaCountyATP_Appendices_240827_reduced**
3. **MariposaATPBoard_240826**

VOTE RESULT

RESULT:	**Adopted (UNANIMOUS)**
MOVER:	District III Supervisor Danette Toso
SECONDER:	District I Supervisor Rosemarie Smallcombe
AYES:	District V Supervisor Menetrey, District I Supervisor Smallcombe, District III Supervisor Toso, District IV Supervisor Forsythe, District II Supervisor Poe

Mariposa County Active Transportation Plan



August 2024

Acknowledgments

Board of Supervisors

Miles Menetrey, Chair, District 5

Wayne Forsythe, Vice Chair, District 4

Shannon Poe, District 2

Rosemarie Smallcombe, District 1

Danette Toso, District 3

Staff

Jeannie Morvay-Clayton, Public Works

Ben Goger, Senior Planner, Community Development

Matt Hespenheide, Senior Engineer, Public Works

Matiel Holloway, Engineer, Public Works

Consultant

FEHR PEERS

Statement of Protection of Data from Discovery and Admissions

Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

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Introduction

Walking, biking, and rolling by wheelchair or scooter are all components of active transportation. These human-powered modes of travel:

- connect families to schools, parks, work, shopping, restaurants, bus stops, and other destinations without a car;
- improve physical and mental health, including reducing the incidence of disease and obesity;
- create a better environment by reducing air pollution and greenhouse gas emissions; and
- provide economical travel, especially when compared to owning and operating a car.

Walking and bicycling are common in several unincorporated communities in Mariposa County, including Mariposa and Coulterville. A developing network of sidewalks and shared-use paths in downtown Mariposa is enjoyed by many residents and visitors. The pedestrian-scale of downtown Mariposa enables comfortable walking to many destinations. Additionally, recreational cycling is popular throughout much of the year.

Local conditions make Mariposa County a prime area for more walking and biking improvements. County residents have also expressed the desire for more, safe, and comfortable walking and biking facilities. However, walking and biking outside of Mariposa and Coulterville can be challenging, especially given the rural character of the county. Even in the more built-up ares of the county, many neighborhoods lack sidewalks, shared-use paths, and bike lanes that make walking and biking safe and comfortable for everyone. Without these facilities, residents and visitors may be cut off from the destinations they need to get to everyday unless they have close access to frequent transit or a motor vehicle.

This active transportation plan (ATP) is an important step toward making walking and biking safer, easier, and more enjoyable for everyone who lives in or visits Mariposa County. The ATP will help make the County eligible for new funding to create new paths, sidewalks, bike lanes, and other improvements for bicycling and walking. The plan will support applications for funding from the statewide Active Transportation Program and other sources of funding.

This plan meets all requirements for active transportation plans as specified by the California Transportation Commission's 2024 Active Transportation Program Guidelines. A summary of these requirements and where they are addressed within the plan is provided in Appendix F, Plan Conformance with ATP Guidelines.



Plan Goals

The goals for this plan were developed with consideration of other local and state plans and policies, desires of local residents, and emerging trends and opportunities in active transportation.

The Mariposa County Regional Transportation Plan, General Plan, Strategic Plan, and Local Road Safety Plan each have goals supporting increases in bicycling and walking. The California Transportation Plan and the California State Bicycle and Pedestrian Plan also have specific goals and policies for increasing biking and walking that are also supported by this plan. Each of these plans is further described in Appendix A, Relevant Plans and Policies.

Regional Context

Mariposa County is located in the western foothills of the Sierra Nevada, bordering the counties of Tuolumne, Madera, Merced, and Stanislaus. Much of Yosemite National Park lies within Mariposa County (Figure 1). This plan includes walking and biking recommendations for all the largest communities in the County, including Lake Don Pedro, Coulterville, Greeley Hill, Bear Valley, Hornitos, Midpines, Mariposa, Catheys Valley, Bootjack, Fish Camp, El Portal, and Wawona. Additionally, recommendations included for bikeways and paths that connect these communities and other regional destinations.

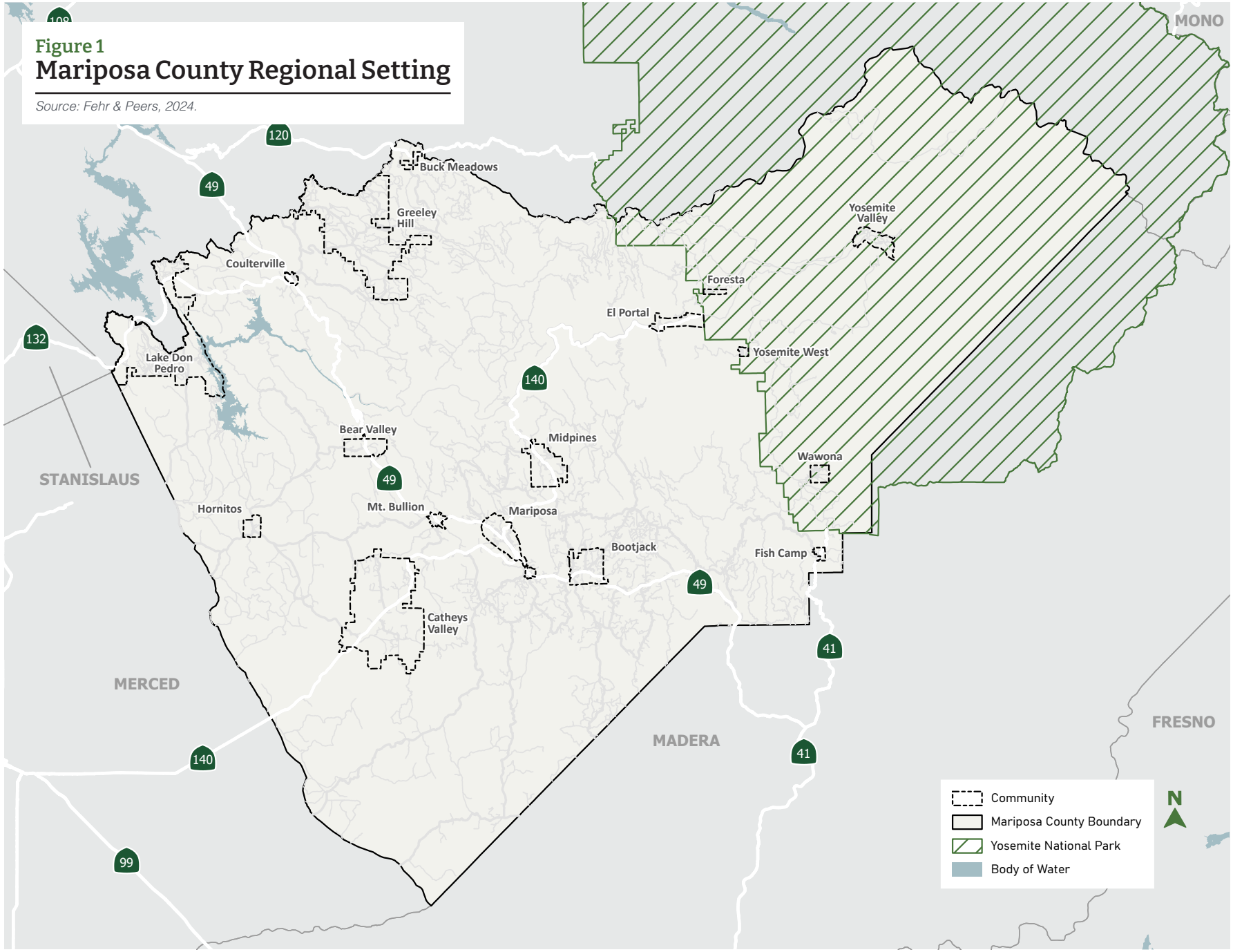
The Mariposa County Active Transportation Plan envisions a complete, safe, and comfortable network of paths, sidewalks, and bikeways that serves all residents of the County.

Specifically, this plan has been developed to:

- create a network of safe and attractive, sidewalks, shared-use paths, and bikeways that connect Mariposa County residents to key destinations, especially local schools, parks, and transit;
- create a network of regional bikeways that allows bicyclists to safely ride between communities and other regional destinations;
- create better connections to transit, especially for communities with limited access to other transportation options;
- increase walking and bicycling trips and thus reduce vehicle miles traveled and improve air quality in the region by creating user-friendly facilities; and
- increase safety by improving crosswalks and sidewalks and expanding the bikeway network.

Figure 1
Mariposa County Regional Setting

Source: Fehr & Peers, 2024.



Public Participation

Listening to the residents of Mariposa County and understanding their active transportation needs and desires was an important part of the ATP development process. The public helped identify recommended improvements to the bicycling and walking facilities. Participation and information was solicited and received through several methods.

Previous Surveys

As part of the 2023 Regional Transportation Plan Update, an online survey soliciting public input on transportation needs and concerns. The results of this public participation were used to help identify issues and solutions to be incorporated into the RTP update.

The survey solicited input about how people travel in the county, what they like about traveling in the county, and transportation improvements they would like to see implemented. The survey also requested demographic information about the survey respondents. The survey had 172 responses.

Key comments and concerns pertaining to walking and biking included:

- Respondents did not feel safe on roads in the county, preventing them from walking and biking more.
- Pedestrians had concerns with missing and/or uneven sidewalks, overgrown vegetation, or missing curb cuts.
- Bicyclists were concerned by the lack of bicycling infrastructure, poor road and shoulder conditions, the lack of respect they receive from drivers, and a lack of secure bicycle parking.
- Respondents with children attending local schools felt there were insufficient safe bicycling and pedestrian routes for students to get to school.
- Respondents were willing to pay more for better transportation facilities.
- Respondents were concerned by air pollution and greenhouse gas emissions.
- Respondents desired more streetlights.
- Respondents desired more bicycle and pedestrian facilities, including trails.



In-Person Events

A booth was staffed at the Mariposa County Fair over the Labor Day weekend in 2023 and at the Mariposa Farmers' Market on October 11, 2023 and May 1, 2024. During these events, Mariposa County and consultant staff talked to members of the public, solicited input about walking and biking in the county, and provided information about online ATP information including the interactive map described in the next section. Appendix B, Public Participation, provides more details about input received via the outreach events.

The booths in September and October 2023 included boards describing the project and soliciting input on the challenges of walking and biking in the county. Project team members were available to answer questions and used maps and notes to record comments from the public. The project team had interactions with approximately 125 people across these two events.

The booth in May 2024 was held during the facility recommendation phase of the project and included boards with proposed walking and biking facilities in each community. Project team members were available to answer questions and used maps and notes to record comments from the public. The project team had interactions with approximately 40 people.

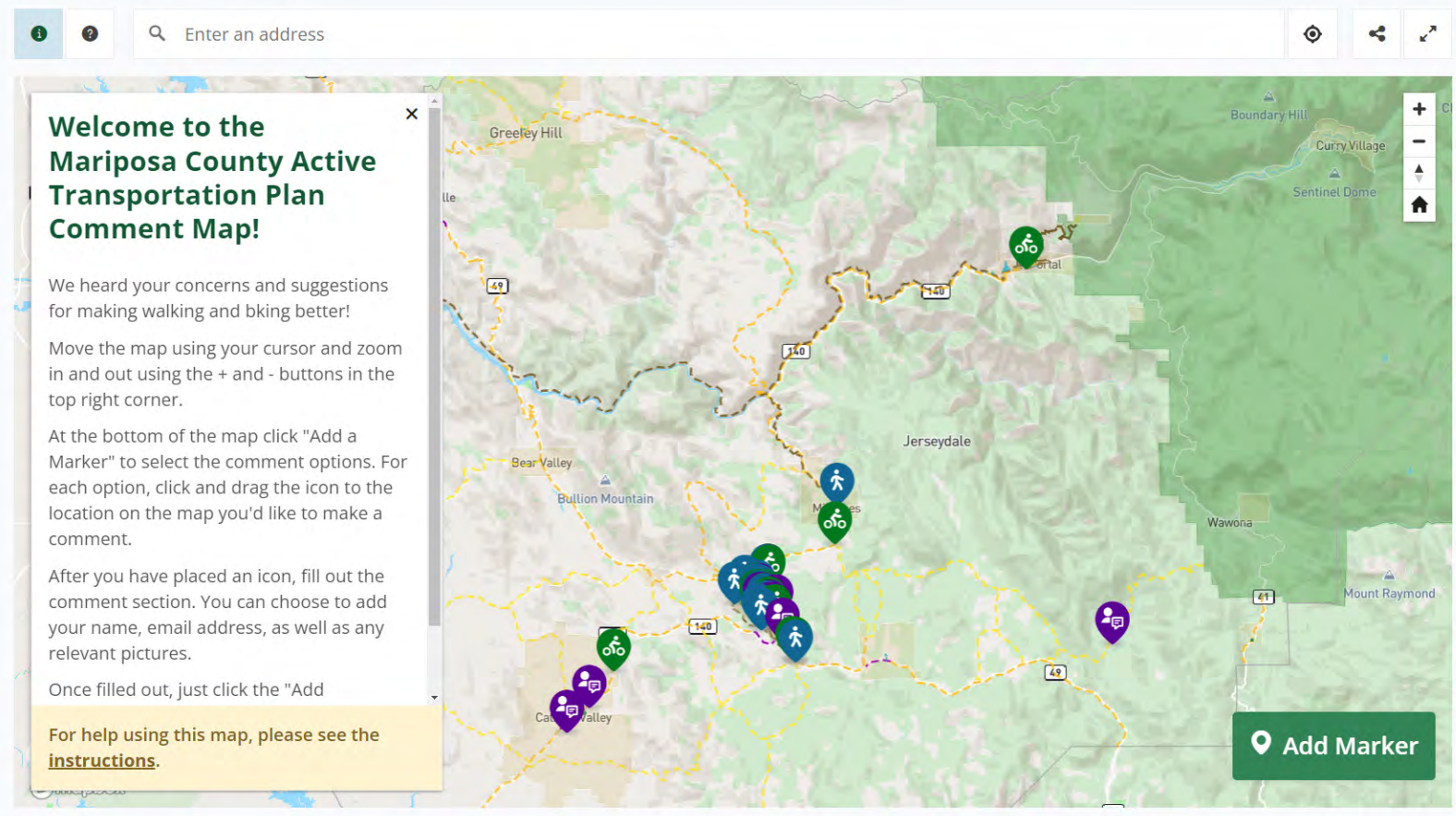


Interactive Public Map

In parallel with the in-person events, online crowdsourced interactive maps were used as another channel to hear from the public.

The map allowed the public to view key data, such as existing bike and pedestrian facilities, and add location-specific comments about the challenges they experience walking and biking and the improvements they would like to see in the county. Web visitors could use the map to express needs and issues, recommend improvements, and vote for comments provided by others. The web map was publicized on Facebook and at local events.

Comments from the in-person events and online maps were used to develop the draft bicycle and pedestrian networks. Appendix B, Public Participation, provides further details on input received via the outreach events.



Active Transportation Facilities

Active transportation networks include several types of infrastructure. Walking facilities include sidewalks, crosswalks, and shared-use paths. Bicycling facilities, in order from lowest stress and most comfortable to highest stress and least comfortable, include shared-use paths, separated bikeways, bike lanes, and bike routes. Bike parking also supports bicycling networks.

These and other treatments are introduced in this chapter and described in detail in Appendix D, Walking and Biking Facilities Toolkit.

Sidewalks

Sidewalks are paved areas immediately adjacent to the vehicular right-of-way for the use of pedestrians. Unlike shared-use paths, they are directly adjacent to vehicle lanes, separated by a curb or, at most, a planting strip. Sidewalks may be used by people riding bicycles unless prohibited.

Crosswalks

Crosswalks, which are street crossings for pedestrians, may be marked or unmarked. Marked crosswalks feature striping and other enhancements that may be used to raise awareness of the crossing, especially for drivers, and to delineate the best place to cross.

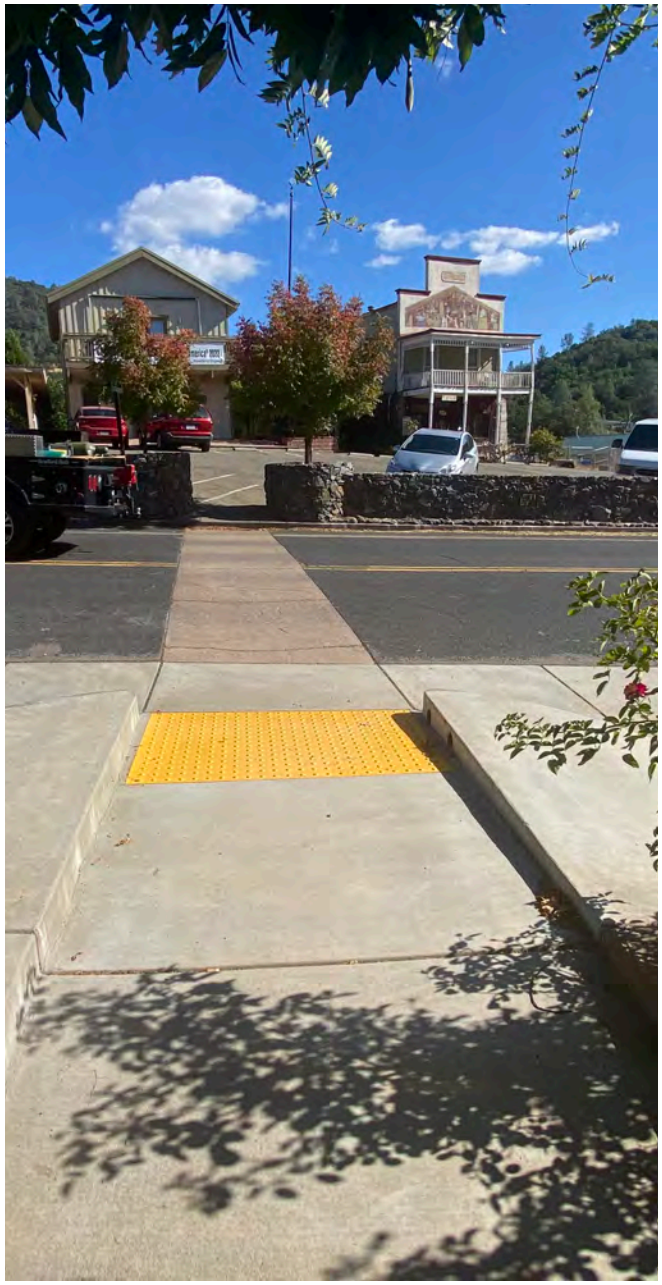
There are two types of marked crosswalks:

- **Controlled crosswalks** are co-located with stop signs or traffic signals.
- **Uncontrolled crosswalks** are not adjacent to stop signs or traffic signals. Under California law, drivers are legally required to yield to pedestrians at uncontrolled crosswalks.

Additional features can be added to crosswalks to increase visibility on busy streets:

- **High-visibility crosswalk markings** add additional striping to the pavement.
- **Warning signage** improves visibility of crosswalks and increases the likelihood that a driver will yield to or stop for pedestrians.
- **Curb extensions** decrease the pedestrian crossing distance at intersections and improve the visibility of pedestrians waiting to cross the street.
- **Rectangular rapid flashing beacons** (RRFBs) allow the pedestrian to activate a flashing light when crossing.

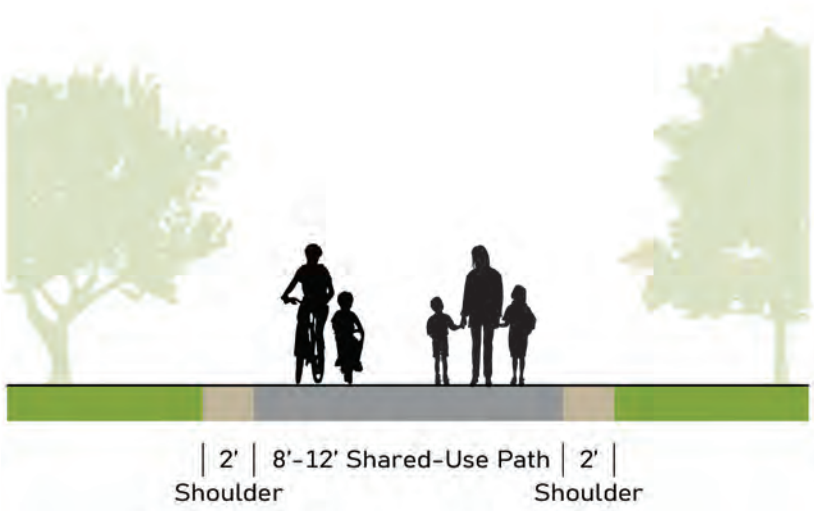
Other features are described in Appendix D.



Shared-Use Paths

Shared-use paths, often referred to as Class I bike paths (as classified in Chapter 1000 of the Caltrans Highway Design Manual) or paved trails, are off-street facilities that provide exclusive use for non-motorized travel by bicyclists and pedestrians (Figure 2). Shared-use paths have minimal cross flow with motorists and are typically located along landscaped corridors. Shared-use paths can be utilized for both practical travel and recreation, where the serve as an important recreational amenity for bicyclists, pedestrians, dog walkers, runners, skaters, and those using other non-motorized forms of travel. They are frequently designed to offer a specific benefit to users, such as a connection not previously included in the bicycle or pedestrian network or traversing a barrier such as a highway or river.

Figure 2: Shared-Use Path





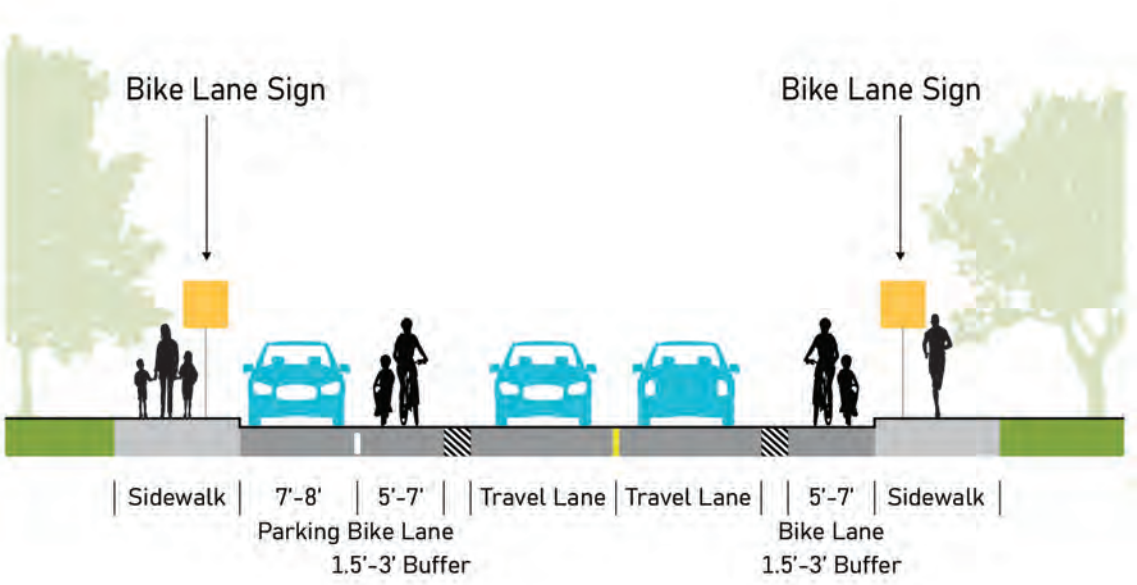
Bike Lanes

Bike lanes, designated Class II by Caltrans, are on-street facilities that use striping, stencils, and signage to denote preferential or exclusive use by bicyclists. Bikes lanes are contiguous with motor vehicle travel lanes. Bike lanes provide adequate space for comfortable riding and alert drivers about the predictable movements of bicyclists.

Buffered bike lanes are similar to bike lanes but have an additional painted section of pavement that provides space between bike and motor vehicle travel lanes (Figure 3). The total bike lane width encompasses the buffer and the bike lane width.



Figure 3: Buffered Bike Lane



Bike Routes

Bike routes, designated Class III by Caltrans, are streets with signs and optional pavement markings where bicyclists travel on the shoulder or share a lane with motor vehicles (Figure 4). Bike routes are utilized on low-speed and low-volume streets to connect bike lanes or paths along corridors that do not provide enough space for dedicated lanes. Shoulders are preferable but not required on streets with bike routes. In addition to alerting motorists to the presence of bicyclists, bike routes help bike riders find their way to other bikeways or regional destinations like schools and parks.

Bicycle boulevards are enhanced bike routes that are intentionally located on low-volume, low-speed local streets and include other features designed to make a low-stress, comfortable, attractive bikeway that prioritizes bicycle travel. These features include shared lane markings, wayfinding signs, and traffic calming features, including at crossings with higher volume arterials. Physical and non-physical measures such as signs, pavement markings, speed lumps, and low or reduced vehicle speeds are utilized to discourage through trips by motor vehicles and create safe, convenient bicycle access.

Sharrows, or shared-lane markings, are a common bike route pavement marking that alerts drivers that bicyclists are sharing the road and facilitate wayfinding through neighborhoods.

Bike routes with multi-use shoulders include the features of Class III bike routes with the addition of a striped shoulder of variable



width (Figure 5). This facility is used most frequently in rural areas when jurisdictions wish to maximize road space for bicycles but lack sufficient right-of-way to meet minimum requirements for bike lanes. This facility also accommodates pedestrians, but at a much lower level of comfort than a shared-use path or sidewalk.

Figure 4: Bike Route

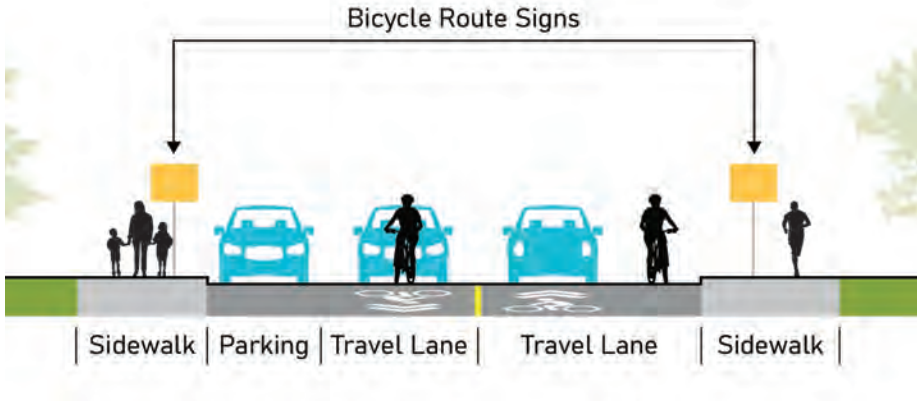
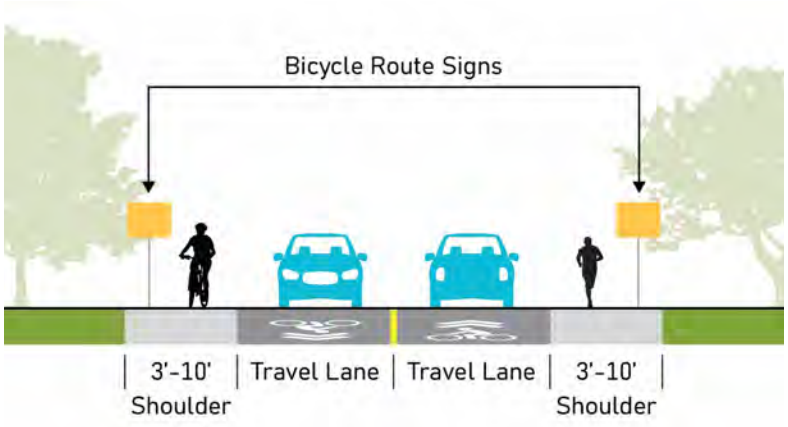


Figure 5: Bike Route with Multi-use Shoulder



Bicycle Parking

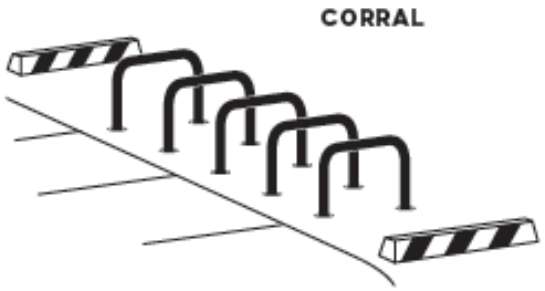
Bicycle parking encourages ridership by supporting the final stage of a bicycle trip. Locations with high ridership are excellent candidates for bicycle parking, including civic, residential, commercial, and office spaces. At these locations, both short-term and long-term parking should be accommodated.

Short-term bicycle parking is temporary bicycle parking intended for visitors. Bicycle racks are a common form of short-term parking. Bicycle racks in front of stores and other destinations allow patrons to park their bike for short periods. Bike parking should be located in well-lit areas to discourage theft. Installing permanent bicycle racks near main entrances also helps bicyclists feel welcome and encourages them to ride their bicycle again on a return trip. Bicycle racks that allow at least two points of contact, such as the wheel and frame, provide the most protection against theft and accidental damage.

Long-term bicycle parking is intended for employees, students, commuters, and residents to protect bicycles for extended periods. Long-term facilities are more secure than short-term bicycle parking and should fully protect bicycles from theft and weather. Long-term bicycle parking includes bike lockers, bike cages, and bike rooms. More detailed informations on these long-term bicycle parking options is provided in Appendix C.



Source: Meena Rugh, The California Aggie.



Source: APBP, Essentials of Bike Parking: Selecting and Installing Bike Parking that Works (2015).

Traffic Calming

Traffic calming devices include a wide range of design treatments capable of reducing vehicle speeds and thus improving the safety and comfort of the transportation network for all users. Reducing vehicle speeds makes travel safer for both bicycles and pedestrians. Traffic calming devices may employ vertical deflection, as with speed bumps, or horizontal deflection as with curb extensions.

Narrowing traffic calming devices are a sub-category of horizontal deflection traffic calming devices. Wider roads are associated with greater crash rates and higher impact speeds. Narrowing roadways often leads to decreased vehicle speeds and improves safety.

Restriping narrower travel lanes for vehicle traffic can reduce motor vehicle speed. In many locations, interior traffic lanes can be narrowed to 10 feet or less to encourage lower speeds. Narrow lanes can make room in the roadway right-of-way for painted medians, center turn lanes, bicycle lanes, or parking.

U. S. Traffic Calming Manual, by Reid Ewing and Steven Brown, 2009, is a good resource for additional traffic calming strategies.

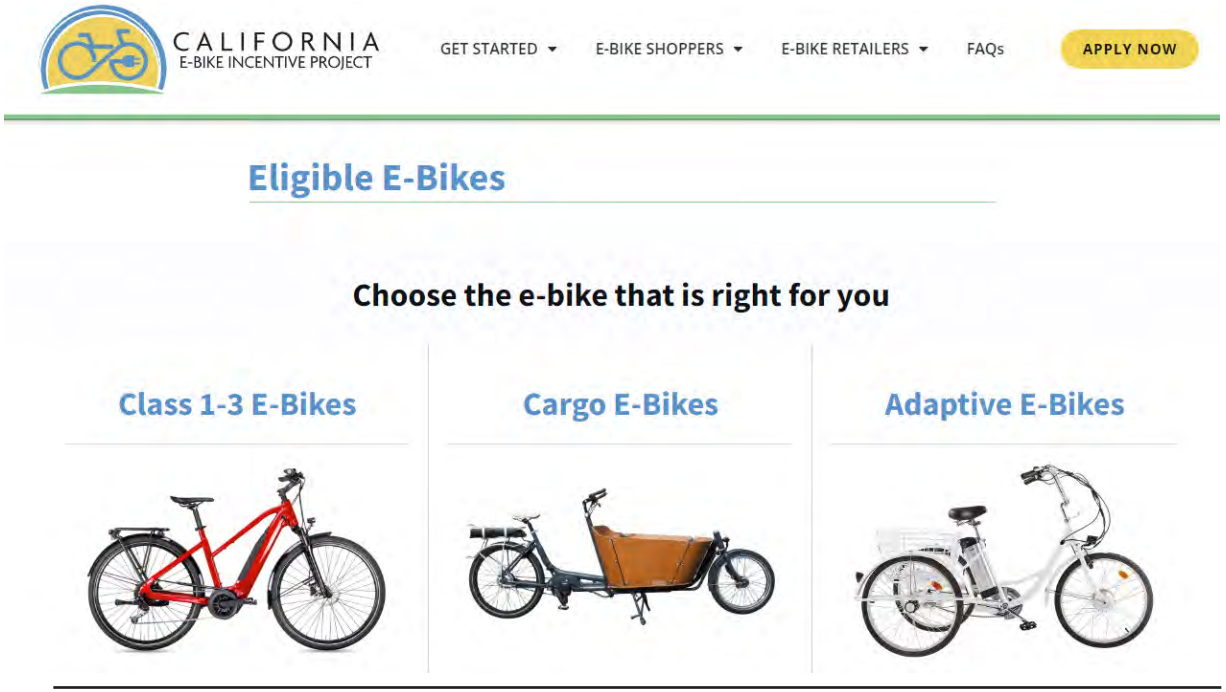
Emerging Trends and Opportunities

New technologies and changes in California regulations that have emerged in the last several years are supporting expanded use of active transportation.

Electric bikes and scooters are two expanding technologies that provide both new opportunities and challenges. There is a range of types of e-bikes, scooters, and other devices. These devices can be partially or fully powered, and they may share facilities with other users. E-bikes can expand the number of bike riders, especially in areas like Mariposa County that are hilly or have an older population. E-bikes can also reduce car travel, and are thus being promoted by the California Air Resources Board.

State law governs where these devices may be used but also allows local jurisdictions to enact more restrictive rules on where they may be used. A review of these devices and regulations governing their use is included in Appendix D.

Vehicle miles traveled (VMT) has become the standard for measuring transportation impacts under the California Environmental Quality Act since the implementation of California Senate Bill 743. Walking and biking, including using electric bikes and scooters, helps reduce VMT directly. Walking and biking also support greater use of transit, further reducing VMT. The Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, released by the California Air Pollution Control Officers Association, is a good guide for estimating the VMT reductions provided by implementing features and strategies supporting walking and biking.



Source: California E-Bike Incentive Progect, 2024 (https://ebikeincentives.org/eligible-e-bikes/)

Existing Conditions

Rolling hills dominate the terrain of Mariposa County, impacting the viability of biking and walking due to the varying elevations. In winter, the County is cold and often experiences moderate rainfall or snow in higher elevations, which creates additional barriers for active transportation users. Typically, summer temperatures are hot, making walking and biking difficult during the hotter times of day.

Mariposa County is rural in character. The town of Mariposa, a census-designated place, includes a denser commercial district and County offices. Downtown sees much walking activity. Due to the proximity of Yosemite National Park, the leisure and hospitality sector garners much attention. Recreational bicycling is popular especially in the spring and fall.

Demographic Fast Facts

Population: 17,130 residents, projected to steadily decline.

Age: Seniors above the age of 65 comprise 38 percent of the population, compared to 15 percent statewide.

Income: $60,021 compared to a statewide median of $91,551.



Transportation Modes

Mobility and accessibility are important aspects of Mariposa County's rural character. Due to the rural landscape of Mariposa County, transit, bicycling, and walking are not as prevalent as other modes of transportation. According to the U.S. Census Bureau (2023), there are roughly 7,072 commuters in Mariposa County, with most people driving single occupancy vehicles. Roughly 72 percent of people use cars, trucks, or vans percent to get to work, resulting in approximately 5,106 trips to work in a vehicle every day in Mariposa County. As shown in Table 1, the share of workers that walk to work in Mariposa County is about 7.6 percent and the share of those that bike to work is about 1.5 percent. About 1.9 percent of workers use public transportation to get to work and about 15.9 percent of workers in Mariposa County work from home. Table 1 also shows the share of walking and biking commute trips in the five most populous census designated places (CDPs) in Mariposa County. These reported shares are higher than statewide averages but may vary somewhat due to the American Community Survey margins of error.

Note that these statistics only include workers who walk or ride every day, not those who do so occasionally. Reliable data on non-commute trips, including trips to school, trips for shopping, and recreational trips is not readily available and not included in these estimates. Thus, the total number of biking and walking trips is likely greater than shown.

Table 1. Trips to Work by Walking and Bicycling

Location	Commuters	Walking		Bicycling	
		Trips	Share	Trips	Share
Mariposa County	7,072	537	7.6%	106	1.5%
Lake Don Pedro CDP	509	0	0.0%	0	0.0%
Mariposa CDP	281	55	19.6%	0	0.0%
Greeley Hill CDP	368	0	0.0%	0	0.0%
Catheys Valley CDP	222	0	0.0%	0	0.0%
Bootjack CDP	181	13	7.2%	0	0.0%
California	18,353,469	440,483	2.4%	128,474	0.7%

Note: CDP = Census Designated Place. Numbers and shares are estimates. Actual numbers may be lower or higher. Workers aged 16 years and older. Sources: U.S. Census 2018-2022 American Community Survey, 2023; Fehr & Peers, 2024.

Key Destinations and Land Use

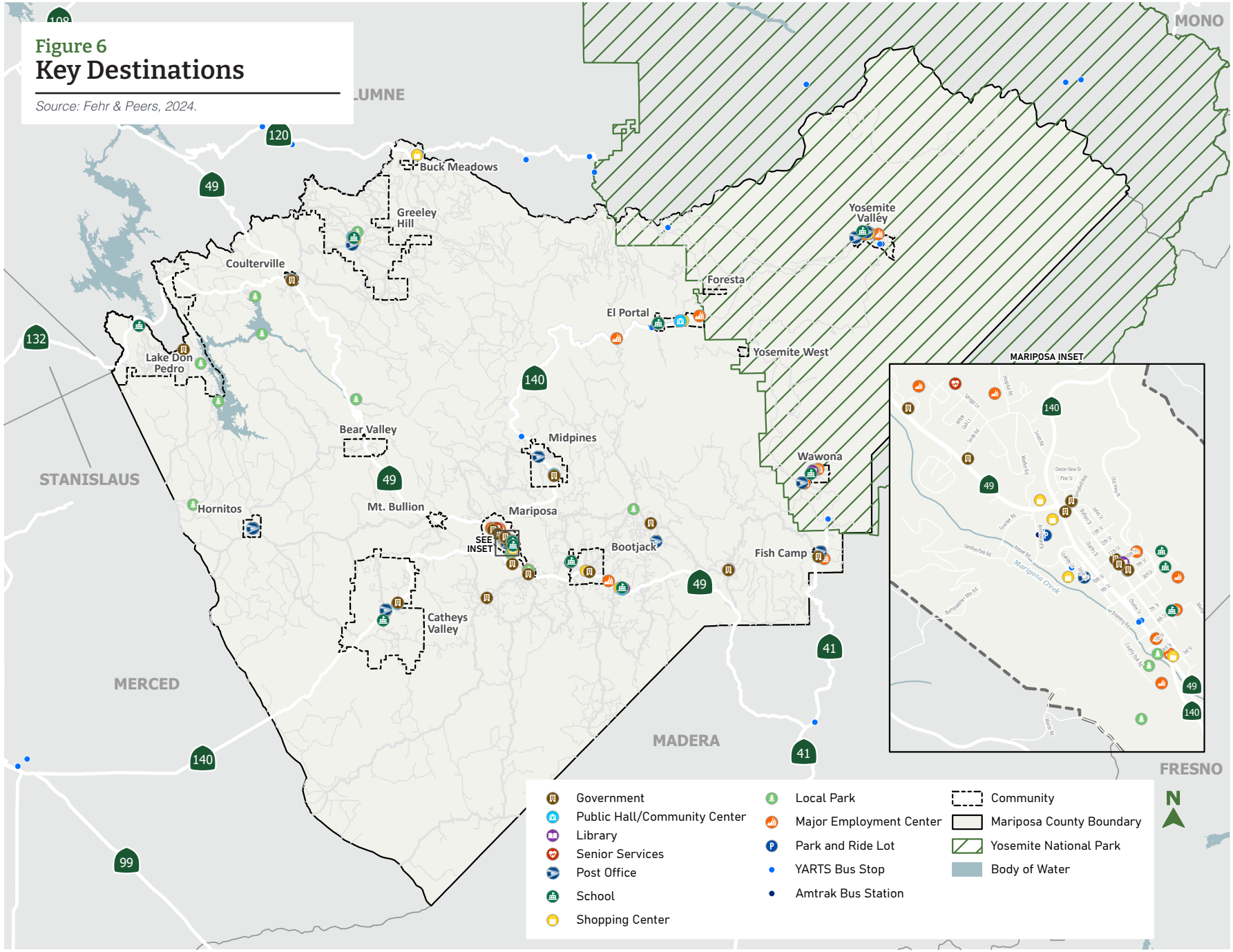
Figure 6 shows key destinations for pedestrians and bicyclists in Mariposa County. Important destinations include:

- Schools
- Parks
- Public buildings, including libraries, post offices, and county offices
- Retail/shopping areas
- Hospitals and medical facilities
- Senior centers and senior housing

Current zoning maps identifying residential, commercial, industrial, and open space areas are included in Appendix A.

Figure 6
Key Destinations

Source: Fehr & Peers, 2024.



Roadway Infrastructure and Vehicle Volumes

Mariposa County experiences seasonal peaks in traffic due to Yosemite National Park and other regional tourism and variations in weather. Except on state highways, traffic volumes are relatively low; on state highways average daily traffic is under 12,000 vehicles. Figure 7 shows average daily traffic volumes traffic volumes on major roads in Mariposa County.

Figure 8 shows posted speed limits on major roads in Mariposa County. Many roadways outside of towns and neighborhoods have speeds of 45 mph or higher.

Mariposa County does not have any traffic signals, so all intersections are either stop sign controlled or uncontrolled. Flashing beacons at high-visibility pedestrian crossings were recently installed.



Figure 7
Average Daily Traffic

Source: Caltrans; Fehr & Peers, 2023.

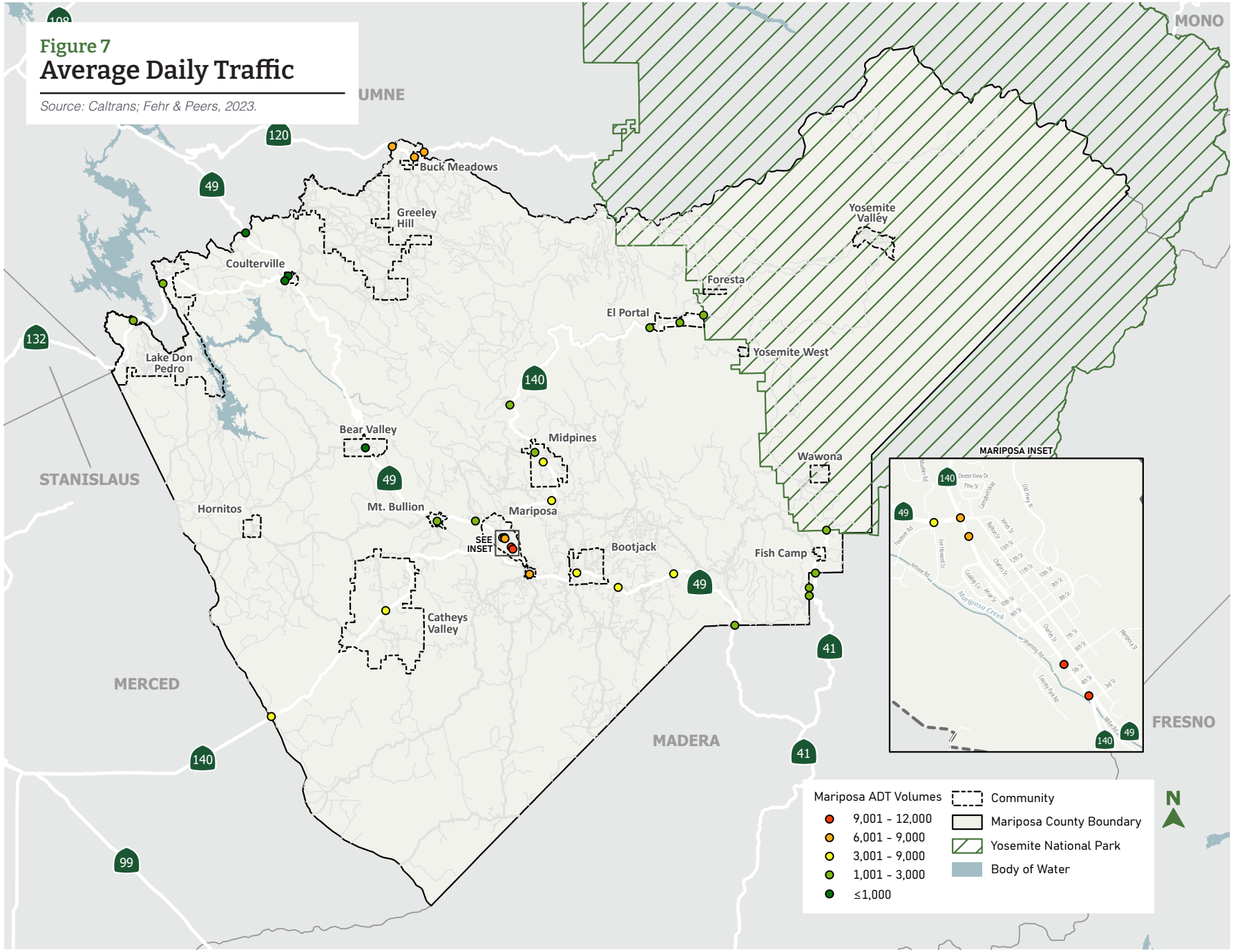
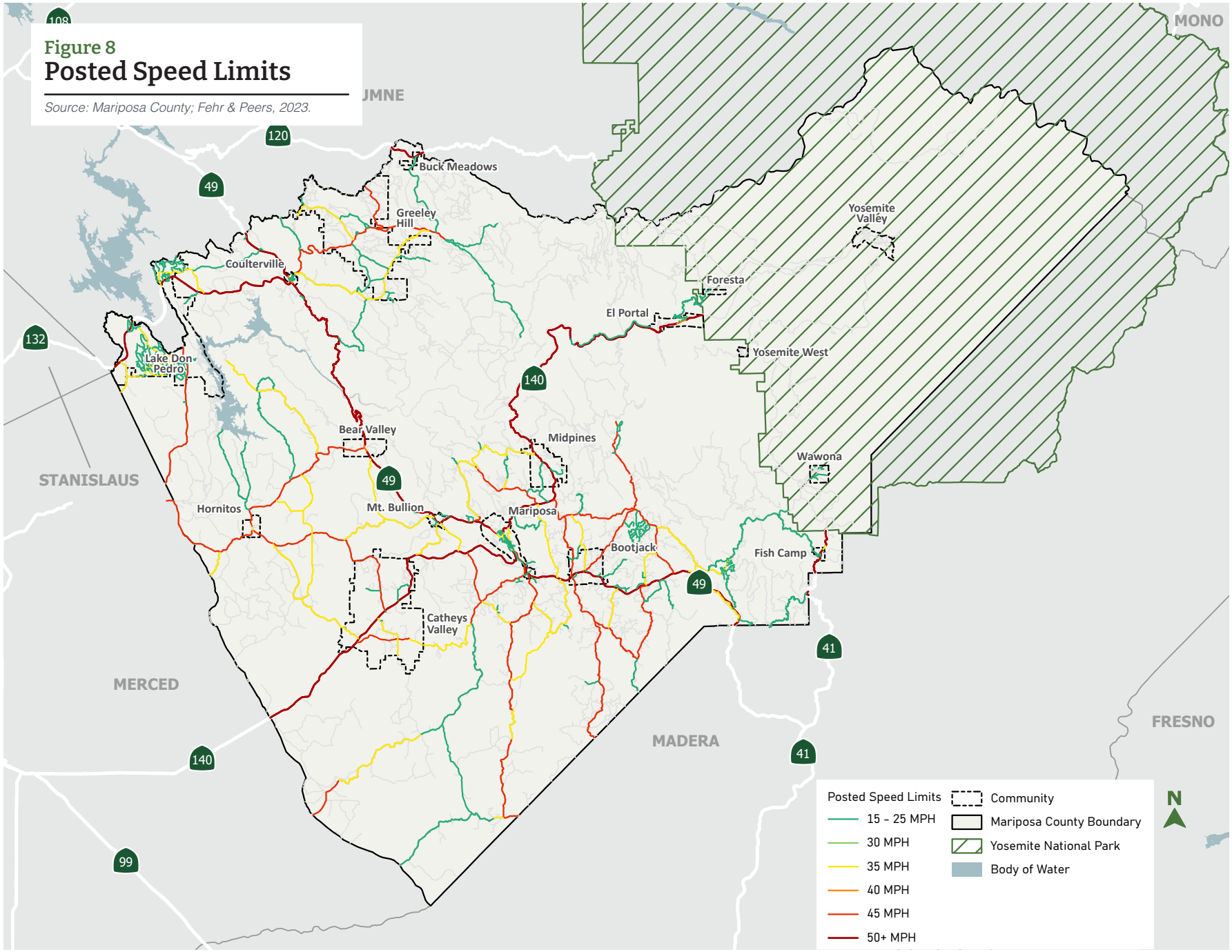


Figure 8
Posted Speed Limits

Source: Mariposa County; Fehr & Peers, 2023.



Disadvantaged Communities

Service to disadvantaged and underserved communities, often referred to as environmental justice communities, is a key factor in many grant funding programs such as California's Active Transportation Program. This plan presents a variety of different indicators of disadvantaged communities:

Median Household Income – Census tracts with median household income less than 80 percent of the statewide median, or $73,524 based on the 2018-2022 American Community Survey (ACS). The entire county has median houshold incomes below 80 percent of the statewide median. A central area of the County, including Hornitos, Bear Valley, and Mariposa, are under 65 percent of the statewide median household income (Figure 9).

CalEnviroScreen 4.0 – A measure of environmental health by census tract. Inputs include socioeconomic factors, population characteristics, pollution factors, and environmental factors. Tracts with higher percentiles are more disadvantaged. The worst scoring 25 percent are considered disadvantaged by the ATP guidelines. No areas of Mariposa County are considered disadvantaged by this criterion.

California Healthy Places Index – A measure of the community conditions shaping health outcomes. Factors include economics, education, transportation, social, neighborhood, housing, clean environment, and healthcare access. Census tracts in the worst scoring 25 percent are considered disadvantaged by the ATP guidelines. The northern portion of the County, including Lake Don Pedro, Coulterville, and Greeley Hill, score between the 15th and 20th percentile of the Healthy Places Index (HPI). The southern portion of the County, including Catheys Valley, scores between the 20th and 25th percentile of the index (Figure 10).

Free and Reduced Price Meal (FRPM) Eligibility – The share of students at a school who are eligible for subsidized meals, bsed on the 2022-2023 school year. Schools with at least 75 percent eligible are considered disadvantaged by the ATP guidelines. Three schools in Mariposa County are considered disadvantaged by this criterion: Greeley Hill Elementary School, Mariposa Elementary School, and County Community School in Bootjack (Figure 11).

Federal Climate and Economic Justice Screening Tool (CEJST) – Federal agencies are currently implementing the Justice40 Initiative, which seeks to deliver 40 percent of the overall benefits of federal climate, clean energy, affordable and sustainable housing, clean water, and other investments to disadvantaged communities that are marginalized, underserved, and overburdened by pollution. Communities are considered disadvantaged if they are in a census tract that meets the threshold for at least one of the tool's eight categories of burden and corresponding economic indicator. The western half of the County, including Lake Don Pedro, Mariposa, Greeley Hill, Catheys Valley, Hornitos, and Coulterville, exceed three to six categories in the screening tool (Figure 12).

US DOT Equitable Transportation Community (ETC) Explorer Tool – A measure of the cumulative burden communities experience, as a result of underinvestment in transportation, in the following five components: Transportation Insecurity, Climate and Disaster Risk Burden, Environmental Burden, Health Vulnerability, and Social Vulnerability. It is designed to complement the CEJST by providing users deeper insight into the transportation disadvantage component of CEJST. Census tracts scoring in the worst 25 percent are considered to be disadvantaged by the Active Transportation Program. The northern portion of the County, including Lake Don Pedro, Coulterville, and Greeley Hill, score in the top 10th percentile most disadvantaged in the state (Figure 13).

Zero Automobile Households – The percentage of households that do not have a vehicle (and are more likely to be dependent on walking, biking, and transit to meet their transportation needs) by census tract according to the 2018-2022 ACS. Between six and nine percent of households in the northern portion of the County, including Lake Don Pedro, Coulterville, and Greeley Hill, do not have a vehicle (Figure 14).

Figure 9
Median Household Income

Source: US Census 2018-2022 American Community Survey; Fehr & Peers, 2024.

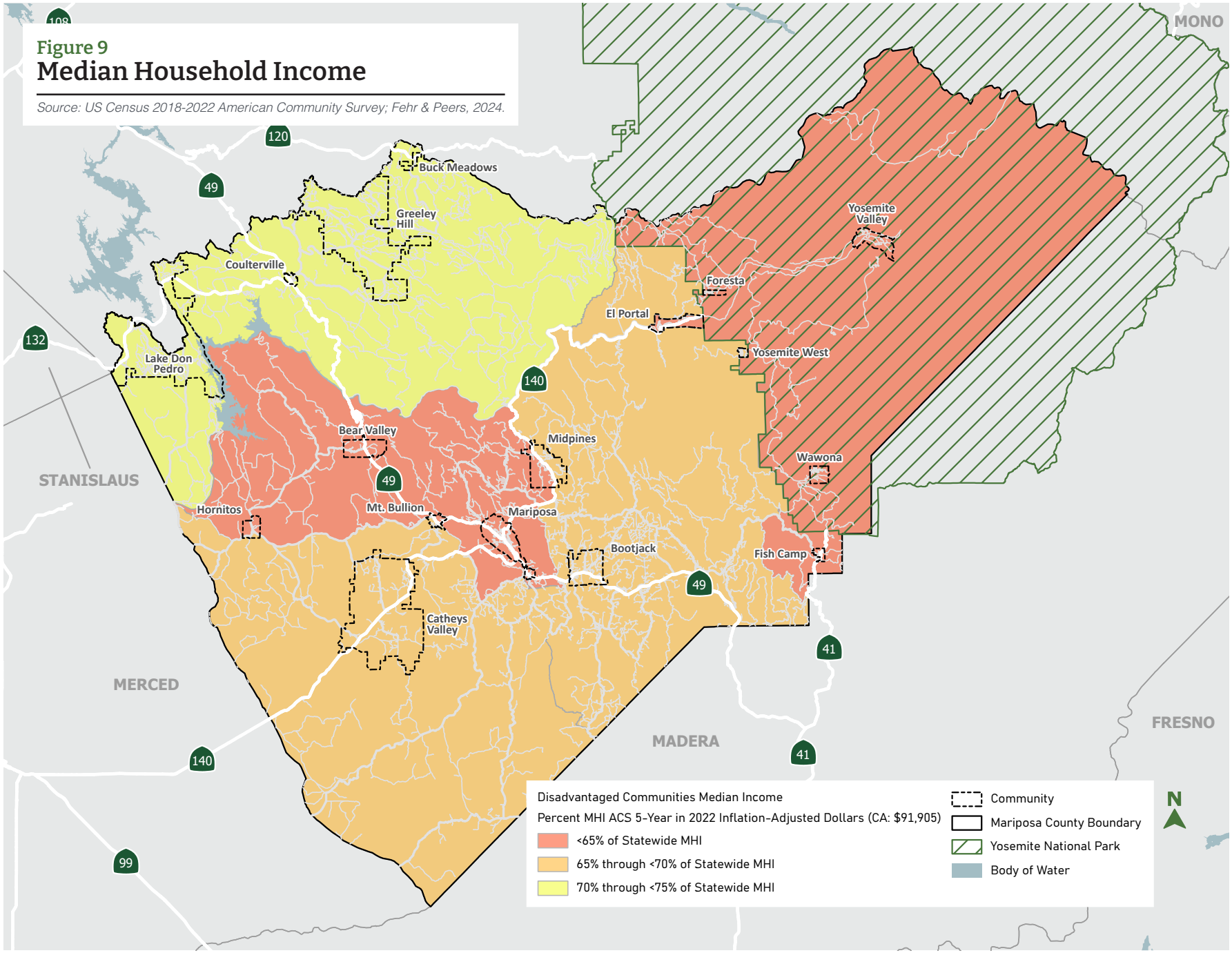


Figure 10
Healthy Places Index

Source: Public Health Alliance of Southern California, 2023; Fehr & Peers, 2024.

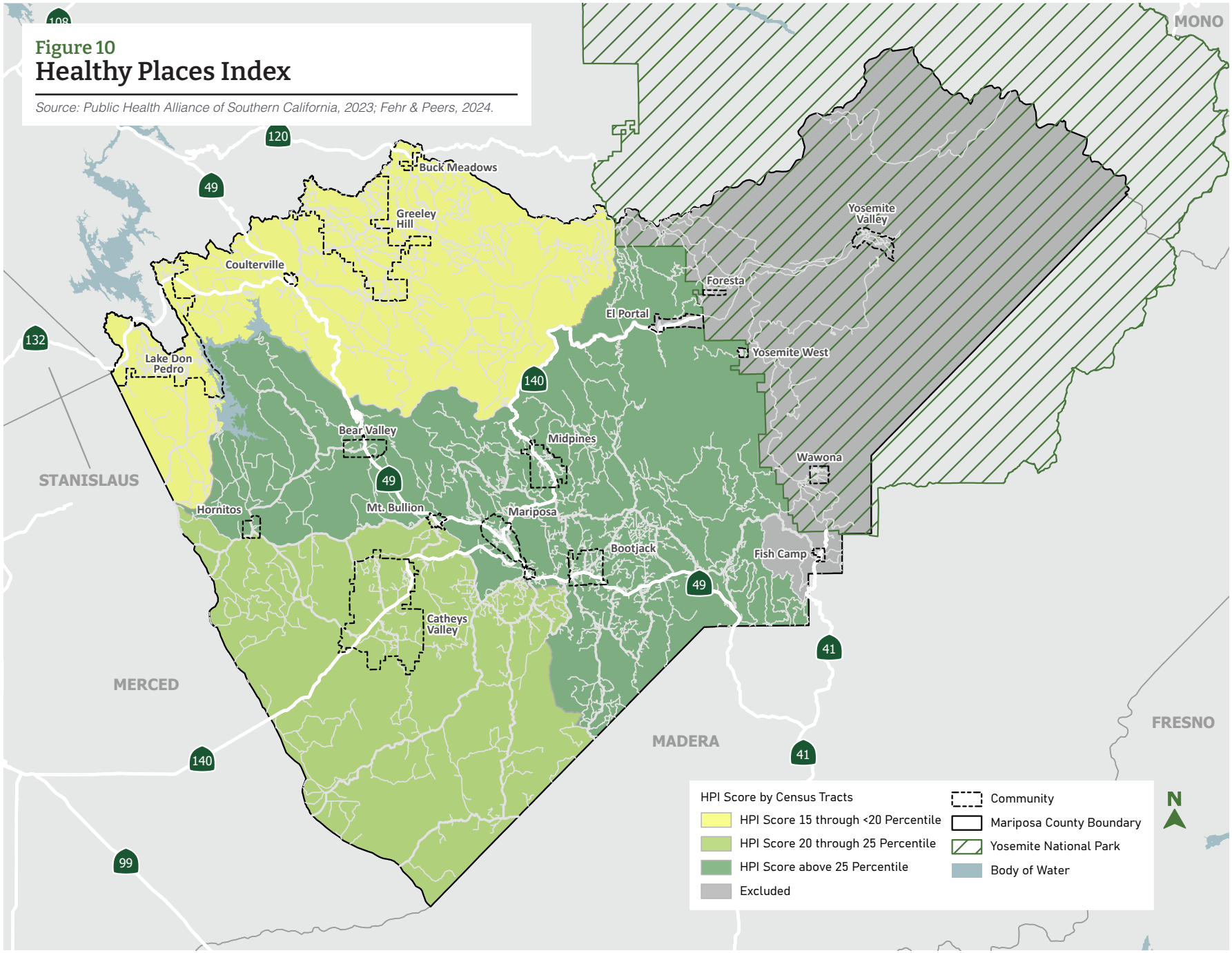


Figure 11

Free and Reduced Price Meals for Students

Source: California Department of Education, 2023; Fehr & Peers, 2024.

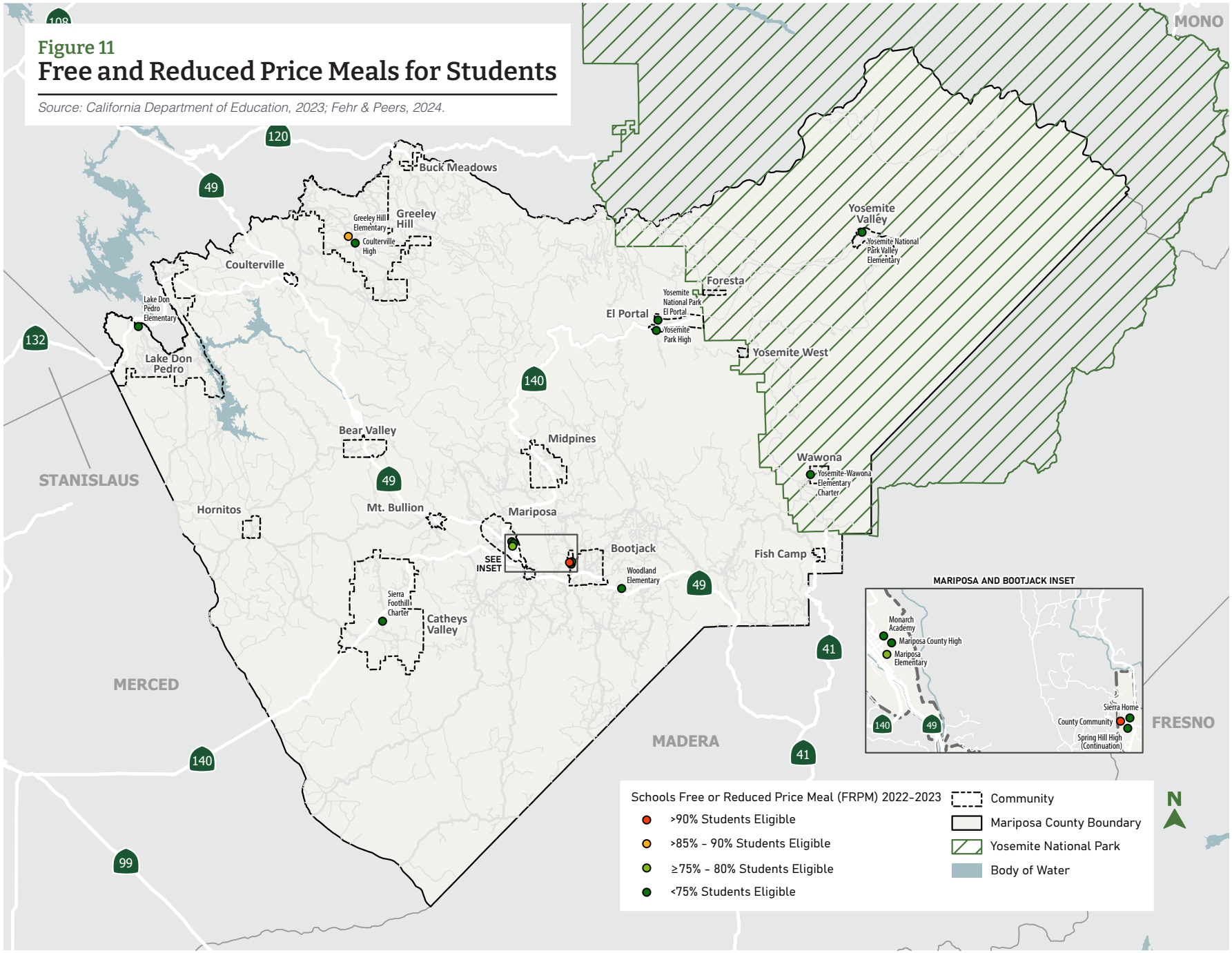


Figure 12
Federal Climate and Economic Justice Areas

Source: White House Council on Environmental Quality, 2023; Fehr & Peers, 2024.

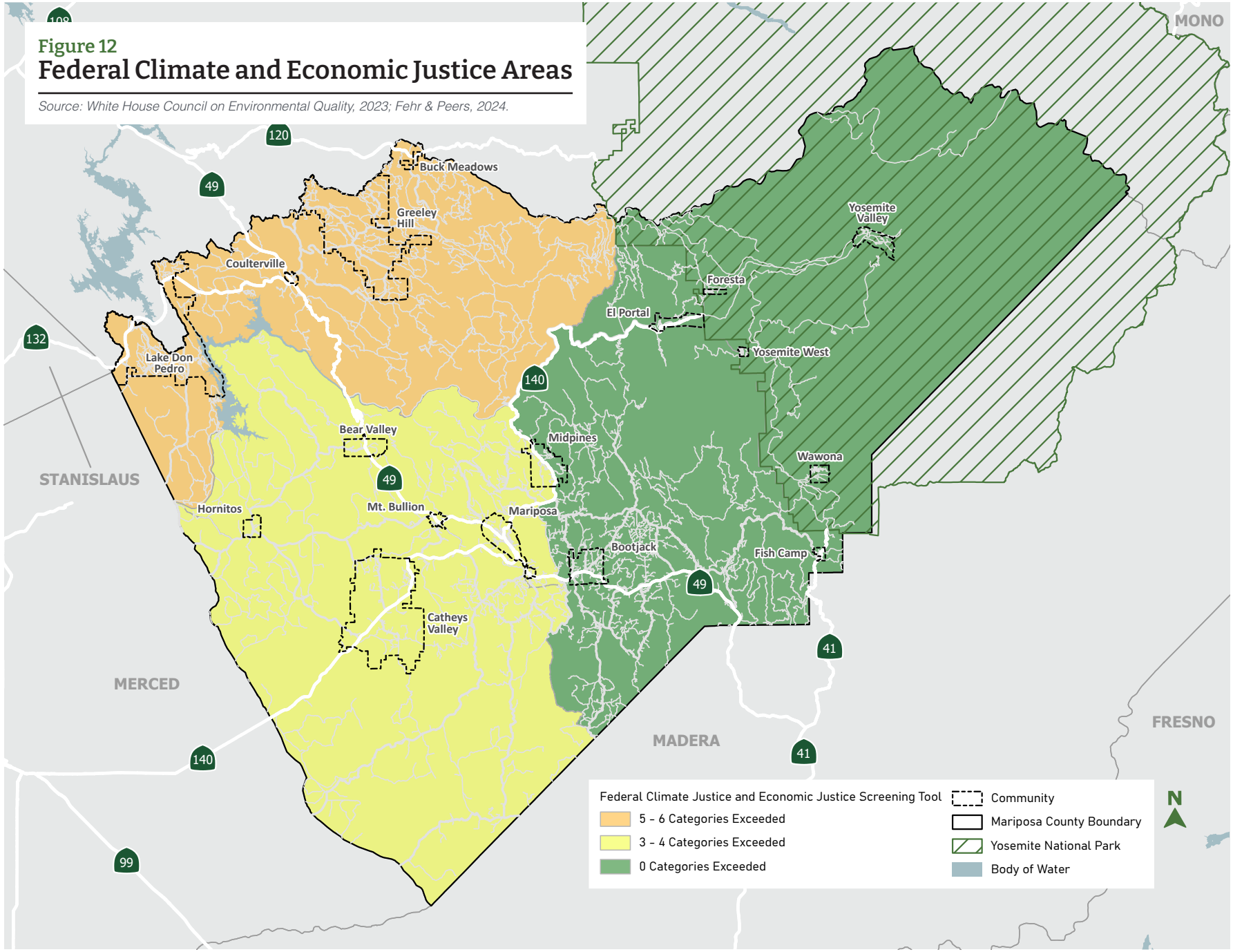


Figure 13
US DOT Equitable Transportation Community Tool

Source: US DOT, 2023; Fehr & Peers, 2024.

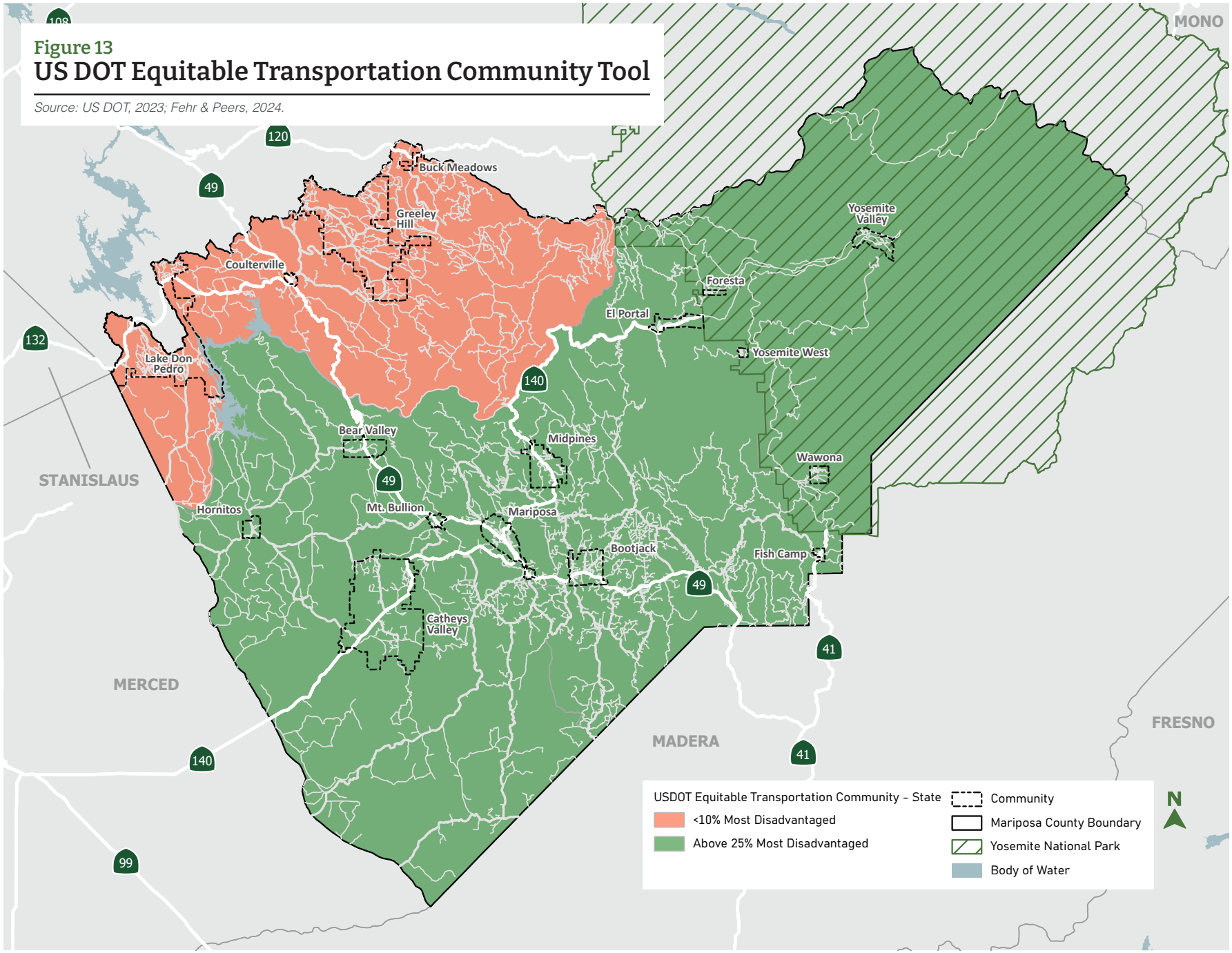
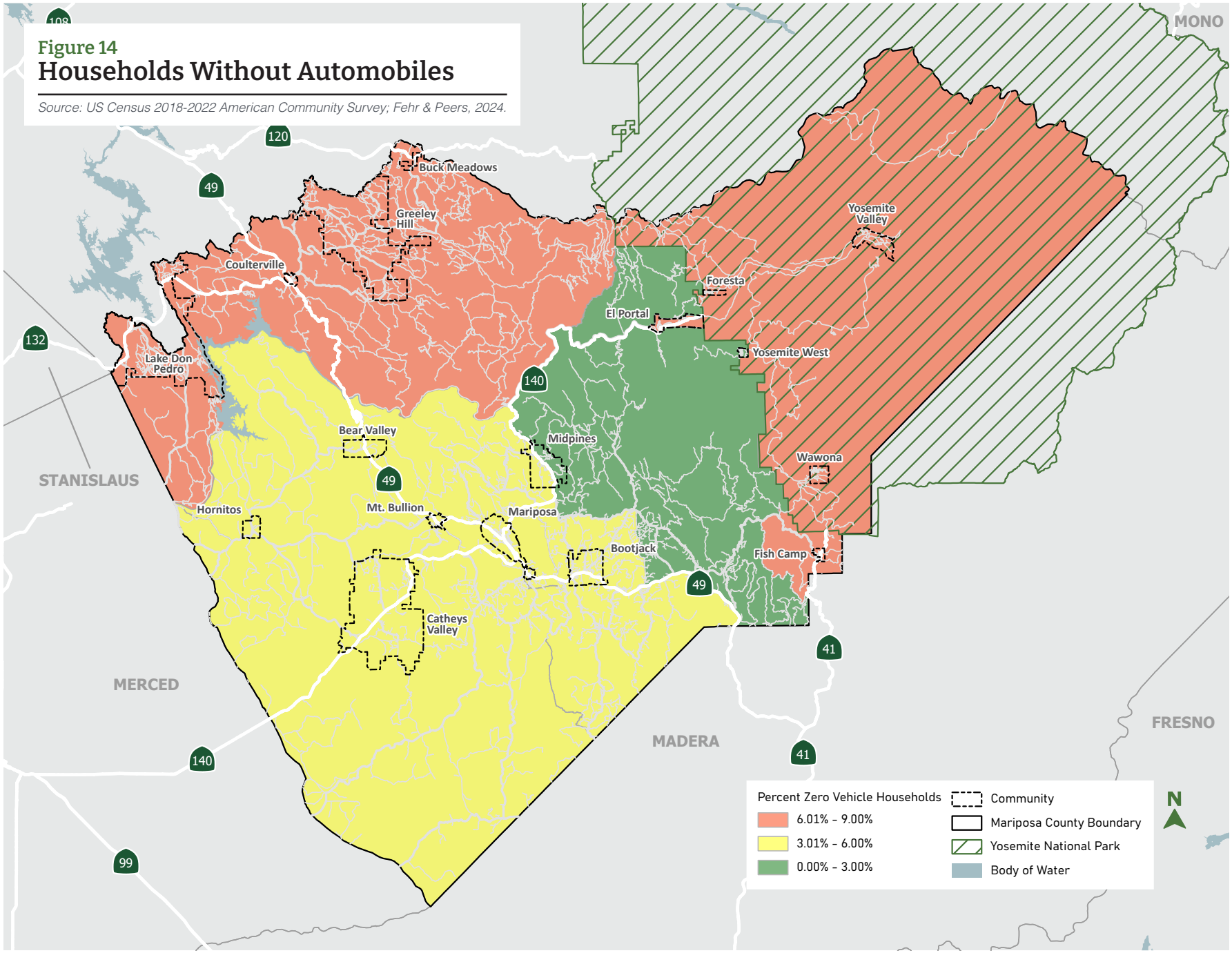


Figure 14
Households Without Automobiles

Source: US Census 2018-2022 American Community Survey; Fehr & Peers, 2024.




THE CORNER STORES
Sandy's Shear Country
THE HIDEOUT SALOON

Active Transportation Infrastructure

Currently there are 0.4 miles of shared-use paths and 3.7 miles of sidewalks within Mariposa County.

Recent walking and biking facility projects in the County include:

- Mariposa Creek Parkway and 11th Street Paseo Projects
- Mariposa downtown SR 49 / SR 140 sidewalks, curb ramps, high-visibility crossings, and flashing beacons

More information on these and other recent active transportation project expenditures is located in Appendix A.

Existing Walking Facilities

Most existing sidewalks and crosswalks in the county are near schools and the central business district in Mariposa. Bear Valley, Buck Meadows, Fish Camp, Foresta, Hornitos, Midpines, Mt. Bullion, Wawona, and Yosemite West have no crosswalks or sidewalks. Existing walking infrastructure in other communities is summarized as follows.

Bootjack: No existing sidewalks. A crosswalk is present on Silva Rd near the Mariposa County Alternate Education High School with supporting signage.

Catheys Valley: No existing sidewalks. A crosswalk is present on School House Road near Cathey's Valley Preschool and Sierra Foothill Charter School with supporting signage.

Coulterville: A stretch of sidewalk approximately 250 feet long is present on the north side of Main Street/Greeley Hill Road serving local businesses. There are two crosswalks on Greeley Hill Road, both with light-colored pavement, as shown in Figure 15. Supporting crosswalk signage is also present.

El Portal: Scattered and discontinuous sidewalk along Barium Mine Road and along Rancheria Flat Road close to Yosemite Park High School. A few ladder-style crosswalks, one near the high school with complementary signage and the rest scattered along Foresta Road with no signage.

Greeley Hill: No sidewalks are present. A crosswalk is present along the west leg of the Greeley Hill Road and Fiske Road intersection. There are also several school pedestrian crossing signs to notify people of the presence of students from Greeley Hill Elementary and Greeley Hill Gold Rush Charter schools.

Lake Don Pedro: No sidewalks are present. A standard crosswalk is present near the Lake Don Pedro Elementary School at the unsignalized intersection of Hidalgo Street and Banderilla Drive. There is no advanced signage to indicate the presence of the crosswalk.

Mariposa: Discontinuous sidewalk network with curb ramps in the central part of the town. The network here is relatively dense in comparison to other towns and communities in the county. Several crosswalks are present along State Route (SR) 140 and parallel streets and near schools as shown in Figure 16.



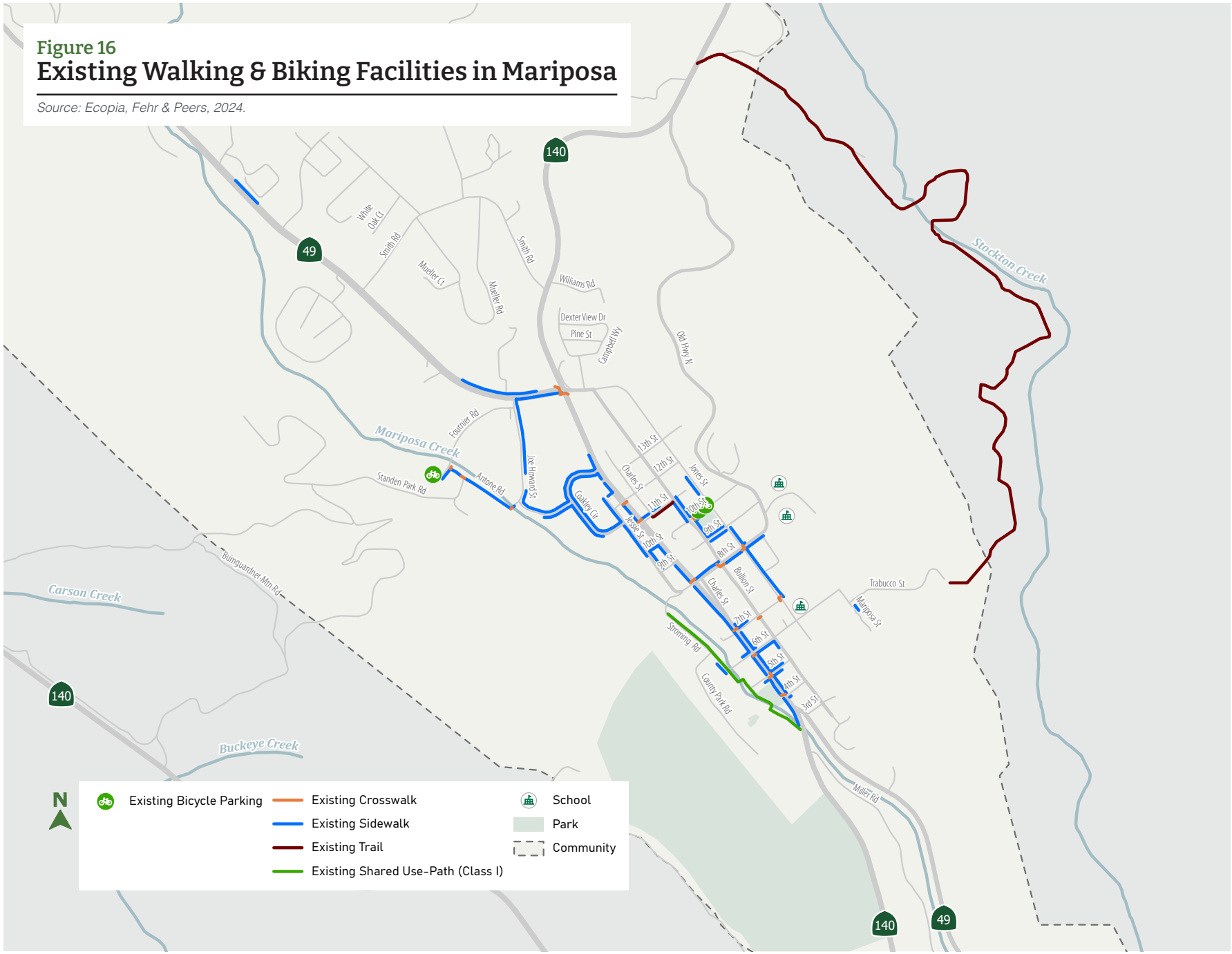
Figure 15
Existing Walking Facilities in Coulterville

Source: Ecopia; Fehr & Peers, 2024.



Figure 16
Existing Walking & Biking Facilities in Mariposa

Source: Ecopia, Fehr & Peers, 2024.



When walking infrastructure locations were compared to the disadvantaged community indicators, the following conclusions were noted:

- The areas around the schools that meet the FRPM criterion are less served than other communities.
- Some areas exceeding thresholds in three or more of the Federal Climate and Economic Justice Screening Tool categories are less served.

Existing Bicycle Facilities

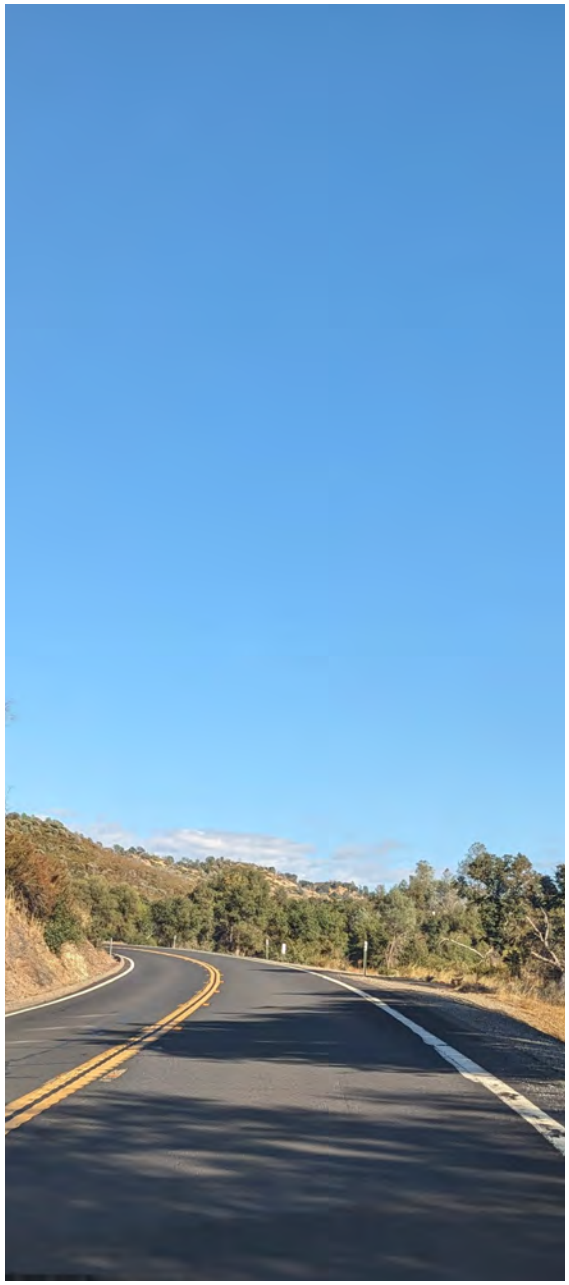
The mountainous terrain in much of Mariposa County makes bicycling difficult. However, not all areas of the county have steep grades, and e-bikes are making bicycling more accessible. There are opportunities within many communities to provide more bicycle-friendly infrastructure for all ages and abilities. Overall, the county has a dearth of bikeways and bike parking infrastructure, with only a single stretch of Class I shared use path in the town of Mariposa, the Mariposa Creek Parkway, described in more detail in the following pages.

Mariposa County does not have any existing Class II bike lanes or Class III bike routes; however, it is legal to bicycle on all public roads in Mariposa County. Because of the lack of bicycle facilities, bicyclists must share the road with vehicles or ride on the sidewalk. Recreational bicyclists typically ride on narrow, winding state highway facilities that do not have shoulders.

Many of the county's rural roads are popular for bicycling, including:

- Bear Valley Road
- Ben Hur Road
- Buckeye Road
- Carleton Road
- Greeley Hill Road
- Guadalupe Fire Road
- Hornitos Road
- Indian Gulch Road
- Old Highway
- Silva Road
- Triangle Road
- Yaqui Gulch Road

State highways are also popular for bicycling, especially where no alternative roads exist (for example, SR 140 between Mariposa, El Portal, and Yosemite National Park).



Current Active Transportation Planning Efforts

Mariposa County is currently pursuing the following pedestrian and bicycle improvements.

Mariposa Creek Parkway

The Mariposa Creek Parkway Master Plan is planned to be a four-mile off-street multi-use path that is fully integrated with a larger network of recreational and cultural spaces. The project, envisioned by the Mariposa Town Plan, parallels the Mariposa Creek from the County Fairgrounds on SR 49 to the CalFire facility on SR 49. The first sections of the Parkway have been constructed, as described on the next page.

Town of Mariposa Transportation Center

The County completed the Mariposa Transportation Center and Active Transportation Feasibility Study in 2019, which covered detailed plan and concept development. The project includes integrated multimodal elements with a rural-scale, multimodal transit center, wayfinding system, active transportation facilities, ADA, and safety elements.

Merced River Trail

The County is leading planning efforts to expand and improve the Merced River Trail from Bagby into Yosemite National Park. Among other goals, by increasing access to the Merced River corridor, the project will facilitate community connections to and stewardship of a landscape that is typically experienced at high speeds in route to more recognizable destinations within the Park's boundaries.



Mariposa Creek Parkway

The Mariposa Creek Parkway, a Class I shared use path, is located on the west side of the town of Mariposa. The path runs parallel to SR 140, beginning at Stroming Road, near Jessie Street, and terminating just south of Eighth Street. The length of the existing path is approximately 0.2 miles.

Design and construction of Mariposa Creek Parkway Phase 3, which spans from 8th Street to Joe Howard Street, has been funded by the Caltrans Active Transportation Program and is slated for construction in 2025.







Source: Mariposa Creek Parkway Master Plan, 2019



Transit Connections

Mariposa County Transportation and the Yosemite Area Regional Transportation System (YARTS) provide bus service t Mariposa County.

Mariposa County Transit services, also called Mari-Go is a general public dial-a-ride service with designated route areas. Vehicle operation is provided weekdays from 8:00 AM to 5:00 PM except on County holidays. Riders must call in advance to schedule rides.

Mariposa County Transportation also operates a curb to-curb non-emergency medical transportation service, Medi-Trans, to seniors for scheduled medical appointments in Mariposa and surrounding counties.

Yosemite Area Regional Transportation System provides fixed-route service between Merced and Yosemite National Park with multiple stops in Mariposa County. YARTS also provides seasonal connections between Yosemite Valley and Sonora, Fresno, and Mammoth Lakes. YARTS allows bicycles on buses, provided there is space to accommodate them. YARTS service also connects to the Merced Amtrak station, which will be served in the future by the Altamont Commuter Express (ACE) and San Joaquin's High Speed Rail service.

The County's Integrated Mobility and Housing Strategy, adopted in 2023, also specifically calls for van share and a transportation coordinator for the local workforce that regularly commutes to Yosemite.

Collisions

As described in the draft Mariposa Local Roadway Safety Plan (LRSP), Mariposa County has a vision to minimize fatalities and serious injuries on its roadways. Caltrans, which is responsible for SR 41, SR 49, SR 120, and SR 140 as they pass through the county, has stated a similar vision to eliminate fatalities and serious injuries on its roadways by 2050 (described in Director's Policy DP-36, dated February 15, 2022). This vision will be used to determine and prioritize future safety actions.

Safety goals and strategies for this plan are based upon the Safe System approach. The Safe System approach acknowledges that humans make mistakes but seeks to ensure that those mistakes do not result in serious injuries for any road user. Knowing that the human body is vulnerable, it seeks to limit the kinetic energy transferred in a crash to a level a body can withstand when designing and operating a transportation network.

The Safe System approach incorporates five elements of a safe transportation system – safe road users, safe vehicles, safe speeds, safe roads, and post-crash care. This approach means that responsibility for road safety is not born solely by road users. While road users are responsible for their own behavior and abiding by laws and regulations and exhibiting due care and proper behavior on the transportation system, safety is a shared responsibility with those who design, operate, and maintain the transportation network, including the automotive industry, law enforcement, elected officials, and government bodies.

In a Safe System, roadway system designers provide safe roadways by using engineering standards, guidance from organizations such as Caltrans and the American Association of State Highway and Transportation Officials (AASHTO), and engineering judgment to create context-sensitive safety solutions.



To evaluate walking and biking safety, collision data from Transportation Injury Mapping System (TIMS) involving pedestrians and bicyclists were reviewed. An analysis period of 10 years, from 2013 to 2022, was considered. As of the date of this memo, TIMS data for is provisional may be updated; however, it was included in this analysis to reflect the most recent data available.

Tables 2 and 3 summarize these collisions by year. As shown in the tables, less than four percent of all collisions involve people walking or biking. A similar share of pedestrians and bicyclists, under 6 percent are involved in collisions in which a person is killed or severely injured (KSI). Pedestrians are more likely to be involved in a collision, however, bicyclist-related collisions are more likely to result in a fatality. One bicyclist fatality occurred between 2013 and 2022, which was along a highway (SR-49). However, there have not been any pedestrian or bicyclist fatalities since 2016. When reviewed by year, no clear trends up or down were evident.



Table 2. Collisions Involving Pedestrians and Bicyclists, 2013-2022

Year	All Collisions	Pedestrian		Bicyclist	
		Number	Share	Number	Share
2013	69	1	1%	1	1%
2014	82	0	0%	0	0%
2015	95	1	1%	5	5%
2016	89	2	2%	1	1%
2017	108	1	1%	1	1%
2018	90	4	4%	2	2%
2019	74	4	5%	0	0%
2020	84	3	4%	0	0%
2021	75	0	0%	0	0%
2022	70	0	0%	2	3%
Total	**836**	**16**	**1.9%**	**12**	**1.4%**

Source: SWITRS; UC Berkeley SafeTREC; Fehr & Peers, 2023.

Table 3. KSI Collisions Involving Pedestrians and Bicyclists, 2013-2022

Year	All Collisions	Pedestrian		Bicyclist	
		Number	Share	Number	Share
2013	18	0	0%	1	6%
2014	17	0	0%	0	0%
2015	15	0	0%	3	20%
2016	18	2	11%	0	0%
2017	26	1	4%	0	0%
2018	18	0	0%	1	6%
2019	26	2	8%	0	0%
2020	26	1	4%	0	0%
2021	22	0	0%	0	0%
2022	18	0	0%	0	0%
Total	**204**	**6**	**3%**	**5**	**3%**

Source: SWITRS; UC Berkeley SafeTREC; Fehr & Peers, 2023.

The primary collision factors (PCFs) for collisions involving people walking and biking are shown in Tables 4 and 5. As shown in Table 4, 25 percent of collisions involving pedestrians had a PCF of pedestrian violation, and thus considered to be the fault of the pedestrian. Other collisions (75 percent, were the fault of the driver primarily due to violations of the pedestrian right of way or unsafe driving speeds.

As shown in Table 5, for collisions involving bicyclists, many PCFs (over 65 percent) were either the fault of the bicyclist or driver, as bicycles are generally treated as motor vehicles, so fault is not directly clear from the stated PCF. However, over 16 percent of the total collisions were related to riding on the wrong side of the road, and thus more likely the fault of the bicyclist, while another 16 percent were related to unsafe speed, thus more likely the fault of the driver.

In general, caution should be used when evaluating fault for collisions involving pedestrians and bicyclists. Lack of infrastructure for walking and biking may cause pedestrians and bicyclists to make behaviors which may seem unsafe, such as crossing away from a crosswalk, rather than travel longer distances to access sparse facilities.



Table 4. Primary Collision Factor for Collisions Involving Pedestrians, 2013-2022

Primary Collision Factor	Number	Share
Unsafe Speed	4	25%
Pedestrian Right of Way Violation	4	25%
Pedestrian Violation	4	25%
Driving Under Influence	1	6%
Auto R/W Violation	1	6%
Unsafe Starting or Backing	1	6%
Other Improper Driving	1	6%
Total	**16**	**100%**

Source: SWITRS; UC Berkeley SafeTREC; Fehr & Peers, 2023.

Table 5. Primary Collision Factor for Collisions Involving Bicyclists, 2013-2022

Primary Collision Factor	Number	Share
Unsafe Speed	2	17%
Wrong Side of Road	2	17%
Auto R/W Violation	2	17%
Driving Under Influence	1	8%
Improper Turning	1	8%
Other Hazardous Movement	1	8%
Other Improper Driving	1	8%
Unknown	2	17%
Total	**16**	**100%**

Source: SWITRS; UC Berkeley SafeTREC; Fehr & Peers, 2023.



Walking

Figure 17 shows locations of collisions involving people who were walking. Table 6 shows the reported location of collisions, based on collision data. Over 26 percent of pedestrian collisions occurred at an intersection while the pedestrian was crossing in a crosswalk. The largest share of pedestrian collisions, nearly 37 percent, occurred while the pedestrian was in the roadway.

The largest pedestrian collision concentrations included intersections within the town of Mariposa, particularly around the junction between SR 140 and SR 49 and within Mariposa's downtown commercial core along SR 140. The Mariposa Pedestrian Safety Project, which included the installation of sidewalks, high-visibility crosswalks, and enhanced lighting along SR 140, was recently completed in downtown Mariposa to address some of these safety concerns.

Along SR 140 and SR 49, Caltrans has identified pedestrian and bicycle crossing and corridor needs along these highways as a part of the District 10 Active Transportation Plan (2021). However, improvements along these routes have been assigned a lower priority relative to other corridors. When pedestrian collision locations were compared to the disadvantaged community indicators, the following conclusions were noted:

- Many of the collisions occurred within a mile or lesser walking distance to schools which meet the FRPM criterion, especially along or near SR 49 in Mariposa.
- Many of the collisions are in or along the edges of areas exceeding thresholds in the Federal Climate and Economic Justice Screening Tool, notably along SR 49 and SR 140.

Table 6. Locations of Collisions Involving Pedestrians, 2013-2022

Location	Number	Share
Crossing In Crosswalk at Intersection	3	19%
Crossing Not in Crosswalk	4	25%
In Road	7	44%
Not in Road	2	13%
Total	16	100%

Source: SWITRS; UC Berkeley SafeTREC; Fehr & Peers, 2023.

Biking

Figure 18 shows locations of collisions involving people who were biking. The largest collision concentrations included the following:

- Along major roadway connections in rural Mariposa County, such as Triangle Road and Hornitos Road.
- Along State Highways, particularly SR 49.

When bicyclist collision locations were compared to the disadvantaged community indicators, the following conclusions were noted:

- A relatively high number of collisions occurred in low-income areas in the vicinity of Mariposa, Bear Valley, and Hornitos.
- Many of the collisions are in or along the edges of areas exceeding thresholds in the Federal Climate and Economic Justice Screening Tool, notably on SR 49.

Figure 17
Collisions Involving People Walking

Source: Berkeley SafeTREC; SWITRS; Fehr & Peers, 2024.

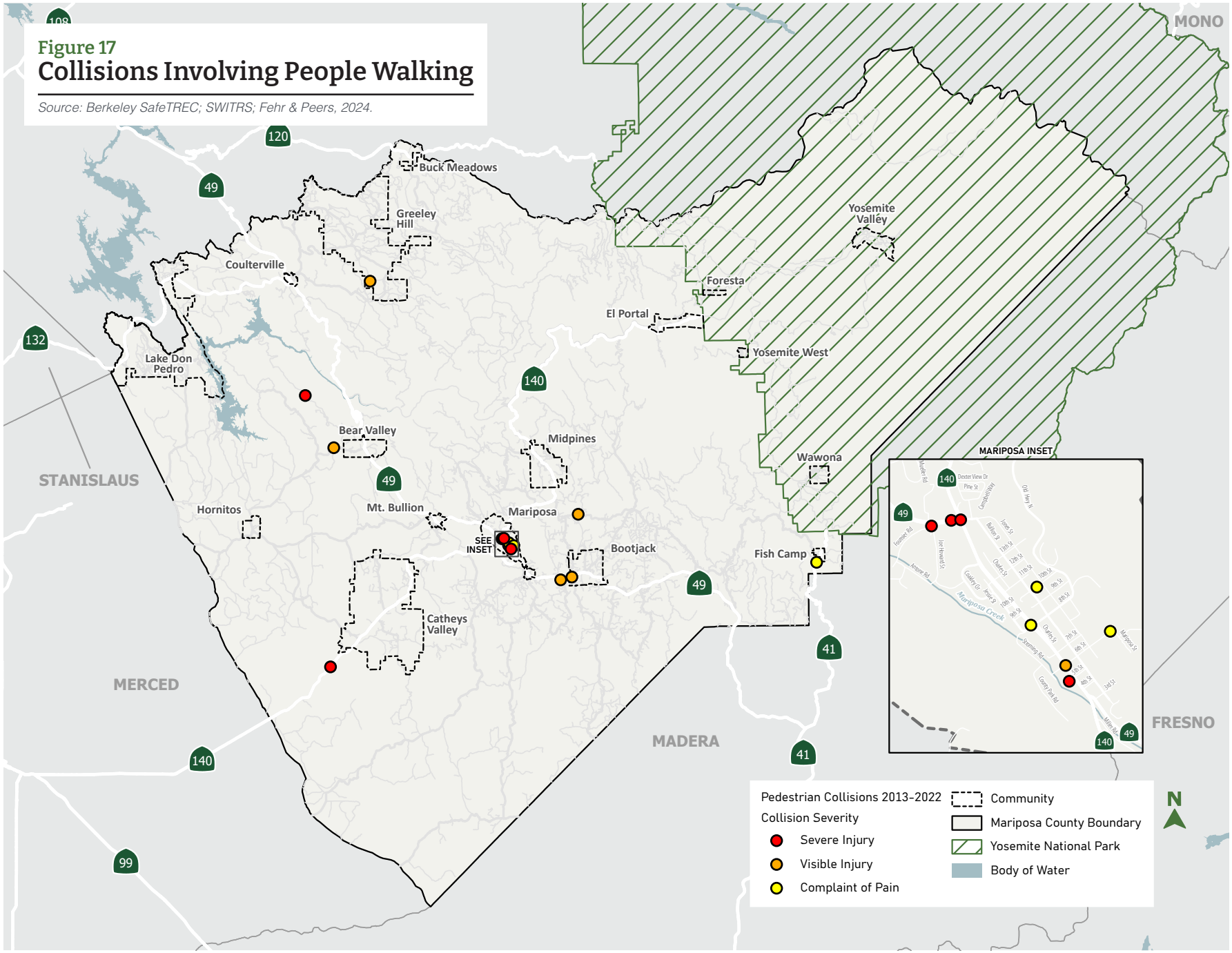
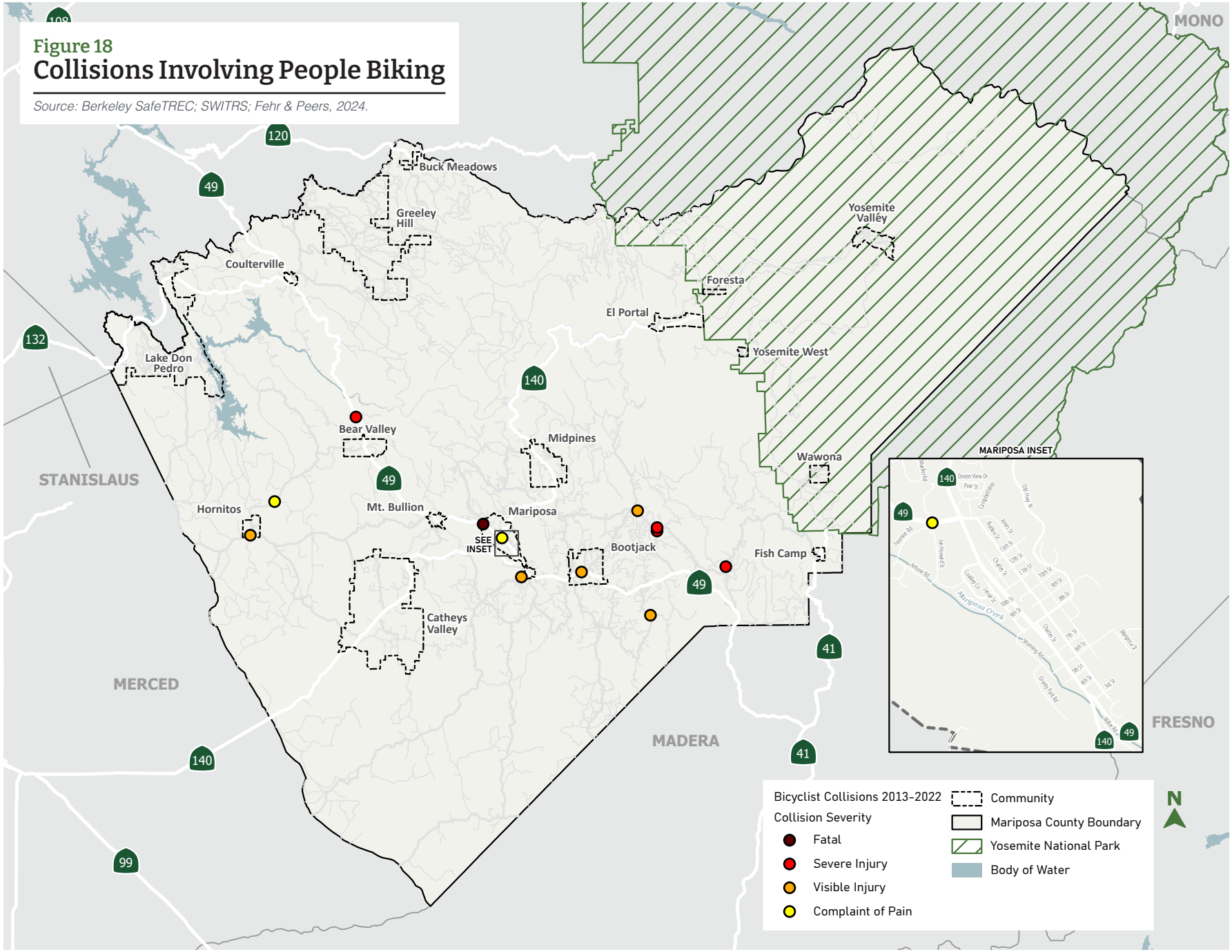


Figure 18
Collisions Involving People Biking

Source: Berkeley SafeTREC; SWITRS; Fehr & Peers, 2024.



Planned Networks & Programs

This chapter discusses the planned bicycle networks, pedestrian networks, and supporting facilities and programs for Mariposa County. The plan was developed to improve connectivity to key destinations, close gaps in the existing networks, and enhance the safety and comfort of pedestrians and bicyclists. Planned facilities were developed based on:

- Connectivity to key destinations, especially schools, parks, and civic buildings
- Collision history
- Input from the public
- Discussions with county staff and stakeholders
- Previous bicycle and pedestrian plans
- County general plan and community plans

Pedestrian & Bicycle Networks

Planned walking and biking facilities are summarized in Table 7 and presented in Figures 19 through 23. These pedestrian and bicycle networks are the long-term vision of the active transportation facilities for the county. The networks include sidewalks, crosswalks, shared-use paths, separated bikeways, bike lanes, and bike routes. The proposed networks are designed to connect neighborhoods to key destinations and to serve as recreational assets. Appendix E includes a list of these network improvements, including locations and extents, lengths, high-level estimated costs, and priorities.

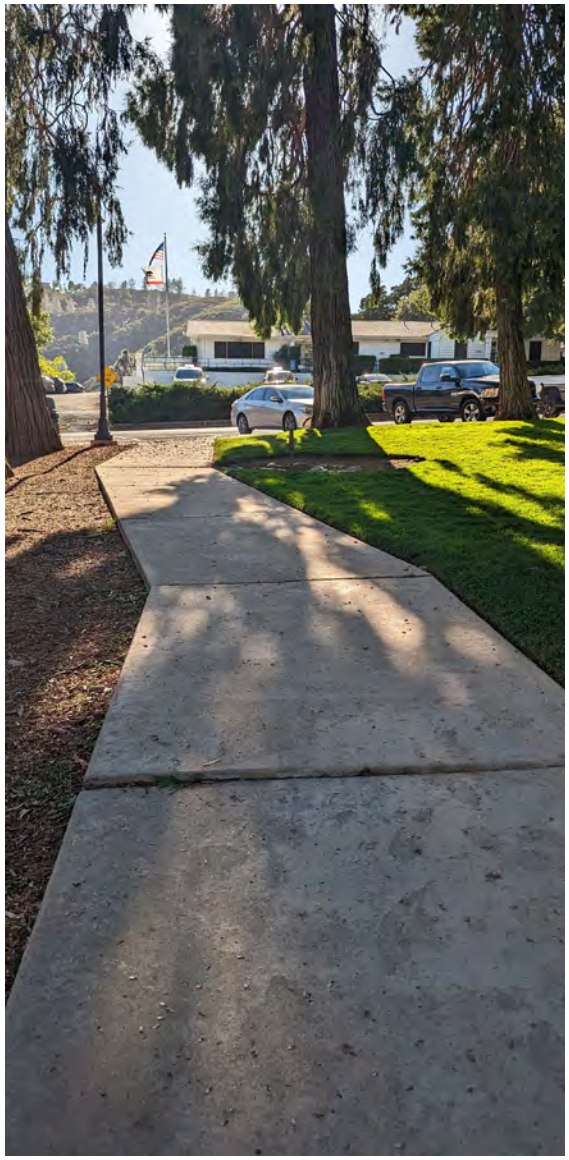


Table 7. Summary of Planned Walking and Biking Facilities

Location	Existing (miles)	Planned (miles)	Total (miles)
Sidewalk	3.4	12.2	**15.6**
Shared-Use Path (Class I)	0.4	5.3	**5.7**
Bike Lane (Class II)*	0	12.5	**12.5**
Bike Route with Multi-use Shoulder (Class III)*	0	144.4	**144.4**
Bike Route with Signage Only (Class III)*	0	153.5	**153.5**

**Distance measured by centerline*

Source: Mariposa County, 2024; Fehr & Peers, 2024.

Crossing Improvements

Several crossing improvement projects are included to increase pedestrian comfort and safety, as shown in Figures 18, 20, and 21. The decision to install a marked crosswalk or other crosswalk enhancement should be based on engineering judgment/study, and other necessary considerations as appropriate. Some of these considerations include the following:

- Pedestrian travel demand. Demand should include both existing demand and latent demand, the increase in pedestrians that would result from the improvement.
- Service of a facility or use that generates higher pedestrian travel or serves a vulnerable population (e.g., children, elderly, persons with disabilities). This may include schools, hospitals, senior centers, recreation/community centers, libraries, parks, or trails.
- Distance to nearest marked crossing.
- Sight distance requirements, using appropriate stopping sight distance guidance from AASHTO's A Policy on Geometric Design for Highways and Streets or Caltrans' Highway Design Manual.
- Guidance of the California Manual on Uniform Traffic Control Devices (MUTCD).

Depending on the characteristics of a specific location, a marked crosswalk alone may not be sufficient to ensure efficient function for all users and maintain pedestrian safety. FHWA's Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations provides information on how to select the most appropriate treatment for a specific location. That guide and other resources should be used as appropriate by the designer when the recommendations of this plan are implemented.

Appendix D provides additional guidance on selecting crosswalk improvements.





Supporting Facilities

Wayfinding

Wayfinding signage can be used on both bicycle and pedestrian facilities to direct users to connecting facilities and key destinations. Good wayfinding signs can also encourage pedestrians and bicyclists to visit local businesses. These signs provide the most value at trail junctions and at intersections of key bicycling and walking routes. Chapter 9B of the California MUTCD provides guidance on sign design and installation. These standard signs may be augmented by signs depicting distances in miles to encourage walking and bicycling. As discussed in the Introduction, Class III bike routes designations and signage can also be used to assist with wayfinding on roadways without other marked bike facilities.

Lighting

Sufficient lighting on walking and biking facilities prevents collisions due to decreased visibility and reduces the fear of crime. Pedestrian walkways should have lighting that allows people to identify faces from about 30 feet away.

Traffic Calming

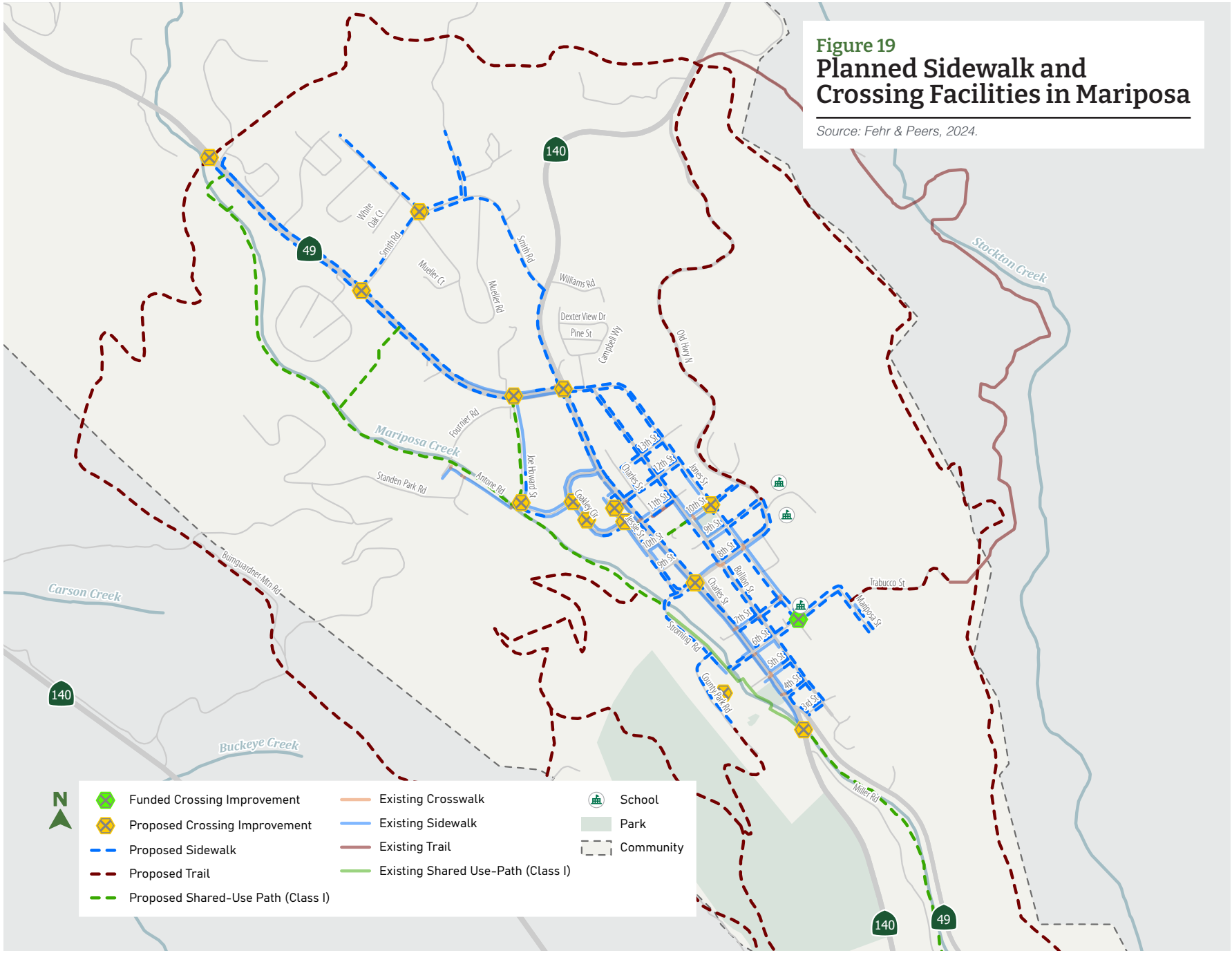
Additional traffic calming measures can be considered in tandem with the network recommendations. Calming traffic has the co-benefit of enhancing perceptions of safety and enhancing comfort walking or bicycling.

Bicycle Parking

New bicycle parking should meet the standards discussed in the Introduction. Both short- and long-term bicycle parking should be supplied where appropriate, such as at schools, parks, grocery stores, and other key destinations. Business owners should be encouraged to work with the County to provide bicycle parking in visible areas in commercial districts to entice riders to stop and frequent local businesses.

Figure 19
Planned Sidewalk and Crossing Facilities in Mariposa

Source: Fehr & Peers, 2024.



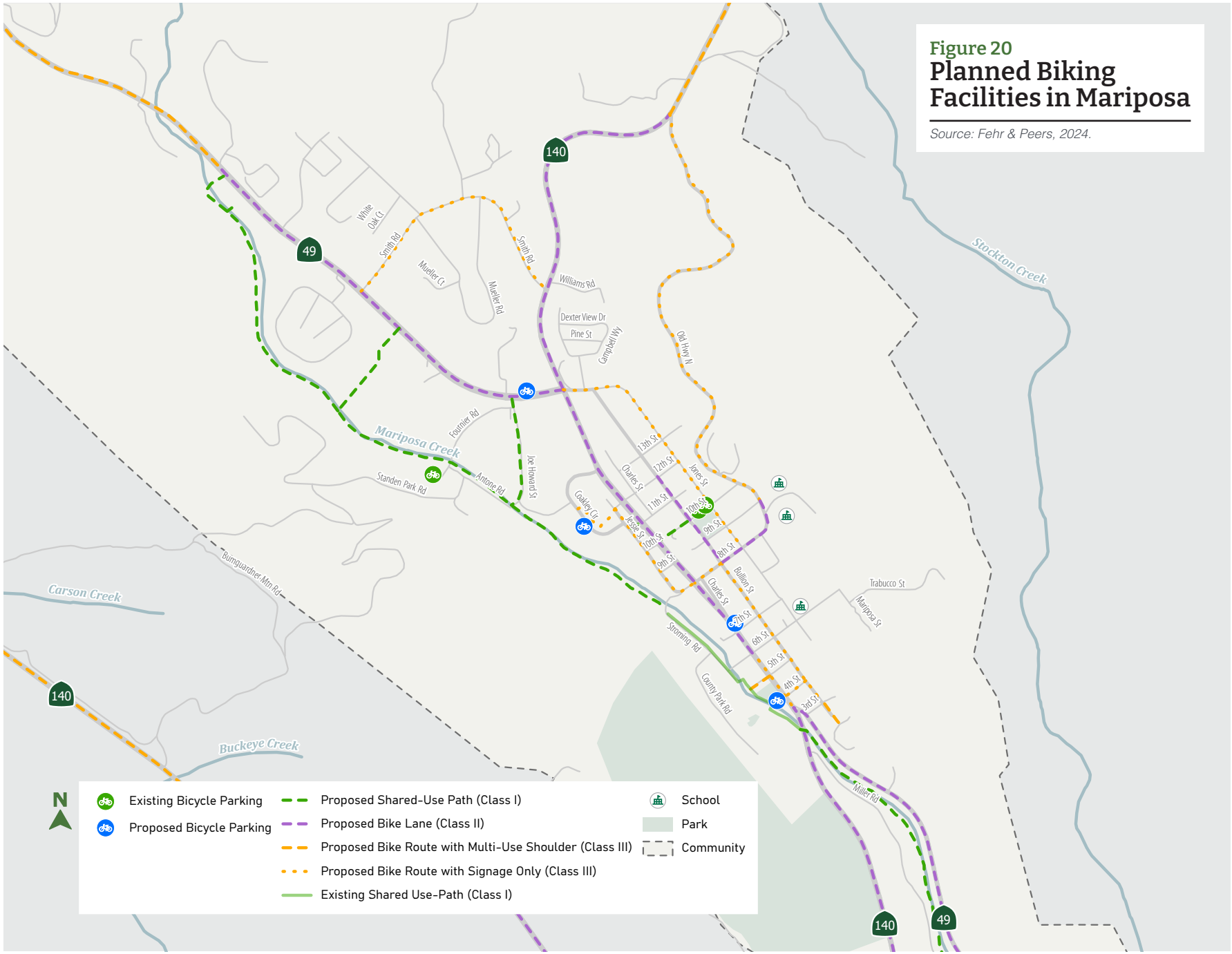


Figure 20
Planned Biking Facilities in Mariposa

Source: Fehr & Peers, 2024.

Figure 21
Planned Walking and Bicycling Facilities in Coulterville

Source: Fehr & Peers, 2024.

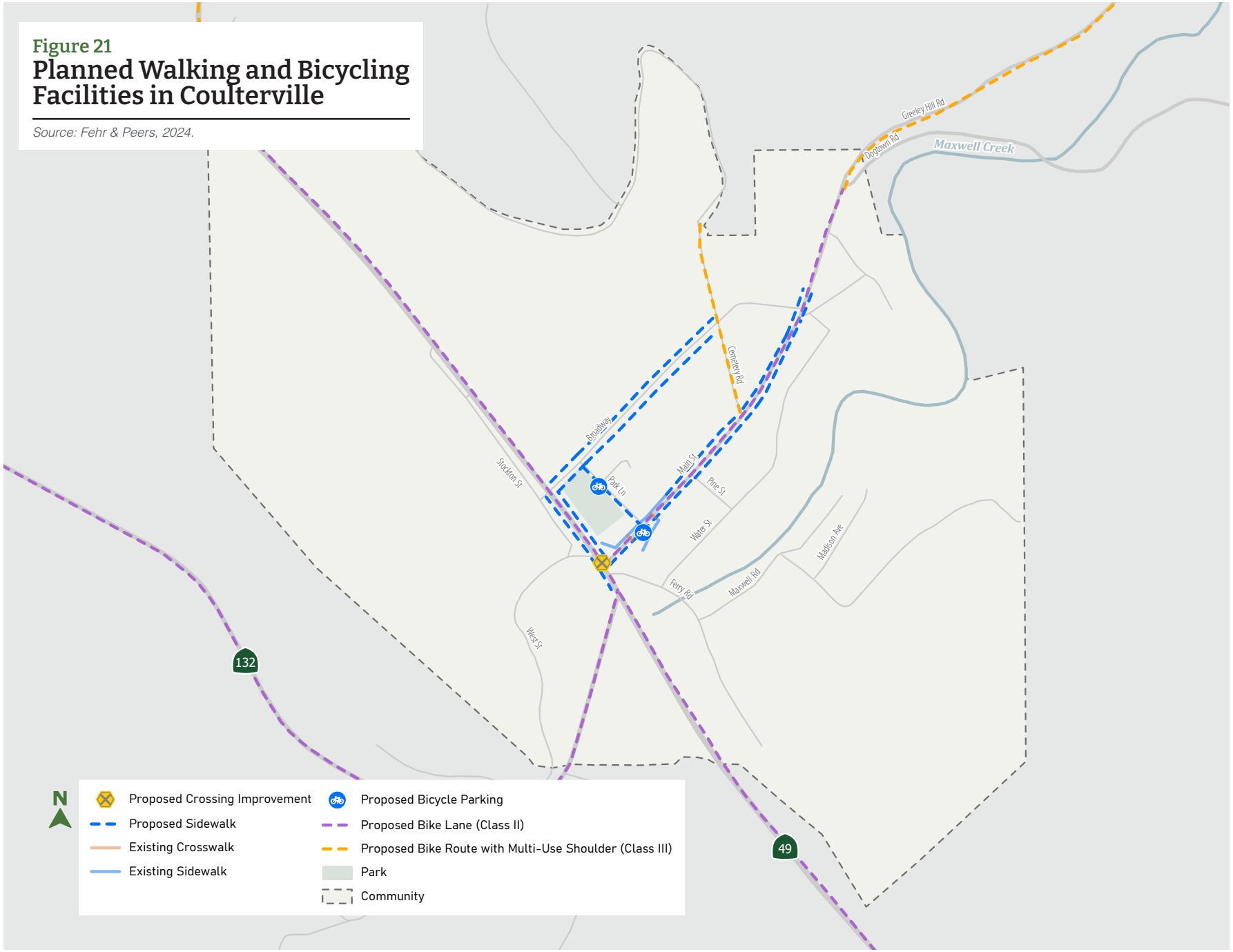


Figure 22

Planned Walking and Bicycling Facilities in Other Mariposa County Communities

Source: Fehr & Peers, 2024.

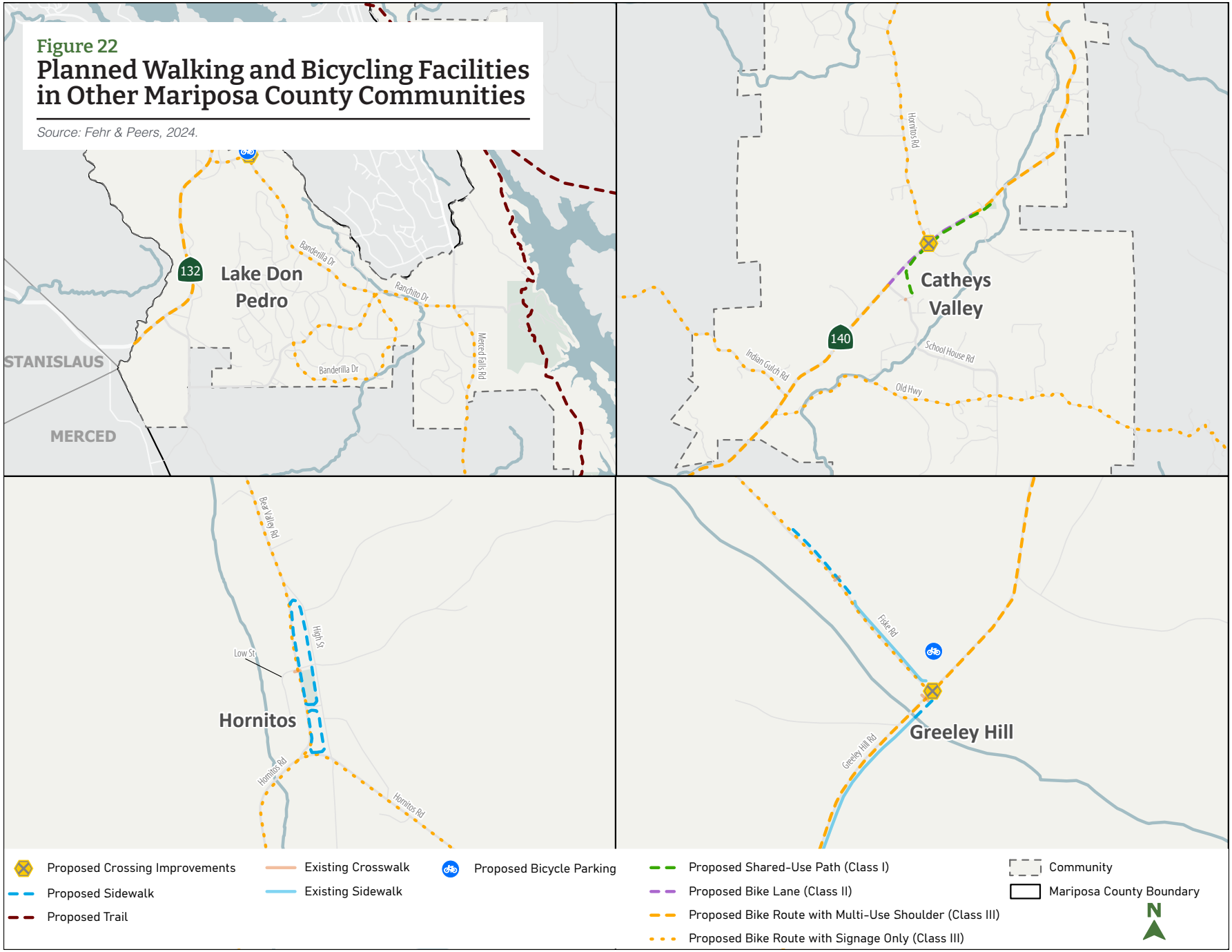


Figure 23
Planned Walking and Bicycling Facilities in Other Mariposa County Communities

Source: Fehr & Peers, 2024.

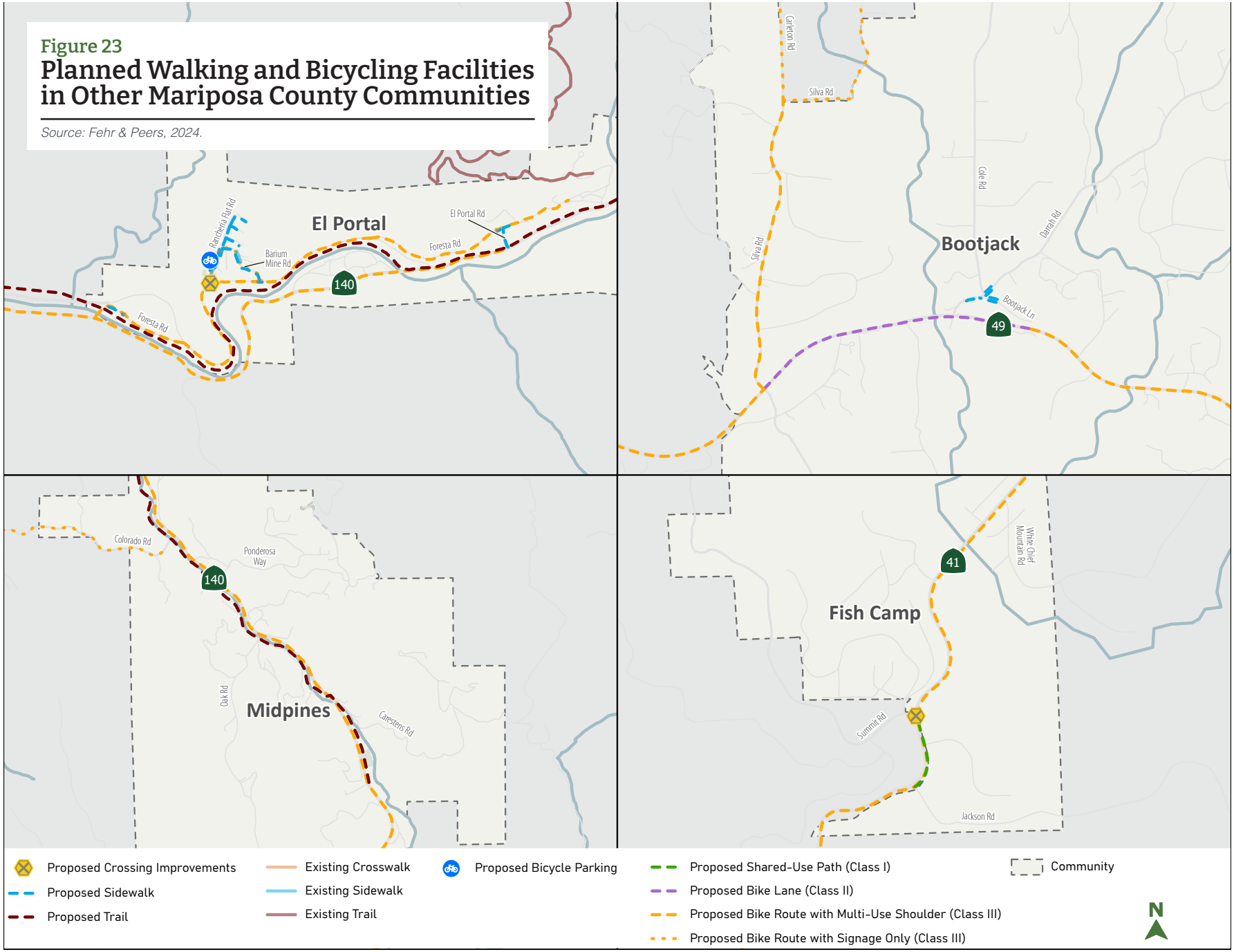
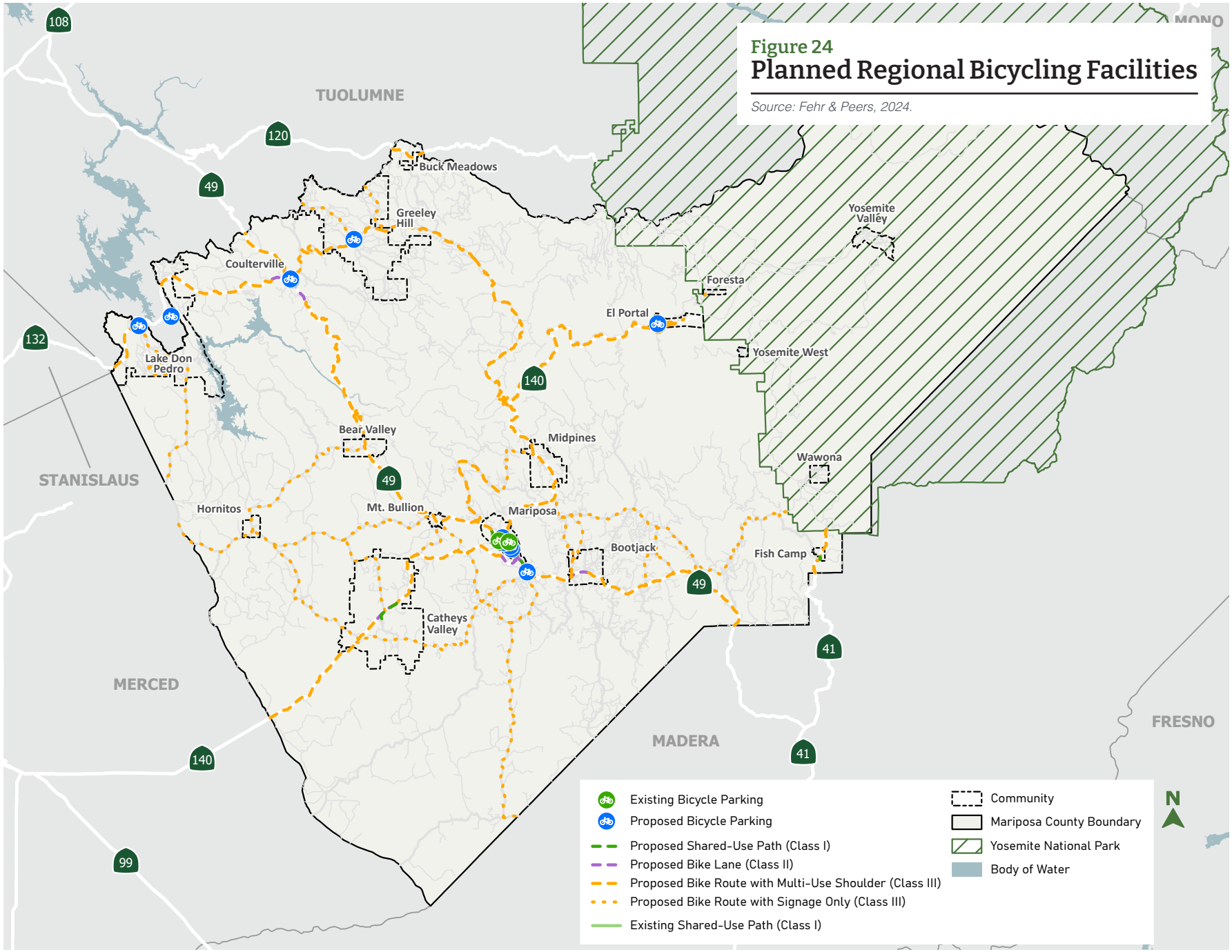


Figure 24
Planned Regional Bicycling Facilities

Source: Fehr & Peers, 2024.



Non-Infrastructure Programs

Outreach, encouragement, and other supporting programs are an important means to increase the number of people who walk and bike, and to increase safety for those who do walk and bike. Several supporting programs are also recommended for Mariposa County.

Education & Encouragement

There are a variety of opportunities that the County could pursue to encourage walking and biking at all ages:

School Visits: Mariposa County staff could partner with the County Sheriff to provide walking and biking safety programs to elementary school kids. Programs could involve bike skills training, which would teach kids to ride bikes in a safe, supportive, and fun environment and encourage them to be life-long riders.

Community Bike Rides: The County could also partner with community groups to promote community bike rides. Alternatively, the County could close portions of streets to vehicular traffic in warmer months to hold events such as festivals, dinners, parades, and other events that promote walking and biking to downtown.

Walk/Ride to Bike/School: Programs such as walking school buses where kids and families walk to school in groups, are another good opportunity for schools to encourage walking. Similarly, adding activities or other incentives to walk/bike to work events and increasing the number of casual walking events could expand this effort.



Walking School Bus in Washington D.C.
(Source: https://ggwash.org/view/90958/how-and-why-to-start-a-walking-school-bus)

Enforcement

Enforcement efforts by the Mariposa County Sherriff's Office vary. Reports of poor yielding behavior to pedestrians and bicyclists on busy state routes (such as SR 49/140 through Mariposa) was a frequent concern heard from the community during the plan process. Continuing enforcement and focusing efforts in areas frequented by pedestrians could help pedestrians and bicyclists.

Pedestrian and Bicyclist Counts

Active transportation count data has not been routinely collected within the county. Creating a program to count bicyclists and pedestrians using on-street facilities as well as shared-use paths would allow the collection of data to support future grant applications and direct future improvement efforts. Bicycle and pedestrian counts, frequently included as part of traffic counts that are often performed when developing roadway improvements, could be collected centrally.

Maintenance

The County does not have formal policies for maintaining existing bicycle and pedestrian facilities. However, bicycle lanes are restriped when they become worn or during concurrent pavement treatment or repairs on County roads. Crosswalks are restriped on a case-by-case basis, typically in the summer months. Sidewalks, lighting, and signals are repaired and vegetation is maintained as needed or requested, as resources allow.

More formal policies would help assure that regular maintenance is used to keep facilities accessible and safe. Implementing a formal maintenance policy that addresses both incidental and periodic maintenance for pedestrian and bicycle facilities would systematize existing good practices, ensuring that they carry forward, and address other ongoing or periodic maintenance issues. A regular program of vegetation maintenance would reduce issues on bikeways, sidewalks, and trails.

Sidewalk maintenance is typically the responsibility of the property owner. Adding or increasing assistance or advisory programs for sidewalk and vegetation maintenance would also help improve pedestrian conditions.





Implementation

Implementation of the planned pedestrian and bicycle networks is anticipated to occur:

- through active transportation projects pursued to implement this plan;
- in conjunction with adjacent land development projects; and
- in conjunction with maintenance and capacity enhancement projects, such as slurry seals, pavement reconstruction, roadway widening, or sidewalk rehabilitation projects.

Implementation requires years to complete. Priority projects will be targeted for completion in the next five to ten years. Implementation of each project is dependent upon availability and acquisition of funding; projects requiring land acquisition or utility relocation require extra time to implement. Improvements associated with work on adjacent roadways or development of adjacent land uses provides opportunities for implementation relatively easily or at lower cost than if implemented separately. In these cases, lower priority improvements may be implemented before higher-priority improvements, depending on the location of these land development and roadway projects. Implementation of each project is also dependent on detailed feasibility and design studies based on local conditions.

Completion of projects in this plan will be reported by staff to the County Board of Supervisors and on the County's website. Mariposa County will periodically update this plan to reflect evolving needs and progress toward completion.

Prioritization

The projects identified to create these networks were prioritized based on several criteria;

- Proximity to key destinations, including schools, parks, medical facilities, and activity centers
- Collision locations
- Disadvantaged community indicators
- Population density
- Judgment of County staff

These projects and further explanation of the prioritization process are in Appendix E, Project Priorities and Cost Estimates. Lists of projects with priority status are also provided in Appendix E.

Several of the projects in the project lists were grouped into priority corridors, which will be the focus of near-term implementation. Each group of projects will contribute to growing the backbone network of pedestrian and bicycle facilities for the county and fulfill needs in the bicycle and pedestrian networks.

Costs

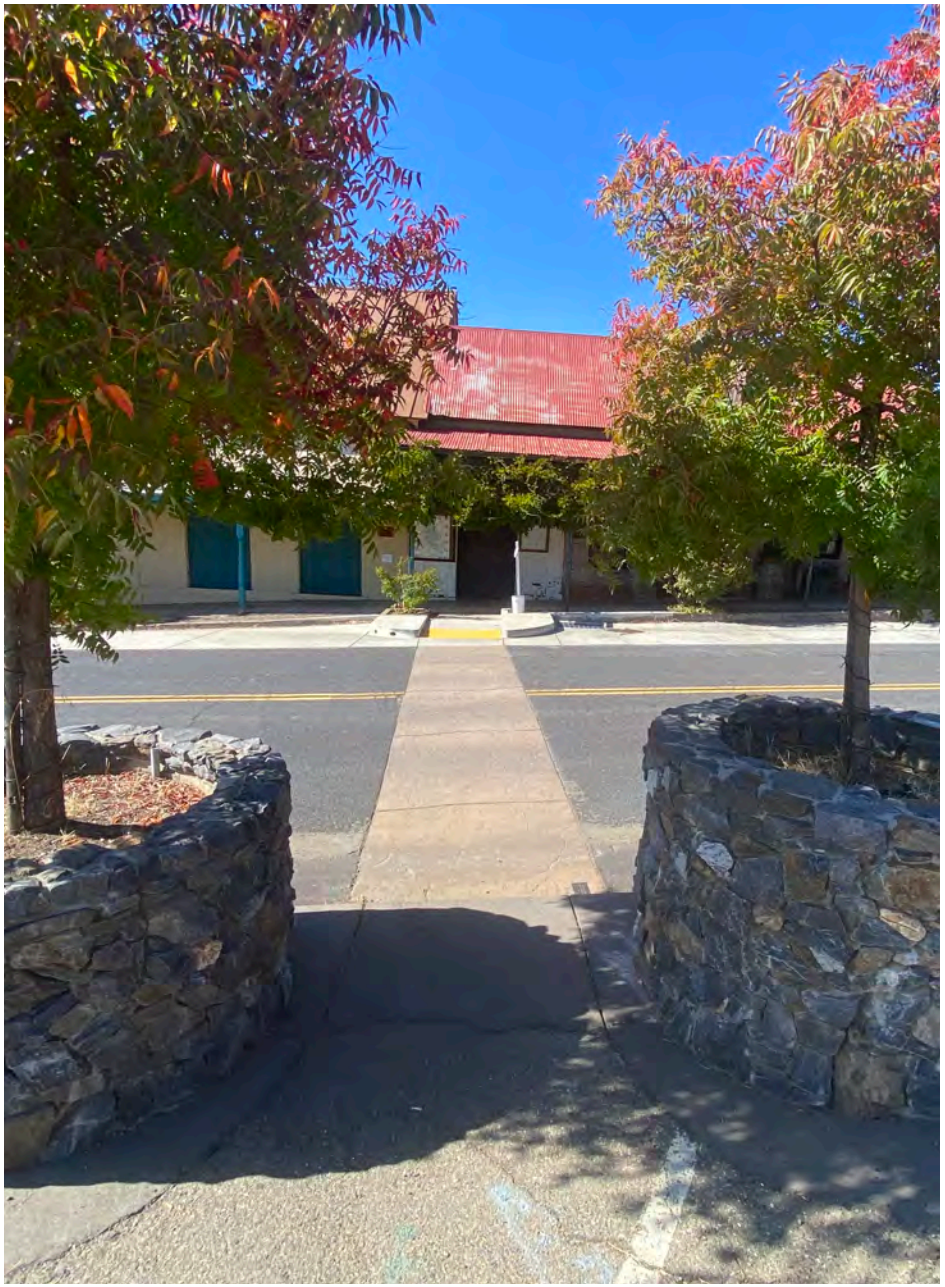
The estimated costs to implement each type of facility are provided in Appendix E and summarized in Table 8. If utilities must be relocated or land acquired to implement any of these facilities, costs will increase. However, many of these facilities may be implemented during development of adjacent land uses or in conjunction with other projects. Therefore, some of these costs will not be directly borne by the County.

Project cost estimates are based on local unit cost estimates. These estimates were developed based on relevant project experience. Estimate assumptions for each facility type are described in Appendix E. All project cost estimates are high-level, and detailed study of individual projects will be required to refine them. Land acquisition and utility relocation costs are not included. Specific costs will vary based on local conditions.

Table 8. Project Cost Estimates

Location	Cost per mile	High Priority Projects	All Projects
Sidewalk	$369,600	$1,659,300	$4,497,500
Shared-Use Path (Class I)	$955,000	$3,540,100	$5,046,400
Bike Lane (Class II)*	$380,000	$2,457,400	$4,731,700
Bike Route with (Class III) with multi-use shoulder*	$750,000	$26,102,100	$108,268,700
Bike Route (Class III) with signage only*	$15,000	$108,800	$2,302,000
Crossing Improvements	-	$138,000	$295,000

Source: Mariposa County, 2024; Fehr & Peers, 2024.



Funding

Federal, state, regional, county, and local organizations provide funding for pedestrian and bicycle projects and programs. A summary of funding sources is provided in Appendix F.

The following funding sources are recommended as the most applicable for the projects in this plan:

State

- Active Transportation Program
- Highway Safety Improvement Program
- Local Partnership Program
- California Department of Parks & Recreation Recreational Trails Program

Federal

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program
- Congestion Mitigation and Air Quality (CMAQ) Improvement Program
- Surface Transportation Block Grant (STBG) Program
- Reconnecting Communities: Highways to Boulevards
- Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Programs
- Safe Streets and Roads for All (SS4A) Grant Program
- Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Grant Program

In addition to these funding programs, local developer fees may be considered. These local fees from land development projects can provide match funding or full implementation of projects where there is a nexus to the project.



Potential Outcomes

Following implementation of the planned networks and supporting programs, substantial improvements may be achieved in active transportation use and safety of pedestrians and bicyclists.

By increasing the facilities available to users, mode share may increase. Pedestrian mode share is already higher than the statewide average, and neighboring counties (for example, Merced County currently has a 2.1 percent walking mode share and a 0.3 percent bicycling mode share). Still, both walking and bicycling mode share has much opportunity for growth given implementation of new biking and walking facilities. It would be possible to achieve double the mode share of walking and biking in Mariposa County, as shown in Table 9.

As discussed in the Existing Conditions chapter, because these numbers are based on commute trips and do not include shopping, school, or recreational trips, or commuters who only walk or bike to work part time, the actual number of future trips is likely to be higher than these estimates.

By implementing this plan, pedestrian and bicyclist safety will be improved and the number of collisions involving pedestrians and bicyclists will also be reduced. A 50 percent or greater reduction in injuries and fatalities is a reasonable expectation if all aspects of this plan, including supporting programs, are implemented. In addition to these direct health improvements due to collision reduction, implementation will also support increased physical activity, which will improve community health by reducing incidence of heart disease, high blood pressure, Type 2 diabetes, mental illness, and obesity.

Table 9. Future Trips to Work by Walking and Bicycling

Mode	Current Trips	Current Share	Future Trips	Future Share
Walking	537	7.6%	1,074	15.2%
Biking	106	1.5%	212	3.0%

Note: Workers aged 16 years and older.
Sources: U.S. Census 2018 - 2022 American Community Survey, 2023; Fehr & Peers, 2024.



Mariposa County Active Transportation Plan

Appendices

Appendix A: Relevant Plans and Policies

Appendix B: Public Participation

Appendix C: Walking and Biking Facilities Toolkit

Appendix D: Project Priorities and Cost Estimates

Appendix E: Funding Sources

Appendix F: Plan Conformance with ATP Guidelines

Appendix G: Resolution Adopting the Plan



Appendix A
Relevant Plans and Policies

Many regional, state, and federal plans and other documents were reviewed in development of this ATP. These plans and documents contain goals and policies as well as specific requirements related to active transportation.

Mariposa County Active Transportation Expenditures

In the past decade (2014 - 2024), Mariposa County has made the following improvements to walking and biking facilities:

- Curb ramps, crossings, rectangular rapid flashing beacons (RRFBs) along SR 49 / SR 140 in downtown Mariposa (Caltrans funded)
- Mariposa Gateway enhancements in Mariposa ($1,000,000)
- Sidewalks on 10th Street between Bullion Street and Jones Street in Mariposa ($100,000)
- Sidewalks on Main Street between SR 49 and Broadway in Coulterville ($100,000)

Mariposa County Plans

Mariposa County General Plan

The General Plan was adopted in 2006, with the most recent update in 2017. Relevant goals and policies from the Circulation Element of the Plan include:

» Goal 9-3: Create a bicycle, pedestrian, and equestrian system for recreation and transportation use.
  - Policy 9-3a: Adopt and implement the Bicycle, Pedestrian, and Equestrian Facilities Plan.

The Regional Tourism Element includes:

» Goal 13-3: Increase public access to trails and off-road areas to provide greater opportunities for “in-County” visitor experience.
  - Policy 13-3a: Work with other land management agencies to establish access routes and trailheads while protecting environmentally sensitive areas.

Each of the town planning area (TPA) specific plans also include sections relevant to walking and biking and include several policies to encourage pedestrian access.

General Plan Land Use Diagram

Updated March 14, 2017

MARIPOSA PLANNING
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MARIPOSA, CALIFORNIA 95338-2039
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www.MariposaCounty.org/Planning

Figure A-1: Mariposa County General Plan Land Use Map

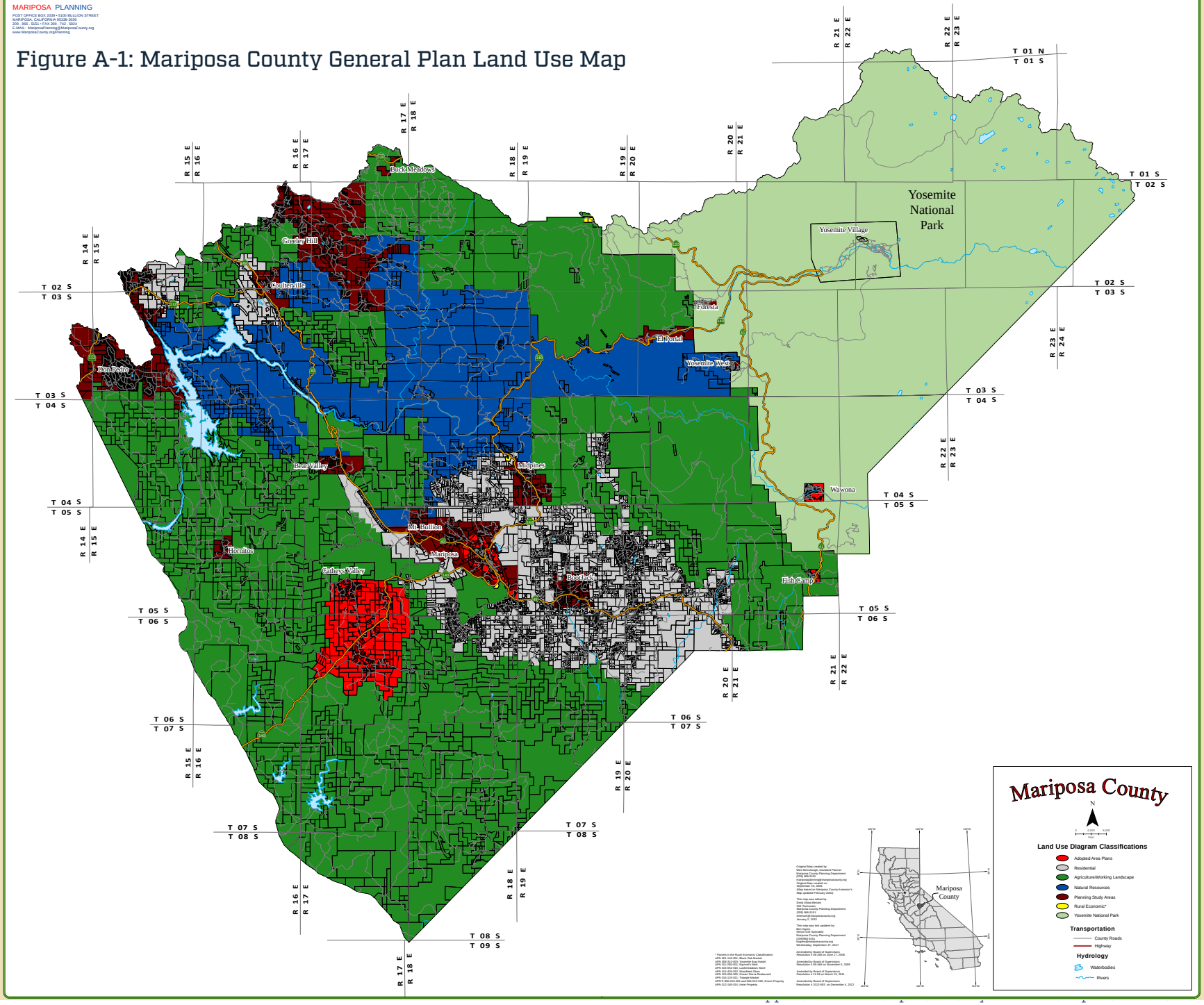
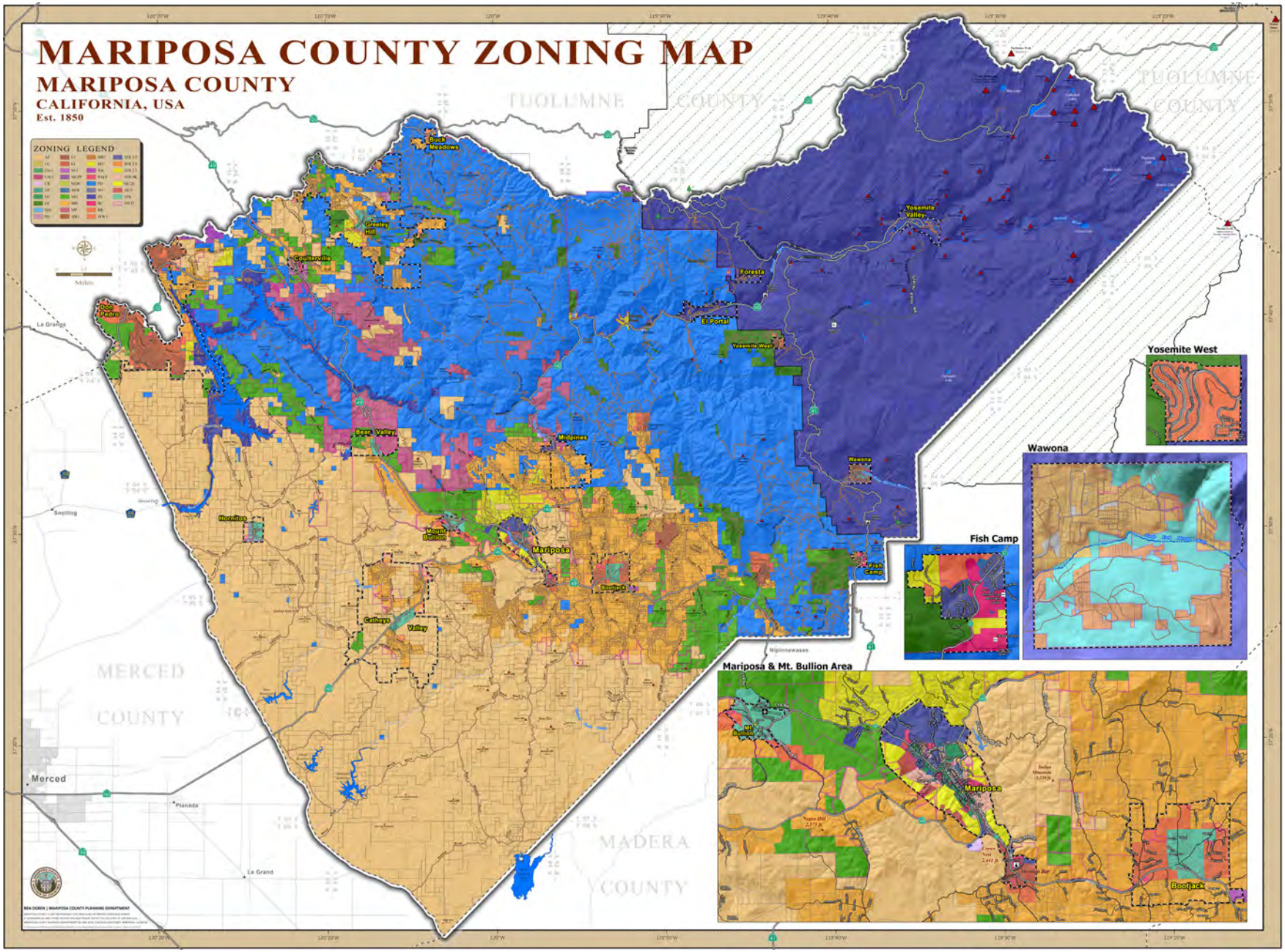


Figure A-2: Mariposa County Zoning Map



Mariposa County Strategic Plan

The 2019-2022 Mariposa County Strategic Plan identifies focus areas for achieving the County's desired vision as "a thriving, scenic, historic and culturally vibrant rural community where residents, businesses, and visitors enjoy opportunity, security, engagement, prosperity and wellness."

Initiatives in the plan relevant to the ATP include:

- Increase the number and mileage of publicly accessible trails
- Improve the safety of pedestrians by adding sidewalks and crosswalks
- Improve road quality
- Complete a Capital Improvement Plan (CIP)

Mariposa County Regional Transportation Plan

The 2022 draft update to the Mariposa County Regional Transportation Plan (RTP) is currently under public review. The RTP documents the transportation policy, actions, and funding recommendations needed to meet the short- and long-term access and mobility needs of Mariposa County residents from 2022 to 2047. Designed to guide the systematic development of a multi-modal transportation system for Mariposa County, the 2023 update of the Mariposa County RTP reflects the latest project funding and planning assumptions, updates regional issues and policies, and updates performance measures. The Mariposa County RTP supports the California Transportation Plan 2050 vision of a safe, resilient, and universally accessible transportation system that supports vibrant communities, advances racial and economic justice, and improves public and environmental health.

The following specific goals, objectives, and policies pertaining to Active Transportation were included in the 2023 RTP Update:

Develop a safe and efficient regional system of bicycle, pedestrian, and equestrian facilities to accommodate, encourage, and increase safe active transportation use in Mariposa County. Thus serving residents and visitors, especially those with fewer transportation options, reducing VMT and GHG and improving air quality.

- Objective 3.1 – Develop and construct a regional bicycle, pedestrian, and equestrian system to complement existing transportation facilities.
  - Policy 3.1.1 – Apply for active transportation project funding through federal, state, or regional grant programs, such as the California Active Transportation Program, to implement the projects identified in the Mariposa County Bicycle and Pedestrian plan and upcoming Mariposa County Active Transportation Plan.
  - Policy 3.1.2 – In Town Planning Areas, construct, improve, and maintain the pedestrian circulation system to provide safe access. As sidewalks and other pedestrian infrastructure is updated, install curbs and gutters, and improve drainage control in areas where it is inadequate to effectively and efficiently coordinate different regional needs.
  - Policy 3.1.3 – Update the upcoming Mariposa County Active Transportation Plan on a periodic basis to ensure new projects reflect the needs and priorities of the county.
- Objective 3.2 – Support safe and convenient walking and biking through ongoing facilities maintenance and non-infrastructure programs.
  - Policy 3.2.1 – Develop maintenance policies and programs and allocate funding to ensure sidewalks, trails, and crosswalks are maintained in good condition.
  - Policy 3.2.2 – Work with regional partners and obtain funding to implement the education, encouragement, and other non-infrastructure recommendations identified in the Mariposa County Bicycle and Pedestrian Plan, Mariposa County Recreation and Resiliency Master Plan, and upcoming Mariposa County Active Transportation Plan.

Mariposa County Local Road Safety Plan

The Mariposa County Local Road Safety Plan (LRSP) is being developed, with expected completion in late 2023. The goal of the LRSP is to understand and increase transportation safety in the county, with a goal of ultimately reducing severe injury and fatal collisions. It will form the basis for competing for Highway Safety Improvement Program (HSIP) funding by streamlining and optimizing the application processes. It includes analysis of injury collisions involving pedestrians and bicyclists.

Mariposa County Economic Vitality Strategy Framework

The Mariposa County Economic Vitality Strategy Framework was released in April 2017. The framework identifies strategies, programs, and projects to improve the economy, particularly to expand it beyond its concentration on seasonal tourism. Portions of the plan relevant to the ATP include:

- Action 1.4.2: Develop and expand Tourism Infrastructure to capture and support growth in tourism, making it easy and convenient for visitors to find destinations and get around by car, foot, and bicycle.
  - Actions Step: Develop a Way Finding Signage Program to welcome visitors at the north, south and west entrances to the County and the town of Mariposa.
- Action 5.1.1: Extend and complete the Mariposa Creek Parkway trail system for walking and biking from the existing segment to the cemetery near Joe Howard Street and the Highway 49/140 intersection on the north side of Mariposa to the fairgrounds on the south with connections to the Stockton Creek trail preserve and into downtown Mariposa.
- Action 5.1.3: Improve resident and tourist mobility through Road/Pathway Connectivity by forming complete pedestrian, hiking and bikeway systems that connect bike/hiking trails to town centers and places of interest with a way finding system to help guide visitors to points of interest.

Mariposa County Bicycle & Pedestrian Transportation Plan

The Mariposa County Bicycle and Pedestrian Transportation Plan (BPTP) was released in 2011. The BPTP establishes goals, policies, implementation actions, and priorities for the development of bicycle and pedestrian infrastructure, policies, programs, and development standards. The ultimate goal of the BPTP is to increase the number of persons who bicycle or walk in Mariposa County for both utilitarian and recreational purposes by developing and maintaining an interconnected system of bicycle and pedestrian facilities. The BPTP was developed through the Mariposa County Local Transportation Commission and public participation efforts. The plan proposes bicycle and pedestrian projects and programs, including cost estimates for proposed projects and guidance for next steps. The ATP will provide a major update to this plan.

Mariposa County Code Governing Bicycles and Pedestrians

16.20.040 Blocks

- Blocks more than twelve hundred feet in length may be cause for disapproval of a tentative map.
- Pedestrian ways at least ten feet wide may be required in long blocks.

17.65.010 Scenic Highway Overlay (SHO)

- 3. Landscaping.
  - a. Landscaping shall be designed so that it will not obstruct sightlines necessary for safe vehicular and pedestrian circulation, and will not interfere with public utilities.
  - b. Planting areas subject to damage from pedestrian or vehicular traffic shall be protected by curbing, fencing or walls.

17.88.040 Design Criteria

» The design criteria for all CG-1 zones shall be as follows:
  - Circulation: Both vehicular and pedestrian traffic shall be incorporated into the plan so that safe and efficient circulation is obtained. Streets and driveway areas shall be kept to a minimum consistent with safe and efficient circulation.

17.336.050 Improvement Standards

» The following improvements shall be completed in conjunction with all construction within the Mariposa town planning area. Issuance of building permits shall be subject to an approved design of the required improvements and a certificate of occupancy for a structure shall not be issued until the required improvements are completed or deferred based upon an approved improvement agreement or payment of an equal in-lieu fee as determined by the public works director.
  - A. Road improvements shall include roadways, parking lanes, curbs, gutters and sidewalks, pedestrian paths, street lights and street landscaping as appropriate.

17.336.060 Architectural Theme and Development Guideline for the Design Review Overlay Zone

» These standards shall apply to multi-family residential, commercial and industrial development within the Mariposa town planning area and shall be applied to all new construction and building modifications/renovations requiring a building permit.
  - Site development standards:
  - c. Require desirable and appropriate transition from street to building, including landscaping, pedestrian access and parking;
  - d. Establish Mariposa Creek as an open space area for flood control, recreation, pedestrian circulation and community enhancement purposes, and require individual development to observe and enhance the open space area;

17.336.070 Architectural Theme and Development Guidelines for the Historic Design Review Overlay Zone

» These standards shall apply to residential, commercial and industrial development within the historic design review overlay zone.
  - Development standards: All standards of the architectural theme and development guidelines for the design review overlay zone shall apply within the historic design review overlay zone except as modified by the following specific standards:
  - e. New development shall be designed to promote foot traffic throughout the historic overlay zone. Signs shall be designed to provide information to the pedestrian as well as the automobile;

Mariposa County and Regional Public Transportation Plans

Public transportation agencies in rural communities commonly serve various counties, and thus multiple plans and policies related to public transportation apply to Mariposa County.

Mariposa County Short Range Transit Plan

The updated Mariposa County Short Range Transit Plan was released in November 2021. The Plan includes a demographic profile of the County, a summary of existing transit services offered, interviews with transit staff and stakeholders, and a review of peer transit agency services. The plan includes desired service goals in the next five years, which includes infrastructure delineating fixed-route stops around the town of Mariposa. The Plan states that YARTS bus stops should have a pole, sign, and concrete pad for a ramp, and depending on location a shelter, trash cans and bike racks.

Yosemite Area Regional Transportation System (YARTS) Short Range Transit Plan

YARTS released a draft Short Range Transit Plan update in December 2018. The draft plan recommendations included better connections to Yosemite National Park from Mariposa County and Amtrak.

The Short Range Transit Plan states that several stakeholders brought up the issue of bike racks and bike carrying capacity on the buses. However, adding bike racks on the front or back of buses would increase bus length beyond what the curved highways can accommodate, making the issue of transporting bikes a low priority for YARTS.

Mariposa County Local Transportation Commission Public Participation Plan

The Mariposa County LTC Public Participation Plan was released in June 2010. The Plan recognizes the importance of public participation and interagency participation in developing a transportation program that effectively meets the needs of the county and its communities. This plan provides a directive for the public participation activities of Mariposa County LTC, particularly as they pertain to the agency's primary responsibilities. The key goals of the public participation plan are:

- Goal 1: Provide all interested parties and agencies reasonable opportunities for involvement in the transportation planning process.
- Goal 2: Increase public awareness and understanding of the transportation planning process in Mariposa County.
- Goal 3: Ensure accessibility to the transportation planning process and information for all members of the community.
- Goal 4: Maintain contact with interested individuals and agencies throughout the process of developing plans and projects.
- Goal 5: Increase opportunities for those traditionally under-served, including the elderly, low income, disabled, and minority households, to participate in the transportation planning process.
- Goal 6: Consider public input and comments as an integral part of the Mariposa County Local Transportation Commission's decision making process.
- Goal 7: Consult with tribal governments within Mariposa County and provide opportunities for tribal government input into the transportation planning process.

The Plan also summarizes the most common public participation tools and establishes public participation performance measures in support of the above goals.

Mariposa County Recreation and Resiliency Plan

The Mariposa County Recreation and Resiliency Plan was released in 2021. The Master Plan is a 20-year vision that sets the direction for the County as a resiliency leader and as a great place to live and recreate. This planning process and the resulting plan for the system of parks, open spaces, and trails articulates the role of Mariposa County's recreation infrastructure in supporting community-wide health and resilience, and provide a strategy for how future investments can participate in or lead, that effort. The Plan seeks to:

- » Integrate current and future expectations for inclusivity, equity, climate change, natural disasters, and health and wellness
- » Be innovative within financial reality
- » Explore new, cost-effective ways of managing facilities and resources
- » Consider innovative forms of recreation and strategies for resilience based on community needs and trends
- » Be a framework for prioritizing improvements.

Mariposa County Road Policies, Plans, and Standards

Mariposa County Road Improvement Standards

The Mariposa County Road Improvement Standards were released in October 1999, with the latest update in May 2007. The standards guide and govern all engineering that plans, constructs, modifies, or extends the sewage system, storm water drainage system, domestic water distribution system, roads and streets, and erosion. The road design section considers geometrics, grades, right-of-way, and other notable factors.

Mariposa County Road Improvement and Circulation Policy

Originally adopted in 1988, the Road Improvement and Circulation Policy was last amended in 2007. The intent of the Policy is to establish minimum standards to provide the County with a better circulation system. The Policy contains instructions for the selection of roadway standard sections based upon potential traffic volume, proposed uses, land use density, and previous classifications The Policy also details the design standards for each roadway classification, as well as for standards for other circumstances such as at intersections, dead-end roads, and limited access roads. Trails, paths, sidewalks, and bikeways are also considered in the Policy.

Mariposa County Transportation Planning Overall Work Program

The Transportation Planning Overall Work Program (OWP) is a budget for one fiscal year. The current OWP is for the period July 1, 2023, to June 30, 2024. Together with the Master Fund Transfer Agreement and the Overall Work Program Agreement, the OWP constitutes the annual funding contract between the State of California and the Mariposa County Local Transportation Commission for Rural Planning Assistance (RPA) funds. The main products of the 2023-2024 Work Program are completion of Phase III of the Regional Transportation Plan 2023-24, completion of Phase II of this Active Transportation Plan (2024), and completion of the Mariposa Creek Parkway Phase IV Special Plan.

Mariposa County Regional Transportation Improvement Program

The Mariposa County Regional Transportation Improvement Program (RTIP) was released in December 2021 and developed by the Mariposa County Local Transportation Commission in partnership with Caltrans District 10. The RTIP is a program of highway, local road, transit, and active transportation projects that a region plans to fund with state and federal revenue programmed by the California Transportation Commission. The projects within the RTIP are a subset of the projects listed in the RTP.

Proposed products included in the 2023 - 2024 RTIP are as follows:

- Merced Falls Road rehabilitation closeout
- Harris Road Bridge replacement
- Indian Peak Bridge replacement

Mariposa Creek Parkway Master Plan

The Mariposa Creek Parkway Master Plan was released in December 2019. The Plan guides the implementation of the improvement and expansion of the Mariposa Creek Parkway, tying the existing trail into a larger network of recreational and cultural spaces. The Parkway's implementation and final design is guided by community-driven themes identified during the project's community engagement phase: (1) Health & Wellness; (2) Community & Creativity; and (3) Education & Environment. The Plan establishes a vision for a larger, interconnected regional trail system that continues northwards to Route 49, and southwards to the Mariposa County Fairgrounds. The project also seeks to enhance existing portions of the Parkway with amenities.

The Mariposa Creek Parkway project received a $4.4 million Active Transportation Program (ATP) Grant for the "shovel-ready" elements of the Parkway, which includes a 10-foot, paved Class I bikeway, as well as other features such as lighting improvements. The project will also include the completion of the sidewalk network on the south side of Jessie Street. The parkway will connect to 11th Street Paseo, which connects to pedestrian safety enhancement projects on SR 140.

Mariposa Creek Parkway Phase III Conceptual Plan & Phase I and II Enhancement Program

The Mariposa Creek Parkway Phase III Conceptual Plan & Phase I and II Enhancement Program was released in August 2017. The document includes plan criteria, parkway alignment alternatives, proposed enhancements to prior phases of the project, and implementation strategies (including partnerships and funding).

Features of the proposed Phase III conceptual design include approximately a half mile of ADA-compliant paved trails and two bridges across Mariposa Creek.

Mariposa Creek Parkway Phase IV Special Plan

The Mariposa Creek Parkway Phase IV Special Plan provides vision, goals, preliminary concepts, preferred site plans, and details of infrastructure development and implementation of Phase IV of the Mariposa Creek Parkway.

The vision statement of the Special Plan was: "*This Phase IV Special Plan will result in plans and designs for a neighborhood that achieves objectives related to transportation, economic development, housing, resiliency, and other community imperatives. It represents Mariposa's attempt at "placekeeping" - at maintaining and celebrating the community's history and long-standing connections to the landscape. But it also contains elements and moments of "placemaking," where existing residents and newcomers alike forge a forward-looking identity for this special community*."

Goals of the Special Plan include:

- Establish safe and accessible connections for residents and visitors
- Preserve, rebalance, and restore ecological functions along Mariposa Creek and its watershed
- Leverage parkway investment to achieve appropriate, community-supported neighborhood development
- Provide diverse amenities to foster civic life
- Prioritize improvements to mitigate climate hazards and threats
- Expand infrastructure to connect the Phase IV area with adjacent development
- Apply placemaking and placekeeping principles to develop a community that welcomes and resonates with all Mariposans

Mariposa County has already strategically purchased parcels along the northern segment of the Phase IV area.



Yosemite National Park Plans

National Park Service Long Range Transportation Plan

The National Park Service Long Range Transportation Plan was released in July 2017. The Plan sets a performance-based, 20-year vision for providing access to National Parks, and establishes corresponding goals, objectives, and performance measures:

- Asset Management: Sustainably manage NPS transportation assets and services
- Transportation Finance: Allocate available transportation funding wisely
- Resource Protection: Protect and preserve natural and cultural resources
- Visitor Experience: Maintain and enhance the quality of visitor experiences
- Safety: Provide a safe transportation system for all users

The Plan provides a prioritized investment strategy for using existing transportation funding to ensure the most important transportation assets remain in good condition. The Plan does not explicitly reference Yosemite National Park or transportation planning efforts relevant to Mariposa County.

Merced Wild and Scenic River Final Comprehensive Management Plan

The Merced Wild and Scenic River Final Comprehensive Management Plan was released in February 2014. The purpose and need for the Plan are to "preserve the Merced River in free-flowing condition and to protect the river's water quality and outstanding values for the benefit of present and future generations." The preferred alternative proposes to accommodate peak visitation at a level similar to recent years, approximately 20,100 people per day in East Yosemite Valley within Mariposa County. The Plan includes improvements in circulation, parking availability, and traffic flow, with the primary day-use parking area fully integrated with pathways to visitor services, restrooms, and food service. Expanded camping opportunities in East Yosemite Valley are also part of the Plan.

Mariposa County Planning Department staff indicated that a long-term plan in this corridor is a trail along the river into Merced County. Within Mariposa County, the trail is intended to be purely recreational.

State and Federal Plans

Several state and federal plans and other documents contain goals, policies, and requirements relevant to the ATP.

California Transportation Plan

The California Transportation Plan 2050 was released in February 2021. The long-range plan includes goals, policies, strategies, and performance measures that provide a common framework for guiding transportation decisions and investments by all levels of government and the private sector. Much of this guidance supports and is relevant to active transportation.

The plan's vision is that "California's safe, resilient, and universally accessible transportation system supports vibrant communities, advances racial and economic justice, and improves public and environmental health." To make this vision a reality, eight priority goal areas were identified to guide state and regional transportation planning and decision-making in the years ahead:

- Safety: Provide a safe and secure transportation system
- Climate: Achieve statewide greenhouse gas (GHG) emissions reduction targets and increase resilience to climate change
- Equity: Eliminate transportation burdens for low-income communities, communities of color, people with disabilities, and other disadvantaged groups
- Accessibility: Improve mobility and access to destinations for all users

- Quality of Life & Public Health: Enable vibrant, healthy communities
- Economy: Support a vibrant, resilient economy
- Environment: Enhance environmental health and reduce negative transportation impacts
- Infrastructure: Maintain a high-quality, resilient transportation system

The CTP identifies recommendations which address the goals identified in the CTP 2050 vision:

1. Expand access to safe and convenient active transportation options
2. Improve transit, rail, and shared mobility options
3. Expand access to jobs, good, services, and education
4. Advance transportation equity
5. Enhance transportation system resiliency
6. Enhance transportation safety and security
7. Improve goods movement systems and infrastructure
8. Advance Zero-Emissions Vehicle (ZEV) technology and supportive infrastructure
9. Manage the adoption of connected and autonomous vehicles
10. Price roadways to improve the efficiency of auto travel
11. Encourage efficient land use
12. Expand protection of natural resources and ecosystems
13. Strategically invest in state of good repair improvements
14. Seek sustainable, long-term transportation funding mechanisms

California Climate Action Plan for Transportation Infrastructure

The Climate Action Plan for Transportation Infrastructure (CAPTI) was adopted in July 2021. The plan provides a framework and statement of intent for aligning state transportation infrastructure investments with state climate, health, and social equity goals, built on the foundation of the "fix-it-first" approach established in Senate Bill 1. CAPTI builds on executive orders signed by Governor Gavin Newsom in 2019 and 2020, targeted at reducing greenhouse gas emissions in transportation to reach the state's climate goals. The California State Transportation Agency (CalSTA) developed CAPTI through collaboration with state agencies and outreach with hundreds of stakeholders.

The strategies within the CAPTI are:

1. Cultivate and Accelerate Sustainable Transportation Innovation by Leading with State Investments
2. Support a Robust Economic Recovery by Revitalizing Transit, Supporting Zero Emission Vehicle (ZEV) Deployment, and Expanding Active Transportation Investments
3. Elevate Community Voices in How We Plan and Fund Transportation Projects
4. Advance State Transportation Leadership on Climate and Equity through Improved Planning & Project Partnerships
5. Support Climate Resilience through Transportation System Improvements and Protections for Natural and Working Lands
6. Support Local and Regional Innovation to Advance Sustainable Mobility
7. Strengthen Transportation-Land Use Connections
8. Monitor Implementation and Report Progress

CAPTI contains strategies designed to support California's rural communities, many of which are relevant to active transportation. Examples include:

- Increasing investment in active transportation in smaller rural communities that have conventional State Highway Systems serving as their main streets.
- Targeting Corridor Planning resources in smaller or less resourced communities in the state to help Regions Rise Together.
- Convening local and regional rural transportation partners to identify sustainable rural transportation solutions and explore actions to equip rural communities with tools to further the vision of the CAPTI Framework.
- Supporting the development of innovative safety solutions for rural communities that advance sustainable transportation modes.

California State Bicycle and Pedestrian Plan

Toward an Active California, the State Bicycle and Pedestrian Plan, was released in May 2017. It was the first statewide plan for active modes of transportation, created by a culmination of discussions and analysis by Caltrans management, local and regional agencies, state agency partners, advocacy organizations, and other stakeholders. The vision statement of the plan is "By 2040, people in California of all ages, abilities, and incomes can safely, conveniently, and comfortably walk and bicycle for their transportation needs." The Plan determined four objectives, fifteen strategies, and sixty actions specific to active transportation. The four objectives are:

- Safety: Reduce the number, rate, and severity of bicycle and pedestrian involved collisions
- Mobility: Increase walking and bicycling in California
- Preservation: Maintain a high quality active transportation system
- Social Equity: Invest resources in communities that are most dependent on active transportation and transit

California Strategic Highway Safety Plan and Implementation Plan

The California Strategic Highway Safety Plan (SHSP) was updated in March 2021. The SHSP is a statewide, coordinated traffic safety plan that provides a comprehensive framework for reducing roadway fatalities and serious injuries on the state's public roads. It was updated using the latest crash data and input from outreach events, with a focus on strategies with the greatest potential to reduce fatalities, serious injuries, and overall crashes. The mission of the 2020–2024 SHSP is to ensure safety for all modes of travel on California's public roads, with a goal of moving towards zero fatalities and serious injuries.

As a follow-up to the SHSP, the SHSP Implementation Plan was concurrently released in March 2021. The Implementation Plan identifies specific actions to implement the strategies based on the SHSP framework. These include actions for the Plan's steering committee and identified challenge areas (e.g. speed management, active transportation, intersections, etc.). To monitor progress, crash data will be reviewed, and the implementation plan will be updated regularly.

California Interregional Transportation Strategic Plan

The California Interregional Transportation Strategic Plan (ITSP) was last updated in October 2021. The ITSP focuses on interregional travel, defined as: "Long distance trips that facilitate the movement of people and goods between two or more regions." The ITSP provides an interregional travel policy framework to guide Caltrans and partner agencies in the development of comprehensive, multimodal corridor plans which lead to project identification as part of the Interregional Transportation Improvement Program (ITIP). The ITSP acknowledges that supporting active transportation can improve first and last mile connections to regional intercity and high-speed rail, leading to increased multimodal interregional options.

California State Highway Transportation Concept Reports

Caltrans prepares a Transportation Concept Report (TCR) or Corridor System Management Plan (CSMP) for each of its facilities. A TCR is a long-term planning document that each Caltrans district prepares for every state highway or portion thereof in its jurisdiction. The TCR usually represents the first step in the Caltrans long-range corridor planning process. The purpose of a TCR is to determine how a highway will be developed and managed so that it delivers the quality of operations that are feasible to attain over a 20-year period.

State Route 49 Transportation Concept Report

The 2013 TCR for SR 49 states that fulfillment of Caltrans policies regarding complete streets and context sensitive solutions were sought in the evaluation and characterization of interregional travel needs within Mariposa County. The ultimate concept for SR-49 in District 10 is characterized as an expressway as a reflection of interregional travel priorities. However, Caltrans acknowledges the presence of SR 49 as "main street" within the town of Mariposa, and defers to local planning priorities by characterizing the facility as conventional highway for the existing alignment; and, expressway, if planned or programmed new

alignments are identified. The TCR anticipates six of 10 segments within Mariposa County will be operationally deficient by 2030 and may require upgrades. However, these are not currently planned or programmed projects.

State Route 140 Transportation Concept Report

The 2016 TCR for SR 140 discusses the intermittent sidewalks within the community of Mariposa. Crosswalks are present are several intersections of SR 140 / SR 49, but may occur at intersections lacking sidewalks or ramps accessing sidewalks on side streets. Many of the curb ramps are not compliant with current ADA standards. The TCR states that District 10 will continue in its efforts to improve walkability in the SR 140 corridor by upgrading ADA ramps, and help facilitate local public work agencies in the installation of sidewalks. The TCR also acknowledges that Bicycle LOS is below automobile LOS on the corridor, and given sufficient demand, may need a separated bicycle facility, such as a Class II or IV. The TCR addresses that automobile and truck volumes are sufficiently high in the corridor that permitting bicycles in the travel lane consistent with being a Class III bicycle facility without shoulder refuge may result in persistent vehicular conflicts between bicyclists and autos. The TCR also states that "Although no capacity increasing projects are anticipated for the corridor, it has become necessary for any highway or bridge projects that involve shoulder or travel lane upkeep consider the needs of bicycle refuge and allow a bicycle corridor that permits continuous travel without interruption due to lack of passage or safe conduct."

State Route 41 Transportation Concept Report

The 2017 TCR states that bicycle and pedestrian access is permitted on SR 41 in Mariposa County, with the entire segment at-grade. There are no sidewalks, crosswalks, or signalized intersections along SR 41 in Mariposa County. Curbs are present along some sections near Jackson Road, Summit Camp Road, and Silvertip Lane near Fish Camp No planned or programmed projects are listed in the TCR for SR 41 in Mariposa County.

State Route 120 Transportation Concept Report

The 2011 TCR for SR 120 states that bicycles are permitted on the corridor west of SR 99, encompassing all of Tuolumne and Mariposa counties. The TCR shows no existing or planned bicycle or pedestrian facilities connecting to or part of SR 120. State Route 132 Transportation Concept Report

The 2014 TCR states that the portion of SR132 that runs through Mariposa County serves interregional traffic, as no population or work centers exist on ar near the segment. The TCR states that the route supports moderate recreation bike use, but "narrow lane widths and shoulders may preclude bicycle use if volumes were greater." No sidewalks are present on SR 132 in Mariposa County. However, modeling and analysis showed that this portionof SR 132 will not experience deficient LOS by 2030, so no planned or programmed projects are listed in the TCR at this time.

Caltrans District 10 System Management Plan

The Caltrans District 10 System Management Plan (SMP) was released in June 2015. Its goals emulate the previous version of the California Transportation Plan 2040:

1. Safety & Health
2. Stewardship & Efficiency
3. Sustainability, Livability, and Economy
4. System Performance
5. Organizational Excellence

The SMP catalogs all the projects that District 10 identified as efforts needing development to improve or maintain the existing transportation corridors in the District that are currently unfunded or underfunded. The plan recommends several improvements on state highways in Mariposa County to improve operations. These improvements include passing lanes, turn lanes, intersection improvements, and other projects.

Caltrans District 10 Active Transportation Plan

The Caltrans District 10 Active Transportation Plan was released in June 2021. The Plan implements the vision statement and goals in the statewide bicycle and pedestrian plan, Toward an Active California. The Plan identifies needs for bicycle and pedestrian improvements on, across, and near state highways by using criteria from Toward an Active California, along with community-identified and location-based needs. State Highway System prioritization was conducted by weighting the goals of safety, mobility, equity, and preservation and sorted into three tiers based on their relative intensity of need. Results of the prioritization resulted in all roadway segments within Mariposa County were Tier 3, the lowest tier of need.

California Green Building Standards Code

The 2022 California Green Building Standards Code contains specific requirements for the amount and type of both short-term and long-term bicycle parking. Requirements are mandatory for non-residential projects and voluntary for residential projects. These standards may be superseded by local requirements, if local requirements are stricter.

California Assembly Bill 1358

Assembly Bill 1358, the Complete Streets Act, calls for the inclusion of all modes upon any substantive revision of the circulation element of a city or county's general plan circulation element. The legislation requires planning for a "balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation."

California Senate Bill 743

SB 743, passed in 2013, required the development of new guidelines that address transportation impact metrics under the California Environmental Quality Act (CEQA). As stated in the legislation, upon adoption of the new guidelines, "automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any." The new criteria promote the development of multimodal transportation networks.

US DOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations

In 2010, the United States Department of Transportation (US DOT) issued a policy directive in support of walking and bicycling, encouraging transportation agencies to go beyond minimum standards in fully integrating active transportation into projects. As part of the statement, the US DOT encouraged agencies to adopt similar policy statements in support of walking and bicycling considerations such as:

- Considering walking and bicycling equal with other transportation modes
- Ensuring availability of transportation choices for people of all ages and abilities
- Going beyond minimum design standards
- Integrating bicycling and pedestrian accommodations on new, rehabilitated, and limited access bridges
- Collecting data on walking and bicycling trips
- Setting mode share for walking and bicycling and tracking them over time
- Removing snow from sidewalks and shared use paths
- Improving non-motorized facilities during maintenance projects

Americans with Disabilities Act

The Americans with Disabilities Act Title III is legislation enacted in 1990 that provides thorough civil liberties protections to individuals with disabilities concerning employment, state and local government services, and access to public accommodations, transportation, and telecommunications. Title III of the Act requires places of public accommodation to be accessible and usable to all people, including those with disabilities. While the letter of the law applies to "public accommodations," the spirit of the law applies not only to public agencies but also to all facilities serving the public, whether publicly or privately funded.


J132
Yosemite NP
Greeley Hill
Tourist
Information
COULTERVILLE

Appendix B
Public Participation

Obtaining input from the residents of Mariposa County was an important part of the ATP development process. The public helped identify deficiencies in walking and biking networks, recommended improvements to the bicycling and walking facilities, and priorities for projects.

Stakeholder Interviews

Interviews were conducted with key local stakeholders to understand their concerns and needs related to walking and biking in Mariposa County.

Stakeholders included the following:

- Mariposa School District
- Mariposa County Health & Human Services Agency
- Mariposa County Sheriff

Key takeaways from the discussions are summarized below.

- Desire for more crossing opportunities in high foot traffic areas
- Mountainous areas making walking and biking difficult
- Population trends older, driving common
- Roads are generally not cyclist friendly, debris is frequent
- In towns, vehicle speeds generally slow
- Schools lack crosswalks and sidewalks
- In Mariposa, many tourists use the main downtown corridor with recently updated facilities. Still, there are areas that need sidewalk to meet pedestrian demand.
- Within other smaller communities, such as Lush Meadows and Ponderosa Basin, recreational walking is common
- Recreational biking common in the warmer months, but not many people bike for transport.

Public Outreach

Project staff hosted booths at local events. The events provided the opportunity for engagement from a broader cross-section of the public than that which would attend a typical project-specific public meeting. Materials used at the booths included posters shown on subsequent pages.

A booth was staffed at the Mariposa Farmers' Market on October 11, 2023 and May 1, 2024. During these events, Mariposa County and consultant staff talked to members of the public, solicited input about walking and biking in the county, and provided information about online ATP information including the interactive map described in the next section.

Mariposa County Fair, September 2023

Mariposa County staff had a table at the Mariposa County Fair on Labor Day weekend, 2023 to provide information about the upcoming Active Transportation Plan and solicit feedback. Public comments from this event are shown in Figures B-1 through B-3. The project team had interactions with approximately 100 people.

Farmers' Market, October 2023

The Farmers' Market booth in October 2023 was hosted during the data collection stage of the planning process. The booth included boards describing the project and soliciting input on the challenges of walking and biking in the county. Mariposa County and Fehr & Peers staff were available to answer questions and used maps and notes to record comments from the public. The project team had interactions with approximately 25 people. Public comments from this event are shown in Figures B-4 and B-5.

Farmers' Market Outreach, May 2024

The Farmers' Market booth in May 2024 was held during the facility recommendation phase of the project and included boards with proposed walking and biking facilities in each community. Mariposa County were available to answer questions and referred the public to the online web map, described in the next section. The project team had interactions with approximately 40 people.

Trail Day, May 2024

Mariposa County staff presented to a group of trail advocates as part of Trail Day festivities on May 31, 2024. Staff shared the proposed bicycle and pesedtrian facilities, and discussed alignment with other planned trail networks in the County.

Figure B-1: Mariposa County Fair Feedback on Walking Facilities (September 2023)

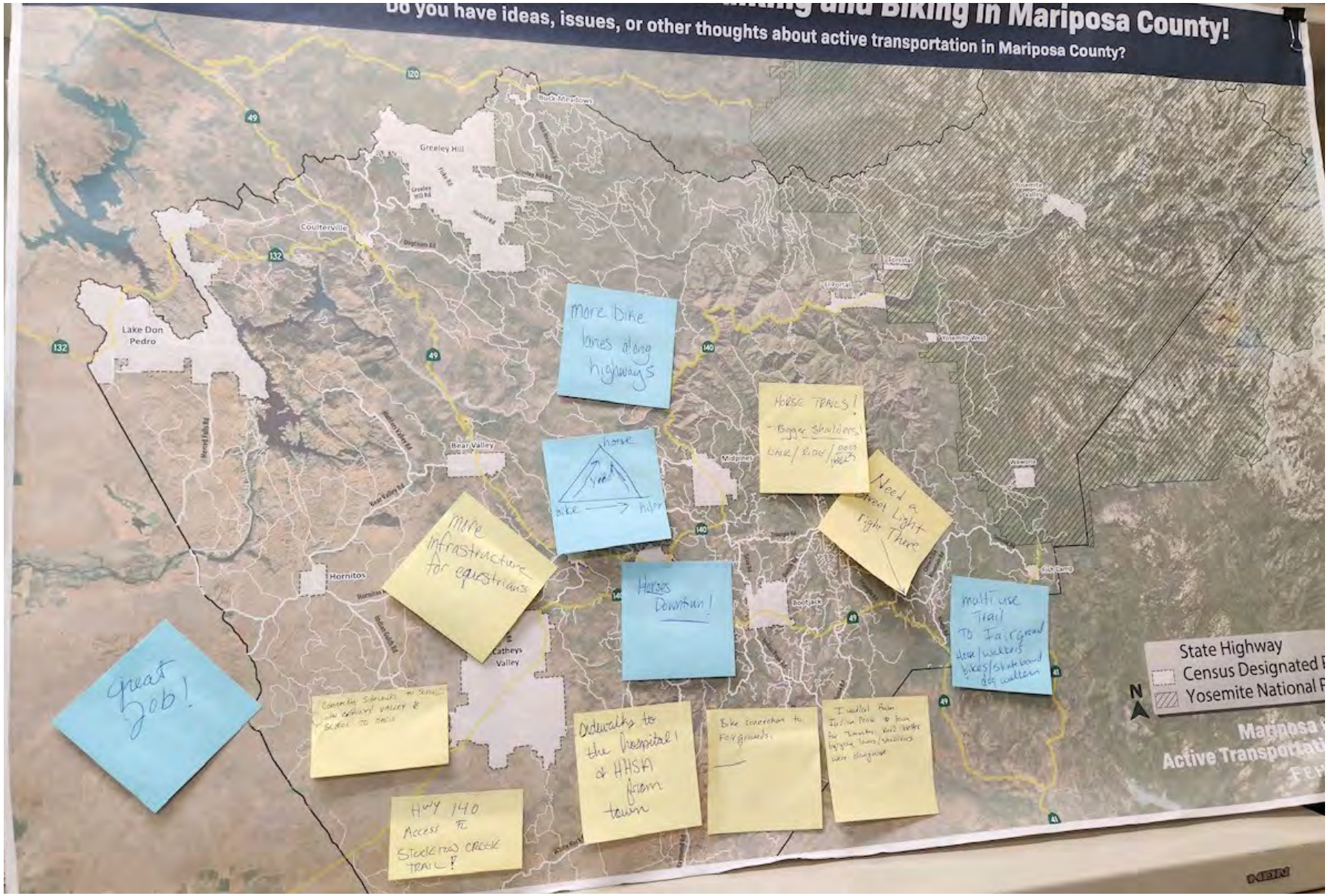


Figure B-2: Mariposa County Fair Feedback on Walking and Biking Facilities (September 2023)

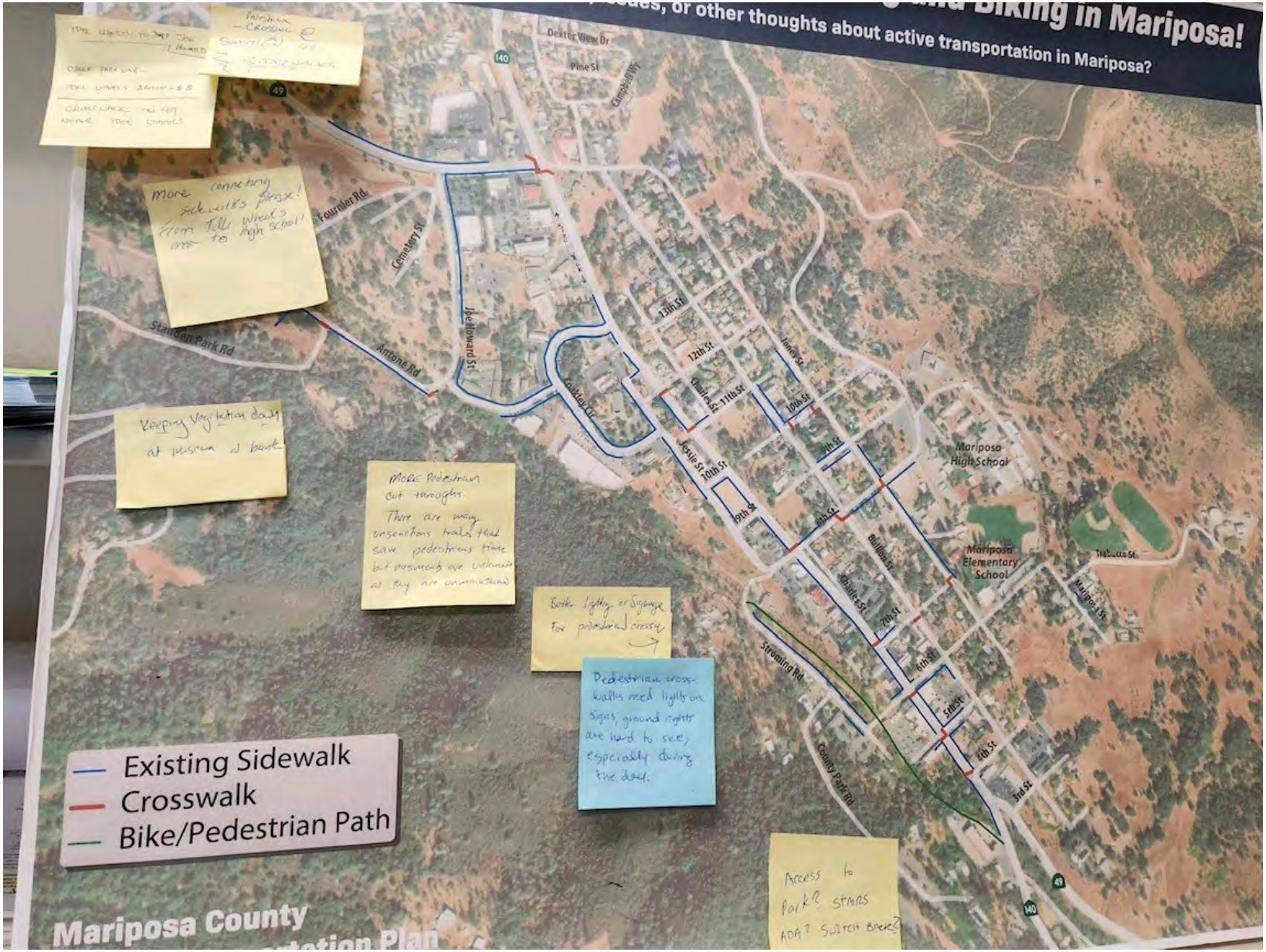


Figure B-3: Mariposa County Fair Feedback on Walking and Biking Experiences (September 2023)

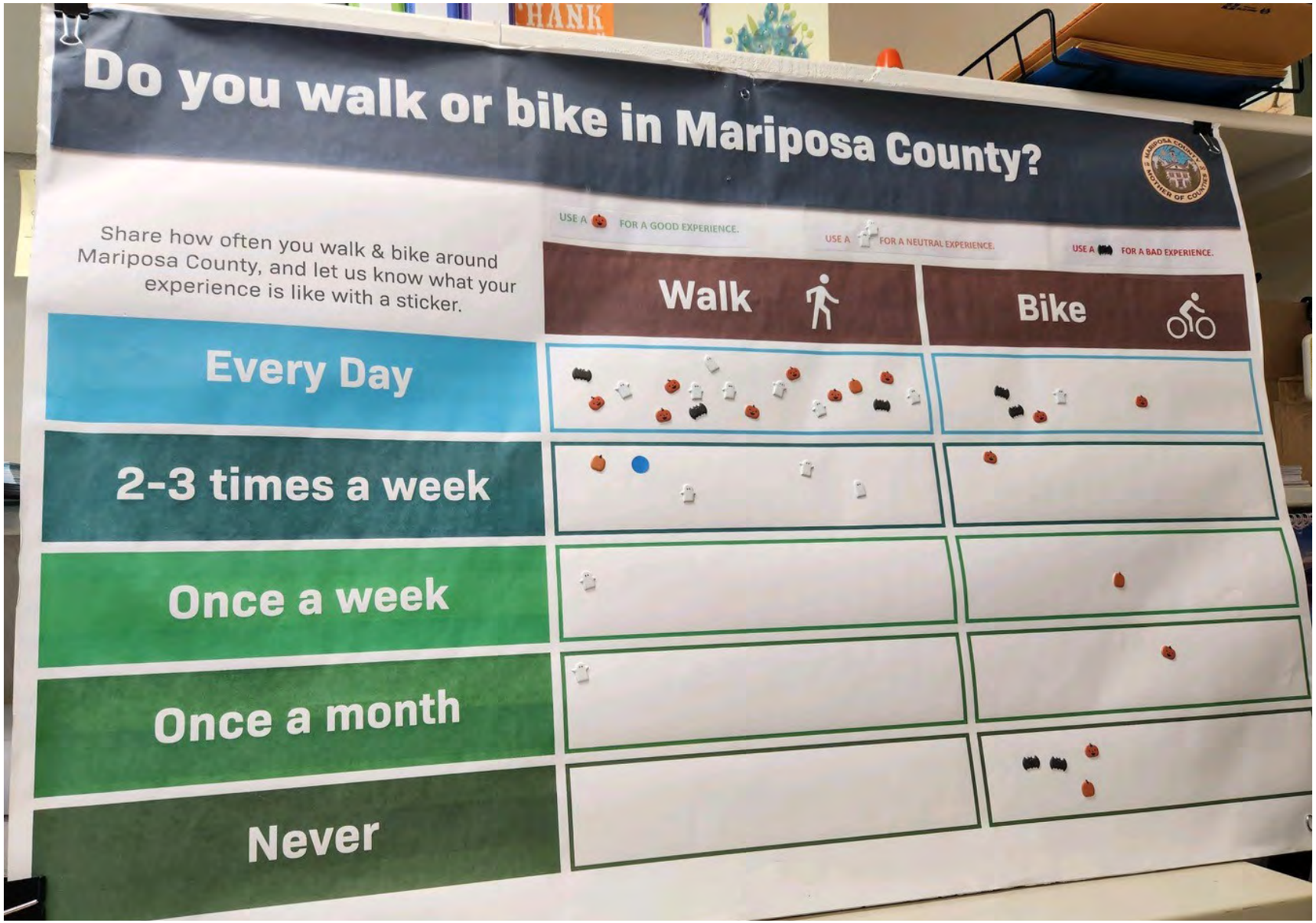


Figure B-4: Farmer's Market Feedback on Walking Facilities (October 2023)

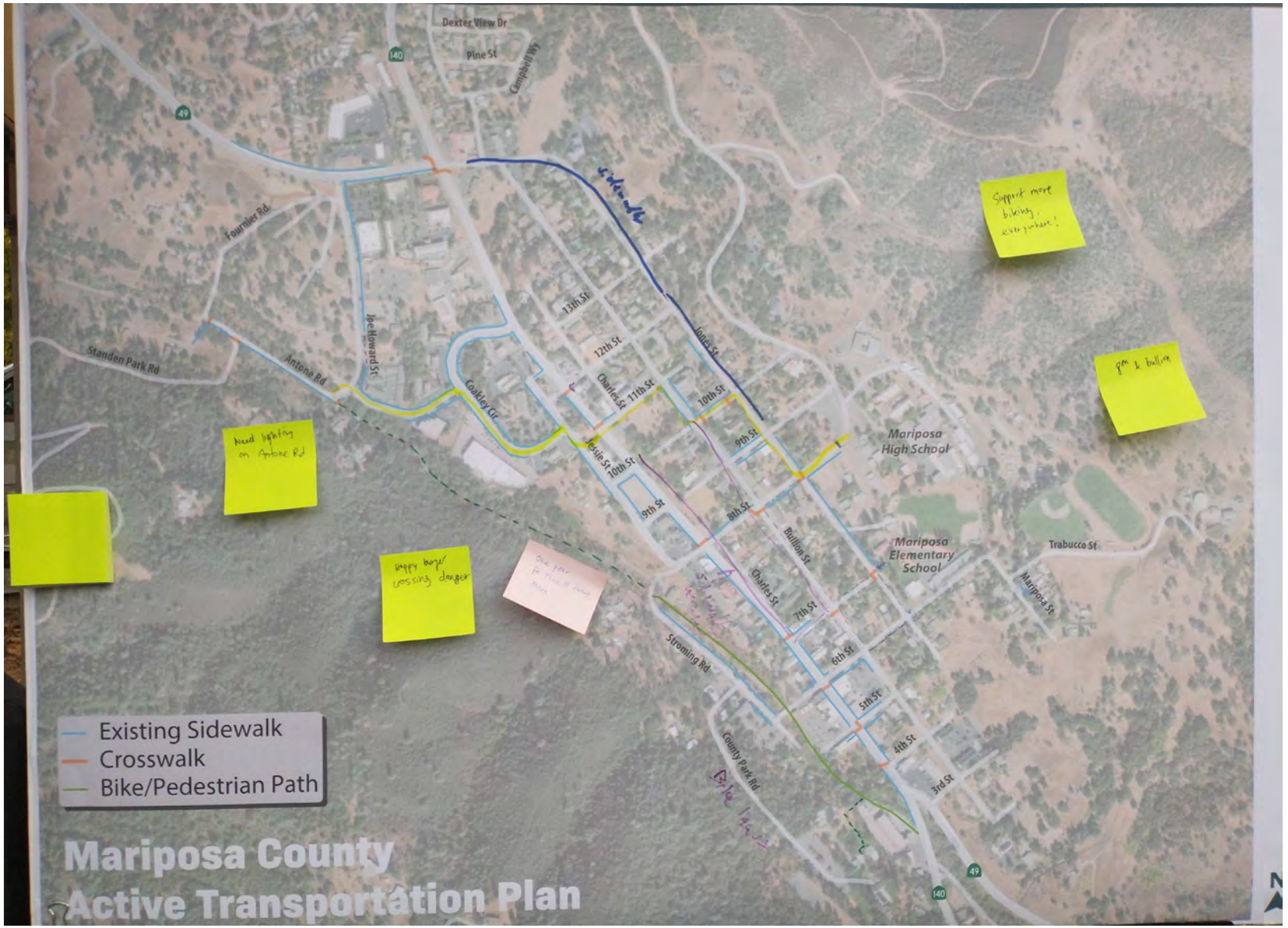
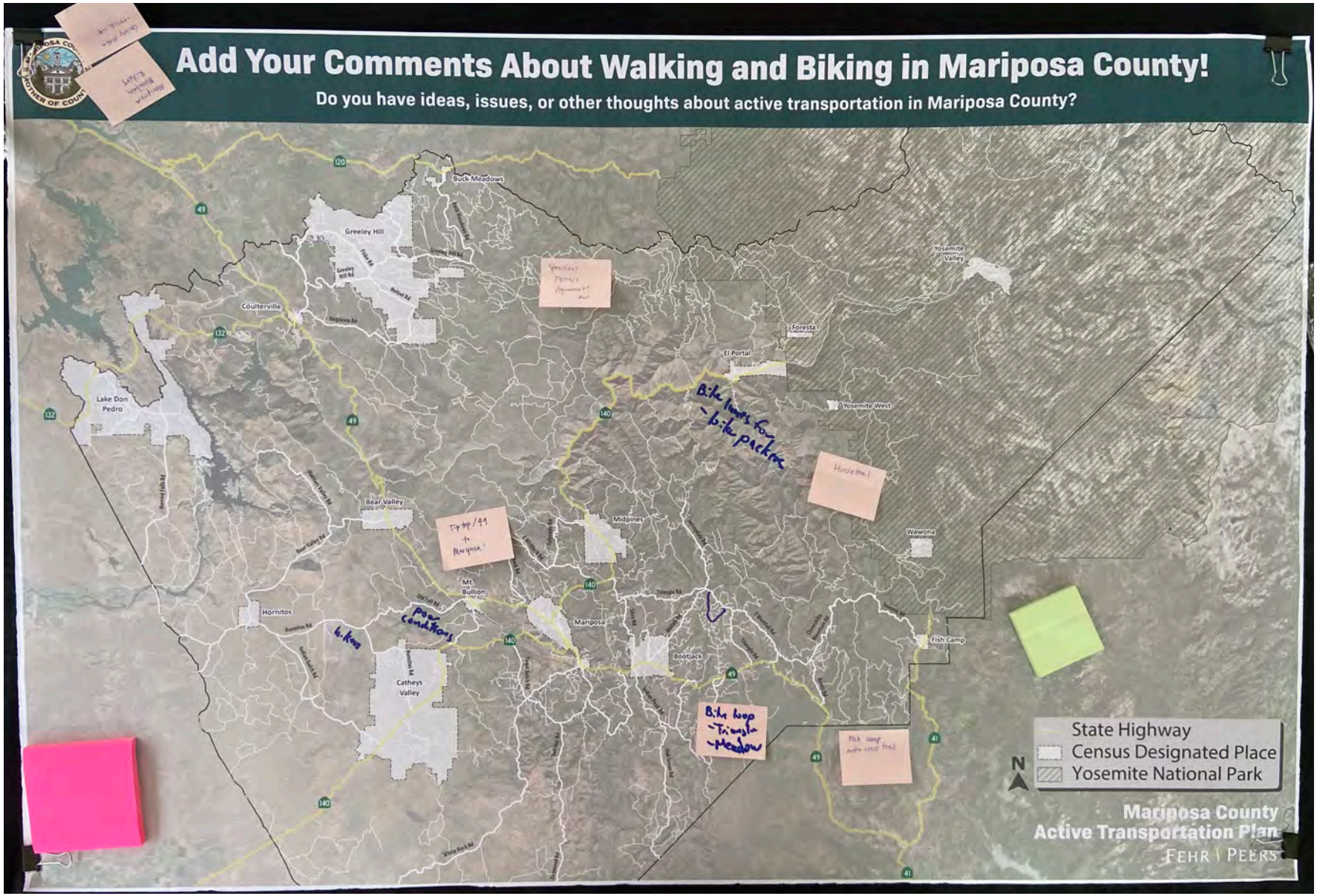


Figure B-5: Farmer's Market Feedback on Walking and Biking Facilities (October 2023)



Online Crowdsourced Interactive Map

Two online crowdsourced interactive maps were made available to the public for comment and review.

During the first round of outreach, prior to development of the draft bicycle and pedestrian networks, the platform allowed the public to view key data, such as existing bike and pedestrian facilities, as well as add location-specific comments about the challenges they experience walking and biking and the improvements they would like to see in the county.

The web map was publicized on Facebook, at local events, and on TVs in local businesses around Mariposa. The web map had a two-month response period in September and October 2023. Overall, 58 responses were received from 21 different commenters. A screen shot of the mapped comments is shown in Figure B-6.

Concerns identified by online commenters included the following:

- Many pedestrians walking without designated facilities or road space
- Bicyclists without protected facilities
- Heavy truck traffic
- Poor pavement quality

Requested improvements identified by online commenters included the following:

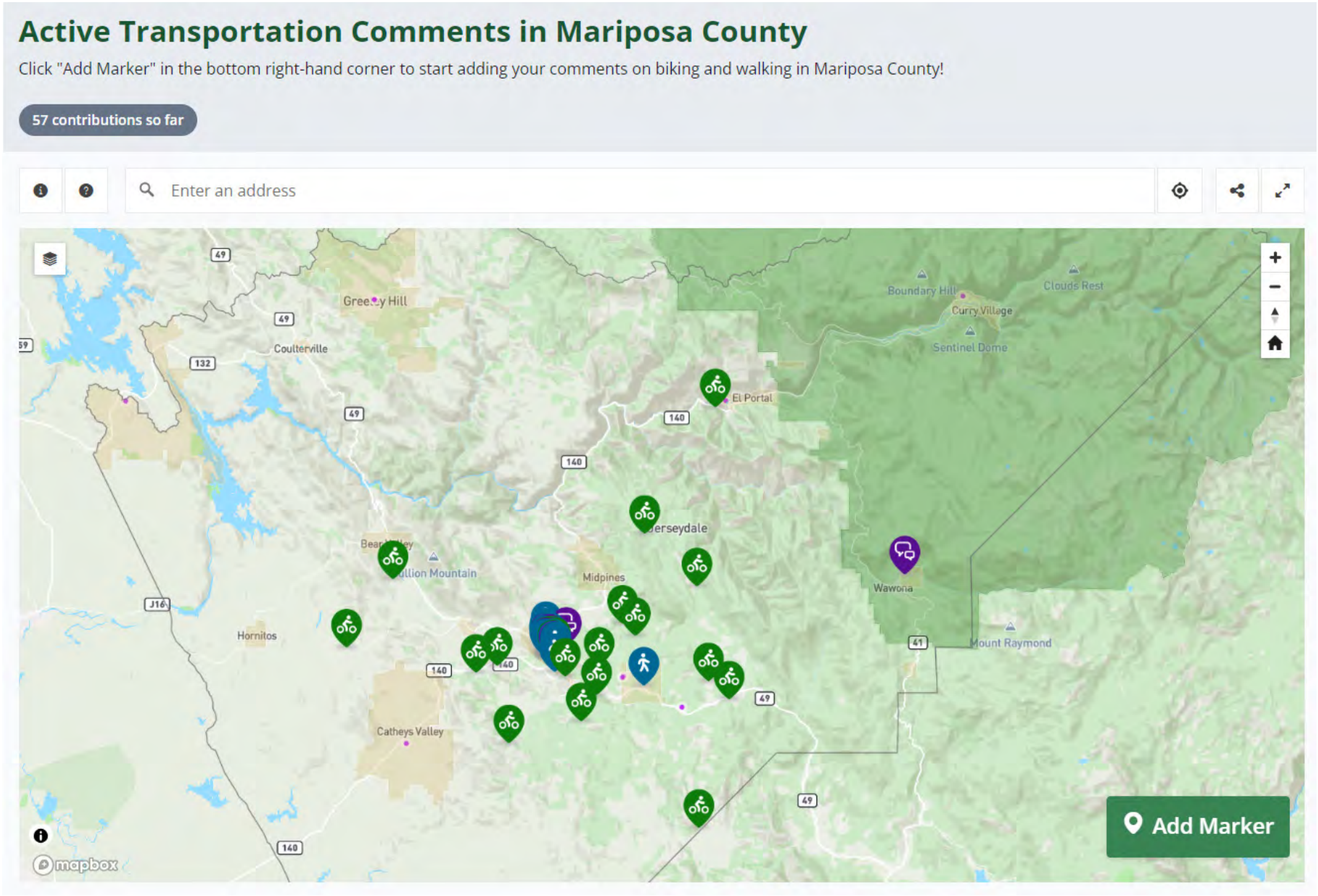
- Continuous sidewalks in Mariposa
- More crossing opportunites
- More recreational bicycle facilities
- Bike racks

During the second round of outreach, after bicycle and pedestrian facilitiy projects were proposed, another web map with these facilities was shared. This web map was publicized on Facebook, at local events, and on TVs in local businesses around Mariposa. The web map had a two-month response period in April and May 2024. During that period, 64 responses were received from 9 different commenters. A screen shot of the mapped comments is shown in Figure B-7.

Facility requests identified by online commenters included the following:

- New crosswalks in locations throught the town of Mariposa, including near Coakley Cir and the County Fairgrounds
- Bikeway connection to the Stockton Creek Preserve
- Sidewalks throughout downtown Mariposa
- Bike racks strategically placed in front of frequented businesses and services throughout downtown Mariposa
- Formalizing several cut-through foot paths

Figure B-6: Online Crowdsourced Interactive Map - Issues, Concerns, and Ideas for Active Transportation (Fall 2023)



All comments can be viewed at https://fp.mysocialpinpoint.com/Mariposa-ATP/project-map

Table B-1: List of Web Map Comments - Issues, Concerns, and Ideas for Active Transportation

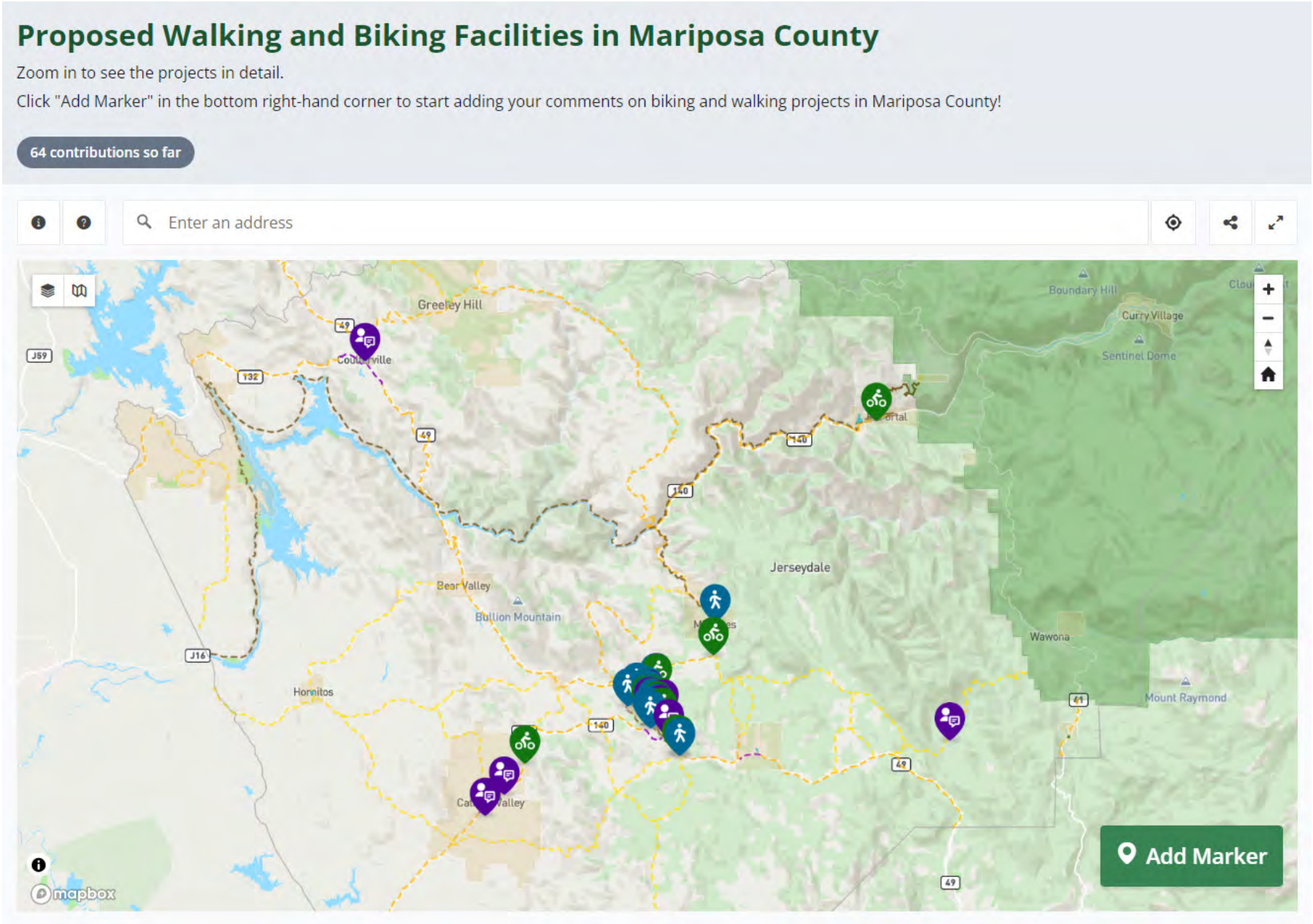
Comment	Nearest Address
Plans to implement protected crosswalks on Coakley?	5011 Coakley Circle, Mariposa
This is a general comment for our crosswalks throughout town, especially the ones in downtown. It can be hard to see (or be seen by!) oncoming traffic when cars are parked right next to the crosswalks. (It's actually illegal now by California State Law I recently just found out!) It would help a lot if some bollards were placed so that the field of view is better. Additionally, the infrastructure would prevent people from breaking the law in the first place.	5115 Central Yosemite Highway
Students driving tend to speed fast through this area, and there's a big blindspot exiting the new lower-campus parking lot. Traffic calming would really help a lot here.	4971 8th Street, Mariposa
There should be a sidewalk along this side of the highway. There are so many people walking on this side already. (It would also be good for businesses along this side of the highway.	5043 Central Yosemite Highway, Mariposa
They should add another sidewalk on the right side (going up to the school). The sidewalks should also be widened.	4996 8th Street, Mariposa
It would be awesome to have a path between the Park and Ride and the main road. It's very awkward to get back and forth from certain areas on either side.	5145 Central Yosemite Highway, Mariposa
Often see people walking along the shoulder of this highway. It looks dangerous and I think building out an actual sidewalk or bike lane could enable people who live on the outskirts of town to come into town safely on foot or on bike.	5263 Central Yosemite Highway, Mariposa
More roadside walking/biking options would be a huge convenience and really increase safety	7995 Chilnualna Falls Road, Fish Camp
It would be awesome to have some staircases build alongside these super steep roads. Not sure how ADA works when integrating stairs, but it would be a huge 'step' forward, haha.	4990 6th Street, Mariposa
Baily Flats Road aka Road 800, is a fun dirt road that leaves Mariposa and heads into Madera County. It follows the Chowchilla River through large ranches. Great trip to Raymond for a burger then toss your bikes into a truck to come home.	Usona Road, Mariposa
Mountain bike, knobby e-bike ride (gravel), from Darrah School parking lot, up Jerseydale Road, to the Sweetwater Mine cabin. Great destination. Fun climb back out on the forest road, rewarded with an easy down hill heading back on Jerseydale Road.	5524, Mariposa
Old Toll to Pendola to 49, and back to Old Toll is a great ride. Wear high viz clothes for 49. Taking the short Mt. Ophir cut off gets you off 49 for a little distance.	Pendola Garden Road, Mariposa
Allred to Morningstar to Carleton to Silva, with a short stretch of 49, Makes for a nice loop. Gravel/ dirt on Allred	5350 Allred Road, Mariposa
Silva down, Carleton up. A fun loop to ride. Silva down is particularly fun.	5722 Silva Road, Mariposa
Out and back from the Darrah School parking lot to the Hites Cove residential loop. A very fun downhill ride back. Side gravel road options to Sweet Water, or a climb challenge to Footman Ridge behind the Jerseydale USFS Station. Particularly enjoyable in the evenings.	6330 Jerseydale Road, Mariposa
We walk several times a week along Mariposa Creek to Joe Howard, then up to and cross Hwy 49 N. A sidewalk up Joe Howard would make it safer and a crosswalk where it makes sense. Also, the crosswalk from the corner at Premier Valley Bank takes you to the gas station. I'm WALKING not going to get gas. And of course sidewalks please. I have recently encountered a motorized bicycle (not electric) on the sidewalk in front of Pioneer Market. I had to step into the street to avoid him. Bikes on the sidewalk? Especially motorized, is this appropriate, safe or legal? Thank you for paying attention to the needs of walkers in our beautiful, walkable town!	5143 Antone Way, Mariposa

Comment	Nearest Address
I live on Jones St and walk nearly every day for exercise up Jones to old highway. I also use my bike almost exclusively vs. my car for running errands around town. Providing sidewalks on residential streets like jones and bullion would make for a more pleasant pedestrian (so many people walk in this neighborhood, including children going to and from school!) experience but, more important, for a safer experience. A few years ago our neighbor's cat was killed in front of us by a speeding car. If sidewalks are out of the question, because of space or property issues, are traffic calming solutions possible, at the very least? Without speed bumps, slight curves/medians, or stop signs, motorists just fly down Jones to avoid congestion on 140/49 esp. b/c of all the prime destinations: schools, sheriff's office, library, courthouse and county offices. (Would also help to have some speed limit enforcement esp. when students are going to school in a.m. and out of school in afternoon.) Any chance of improving visibility and safety for drivers, peds, and cyclists at the junction of 140 and 49 on the NW end of town (the 4 way stop) by putting in a roundabout/rotary? The slopes and angles of approaching routes are not straight on/east 90-degree angles making it hard for all users to see properly and to know when it's their turn to go. Rotaries are so useful elsewhere and would help w the pretty intense traffic congestion w park visitors and employees returning to town later in the afternoon. Also, burying power lines would be useful/safer for wind and heavy snow events and a big aesthetic improvement (the underground telephone/internet project this past year makes it seem possible).	4986 13th Street, Mariposa
zero shoulder, truck & truck-trailer traffic constant.	4211b Ben Hur Road, Mariposa
A great way to encourage walking is to create scenic, practical, walks that allow people to take shortcuts that those in cars cannot take. Dedicated, separated walking/biking paths are the best to have for all ages.	5109 Mueller Road, Mariposa
There's an old sidewalk next to 11th street that I love using when biking because it reduces changes in elevation while going over the small hill. It would be awesome to repave this to connect to other destinations. That being said, during busy events like our parades, so many people park their cars on this path, which I don't feel is a fair use of the sidewalk, and forces people to go on the road.	4994 11th Street, Mariposa
I think it would be an improvement to move the parking back towards the road, and making more space at the entrances of these buildings for walking/ sitting, etc. This also reduces conflicts between vehicles and pedestrians. This idea could be greatly applied throughout town as well.	5053 Central Yosemite Highway, Mariposa
The development of the Stockton Creek Preserve for walking (and biking) is one of my favorite things to happen in Mariposa in my lifetime. Rapid access to quiet and exercise from right in town is wonderful. Honestly, considering proximity and crowds, I would almost always rather walk here than in Yosemite. THANK YOU Sierra Foothill Conservancy and all involved in this project! (More please!)	Stockton Reservoir Access, Mariposa
So many people walk through this neighborhood, but there's very little space made for people, and there are many disused/rundown cars that take up space that could be used for walking and providing street lighting.	5143 Jones Street, Mariposa
What if we converted this parking lot into a place for people to hang out and enjoy food and coffee? This would attract a lot of people for the business.	5180 Golden Chain Highway, Mariposa
It would be awesome to have a protected crosswalk, connecting Rite Aid to High County Health Food/Pony Expresso	5180 Golden Chain Highway, Mariposa
Went walking to 1850 the other night, and realized how much nicer it would feel to walk with more lighting along our sidewalks.	4922 Joe Howard Street, Mariposa, California
Many cyclists from our area and surrounding communities ride Old Highway a lot. The road surface is comically horrible in places, but I am tempted to urge this to continue as cars generally avoid this route. But, that said, the road could use some help, but if you fix it, hopefully it does not result in increased vehicle traffic.	3988 Old Highway, Mariposa
While we are dreaming of what we would like to see, if a paved shoulder could be added along HWY 140 allowing cyclist riding to / from Yosemite (or even just El Portal) could be added it would be a very welcome addition. I take my bike on YARTS then commute home (to Mariposa or Bootjack) from work at the NPS complex in El Portal from time to time and a paved shoulder would add room to help cyclists stay out of traffic and increase our safety.	Central Yosemite Highway, El Portal

Comment	Nearest Address
It would be great to have a direct walking path to Pioneer from O'Reilly, it feels intuitive to walk through their parking lot this way when you're coming from Joe Howard St.	5034 Coakley Circle, Mariposa
I don't feel that cars should be dominating these streets. If we had more space made for outdoor seating, it would be much more inviting to stay and hang out for ice cream or coffee. Can we eliminate through traffic going through our downtown streets?	4996 7th Street, Mariposa
This will be developed in the next coming years, but in the meantime, is it possible to look into filling in the eroded/sandy sections so that it is a desirable alternative to walking/biking along the highway? It is a very pleasant and quiet spot to walk, not so much for cycling due to the terrain.	5034 Coakley Circle, Mariposa
Can we add flexible means of walking to this junction from Park and Ride, and 49? We have unofficial trails that could be developed.	5155 Central Yosemite Highway, Mariposa
Mariposa Park & Ride is criminally underutilized. What motivations would a person have for parking here instead of right in downtown? Why not make it a greenspace or another park for people to enjoy instead?	4974 Joe Howard Street, Mariposa
I would love to see bike racks installed at MCHS and MES.	5074 Old Highway North, Mariposa
Is it possible to close Miller Rd to thru traffic and develop it into a biking/walking path? I've biked this to the fairgrounds before, and it's a very pleasant and calm experience, the only downside is that it doesn't connect all the way to the fairgrounds, so you have to get onto the highway once you get to Old Hwy and 49.	4882 Miller Road, Mariposa
When the highway is busy, it is extremely unsafe for cyclists to use the road. We really could use a protected bike lane that is between the sidewalk and street parking.	5059 Central Yosemite Highway, Mariposa
A walkable/bikeable shortcut to Mariposa Park & Ride would make walking more convenient for those in the apartments and for those wanting to go to PDQ Barbershop from the highway side of Coakley Circle.	5143 Central Yosemite Highway, Mariposa
It would be nice to have a walking trail that lets people walk through the history museum, it's a pleasant place to walk, but not much purpose to pass through since it doesn't connect to anywhere else.	5011 Coakley Circle, Mariposa
Back during 2020, we permitted restaurants to close parking spaces to provide more outdoor seating for people. Personally, it was an amazing experience, and I would love for our county to look at the benefits for making more space for people instead of parking for cars.	5114 Central Yosemite Highway, Mariposa
A continuous sidewalk connecting Fournier Rd and Joe Howard would be would be wonderful here.	4922 Joe Howard Street, Mariposa
It would be great to connect the arts park to the mariposa park directly through ramps/staircases. There's a beaten trail connecting them right behind Best Western. The only means of walking to the park is through County Park Rd... which has no sidewalks, and very inconvenient.	5009 Central Yosemite Highway, Mariposa
Bike racks! Direct Bike Path to Pioneer. This would help with entering/exiting the parking lot. There are no bike racks by pioneer. I often have to secure my bike to the shopping cart frame or just squeeze my bike somewhere by the ramp.	Pioneer Market, 5034 Coakley Cir, Mariposa
This road is too wide for the purpose it serves. Too many people speed through this area and feel the need to pass around bicyclists. The excessive amount of street parking could be replaced with a protected bike lane that allows cyclists to get to and from Pioneer market, and the post office. When there aren't any cars parked, it's so comfortable to use this portion of the road to separate from the cars.	5034 Coakley Circle, Mariposa

Comment	Nearest Address
The irregular destruction of the road surface on Triangle, Silva, and other nearby roads is making my primary cycling route very dangerous (so sadly, I have been avoiding it). I hope that when the PG&E project to install power lines under ground is completed that the impacted roads will be repaved.	4541 Triangle Road, Mariposa
The bike lane / shoulder on this stretch of Hwy 49, especially in the downhill lane is very frequently partially full of rocks and debris from the slope that ends up squeezing cyclists into the lane. I once hit a rock I did not see and went over the handlebars at nearly 40mph going down this stretch of commonly ridden highway.	4461 49, Mariposa
This short stretch of Hwy 140 is the solitary link between Yaqui Gulch and Agua Fria two roads many of us enjoy riding. If a shoulder could be added along Hwy 140, even if in only the west bound direction (both would be nice) it would help improve safety for cyclists and motorists.	4120 Central Yosemite Highway, Mariposa
It would be wonderful to have a protected sidewalk with trees for shade and more art, connecting historic downtown to the Health Food Store/Visitor's center. There is not much that makes people walking feel welcome here.	5159 Central Yosemite Highway, Mariposa
I love the relatively new-ish (circa 2005) sidewalks along 9th and Bullion. However, a lit and signed crosswalk from the sidewalk along Bullion to the sidewalk along 10th would make it nicer for families to walk to the library.	5091 Bullion Street, Mariposa
It would be really nice if the speed limit on Darrah was reasonable AND ENFORCED. It's a frequent site of tragic accidents, and it makes walking here (which would otherwise be lovely) extremely harrowing. Even if the shoulders were maintained in some way so that people could walk along them, that would be useful and promote more healthy outdoor activity.	5056 Darrah Road, Mariposa
Along Highway 140 there are MANY places where the shoulder is wide and flat enough to add a paved shoulder that is usable by bicycles. Before the "rumble stripes" went in along the white lines, these were acceptable biking areas (but not great) because you could cross onto and even over the white line when cars approached from behind. Now there is nowhere to be but in the lane. All that is needed is pavement on the existing shoulder. The roads have been repaved a couple of times since the rumble stripes went in, but no additional shoulder is paved.	3894 Central Yosemite Highway, Mariposa
Continuous sidewalks that connect Old Hwy to the high school campus would be a huge improvement. Students are at risk of being hit, students should have frequent raised crosswalks that encourages students to confidently take their right of way.	5082 Old Highway North, Mariposa
Hornitos Road is very popular with road bikers. However, there are many large trucks that use this road. There is no bike lane or trail. It makes the road very unsafe for cyclists. Consider adding a bike lane/trail when/if road funds become available. Hornitos Road can definitely use fixing.	Hornitos Road, Catheys Valley
I would love to see more sidewalks in the downtown area to increase accessibility and make it safer for all. During HS lunch is a great opportunity to see how a lack of clear routes can create hazards for pedestrians and drivers alike.	5028 Bullion Street, Mariposa
Glass shards on hey 49 prevent bicyclists from biking in the bike lane. This could be solved with a sweeper running all the way to the edge of the road after accidents	4973 Stumpfield Mountain Road, Mariposa
Tiptop rd is falling apart in places. It is a hazard.	5247 Tip Top Road, Mariposa
It would be wonderful to have a walking path along the Mariposa Creek that is safe and free from homeless persons and drugs.	5046 Martin Road, Mariposa
There are under utilized bike racks here. I'm not sure if the public is aware of them as I see bikes locked to signs and post near this location.	4978 10th Street, Mariposa

Figure B-7: Online Crowdsourced Interactive Map - Draft Walking and Biking Facility Project Feedback (Spring 2024)



All comments can be viewed at https://fp.mysocialpinpoint.com/Mariposa-ATP/ATprojects

Table B-2: List of Web Map Comments - Draft Walking and Biking Facility Project Feedback

Comment	Nearest Address
Very excited about the hillside trail project. It's a great opportunity for exercise and should provide some beautiful viewpoints.	5052 Martin Road, Mariposa
Love the idea of a hiking trail system around town. Right now, there are very few areas to walk in or near Mariposa and it would be very nice to be able to go on a beautiful walk without having to drive 20 minutes to do so.	5086 Martin Road, Mariposa
I could also see adding some bike lanes to access some of our more beautiful old dirt roads, like White Rock Road / Beach Road or Indian Gulch Road / La Paloma Road. It would be cool to make what we already have just a little more friendly to bikers.	3156 Central Yosemite Highway, Catheys Valley
I think it would be really neat to have a bike lane between town and Briceburg on 140 and town and Bagby on 49, so that intense biker types could do a loop. Could be a fun attraction for the town.	6047 Central Yosemite Highway, Mariposa,
I think the entire town of Mariposa should be walkable and it is most definitely not currently. I include areas North and West of the 4-way stop (where JCF is) in this request. I would also support the circumnavigation of town trail idea. I think that is really neat.	5081 Circle Drive, Mariposa
This bridge is a bit narrow and very difficult to navigate with 90 degree turns, if it is inferred that cyclists will be using it. Will it be expected for bikers to just walk over the bridge? Any plans to fully streamline this crossing for cyclists and pedestrians?	5027 Stroming Road, Mariposa
Shortcut to Miner's Roadhouse. There is already a desired path present.	5159 Central Yosemite Highway, Mariposa
Please help prevent people from parking on the sidewalk here.	4994 11th Street, Mariposa
Sidewalk to create complete hiking loop from the high school to town from this end of the highway.	5373 Central Yosemite Highway, Mariposa
Sidewalk	5007 County Park Road, Mariposa
Crosswalk w/ extended curb	5034 Coakley Circle, Mariposa
Access point to rear of Pioneer from parkway	5034 Coakley Circle, Mariposa
The 49 North corridor from the Health & Human Services Agency through Public Health/Quest labs all the way to highway 140 intersection- please place a safe walking path. There are people- employees/residents- walking on that area but unsafe as there is no sidewalk or a safe path to walk to High Country/Rite Aid/Pioneer area.	5292 Golden Chain Highway, Mariposa
Obviously missing the old entrance to the Stockton Creek Preserve. Hope it comes back soon.	Stockton Reservoir Access, Mariposa
I second the idea that we need a sidewalk in this area between Coakley Cir and the northern 140/49 intersection. I see tourists walking on the highway here very often.	5144 Central Yosemite Highway, Mariposa
We really need a sidewalk here on 140 between the northern 49/140 intersection and Smith Street. I see people walking on the highway in this spot several times a week. It's unsafe.	5168 Central Yosemite Highway, Mariposa
Pedestrian crossing with islands	5176 Central Yosemite Highway, Mariposa
Activate this corner as a transit hub	5158 Central Yosemite Highway, Mariposa
Historic Short Cut Trail, that has been recently closed. Provided a connection between the PD quick commercial center, Park and Ride and Museum Pioneer Market Area.	5143 Central Yosemite Highway, Mariposa
Many people cross the Hwy here during special events, Lighting is good and there is a turn lane but it would be good to explore the Cal Trans ROW to identify a pedestrian crossing.	4611 Golden Chain Highway, Mariposa
Bring Phase IV of the Mariposa Creek Parkway all the way to the Fair grounds entrance.	4611 Golden Chain Highway, Mariposa,

Comment	Nearest Address
Think about bike safety on Foresta Road between Old El Portal, School and El Portal NPS warehouse and Administrative site	Incline Road, El Portal
Finish Bear Creek Trail from Midpines County Park to Midpines Store. Establish connectivity from auto Camp to Midpines Park then to Midpines store	6362 Central Yosemite Highway, Mariposa
This is a great idea for a safe rout to school. It would require coordination with property owner but worthy. Many of us remember a child fatality along the hwy while they were walking to school.	4968 School House Road, Catheys Valley
Currently there is a social pedestrian use path on the North side of the Hwy 140 from the Porta Yosemite Trailer Park, Oaisis, and Post Office to near the County Park. This could be an area for expanded services along the Caltrans ROW. Connecting this path with the County Park would require a Hwy crossing.	2811 Central Yosemite Highway, Catheys Valley
There are no walking paths in the Basin. It would be great to have a walking path for dog walking including a dog park where people and animals can socialize and interact. This format on here is difficult for senior citizens to use. Just saying	2408 Golden Court, Mariposa
This is a general request to add indigenous trees alongside our sidewalks to provide shade. It is a HUGE improvement to add natural beauty and to make walking fun and enjoyable, especially during hot days.	5081 Central Yosemite Highway, Mariposa
People constantly park their trucks right onto the sidewalk here. Please put some barrier to prevent people from doing this	4995 5th Street, Mariposa
Bike Racks Please	California State Mining and Mineral Museum, 5005 Fairgrounds Rd, Mariposa
Bike Racks Please	5186 Golden Chain Highway, Mariposa
Can we make this gate have an access point for people walking/biking to upper field. the gate is open enough for people to squeeze through. Might as well make a more accessible access point here.	4949 Trabucco Street, Mariposa
It's extremely intimidating to bike alongside people going 45+ speeds. I hope that there are physical protective measures to keep cars from accidentally driving into the bike lanes.	Golden Chain Highway, Mariposa
A bike trail from town to Stockton Creek reservoir.	Stockton Reservoir Access, Mariposa
A walking path / bike path from the county park to the arts park.	4994 County Park Road, Mariposa
Benches along the path would be wonderful. Is this meant to be using Miller Rd, or a separate path entirely adjacent to Miller?	4880 Miller Road, Mariposa
A walking/bike riding path from the park/skatepark to the arts park.	4994 County Park Road, Mariposa
Please create some accessible walking path between Park and Ride and Miner's Roadhouse. It's extremely tedious to walk all around the block to enter from Golden Chain Hwy.	Miners Inn Motel, 5181 State Highway 49 N, Mariposa
Bike racks please near here.	4996 7th Street, Mariposa
No one will reasonably choose this route going uphill during peak traffic hours unless it was protected. And it's not comfortable to use this uphill unless someone has an E-Bike or other motorized device with the pressure of motor vehicles.	4996 8th Street, Mariposa
Why no sidewalk connecting the businesses down this hill?	5005 5th Street, Mariposa
O'Reilly sidewalk leads straight to pioneer. People already use this as a shortcut, please make it safer (tripping hazards) and accessible to those who cannot take large steps.	4907 Joe Howard Street, Mariposa
Raised Crosswalks at Coakley and Joe Howard. Also between O'Reilly and the apartments.	5011 Coakley Circle, Mariposa

Comment	Nearest Address
We need a raised crosswalk that connects the staircase to the path leading to the rest stop/museum. With all the parked cars, it's extremely difficult to see oncoming traffic (and as a driver, it's a surprise when pedestrians come out from the cars.	5034 Coakley Circle, Mariposa
I would like a bike lane running parallel to the highway through Jessie Street. Less traffic, slower vehicle speeds make it a more comfortable experience.	5093 Jessie Street, Mariposa
I take 11th street to Bullion, to Jones Street on my way to the high school. A few concerns: There is an old strip of path that I use to cycle when there isn't anyone walking on it. But when town is busy, people leave their cars parked on the path and it's very frustrating. 11th and Bullion has a terrible blind spot. It would make it a lot safer if Bullion had a separated bike lane so I don't have to bike on the road or sidewalk. There's plenty of room to make a path there if they removed the parking spots in the small strip between 11th and 10th street, there's plenty of parking lots/spots within 30 seconds of walking. I would like a bike path that directly connects the school, library, courthouse and the restaurants near 1850.	4975 11th Street, Mariposa
I would really love to see bike racks installed in downtown	5010 5th Street, Mariposa
A pedestrian crosswalk would be a good addition at this point for persons crossing from the park and ride lot to the Pioneer Market.	5034 Coakley Circle, Mariposa
It would be great to make the Field across from the Assessor's office and Probation into a Walking Park.	5101 Bullion Street, Mariposa
Would love to see this access re-opened, and if not, to have this bike lane extend to Slaughter House Road to connect to bike trails on that side (really I'd love a dedicated bike lane all the way to Midlines and beyond, but starting small makes sense)	Stockton Reservoir Access, Mariposa
Based on the graphic provided, it looks like the bike lanes would be between parking and the road. It would be much safer if the cycling lanes were made adjacent to the sidewalks, it's much more comfortable and protects me from having to interact with cars pulling in/out of parking or accidentally 'dooring' me. It also makes it easier to stop and get to the shop/destination I'm going without needing to squeeze by parked cars while walking my bike off the road. I've included a picture showing how one looks.	5109 Central Yosemite Highway, Mariposa
It would be very convenient and save a lot of time for locals to access PD Barbershop (and Park and Ride) from Coakley Circle.	5143 Central Yosemite Highway, Mariposa
Will this include a protected crosswalk to connect Rite-Aid sidewalk to Health Food Store? It's impractical to walk all the way to the 4-way intersection to then cross over when it's easier to just run across when no one is driving through. If there is a crosswalk planned, it would be really nice to have a pedestrian island to make it easier to cross at both ends of traffic.	5186 Golden Chain Highway, Mariposa
I think it's a missed opportunity to not connect the bike network to one of the denser housing developments to the other regions such as MES/MCHS, and essential destinations like Pioneer Market and our local banks. Secondly, I feel Joe Howard St. is disproportionately wide for the type of speeds expected through here. I'm curious to know what plans there are to repurpose the excess roadway for protected cycling lanes on both sides. This would help greatly with traffic calming. Granted this is anecdotal, but the amount of drivers I've seen take this corner at blistering speeds while cutting the corner (downhill and uphill) is concerning.	4922 Joe Howard Street, Mariposa
My personal opinion on this section is that this is one of the worst spots to attempt to cycle uphill (towards 1850 for example) Because of blind spots from parked cars and the heavy motor traffic. I understand that my bike will not accelerate as fast as a car in this area, and I would never use this area to bike leisurely because there is so much pressure to bike as fast and determined as possible. As a bike commuter, I nearly always prefer to go up 5th street to take Bullion St. and merge back onto the highway at 8th street on my way home near Coakley Circle because I feel safer in low-traffic and there's more space. Bullion St. would be a wonderful place to provide dedicated bike lanes.	5022 Central Yosemite Highway, Mariposa

Comment	Nearest Address
I've personally seen how vulnerable pedestrians are at this corner, most drivers are so focused on the highway traffic, and pedestrians are often not visible to motorists. I think this is a huge vulnerable spot for someone to get hit when a driver is taking a swift right without noticing someone using the sidewalk. Can the curb be extended to force drivers to take a sharper 90 degree right turn?	4996 8th Street, Mariposa
Because of the steep decline, it would be nice to have a separate bike lane on each side because opposite directions are going at much different speeds. Additionally, there is no protection for cyclists on the right side when interacting with drivers who also want to take a right (leaving the school). Vehicular cycling is not a pleasant experience here.	4983 8th Street, Mariposa
I use this road a lot to bike to work, going up hill is very stressful during peak drop off-pick up hours. On a regular bike I can only go so fast. I think it is a missed opportunity to not provide protected bike lanes to a very high-traffic road.	4971 8th Street, Mariposa
A proper sidewalk from the intersection of Highways 140 and 49 to town on the east side of Highway 140 would be helpful.	5144 Central Yosemite Highway, Mariposa
Please complete the sidewalk to nowhere from the 8th Street to the post office on Jessie Street.	5085 Jessie Street, Mariposa
I am very excited to see these proposed sidewalks in downtown Mariposa. When walking on our streets without sidewalks, I feel uncomfortable and sometimes unsafe. These sidewalks would contribute greatly to improving the quality of life in town.	5061 Bullion Street, Mariposa
Would it be possible to make a small loop that connects to Old Hwy and goes along old Hwy back to the intersection of green and yellow paths, connecting near Miller Road?	4833 Golden Chain Highway, Mariposa
1. COULTERVILLE Main Street pedestrian crosswalk "landings" need to be REMOVED. Both impede parking and potentially present a "squeeze" area for bicycles. One is a misleading handicap crossing. Both are in unusual locations. 2. SPEED needs to be further reduced on Hwy 49 to protect pedestrians and bicycles. 3. Public meetings in Coulterville are a MUST. 4. Consider bike racks	4993 California Highway 132, Coulterville
Would it be possible to convert the pioneer side of Coakley Cir's On-street parking to a dedicated bike lane running all the way up to the highway? I bike to Pioneer frequently, whenever there aren't cars parked on the side, I use that portion a lot.	5034 Coakley Circle, Mariposa
Current Closure to historic Stockton Creek Preserve 140 trail head	Stockton Reservoir Access, Mariposa

Public Draft Plan Comments

In July 2024, the draft Active Transportation Plan was released on the Mariposa County website and feedback was solicited from the community. The Public Comment Period was from July 26 to August 28, 2024.

The Mariposa Gazette published the Public Comment Period on August 1st, 8th, 15th, and 22nd. Mailings to tribal leaders, social services, and other supportive community groups sharing information on the release of the draft plan and soliciting feedback were mailed in late July 2024.County websites and social media also released posts informing the community of the public comment period. Copies of the Draft Plan were available at the front counter of the Public Works office.

Flyers advertising the public comment period were also posted at the following locations:

- Health & Human Services Agency
- County Clerk's Office
- Senior Center
- Mariposa County Library – Main Branch
- Mariposa County Library – El Portal Branch
- Mariposa County Library – Greely Hill-Red Cloud Branch
- Mariposa County Library – Wawona-Bassett Memorial Branch
- Mariposa County Library – Yosemite Branch



The two following comments were received:

Comment #1

I have only done a quick read of this comprehensive report, but noticed several things:

Figure 6 on p 18 Key Destinations: Coulterville - Likely because it is so tiny relative to size of map, it only appears to have a school icon. In fact, there has been no open school there for years and the community hall on the school grounds also became inactive a number of years ago. Thus, this icon should be removed from any current analysis of destinations. On the other hand, perhaps using a cutout/blowup, the post office icon and shopping center icon (assuming that includes restaurants) should both appear, as these are the primary destinations in town. Not sure what museums fit into in the legend options, but it also is an important destination as is the park.

Figure 9 on p 23 Median Household Income confuses me...seems completely wrong... as from the way I read the legend, the orange/ salmon colored areas are the areas with median income the lowest compared to the state median (only 65% of that number), whereas the yellow are still under. but not as much under (about 70-75% of the state overall median). This is opposite of the data I collected when writing a grant last year, and that I just went back and reconfirmed quickly on the U.S. Census Bureau webpage that shows that Coulterville/Greeley Hill median income is $49,844, whereas El Portal is $53,543, Hornitos pop - 100% of the tiny number are above $50K, Mariposa Town is $58,342 and Catheys Valley median is $65,542. I would question my interpretation of the legend explanation except that the paragraph about the chart on p 22 seems to indicate I interpreted the legend correctly.

Figure 15 on P31 Existing Walking Facilities in Coulterville is incorrectly labeled! In fact, none of the 4 small maps of various areas in the county displayed there contains Coulterville.

Figure 21 on p 48 Planned Walking and Bicycling seems to show proposed side walks throughout Historic Downtown Coulterville - both sides of Main from Hwy 49 east past Kow St., much of which has historic board walks; on the tiny 'ally-like' street of Park Lane, along both sides of Highway 49 in front of the hotel, which also has an historic boardwalk, and park which has informal parking between the highway and the park itself that would be severely impacted, and on both sides of Broadway, a very quiet, residential street. Once the County office closes (being relocated to Greeley Hill very soon), Broadway will have even less traffic than the 5-10 cars per hour we probably have now. I wonder if the recommendation for these sidewalks was based n the assumption that a school and community center both existed and were considered "destinations" for pedestrians. The entire area is heavily dependent on tourist visitation, who are drawn to the tiny town because of the old western, rustic charm that would be entirely ruined by these unnecessary sidewalks. And the likelihood of significant increased traffic from the development being proposed for the other end of town is minimal at best.

Rather than draw down on current county funds and add to the future maintenance cost burden such sidewalks would incur, any County funds required for such a project should be utilized for trimming back and maintaining the heavily overgrown shoulders of existing county roads, which would greatly reduce the fire hazard the overgrowth presents, as well as make it safer for the occasional pedestrian to walk on the shoulder rather than in the actual roadway in order to avoid the weeds, potential critters in these weeds and the large branches of poison oak that hang over them now.

Dale Silverman, MBA, CAE, SPHR

President, Mystic Mountain Ranch Consulting

Executive Vice President, emeritus, Assn. of Woodworking & Furnishings Suppliers

Editors note: Errors and typos in the Draft Plan were fixed or otherwise addressed.

Comment #2

My name is Sarah and I am a local resident in the Dexter View neighborhood (above the PG&E office). I saw the opportunity for comment in the Gazette, and just wanted to share my robust support for the sidewalk element of the Plan. Our family walks to town often for recreation and errands, frequently taking our dog along. As we walk along 140 from the stop sign area and along in front of H&L and the feed store, it's common to see locals and tourists alike trying to navigate a space that is not pedestrian friendly due to no sidewalks.

Additionally, as a social worker, I see the lack of sidewalks connecting Idle Wheels (seniors) and the Health and Human Services office areas (which serve other disadvantaged folks) to town an equity, safety, and dignity issue. Town residents already know that someone walking along the guardrail on 49N with a backpack is likely coming from the shelter, why add insult to injury by not even having a safe sidewalk for them to use? I believe it is a way we can show that our community values and cares for the health and well-being of all of our members.

My personal opinion is that walkable sidewalks/ paths that connect vital services and businesses from HHS on 49N through the stop sign and into downtown should be a priority area of this project. Thanks for the opportunity to share my thoughts!

Sarah Salonen

Appendix C
Walking and Biking Facilities Toolkit

Introduction

This appendix discusses best practices for bicycle and pedestrian infrastructure projects and non-infrastructure programs. It is focused on recommendations useful for cities with characteristics similar to Mariposa County. Because no general design guide can cover the unique characteristics of every location, this guidance should be used in conjunction with study of each individual location, engineering judgment, and other necessary considerations as appropriate for each individual application.

New projects and programs are most likely to be successful when implemented in partnership with the community. Strategies for public engagement include the following:

- Talking to the community to understand their desires and priorities
- Implementing new types of facilities incrementally to generate feedback and support
- Publicizing projects and educating the public on the changes to be implemented and their benefits

This guide draws on research and emphasizes engineering judgment, design flexibility, documentation, and experimentation.

Resources

This appendix is based on a review of existing studies, guidelines, and manuals related to pedestrian and bicycle infrastructure and strategies. The following documents are general resources for these topics:

- NACTO Urban Bikeway Guide, 2nd Edition (2014)
- NACTO Urban Streets Design Guide (2013)
- NACTO Transit Street Design Guide (2016)
- FFHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations (2018)
- FHWA Small and Rural Multi-Modal Networks Guide (2016)
- FHWA Separated Bicycle Lane Planning and Design Guide (2015)
- FHWA Bikeway Selection Guide (2019)
- AASHTO Guide for the Development of Bicycle Facilities, 4th Edition (2012)
- US Access Board Publication of the Final Public Right of Way Accessibility Guidelines (PROWAG)(2023)
- Caltrans Highway Design Manual (2020)
- Caltrans Design Information Bulletin (DIB) 94 Complete Streets: Contextual Design Guidance (2024)
- Caltrans Class IV Bikeway Guidance (DIB 89-02) (2022)
- League of American Bicyclists Benchmarking Bike Networks (2022)
- Design Manual for Bicycle Traffic (CROW Manual) (2017)
- ITE Recommended Practices on Accommodating Pedestrian and Bicyclists at Interchanges (2016)
- Association of Pedestrian and Bicycle Professionals Essentials of Bicycle Parking: Selecting and Installing Bicycle Parking That Works (2015)

Bikeways

Several types of bikeways and supporting facilities come together to form a complete bicycle network. Bikeways are classified in Chapter 1000 of the Highway Design Manual into four primary types, arranged in order from most separated and protected to least:

- Class I shared-use paths (bike paths)
- Class IV separated bikeways (cycle tracks)
- Class II bike lanes (includes buffered bike lanes)
- Class III bike routes (shared lanes or bike boulevards)

Bikeway Selection

The FHWA Bikeway Selection Guide and the League of American Bicyclists Benchmarking Bike Networks are good references for selecting bikeway types based on local conditions. Three primary goals are important in guiding bikeway selection:

- Safety: Reducing the frequency and severity of crashes and minimizing conflicts between users.
- Comfort: Minimizing stress, anxiety, and safety concerns for the target design user. (Comfort and safety are closely related.)
- Connectivity: Making trips direct and convenient and offering access to all destinations served by the roadway network and creating seamless and clear transitions between bikeways and general roadways.

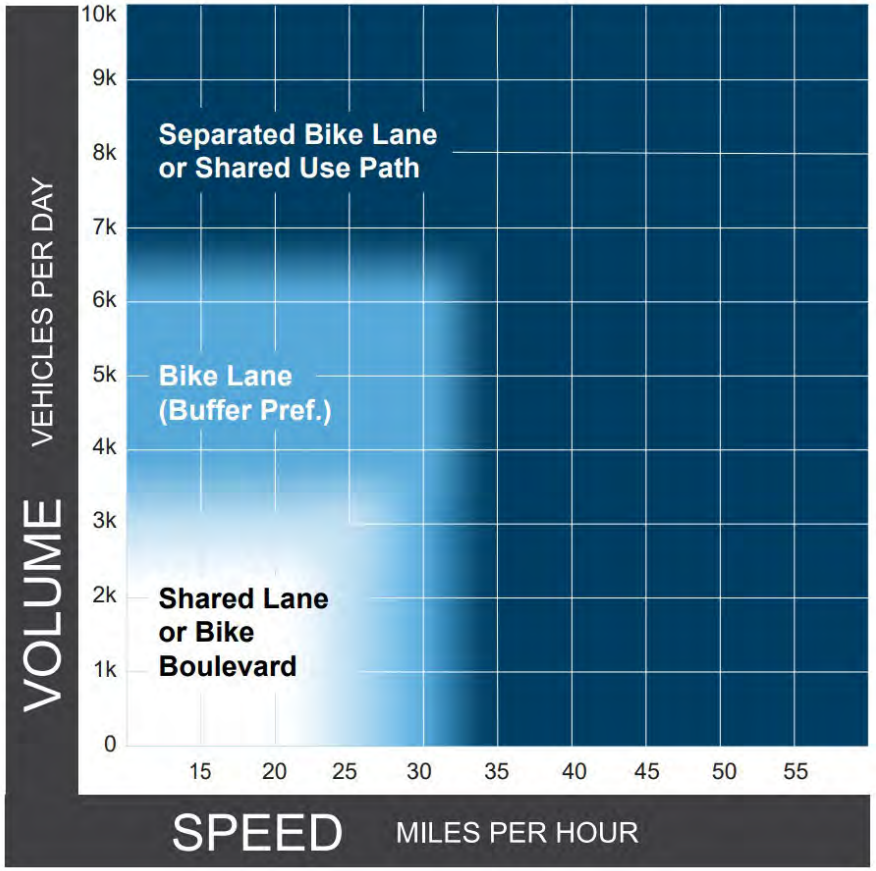
The following graphic from the guide indicates the ideal bikeway type based on vehicle volume and speed in urban, suburban, and rural town contexts. In this graphic and in the following section, bikeways are arranged in order from the most separation and protection from traffic to the least.

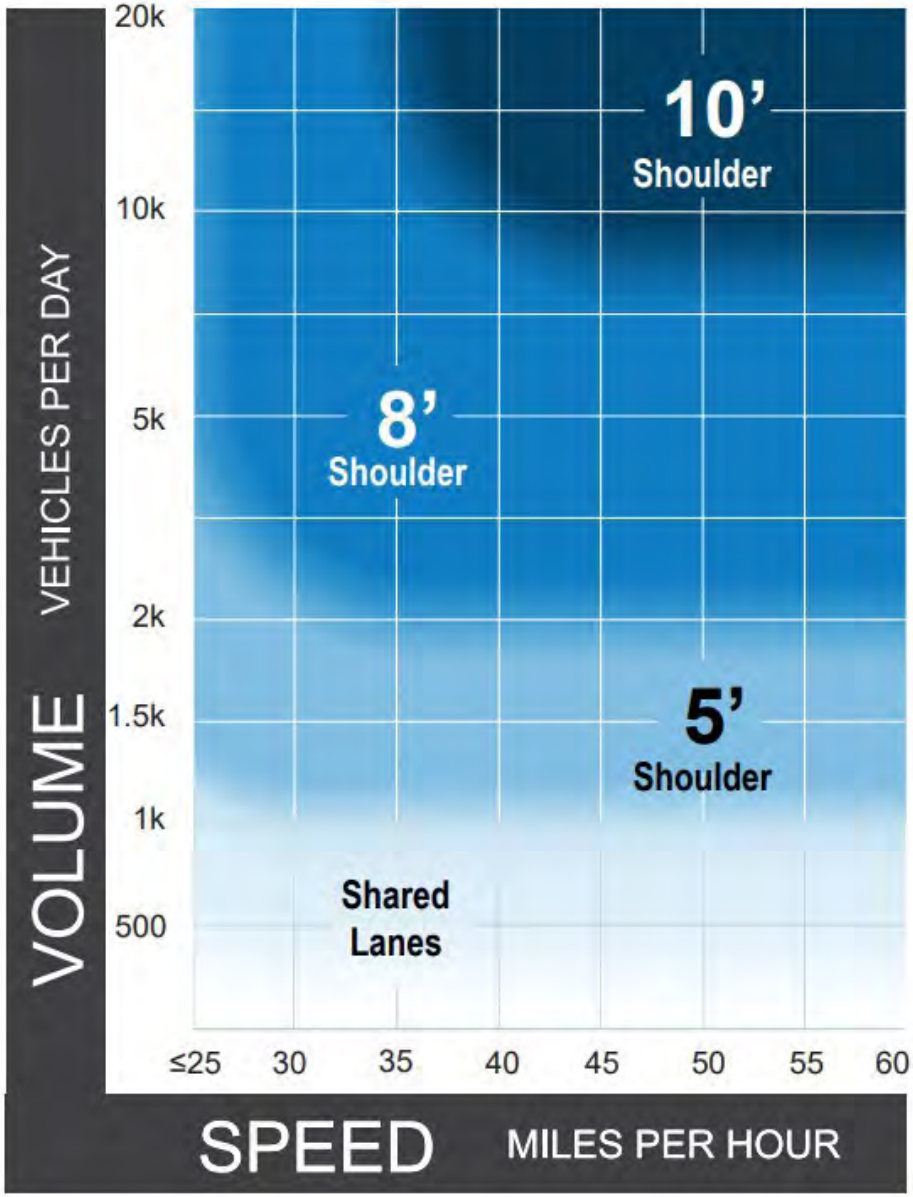
Other factors such as available right-of-way and cost may also influence bikeway selection, especially when retrofitting bikeways onto existing streets. Curb-to-curb width and parking considerations in older neighborhoods can present challenges to design.

As described in the guide, other such factors include the following:

- Unusually high peak hour motor vehicle volumes
- High percentages of trucks and buses
- High parking turnover or curbside activity
- Frequent driveways or intersections
- High concentrations of vulnerable populations such as children and older adults

If the preferred bikeway cannot be provided, the next best bikeway should be considered, as it still may increase comfort and safety for more confident bicyclists. Alternative parallel routes may also be considered.





Shared lanes, paved shoulders, and shared use paths are appropriate bikeway types on rural roadways.

If feasible, rural roads with higher speeds (45 mph or greater) or higher volumes (e.g. above 7,000) should be candidates for shared use paths, especially in locations that attract larger volumes of bicyclists due to scenic views or for routes that serve as key bicycle connections between destinations (FHWA Selection Guide).

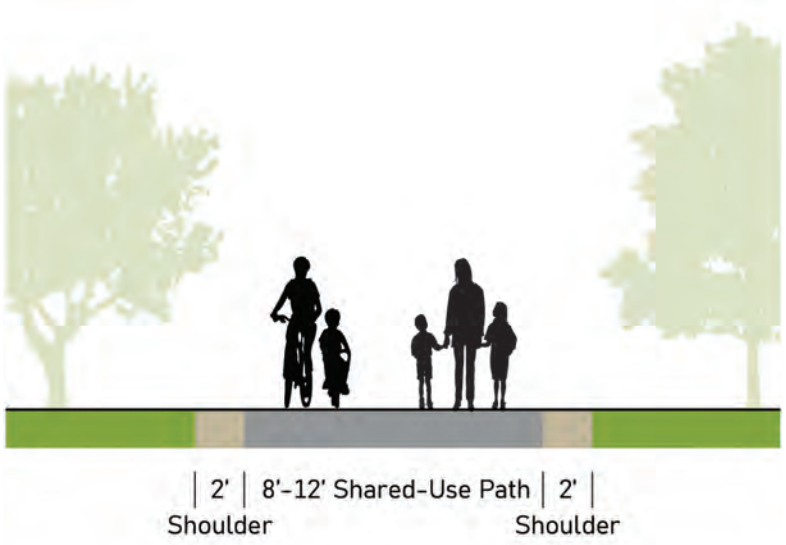
If a shoulder is selected as a preferred bicylce facility in this rural context, the figure to the left from the guide provides guidance for selecting a preferred shoulder width to accommodate bicyclists based on volumes and posted speeds.

Class I Bikeway: Shared-Use Path

Shared-use paths, often referred to as bike paths or multi-use trails, are off-street facilities that provide exclusive use for non-motorized travel by both bicyclists and pedestrians. Shared-use paths have minimal cross flow with motorists and are typically located along landscaped corridors. Shared-use paths can be utilized for both recreational and commute trips. These paths provide an important recreational amenity for bicyclists, pedestrians, dog walkers, runners, skaters, and those using other non-motorized forms of travel. They are frequently designed to offer specific benefits such as a connections not otherwise included in the bicycle or pedestrian network or traversing barriers such as freeways or rivers.

Unless specifically allowed by local laws, equestrians are generally prohibited from using multi-use paths. If horses and riders are allowed to use a bike path, the facility should be designed to accommodate all users, typically with wider widths than traditional multi-use paths.

Mariposa County also has many recreational trails that do not meet the standards of Class I bike paths.



Design principles

- Use where maximum separation from traffic is desired and right-of-way is available.
- Best in locations with little cross-flow.
- For a two-way path, provide a width of at least 8 feet with a two-foot shoulder; 10 feet with a two-foot shoulder is preferred.
- For a one-way path, typically only used when transitioning to an on-street bikeway, provide a width of at least 5 feet and a two-foot shoulder.
- Include street crossings with measures such as bike and pedestrian activated traffic signals, median islands, and warning signs.
- At freeways, highways, and railroads, consider grade-separated crossings.
- Include curb ramps and curb cuts that are convenient and conform to the Americans with Disabilities Act (ADA).
- Ensure adequate path width, sight distance, and drainage.
- Include wayfinding signs for easier navigation.
- Provide shade to encourage use.
- Include scenic attributes such as landscaping and trail placement highlighting views.

Maintenance needs

- Conduct maintenance frequently to avoid hazards such as tree root cracking and debris.
- Refresh faded striping and repair or replace damaged or faded signage.
- Maintain adequate vegetation clearance.

Class IV Bikeway: Separated Bikeway

Class IV separated bikeways, commonly known as cycle tracks, are physically separated bicycle facilities that are distinct from the sidewalk and designed for exclusive use by bicyclists. They are located within the street right-of-way, but provide comfort similar to Class I shared-use paths. The key feature of a separated bikeway is a vertical element that provides physical separation from motor vehicle traffic. Common vertical elements used for separation include a vertical curb, a painted buffer with flexible posts, parked cars, a landscaped area, large planters, or a fixed barrier. Separated bikeways may also be constructed by creating a bikeway at a height above the vehicular lanes. Separated bikeways can be either one-way or two-way, accommodating a single direction of travel or both directions.

Streets with high vehicular volumes and speeds are appropriate candidates for separated bikeways, which increase the comfort of bicyclists on these higher-stress roads. Separated bikeways are most beneficial on streets with 6,000 or more average daily vehicle traffic (ADT) and/or 30 miles per hour (MPH) or greater posted speed limits.

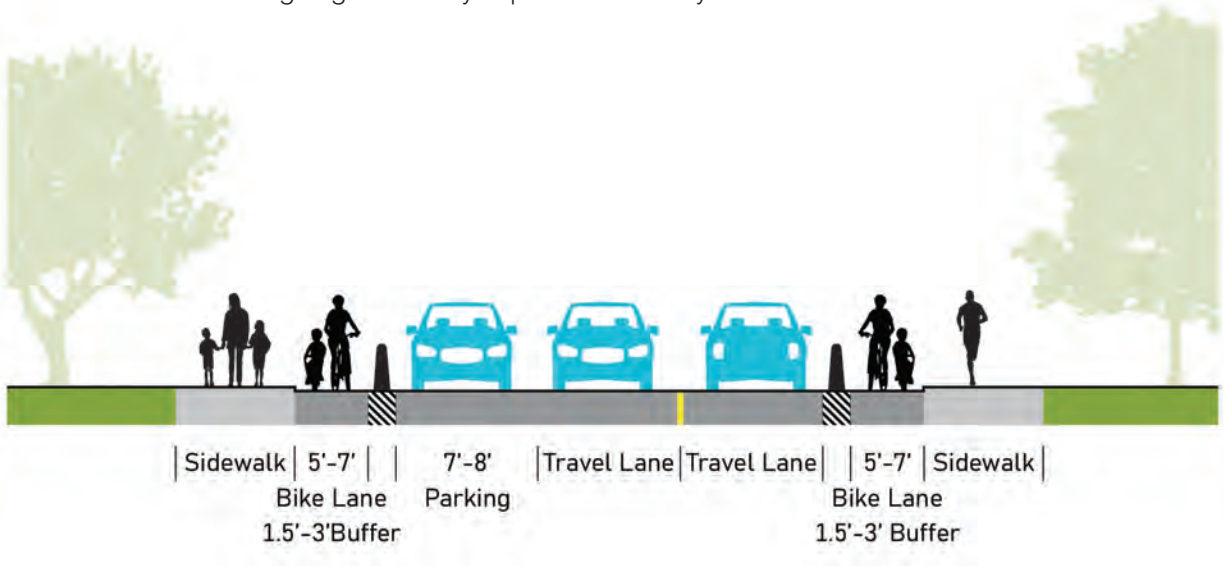
Two-way separated bikeways are most appropriate where destinations are concentrated along one side of a street, the bikeway is connecting to other two-way bikeways, or where the bikeway is located on a one-way street for motor vehicle travel. In these locations, wrong-way bicycling may be likely in a one-way bikeway configuration. Special considerations should be taken at intersections when designing a two-way separated bikeway.

Design principles

- Require wider right-of-way than Class II bike lanes. Preferred bike lane width is 7 feet to allow for passing and maintenance. Also consider minimum width achievable by street sweeper.
- Minimum buffer width should be 18 inches, or 3 feet with parked cars.
- Best placed in areas with fewer driveways to minimize conflicts with motor vehicles.
- Require careful design of appropriate intersection treatments.
- May use skipped green markings in conflict zones.
- Design drainage grates to avoid catching bicycle tires.

Maintenance needs

- Conduct maintenance frequently to avoid roadway hazards such as potholes and debris. Smaller street cleaning equipment may be required to fit between the curb and barrier.
- Maintain posts, bollards, or other physical buffer.
- Refresh faded striping and repair or replace damaged or faded signage.



Best on streets with:

6,000+ vehicles daily

and/or

30 MPH+ speed limits

Class II Bikeway: Bike Lane

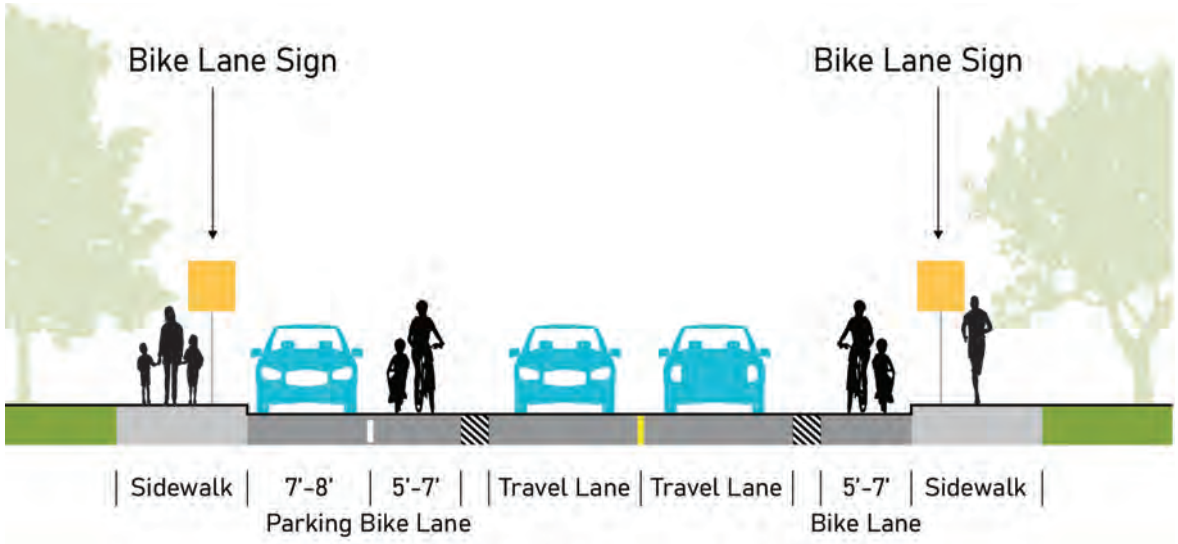
Class II bike lanes are on-street facilities that use striping, stencils, and signage to denote preferential or exclusive use by bicyclists. On-street bikes lanes are located adjacent to motor vehicle traffic. Bike lanes provide adequate space for comfortable riding and alert drivers about the predictable movements of bicyclists.

Design principles

- Provide a width of at least 5 feet. At least 3 feet should be clear of any gutter pan.
- Minimize vehicle travel and parking lane widths to reduce vehicle speeds and create safer roadway conditions for all users, and to provide maximum bike lane widths to allow bicyclists to pass other riders safely and navigate around parked cars and other road hazards.
- As available roadway width for the bike lane increases beyond 5 feet, consider use of painted buffers:
    - Left-side painted buffers on bike lanes improve separation between bicycles and vehicles. They are especially useful in cases with vehicle speeds that are greater than 25 miles per hour.
    - Right-side painted buffers can be added between parallel parked cars and the bike lane to create separation from the door zone, the space in which a driver may open their car door and hit a bicyclist.
- Lane striping (six inches wide) should be dashed through heavily trafficked merging areas, including turn lanes at intersection approaches. Refer to California MUTCD Section 9C.04 for guidance.
- May use skipped green markings in conflict zones.
- Design drainage grates to avoid catching bicycle tires.

Maintenance needs

- Conduct maintenance frequently to prevent and remedy roadway hazards such as potholes and debris.
- Refresh faded striping and repair or replace damaged or faded signage.



Best on streets with:

3,000 - 6,000 vehicles daily

and/or

25 - 30 MPH speed limits

Class III Bikeway: Bike Route

Class III bike routes are streets with signage where bicyclists travel on the shoulder or share a lane with motor vehicles. Class III bike routes are utilized on low-speed and low-volume streets that do not provide enough space for dedicated lanes. Shoulders are preferable but not required on streets with Class III bike routes. In addition to alerting motorists to the presence of bicyclists, bike routes help bike riders find their way to other bikeways or regional destinations like schools and parks.

Shared-lane markings, or sharrows, are an optional pavement marking for bike routes. Sharrows alert drivers that bicyclists are sharing the road and facilitate wayfinding through neighborhoods. Sharrow markings should be painted near the center of the travel lane, out of the parked vehicle door zone.



Bike routes are most beneficial on streets with 3,000 or fewer ADT and 25 MPH or lower posted speed limits.

Design principles

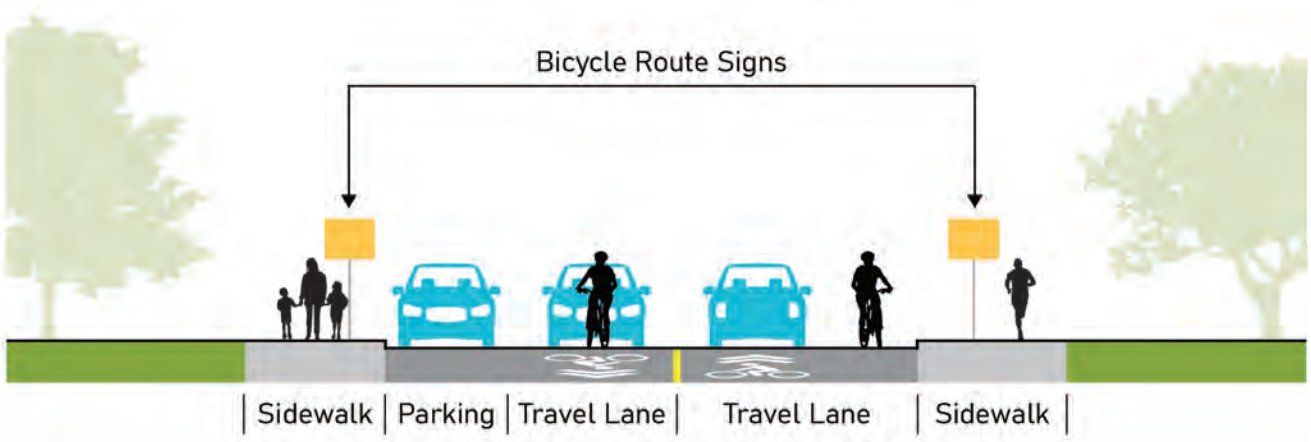
- Shoulders are preferable but not required.
- Sharrow markings can be used to alert drivers to presence of bikes.

Maintenance needs

- Conduct maintenance frequently to prevent and remedy roadway hazards such as potholes and debris.
- Refresh faded striping and repair or replace damaged or faded signage.

Class III Bikeway: Bicycle Boulevard

Bicycle boulevards are bike routes that are intentionally located on low-volume, low-speed local streets that include other features designed to make a low-stress, comfortable, attractive bikeway that prioritizes bicycle travel. These features include shared lane markings, wayfinding signs, and traffic calming features, including at crossings with higher volume arterials. Physical and non-physical measures such as signs, pavement markings, speed lumps, and low or reduced vehicle speeds are utilized to discourage through trips by motor vehicles and create safe, convenient bicycle access.



Best on streets with:

<3,000 vehicles daily

and/or

<25 MPH speed limits

Class III Bike Route with Multi-Use Shoulder

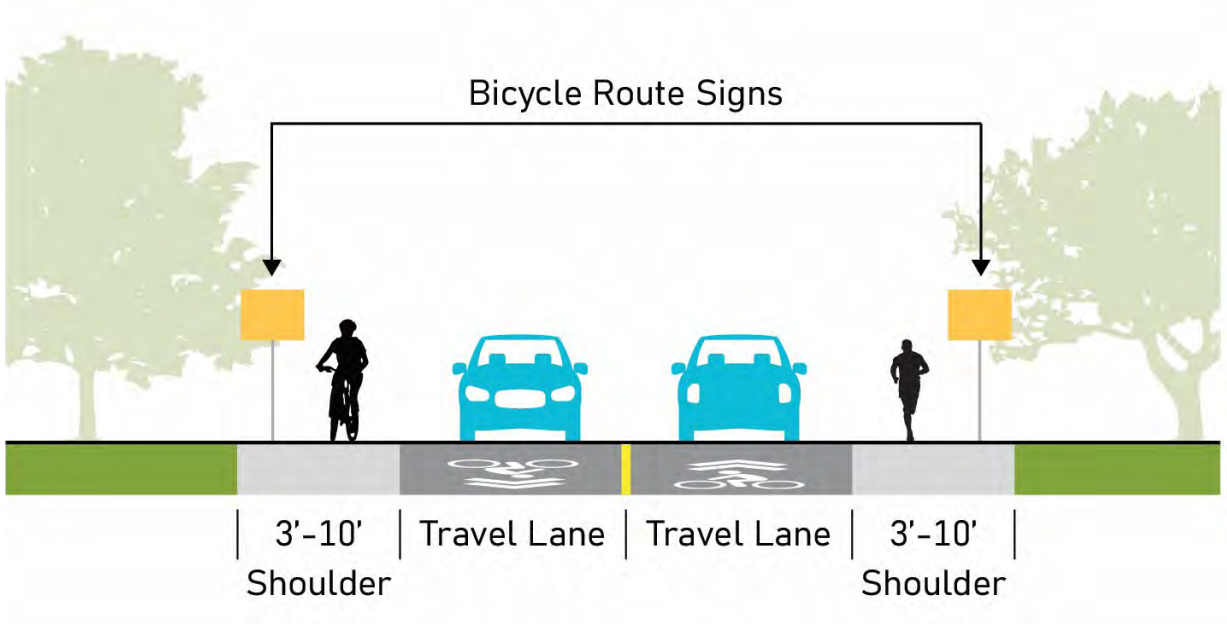
Class III bike routes with multi-use shoulders include the features of Class III bike routes with the addition of a striped shoulder of variable width. This facility is used most frequently in rural areas when jurisdictions wish to maximize road space for bicycles but lack sufficient right-of-way to meet minimum requirements for Class II bike lanes. This facility also accommodates pedestrians, but at a much lower level of comfort than a Class I path or sidewalk.

Design principles

- Use the figure at right to determine preferred shoulder width when retrofitting shoulders. For new construction, follow recommended shoulder widths in the AASHTO Green Book.

Where recommended widths cannot be provided, provide:

- At least 3 feet on open-section roadways with no vertical obstructions immediately adjacent to the roadway and no rumble strips.
- At least 5 feet is recommended from the ace of a guardrail, curb, or other roadside barrier to provide additional operating width, as bicyclists generally shy away from a vertical face.



Maintenance needs

- Conduct maintenance frequently to prevent and remedy roadway hazards such as potholes and debris.
- Refresh faded striping and repair or replace damaged or faded signage.

Yield Roadways

A yield roadway is designed to serve pedestrians, bicyclists, and slow-speed low-volume motor vehicle traffic in the same travel area. Yield roadways serve bidirectional motor vehicle traffic without lane markings.

Yield roadways are appropriate on narrow roads with very low volumes and low vehicle speeds within built-up areas, particularly near residential land uses where most traffic is familiar with prevailing road conditions. They are useful on roads that do not have curb and gutter.

The paved two-way travel lane should be narrow (12-20 feet) to encourage slow travel speeds and require courtesy yielding when vehicles traveling in opposite directions meet. If desired, parking may be located on the paved roadway surface or on gravel or soil shoulders outside of the paved roadway. The parking lane may also serve as a pull-out area while yielding. When possible, the parking lane should be constructed with a contrasting material (such as bituminous, crushed stone, or turf) to differentiate the lane from the travel area.

The US DOT Small Town and Rural Multimodal Networks report and AASHTO Guidelines for Geometric Design of Low-Volume Roads (2nd edition, 2019) provide extensive guidance on these facilities.

Complementary Bicycle Treatments

Green-Colored Pavement

Green markings used in high volume intersections and busy driveway locations. Use skipped green in weaving areas or conflict zones. May be installed with either paint or thermoplastic. Thermoplastic is initially more expensive, but less expensive when considering maintenance life cycle costs. Although not yet incorporated into the California MUTCD, the FHWA MUTCD provides guidance on its use.

Use

- Supplemental marking in high conflict areas to improve safety

Benefits

- Calls attention to vehicle/bicycle conflict areas

Challenges

- Less effective if overused



Source: Fehr & Peers

Through Bike Lanes

Through bike lanes reduce conflicts at intersections by allowing bicyclists to follow the preferred travel path, ideally a straight connection from the preceding bike lane. Traveling at intersections can be particularly challenging if the bike lane ends prior to the intersection forcing a merge with vehicle traffic. Continuing the bicycle lane to the intersection approach provides bicyclists the opportunity to avoid conflicts with turning vehicles. Through bike lanes should be placed to the left of the right-turn only lane. Dotted lines are used to signify the merge area that motorists traverse to get to the right-turn lane.

Use

- Intersections where vehicle lanes conflict with bike lanes

Benefits

- Reduce conflict between through bicyclists and turning vehicles

Challenges

- Typically used with Class II bike lanes and not appropriate for use with Class IV separated bikeways



Source: Fehr & Peers

Bicycle Parking

Bicycle parking encourages ridership by supporting the final stage of a bicycle trip. Locations with high ridership are excellent candidates for bicycle parking, including civic, residential, commercial, and office spaces. At these locations, both short-term and long-term parking should be accommodated.

Short-term bicycle parking is temporary bicycle parking intended for visitors. Bicycle racks are a common form of short-term parking. Bicycle racks in front of stores and other destinations allow patrons to park their bike for short periods. Bike parking should be located in well-lit areas to discourage theft. Installing permanent bicycle racks near main entrances also helps bicyclists feel welcome and encourages them to ride their bicycle again on a return trip. Bicycle racks that allow at least two points of contact, such as the wheel and frame, provide the most protection against theft and accidental damage.

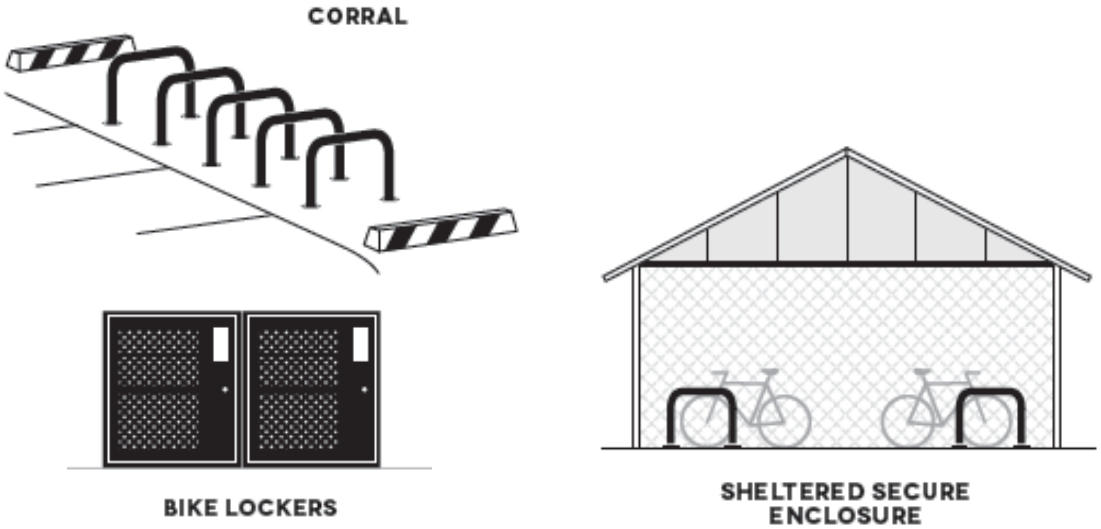
Long-term bicycle parking is intended for employees, students, commuters, and residents to protect bicycles for extended periods. Long-term facilities are more secure than short-term bicycle parking and should fully protect bicycles from theft and weather. Long-term bicycle parking includes bike lockers, bike cages, and bike rooms:

- Bike lockers are outdoor enclosures that accommodate one or two bicycles and are usually leased on a monthly basis or paid short-term use.
- Bike cages are fully enclosed, roofed shelters that house racks of bicycle parking, typically found at schools.
- Bicycle rooms are found inside office or residential buildings, and provide secure indoor parking. Bicycle rooms may feature amenities such as bike pumps and quick-fix tools for employees and residents.

The Association of Pedestrian and Bicycle Professionals (APBP) *Essentials of Bike Parking: Selecting and Installing Bike Parking that Works* (2015) provides guidance for planning and installing bike parking facilities that are effective and secure.



Source: Meena Rugh, The California Aggie.



Source: APBP, Essentials of Bike Parking: Selecting and Installing Bike Parking that Works (2015).

Pedestrian Facilities

Pedestrian facilities include sidewalks and crosswalks, which, with some exceptions, are primarily for pedestrian use. Some types of facilities are shared by both pedestrians and bicyclists, including Class I shared-use paths, which are described earlier in the toolkit.

Sidewalks

Paved areas immediately adjacent to the vehicular right-of-way for the exclusive use of pedestrians. They may be used by people riding bicycles unless prohibited.

Design principles

- Usable width should generally be five feet or more
- Crossings of driveways should be at grade
- Street trees and landscaping provide shade and comfort
- Slower vehicle speeds on the adjacent roadway increase comfort
- Pedestrian-scale lighting can increase safety and security for pedestrian walking outside of daylight hours.

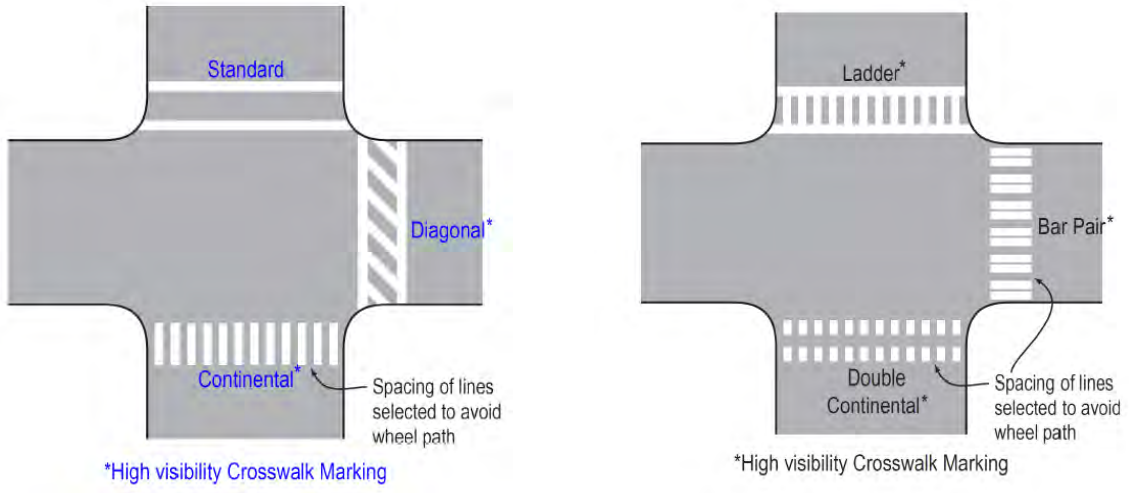
Marked Crosswalks

Marked crosswalks feature striping and other enhancements. These features may be used to raise awareness of the crossing and to delineate the best place to cross. There are two types of marked crosswalks:

- Controlled: With vehicle stop signs or traffic signals.
- Uncontrolled: Without stop signs or traffic signals. Under California law, drivers are legally required to yield to pedestrians at uncontrolled crosswalks.

Design principles

- Although not yet incorporated into the California MUTCD, the FHWA MUTCD provides guidance on when to mark a crosswalk.
- Of the six designs below from the California MUTCD, all except the Standard markings are considered to be high visibility, more easily discerned by drivers.
- Lines in a Continental, Double Continental, or Bar Pair marking should be spaced to avoid the wheel path of vehicles and thus reduce striping maintenance.
- Use stop lines and yield lines in conjunction with signs at crosswalks, as described in the California MUTCD, to improve driver yielding to pedestrians.



Source: Caltrans, 2024. California Manual on Uniform Traffic Control Devices, Figure 3B-19.

Complementary Pedestrian Treatments

The following treatments should be used with sidewalks and crosswalks as warranted. The FHWA Guide for Improving Pedestrian Safety and Uncontrolled Crossing Locations contains detailed guidance for selecting appropriate treatments, as shown in the table at the right. Key inputs are roadway configuration (including number of lanes and presence of a median), vehicle annual average daily traffic (AADT), and posted speed limit. Refer to the Guide for additional recommendations on treatment application.

The Guide also provides information on pedestrian collision analysis and selection of countermeasures based on collision analysis. Use that information when applying countermeasures in response to collision history or systemic safety analysis.

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	❶ 2 4 5 6	❶ 5 6 7 9	① 5 6 ❼ ❾	❶ 4 5 6	❶ 5 6 7 9	① 5 6 ❼ ❾	❶ 4 5 6 7 9	① 5 6 7 9	① 5 6 ❾
3 lanes with raised median (1 lane in each direction)	❶ 2 3 4 5	❶ ❸ 5 7 9	① ❸ 5 ❼ ❾	① 3 4 5 7 9	① ❸ 5 ❼ ❾	① ❸ 5 ❼ ❾	① ❸ 4 5 7 9	① ❸ 5 ❼ ❾	① ❸ 5 ❾
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	❶ 2 3 4 5 6 7 9	❶ ❸ 5 6 7 9	① ❸ 5 6 ❾	① 3 4 5 6 7 9	① ❸ 5 6 ❼ ❾	① ❸ 5 6 ❾	① ❸ 4 5 6 7 9	① ❸ 5 6 ❾	① ❸ 5 6 ❾
4+ lanes with raised median (2 or more lanes in each direction)	❶ ❸ 5 7 8 9	❶ ❸ 5 7 8 9	① ❸ 5 8 ❾	① ❸ 5 7 8 9	① ❸ 5 ❼ 8 ❾	① ❸ 5 8 ❾	① ❸ 5 ❼ 8 ❾	① ❸ 5 8 ❾	① ❸ 5 8 ❾
4+ lanes w/o raised median (2 or more lanes in each direction)	❶ ❸ 5 6 7 8 9	① ❸ 5 6 7 8 9	① ❸ 5 6 8 ❾	① ❸ 5 6 7 8 9	① ❸ 5 6 ❼ 8 ❾	① ❸ 5 6 8 ❾	① ❸ 5 6 ❼ 8 ❾	① ❸ 5 6 8 ❾	① ❸ 5 6 8 ❾

Given the set of conditions in a cell,

- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- ● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- ○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
2 Raised crosswalk
3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
4 In-Street Pedestrian Crossing sign
5 Curb extension
6 Pedestrian refuge island
7 Rectangular Rapid-Flashing Beacon (RRFB)**
8 Road Diet
9 Pedestrian Hybrid Beacon (PHB)**

*Refer to Chapter 4, 'Using Table 1 and Table 2 to Select Countermeasures,' for more information about using multiple countermeasures.
**It should be noted that the PHB and RRFB are not both installed at the same crossing location.

Curb Extensions

Curb extensions, also known as bulb-outs, decrease the pedestrian crossing distance at intersections and improve the visibility of pedestrians waiting to cross the street.

Benefits:

- Reduces time pedestrians are exposed to vehicles

Challenges:

- Potential for higher cost due to drainage accommodations



Source: Fehr & Peers

Median Refuge Islands

Allow pedestrians to cross one direction of traffic then wait in the center of the street to cross the other direction of traffic.

Design principles

- Use on roadways with few gaps in traffic
- Consider in locations with existing medians.
- If no medians are existing, consider creating space by eliminating on-street parking or narrowing vehicle travel lanes.
- Split pedestrian crossover refuge islands, generally used at uncontrolled mid-block locations, encourage pedestrians to look towards the oncoming direction of traffic before completing the crossing.

Benefits

- Reduce time pedestrians are exposed to vehicles
- Narrow roadway, reducing speeds

Challenges

- May restrict or inhibit left turning vehicles



Source: Fehr & Peers

Warning Signage

Improves visibility of crosswalks and increases the likelihood that a driver will yield or stop to pedestrians. Additional signage in school zones helps alert drivers that children, who are known to make unpredictable movements, may be present.

Design principles

- In-street signs are ideal for streets with low vehicle speeds and two lanes. They can be permanently installed or movable for peak hours such as pick-up/drop-off times at schools.
- Overhead signs are more impactful at busier, wider streets. These are typically installed at mid-block crossings or intersections.



Source: Fehr & Peers

Raised Crosswalk

Pedestrian crossings raised to sidewalk level or just below. Act as traffic calming device.

Design principles

- Should not be constructed on streets with sharp curves or steep grades.
- Tactile treatments are needed at the sidewalk/street boundary so that visually impaired pedestrians can identify the edge of the street.

Benefits

- Effective in reducing vehicle speed.
- Allow pedestrian to cross at a nearly constant grade without requiring curb ramps.

Challenges

- May have higher costs due to drainage infrastructure.



Source: Peter Furth, nacto.org

Rectangular Rapid Flashing Beacons

Rectangular Rapid Flashing Beacons (RRFBs) are a type of pedestrian activated warning beacon that improve driver-yielding rates. They consist of rapid-flash system LED beacons that are similar in operation to emergency flashers on police vehicles.

RRFBs have generally shown the greatest effectiveness among the types of pedestrian activated warning beacons. Some jurisdictions also use signs with flashing LEDs within the border of the sign itself. However, these treatments have not been demonstrated to have efficacy comparable to RRFBs.

Benefits

- Increase driver yielding
- Can lead to reduction in pedestrian crashes

Challenges

- Require pedestrian activation
- Do not stop traffic, but require vehicles to yield



Source: Fehr & Peers

Pedestrian Hybrid Beacon

Pedestrian Hybrid Beacons (PHBs), also known as High-intensity Activated crosswalks or HAWK signals, require vehicles to stop at a red light to allow pedestrians to cross. PHBs are ideal for roadways that are higher speeds and volumes than a rectangular rapid flashing beacon, but do not require a full pedestrian signal. They should only be installed in locations that include a marked crosswalk. The California Manual on Uniform Traffic Control Devices (MUTCD) provides details on use of PHBs.

Benefits

- Increases driver yielding
- Can lead to reduction in pedestrian crashes

Challenges

- Similar cost to a pedestrian signal

PHBs operate with the following phases:

1. Flashing Yellow – Upon actuation, beacon flashes yellow
2. Solid Yellow – Alerts drivers pedestrians will soon cross
3. Solid Red – Drivers must stop and remain stopped
4. Flashing Red – Drivers stop and proceed when clear, as they would with a stop sign
5. No Indication – When not actuated, signal is dark



Source: Fehr & Peers

Traffic Signal

When warranted based on the applicable signal warrants in the California MUTCD, a traffic signal to allow pedestrians to utilize a marked crosswalk safely may be appropriate. Countdown pedestrian signal heads should be used at all traffic signals, except where pedestrian crossing is prohibited.

Benefits

- Reduces pedestrian-vehicle conflict points

Challenges

- May increase waiting times for pedestrians and drivers
- High cost

Leading Pedestrian Interval

A leading pedestrian interval (LPI) allows pedestrians to begin crossing a signalized intersection before vehicles begin moving by providing a walk signal three to seven seconds before the corresponding vehicle signal turns green.

Benefits

- Makes pedestrians more visible
- Emphasizes pedestrian right-of-way

Challenges

- May increase waiting times for drivers

Tighter Curb-Return Radii

Tighter curb-return radii require vehicles to slow to turn more sharply at intersections. Reduced vehicle speeds increase driver awareness and thus reduce collision frequency. Slower vehicle speeds also decrease injury severity when collisions occur.

Design principles

- Design should limit turning speeds to 15 miles per hour or less.
- Land use context and design vehicles should be considered when reducing radii; industrial areas with frequent truck traffic may require larger radii than commercial or residential areas.

Benefits

- Reduce vehicle speeds
- Reduce pedestrian crossing distances

Challenges

- Can be costly to retrofit on existing streets
- Drainage and storm sewers need to be considered especially when retrofit

Other Treatments and Support Facilities

Some improvements can serve both bicyclists and pedestrians and can be used in combination with other treatments.

Traffic Calming

Traffic calming devices include a wide range of design treatments capable of reducing vehicle speeds and thus improving the safety and comfort of the transportation network for all users. Reducing vehicle speeds makes travel safer for both bicycles and pedestrians.

Vertical deflection devices cause drivers to experience a physical response that is aggravated when traveling at high speeds. Many existing streets can be retrofitted with vertical measures.

Horizontal deflection devices are used to deflect vehicles from traveling at high speeds. Horizontal deflection measures require drivers to navigate laterally and consequentially reduce speed.

Narrowing traffic calming devices are a sub-category of horizontal deflection traffic calming devices. Wider roads are associated with greater crash rates and higher impact speeds. Narrowing roadways often leads to decreased vehicle speeds and improves safety.

Restriping narrower travel lanes for vehicle traffic via centerline and edgeline striping can reduce motor vehicle speed. Cross-hatch pavement marking applied to outer edge of a roadway to create a shoulder and reduce lane widths if the space is not used for a bike lane or parking. In many locations, interior traffic lanes can be narrowed to 10 feet or less to encourage lower speeds. Narrow lanes can make room in the roadway right-of-way for painted medians, center turn lanes, bicycle lanes, or parking.

Lighting

Sufficient lighting on bicycle and pedestrian facilities prevents collisions that occur due to decreased visibility. Pedestrian walkways should have lighting that allows people to identify faces from a distance of about 30 feet. Lighting should be consistent to reduce deep shadows and avoid excessive glare. It is necessary to maintain conventional light fixtures regularly, keeping lamp bowls clean and promptly replacing bulbs that have burnt out. Newer light emitting diode (LED) fixtures, which have much longer bulb life, have greatly decreased maintenance requirements.

Wayfinding

Wayfinding refers to the network of informational signage posted to guide pedestrians or bicyclists to their destination. Good wayfinding signage presents destination, direction, and distance information in a manner that is easy to read and interpret. Bicycle specific wayfinding must be tailored so that bicyclists can see the information from a comfortable distance. Signs posted at trail junctions and intersections of trails with arterials are particularly helpful. Guidance on sign design and installation is available in Chapter 9B of the California MUTCD and the National Association of City Transportation Officials (NACTO) design guidelines. Wayfinding signage can also be enhanced with average walk times and bike times to destinations and local branding.

Non-Infrastructure Best Practices

In addition to physical changes to the transportation system, other programs can also benefit pedestrians and bicyclists.

Education

Bicycle and Pedestrian Education for Children

Safe Routes to School (SRTS) programs are effective ways to make walking and bicycling to school safer and more accessible for children, including those with disabilities, and to increase the number of children who choose to walk and bicycle. Creation of a SRTS Program typically includes identifying local stakeholders, identification of issues and solutions, and creation of a plan including encouragement, enforcement, education, and engineering strategies. These strategies should be accompanied by a timeline with prioritization and a funding approach. For more information, visit http://guide.saferoutesinfo.org/steps/index.cfm.

Educating school-aged children on safe bicycling is important to establish active habits and travel behaviors early in life. There are a number of different programs and approaches, both formal and informal, which are effective in educating kids about safe bicycling. Kidical Mass is one event, which closes sections of roadway to vehicles, usually a route near the local elementary school, to allow families to ride their bikes without traffic. This empowers kids and families to get on their bikes and familiarizes them with the bike route to school. For more information on Kidical Mass, visit http://kidicalmassdc.blogspot.com/p/abcs-of-family-biking.html.

Bicycle Education for Adults

The League of American Bicyclists has a number of resources to teach safe bicycling including informational packets, curricula, and courses with trained instructors. The Smart Cycling Quick Guide (http://bikeleague.org/quickguide) is an easy-to-read booklet that outlines the basics of a bike, rules of the road, and the knowledge everyone needs to know to ride a bike on a range of facility types safely and confidently. For a short summary, the League of American Bicyclists has a page of Smart Cycling Tips (http://bikeleague.org/content/smart-cycling-tips-0) for biking safely including maintenance and trail etiquette.

Bicycle Ambassadors

Bicycle ambassadors are either volunteers from the community or employees of local advocacy groups that take a leading role in educating, encouraging, and activating the community to be a safer and more comfortable place for bicyclists. Ambassadors have undergone a safety education course and are also supplied with maintenance and educational resources to distribute to the community both formally and informally. This educational model empowers community members through a bottom-up approach to improving bicycle safety and mode share. Some examples of bicycle ambassador programs include:

- Fort Collins: http://bicycleambassadorprogram.org/
- Missoula: http://www.ci.missoula.mt.us/DocumentCenter/Home/View/4604
- Washington, DC: http://www.waba.org/programs/d-c-bike-ambassador/

Encouragement

Encouragement can occur through local groups and regular events and campaigns. Local schools can encourage biking and walking through bike rodeos, fun runs, walkathons, and bike/walk/roll to school events. Programs such as “walking school buses,” a program where kids and families walk to school in groups, are other good opportunities for neighborhood schools to encourage walking. Local running, walking, hiking, and biking events also encourage active engagement for adults. Bike to work events are also useful to encourage adult bicycling.

Typical campaigns are often focused on videos and downloadable materials or public advertisements on buses or public billboards. These campaign messages can be reformatted to reach wider audiences through social media communication tactics. Key messages can be finessed to reach target areas and groups.



Source: May is Bike Month, https://sacbike.org/may-is-bike-month-2023/

Enforcement

Proper enforcement is important to ensuring the safety of the street network for bicyclists and pedestrians. This is done through proper training of law enforcement, increasing the safety of bicyclists and pedestrians, theft prevention, and the proper pairing of education and enforcement.

Local law enforcement can partner with schools to step up enforcement of good motor vehicle behaviors around pedestrians and bicyclists at the beginning of the school year. Continuing this effort periodically throughout the school year and expanding it to other places frequented by pedestrians and bicyclists can further help active transportation.

Training

It is important for the police department to include collision reporting and bicycle and pedestrian rules of the road into their training. There are a number of resources from other communities and national sources that can be used, such as this National Highway Traffic Safety Administration video: http://www.nhtsa.gov/multimedia/bicycles/bicycle_safety_LE.wmv.

Police Participation in Education

Safety, as discussed in the Education section, can also be applied as a responsibility of the police department. Officers practice this by distributing literature on safe pedestrian habits as part of enforcement efforts and meetings and events with students and the public. This can include education on proper helmet use, light giveaways, and targeting infractions.

Bicycle Diversion Programs

Bicycle diversion programs provide bicyclists who are cited for certain infractions the option to attend a bicycle safety class rather than paying a ticket. This educational component is associated with a greater degree of lasting behavior change.

Bike Theft

The fear and reality of bike theft can be a barrier to bicycling for all users. Recommendations for reducing bike theft include improving locking practices through education, providing adequate bicycle parking facilities, providing bicycle registration, providing recovery resources and programs, and offender detection such as bait bikes.



Source: MTBR, reviews.mtbr.com/how-to-get-your-stolen-bike-back

Speed Management

Raising awareness of speeding is important at a neighborhood level and can be achieved through local events and education. Residents are less likely to speed if they know their neighbors.

Speed monitoring programs train residents in using radar detectors which then distribute warnings to speeding vehicles. This type of program helps residents understand that this is a local and personal issue and the importance of driving the speed limit. Pairing education with enforcement by distributing warnings and educational materials before giving tickets provides drivers with a deeper understanding of the law and its value.

Speed feedback signs and radar trailers that display real-time signs and flash when drivers exceed the limit. Radar trailers are appropriate on a temporary basis only. These treatments are useful on corridors with prevalent cases of speeding that lack room for physical measures or in conjunction with recent construction of physical measures.

However, speed monitoring and feedback signs may have only temporary effectiveness as drivers grow accustomed to their presence.



Electric Mobility Devices

Electric bicycles (e-bikes) and other electric mobility devices such as electric scooters are a rapidly growing new transportation alternative in cities and other areas in California. These devices provide a potential option to cover longer travel distances and steeper grades. Bike share companies that include electric bikes and electric scooter rentals are common in many cities. By improving personal mobility without requiring use of a car, these devices may also be an appealing option to aging but active populations.

E-Bikes

The definition of an e-bike per CVC 312.5 is "an electric bike is a bicycle with fully operable pedals and an electric motor of less than 750 watts." California designates three classes of e-bikes (CVC Section 312.5):

- **Class 1** – low-speed pedal-assisted electric bicycle: Bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the e-bike reaches 20 mph.
- **Class 2** – low-speed throttle-assisted electric bicycle: Bicycle equipped with a throttle-actuated motor that ceases to provide assistance when the e-bike reaches 20 mph.
- **Class 3** – speed pedal-assisted electric bicycle: Bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the e-bike reaches 28 mph.

Class 1 and 2 e-bikes are generally treated similarly to regular bicycles:

- There is no minimum age to ride.
- Helmets are required for ages 17 and under.
- Allowed on all classes of bikeways, unless prohibited by the local jurisdiction (CVC Section 21207.5).

Class 3 e-bikes have more limitations on their use:

- Riders must be 16 years of age or older.
- A helmet is required for all riders.
- They are allowed on Class II bike lanes or Class III bike routes, but not allowed on Class I shared-use paths or Class IV protected bikeways (CVC Section 21207.5).

Electric Scooters

California Vehicle Code defines an electric scooter as a "motorized scooter": any two-wheeled device that has handlebars, has a floorboard that is designed to be stood upon when riding, and is powered by an electric motor. This device may also have a driver seat that does not interfere with the ability of the rider to stand and ride and may also be designed to be powered by human propulsion (California Vehicle Code Section 407.5). Limitations on their use include:

- Riders must use Class II bike lanes when they are present (CVC Section 21229).
- Motorized scooters are not allowed on roads with a speed limit in excess of 25 miles per hour, unless in a Class II bike lane or Class IV separated bikeway (CVC section 21235). This prohibition includes street designated as Class III bicycle routes. A local authority may, by ordinance or resolution, authorize the operation of a motorized scooter outside of a Class II or Class IV bikeway on a highway with a speed limit of up to 35 miles per hour.
- Motorized scooters are allowed on all other classes of bikeways unless prohibited by the local jurisdiction (CVC Section 21230).
- Riders are prohibited from using sidewalks, except when entering or leaving adjacent property.
- A helmet is required for all riders under 18 years of age.
- A valid driver's license or instruction permit is required.
- Speeds are limited to 15 miles per hour.
- Leaving a scooter on its side on a sidewalk, or otherwise parking one so that there was not an adequate path for pedestrians, is prohibited.

Electrically Motorized Boards

According to California Vehicle Code, the term "electrically motorized board" is any wheeled device that has a floorboard designed to be stood upon when riding with a maximum speed of 20 miles per hour. The device may be designed to also be powered by human propulsion (CVC Section 313.5).

- Use is restricted to roads with speed limits of 35 miles per hour or less, unless operated in a Class II or Class IV bikeway. On other bikeways, speed is limited to 15 miles per hour (CVC Section 21294).
- Riders must be 16 years of age or older.
- A helmet is required for all riders.

Electric Personal Assistive Mobility Devices

According to California Vehicle Code, the term "electric personal assistive mobility device" (EPAMD) means a self-balancing, non-tandem two-wheeled device that can turn in place, with a maximum speed of 12.5 miles per hour (CVC Section 313). The most common example is the Segway. "Pedestrian" includes use of EPMADs (CVC Section 467). EPAMDs can operate on bikeways and sidewalks unless prohibited by the local jurisdiction, but must yield to pedestrians (CVC Sections 21281.5 and 21282).

Access

Laws for each electric device are different. E-bikes generally have more options for locations to ride, as summarized in Table D-1.

Bike and Scooter Share

In addition to private ownership, bikes, e-bikes, and scooters are available through short-term point-to-point rental or "shared" systems. Bike share systems at first were primarily based on docks, or unmanned physical locations where a bike could be rented or returned, with docks located at destinations across an area.

More recently "dockless" systems, where bikes or scooters, equipped with appropriate wireless technology, could be rented at any location or left at any location, have become more widespread. The systems can often be deployed and operated at lower cost that docked systems. However, concerns have arisen in some locations about dockless bikes or scooters being parked in inappropriate locations, in particular when they have blocked pedestrian flows. Some cities have responded to this by developing "corrals," marked pavement locations where bikes or scooters can be left standing out of the way of pedestrians and other traffic.

Table C-1: Permitted Access of Electric Mobility Devices in California

	Class I Shared-Use Path	Class II Bike Lane	Class III Bike Route	Class IV Separated Bikeway	Additional comments
Class 1 E-Bike	Allowed	Allowed	Allowed	Allowed	
Class 2 E-Bike	Allowed	Allowed	Allowed	Allowed	
Class 3 E-Bike	Prohibited	Allowed	Allowed	Prohibited	
Electric Scooter	Allowed	Allowed	Allowed (if speed limit ≤ 35 mph)	Allowed	Prohibited from roads with speed limit > 35 mph
Electrically Motorized Board	Allowed	Allowed	Allowed	Allowed	
Electric Personal Assistive Mobility Device	Allowed	Allowed	Allowed	Allowed	

Note: Local jurisdictions may enact further restrictions.
Source: California Vehicle Code 2018, Fehr & Peers, 2024.

Considerations When Determining Access Policy

When determining access for electric bicycles and other electric devices, the following issues should be considered:

- Electric mobility devices provide increased mobility for users who are less able to use regular bicycles due to age or disability.
- Terrain with frequent elevation changes may discourage some people from walking or bicycling as transportation. Electric mobility devices may encourage more people to reduce use of motor vehicles.
- Higher-speed electric mobility devices may generally be faster than most bicycles and pedestrians.
- Some non-electric bike users and pedestrians may consider e-bikes and other powered to detract from their experience on bikeways and trails.
- Consideration should be given to regulating parking and storage of devices so that they do not impede pedestrian or other traffic, in particular through the use of corrals.
- The data that bike and scooter share companies collect can be valuable to a jurisdiction seeking to understand the movement of people and planning for them.

Policy Options

Use of these devices is expect to continue to expand, and sharing services are expected to spread.

Electric scooters have spread rapidly into different cities, but some concerns have attended their spread. A large concern with scooters has been their mixing with much slower pedestrian traffic. Some cities have responded by prohibiting sidewalk use, but on streets with fast vehicles and heavy traffic without bike lanes, they may be forced to mix with vehicular traffic, which may be less comfortable or safe and reduce overall use. Speed limits for scooters are another option, but enforcement may be challenging.

Jurisdictions have several policy options for e-bikes and other electric mobility devices. Different policies may be enacted for each device. Access options include the following:

- Continue with existing access as allowed by state law.
  - This option provides the most mobility and accessibility for those who use these transportation options.
- Prohibit access to sidewalks and Class I shared-use paths, where pedestrians are also present, but continue access to other bikeways.
  - This option separates the slowest and some of the fastest users of the path, but will not eliminate all fast riders, as regular bicycles may travel as fast as or faster than e-devices.
  - This option would result in more e-devices mixing with motor vehicle traffic.
  - In some locations, there may be no access for electric scooters, which are prohibited from roads with speed limits greater than 35 mph unless a bike lane or separated bikeway is available.
- For Class 3 e-bikes, prohibit access to all bikeways except Class III bike routes.
  - This option provides the greatest restriction and separation.
  - This option would force e-devices to mix with vehicular traffic, which may be less comfortable or safe and reduce overall use of e-devices, and under some conditions may be prohibited by state law.

When developing these policies, consideration should also be given to other issues:

- Develop policies concerning parking and storage of these devices, especially sharing systems, to minimize impacts on flows of pedestrians and other vehicles. These policies may require use of corrals, prohibit blocking of entrances, or other aspects.
- Develop data sharing agreements in conjunction with permitting new shared services.

Appendix D
Proposed Projects, Prioritization, and Cost Estimates

This appendix provides lists of prioritized projects for the County, including lengths, costs, and if the project is in a disadvantaged community, and explains how projects were prioritized and costs were estimated.

Prioritization

As discussed in the Implementation chapter, the projects identified to develop the network were prioritized based on several criteria, weighted based on relative importance:

- Proximity to key destinations, including schools, parks, medical facilities, and activity centers
- Collision locations
- Disadvantaged community indicators
- Population density
- Judgment of County staff

Cost Estimation

Cost estimates are based on unit costs developed from recent local projects. These unit costs are identified in Table D-1 below. In a few cases, more detailed cost estimates were available and used. All project cost estimates are high-level, and more detailed study of individual project will be required to refine them. Land acquisition, road widening, and utility relocation costs are not included unless otherwise noted. Specific costs will vary based on local conditions.

Pedestrian crossing improvements are based on the typical costs shown in Table D-2. These criteria are for cost estimating purposes, the actual design of the crossing treatment will require additional study and must meet California MUTCD standards.

Costs for planned projects in each jurisdiction are provided in Tables D-3 to D-5. In Table D-9 Facility Types, "MU" denotes Multi-use shoulder and "SO" denotes Signage Only.

Table D-1: Bicycle and Pedestrian Improvement Unit Costs

Facility	Cost	Unit	Assumptions
Sidewalks	$369,600	Per side per mile	For 6 foot sidewalk, including curb and gutter (but no drainage)
Class I Shared-Use Path	$955,000	Per mile	Includes engineering costs, 2-inch hot mix asphalt (HMA) over 4-inch aggregate base (AB), excavation, striping, trail curb, drainage, and 30% contingency and mobilization cost
Class II Bike Lane	$380,000	Per centerline mile (both sides of street)	Includes engineering costs, slurry seal (width of vehicle lanes and two bike lanes), striping, signage (1000-foot spacing), no widening of the roadway, and 30% contingency and mobilization cost
Class III Bike Route with Multi-Use Shoulder	$750,000	Per centerline mile (both sides of street)	Generally encompasses widening the roadway. Includes pavement (4-inch HMA/8-inch AB), roadway excavation, striping, and signage (1,000-foot spacing), and 30% contingency and mobilization cost
Class III Bike Route with Signage Only	$15,000	Per centerline mile (both sides of street)	Includes engineering costs, signage and sharrow markings (1000-foot spacing for each), and 30% contingency and mobilization cost.

Source: Mark Thomas, 2023.

Table D-2: Intersection Treatment Unit Costs

Facility	Cost	Unit
High visibility crosswalk	$1,500	Per crossing
Bulb-out/curb extension	$10,000	Per corner
Rectangular rapid flashing beacons (RRFBs)	$46,500	Per crossing
Pedestrian hybrid beacon (PHB) or pedestrian signal	$200,000	Per crossing

Source: Bennett Engineering, 2023.

Table D-3: Mariposa County Sidewalk Projects in Bootjack

Location	Side of Street	Length (miles)	Priority	Cost
Darrah Rd east of Cole Rd	north side	0.04		$16,600
Darrah Rd east of Cole Rd	south side	0.05		$20,000
Bootjack Ln east of Darrah Rd	north side	0.05		$17,400
Bootjack Ln east of Darrah Rd	south side	0.06		$22,500
Darrah Rd west of Bootjack Ln	south side	0.05		$18,300

Source: Fehr & Peers, 2024.

Table D-4: Mariposa County Sidewalk Projects in Coulterville

Location	Side of Street	Length (miles)	Priority	Cost
Main St between existing sidewalk and Broadway	north side	0.23		$84,200
Main St between SR 49 and Broadway	south side	0.32		$116,700
Broadway between SR 49 and Cemetery Rd	south side	0.21		$76,400
Broadway between SR 49 and Cemetery Rd	north side	0.22		$80,100
SR 49 between Broadway and Main St	east side	0.07		$27,700
SR 49 between Broadway and Main St	west side	0.06		$23,800
SR 49 between W 1st St and SR 132	west side	0.03		$12,800
Park Ln (full extent)	west side	0.08		$28,000

Source: Fehr & Peers, 2024.

Table D-5: Mariposa County Sidewalk Projects in El Portal

Location	Side of Street	Length (miles)	Priority	Cost
El Portal Rd between Foresta Rd and SR 140	east side	0.09		$31,600
Rancheria Flat Rd between Barium Mine Rd and Foresta Rd	west side	0.16		$58,500
Rancheria Flat Rd between Boulder Ln and Barium Mine Rd	east side	0.08		$29,700
Rancheria Flat Rd between Barium Mine Rd and existing sidewalk	east side	0.09		$32,900
Barium Mine Rd between Rancheria Flat Rd and Foresta Rd	south side	0.23		$84,200
Rancheria Flat Rd north of Boulder Ln	east/south side	0.09		$31,900
Red Bud Ln cul-de-sac	south side	0.07		$24,200
Boulder Ln cul-de-sac	south side	0.05		$18,400
Foresta Rd in front of spill over parking lot	south side	0.07		$26,600
Foresta Rd near Barnum Rd intersection for the YARTS bus stop	south side	0.02		$6,700
Foresta Rd between existing crosswalk and in front of El Portal Post Office/bus stop	south side	0.04		$14,000

Source: Fehr & Peers, 2024.

Table D-6: Mariposa County Sidewalk Projects in Other Communities

Community	Location	Side of Street	Length (miles)	Priority	Cost
Greeley Hill	Greeley Hill Rd between Bean Creek Ln and Fiske Rd	south side	0.09		$31,600
Hornitos	Bear Valley Rd between Mechanic St and Hornitos Rd	east side	0.16		$58,500
Hornitos	Bear Valley Rd between High St and Mechanic St	east side	0.08		$29,700
Hornitos	High St between Bear Valley Rd and Mechanic St	west side	0.09		$32,900
Hornitos	High St between Mechanic St and Hornitos Rd	west side	0.23		$84,200
Greeley Hill	Fiske Rd between Community Club and existing sidewalk near Charter School	east side	0.09		$31,900
Ponderosa Basin	Harris Rd bridge across East Fork Chowchilla River	south side	0.07		$24,200
Ponderosa Basin	Harris Rd bridge across East Fork Chowchilla River	north side	0.05		$18,400

Source: Fehr & Peers, 2024.

Table D-7: Mariposa County Sidewalk Projects in Mariposa

Location	Side of Street	Length (miles)	Priority	Cost
3rd St between SR 49 S and Bullion St	north side	0.03		$12,700
3rd St between SR 49 S and Bullion St	south side	0.03		$12,400
4th St between SR 49 and Bullion St	north side	0.04		$16,100
4th St between SR 49 and Bullion St	south side	0.04		$14,600
5th St in front of 5th Street Inn	north side	0.01	High	$5,100
5th St in front of Castillo's and the Grove House west of Bullion St	south side	0.02		$8,000
6th St between Bullion St and Jones St	north side	0.05	High	$18,700
6th St between Bullion St and Jones St	south side	0.06	High	$22,200
6th St between Jones St and Mariposa St	north side	0.11	High	$41,000
6th St between Jones St and Mariposa St	south side	0.10	High	$38,100
6th St between SR 49 and Bullion St	north side	0.04	High	$14,600
6th St between Stroming Rd and SR 49	north side	0.04	High	$14,200
6th St between Stroming Rd and SR 49	south side	0.06	High	$20,600
7th St between Bullion St and Jones St	north side	0.05	High	$17,700
7th St between Bullion St and Jones St	south side	0.05	High	$18,100
7th St between existing sidewalk near Mariposa Utility District office and Charles St	north side	0.03	High	$9,300
7th St between SR 49 and Bullion St	south side	0.05	High	$19,000
8th St between Bullion St and Jones St	north side	0.04		$16,000
8th St between Jones St and Old Hwy	north side	0.04		$15,000
8th Street between Jessie St and SR 140	north side	0.02	High	$8,800
8th Street between Mariposa Creek Parkway and SR 140	south side	0.07	High	$26,200
9th St between Jessie St and SR 140	north side	0.02		$7,800
9th St between Jones St and Old Hwy	south side	0.08		$29,000
9th St between Jones St and Old Hwy	north side	0.08		$28,400
10th St between Jones St and Old Hwy	south side	0.06	High	$23,900
10th St between Jones St and Old Hwy	north side	0.06	High	$20,600
11th St between Charles St and Bullion St	north side	0.04		$16,500
11th St between SR 140 and Bullion St	south side	0.07		$26,900
12th St between Bullion St and Jones St	north side	0.04		$16,500
12th St between Bullion St and Jones St	south side	0.04		$16,400
12th St between Charles St and Bullion St	north side	0.05		$16,800
12th St between Charles St and Bullion St	south side	0.05		$16,900

Location	Side of Street	Length (miles)	Priority	Cost
12th St between Jessie St and SR 140	south side	0.01		$5,200
12th St between SR 49 and Charles St	north side	0.02		$7,700
12th St between SR 49 and Charles St	south side	0.02		$7,300
13th St between Bullion St and Jones St	north side	0.04		$16,400
13th St between Bullion St and Jones St	south side	0.04		$16,500
13th St between Charles St and Bullion St	north side	0.05		$16,900
13th St between Charles St and Bullion St	south side	0.05		$16,800
Around Mariposa History Museum Display	north, west, and south side	0.04		$16,000
Bullion St between 10th St and 8th St	west side	0.11	High	$38,800
Bullion St between 12th St and 11th St	east side	0.05		$18,700
Bullion St between 12th St and 11th St	west side	0.05		$16,700
Bullion St between 13th St and 12th St	east side	0.05		$16,900
Bullion St between 13th St and 12th St	west side	0.05		$16,800
Bullion St between 4th St and 3rd St	west side	0.05		$17,700
Bullion St between 5th St and 4th St	west side	0.04		$16,000
Bullion St between 6th St and 3rd St	east side	0.16	High	$60,400
Bullion St between 7th St and 6th St	east side	0.04	High	$16,600
Bullion St between 7th St and 6th St	west side	0.05	High	$16,700
Bullion St between 8th St and 7th St	east side	0.13	High	$46,600
Bullion St between 8th St and 7th St	west side	0.13	High	$46,300
Bullion St between 8th St and 7th St	west side	0.03	High	$11,100
Bullion St between 9th St and 8th St	east side	0.05		$16,700
Bullion St between Jones St and 13th St	west side	0.17		$62,200
Bullion St between Jones St and 13th St	east side	0.16		$59,800
Charles St between 12th St and 13th St	east side	0.05		$16,900
Coakley Cir west of Jessie St	south side	0.05	High	$18,700
County Park Rd	east side	0.19	High	$71,400
Frank Wilson Rd between Lemee Ln and SR 49	south side	0.02		$8,500
Hospital Rd between driveway and Smith Rd	east side	0.10		$35,700
Hospital Rd between northern driveway and Smith Rd	west side	0.14		$51,500
Jessie St between 10th St and 8th St [Part of 11th Street Paseo Project]	NA	0.10		$36,000

Location	Side of Street	Length (miles)	Priority	Cost
Jessie St between 12th St and 9th St	east side	0.10		$38,700
Jessie St between 9th St and 8th St	east side	0.05		$18,200
Joe Howard St between Antone Rd and O'Reilly Auto Parts	south side	0.06	High	$22,400
Joe Howard St between PD Quick and apartments	east side	0.04	High	$13,600
Jones St between 10th St and 9th St	right side	0.05	High	$17,000
Jones St between 10th St and 9th St	west side; west of parking	0.05	High	$16,900
Jones St between 12th St and existing sidewalk	west side	0.03	High	$10,900
Jones St between 13th St and 10th St	east side	0.16	High	$59,600
Jones St between 13th St and 12th St	west side	0.05	High	$17,100
Jones St between 7th St and 6th St	east side	0.05	High	$19,000
Jones St between 7th St and 6th St	west side	0.05	High	$16,800
Jones St between 8th St and 7th St	west side	0.12	High	$46,200
Jones St between 9th St and 8th St	west side	0.04	High	$16,400
Jones St between Bullion St and 13th St	north/east side	0.22		$80,100
Jones St between Bullion St and 13th St	south/west side	0.19		$68,600
Jones St between existing sidewalk and 10th St	west side	0.03	High	$10,200
Jones St between SR 49 and Bullion St	north side	0.05	High	$17,800
Jones St between SR 49 and Bullion St	south side	0.05	High	$18,700
Mariposa St between 6th St and dead end	west side	0.11	High	$39,500
Mariposa St between 6th St and Trabucco St	east side	0.04	High	$13,400
Mariposa St between existing sidewalk south of Trabucco St and dead end	east side	0.05		$18,600
Old Hwy between 9th St and 8th St	east side	0.09		$31,700
Old Hwy between 9th St and 8th St	west side	0.06		$23,000
Smith Rd between Spriggs Ln and Hospital Rd	south side	0.10		$38,000
Smith Rd between Spriggs Ln and Hospital Rd	north side	0.09		$35,000
Smith Rd between SR 49 and Spriggs Ln	north side	0.20		$72,100
Smith Rd from Hospital Rd to SR 140	south/west side	0.27		$101,500
Spriggs Ln between Mariposa Senior Services and Smith Rd	north side	0.23		$85,400
SR 49 / 140 between Coakley Cir (N) and 12th St	east side	0.08		$29,800
SR 49 / 140 between Jones St and Coakley Cir	east side	0.18	High	$65,200
SR 49 / 140 between Jones St and north of Coakley Cir	west side	0.14	High	$53,400

Location	Side of Street	Length (miles)	Priority	Cost
SR 49 / 140 between 13th St and 12th St (including expansion of the Mariposa Museum Display with additional landscaping)	west side	0.02	High	$12,200
SR 49 / 140 between 12th St and 11th St	east side	0.05	High	$17,600
SR 49 / 140 between 11th St and 9th St	west side	0.06	High	$20,800
SR 49 / 140 between 11th St and 8th St	east side	0.16	High	$59,500
SR 49 / 140 between 8th St and 7th St	east side	0.11	High	$42,000
SR 49 / 140 between 4th St and 3rd St	east side	0.05	High	$18,900
SR 49 between Circle Dr and Joe Howard St	south side	0.46	High	$169,400
SR 49 between existing sidewalk (near MC HHS) and Mari Way	east side	0.07		$26,900
SR 49 between Frank Wilson Rd and Circle Dr	south side	0.34		$124,600
SR 49 between Frank Wilson Rd and existing sidewalk near HHS and Smith Rd	east side	0.04		$15,800
SR 49 between Mari Way and Smith Rd	north side	0.21		$77,900
SR 49 between Pony Espresso driveway and SR 140	north side	0.05	High	$18,300
SR 49 between Smith Rd and existing sidewalk near Heritage House	north side	0.28	High	$103,400
SR 140 between Smith Rd and SR 49	west side	0.22	High	$79,700
Stroming Rd between 8th St and County Park Road	west side	0.18	High	$66,900
Stroming Rd between County Park Road and existing sidewalk	west side	0.02		$7,700

Source: Fehr & Peers, 2024.

Table D-8: Mariposa County Crossing Projects

Community	Intersection/Location	Recommendation	Priority	Cost
Coulterville	SR 49 & Main Street	Upgrade crosswalk with RRFB or PHB		$1,500
Catheys Valley	SR 140 & Hornitos Rd	Crosswalk on NE, SE, and NW legs		$4,500
El Portal	Foresta Rd & Rancheria Flat Rd	Crosswalk on north and west legs		$3,000
Fish Camp	SR 41 & Summit Rd	Crosswalk south leg (pending Class I on east side of road)		$1,500
Greeley Hill	Greeley Hill Rd & Fiske Rd	Construct curb and crossing across Fiske Road to connect to existing crosswalk, upgrade existing crosswalk to high-vis	High	$11,500
Lake Don Pedro	Lake Don Pedro Elementary School - Hidalgo St & Banderilla Dr	Curb reconstruction on the northwest corner, upgrade to high-visibility crosswalks		$11,500
Mariposa	6th St & Jones St	Crosswalk on east and south legs	High	$3,000
Mariposa	SR 49 & Mariposa County Fairgrounds	Crosswalk connecting Mariposa Creek Parkway (west of SR 49) to Fairgrounds		$1,500
Mariposa	SR 140 & Mariposa Creek Parkway	Crosswalk, upon construction of Mariposa Creek Parkway east of SR 140		$1,500
Mariposa	Jones St & 10th St	Curb extensions and crosswalks	High	$13,000
Mariposa	Smith Rd & Spriggs Ln	Crosswalk on north side to connect to planned sidewalk on Spriggs Ln		$1,500
Mariposa	SR 49 N/SR 140 & Jones St	Curb extensions and crosswalks	High	$46,000
Mariposa	Jessie St & 12th St	Crosswalk on north leg		$1,500
Mariposa	SR 49 N/Mariposa County Jail Driveway	Crosswalk on north side to connect Loop trail		$1,500
Mariposa	SR 49 & Smith Rd	Crosswalk on south leg with RRFB		$48,000
Mariposa	SR 49 & Joe Howard St	Crosswalk on south leg and east leg, corner curb improvement on southwest corner, pedestrian median island, prohibit southbound left turns out of driveway immediately to the west	High	$23,000
Mariposa	Joe Howard St & Joe Howard St, near Sierra Garden Apartments	Crosswalk on east leg		$1,500
Mariposa	Joe Howard St & Coakley Cir	Crosswalk on west leg		$1,500
Mariposa	Coakley Cir & Jessie St	Curb extension on south corner; new crosswalk on west leg		$11,500
Mariposa	SR 49/140 & Jessie St/8th St	Curb extension all corners	High	$40,000
Mariposa	Coakley Cir south of Pioneer Market driveway	Mid-block crossing	High	$1,500
Mariposa	Stroming Rd Parking to County Park Rd	Stairs		$20,000

Source: Fehr & Peers, 2024.

Table D-9: Mariposa County Bicycle Facility Projects

Community	Location / Extent	Facility Type	Length (miles)	Priority	Cost
Bear Valley	SR 49 from Coulterville to Bear Valley Rd	Class III MUS	13.69		$10,264,100
Bear Valley/Hornitos	Bear Valley Rd from Hornitos Rd to SR 49	Class III SO	10.40		$156,000
Bear Valley/ Mariposa/ Mt. Bullion	SR 49 from Bear Valley Rd to SR 140	Class III MUS	9.90		$7,424,100
Bootjack	Carleton Rd from Triangle Rd to Silva Rd	Class III SO	2.83		$42,400
Bootjack	Silva Rd from Carleton Rd to SR 49	Class III MUS	1.09		$814,000
Bootjack	Silva Rd from Triangle Rd to Carleton Rd	Class III SO	3.19		$47,800
Bootjack	SR 49 from Bootjack to Chowchilla Mtn Rd	Class III MUS	6.69		$5,021,100
Bootjack	SR 49 from Silva Rd-Indian Peak Rd to Bootjack Ln	Class II	1.04		$395,400
Bootjack/Mariposa	SR 49 from Ben Hur Rd to Silva Rd/Indian Peak Rd	Class III MUS	2.76	High	$2,073,700
Buck Meadows	SR 120 within Mariposa County limits	Class III MUS	2.04		$1,532,800
Catheys Valley	Hornitos Rd from Old Toll Rd to SR 140	Class III SO	6.01		$90,100
Catheys Valley	Indian Gulch Rd from Hornitos Rd to SR 140	Class III SO	8.94		$134,100
Catheys Valley	Old Hwy from SR 140 to Buckeye Rd	Class III SO	11.00		$165,000
Catheys Valley	School House Rd and SR 140 between Catheys Valley Elementary School and Catheys Valley Park	Class I	1.43		$1,361,900
Catheys Valley	SR 140 from east of Catheys Valley Park to Yaqui Gulch Rd	Class III MUS	7.06		$5,291,600
Catheys Valley	SR 140 from MPA County Boundary to Hornitos Rd	Class III MUS	8.84		$6,628,400
Catheys Valley	SR 140 from School House Rd to east of Tower Rd	Class II	1.21		$459,700
Coulterville	Cemetery Rd from Coulterville Cemetery to Greeley Hill Rd	Class III MUS	0.18		$136,100
Coulterville	Greeley Hill Rd from SR 49 to Dogtown Rd	Class II	0.43		$162,100
Coulterville	SR 132 from Mahoney Gulch to SR 49	Class II	1.43		$542,000
Coulterville	SR 49 from Mariposa/Tuolumne County limit to Oak Ridge Rd	Class III MUS	3.63		$2,724,400
Coulterville	SR 49 from Oak Ridge Rd to SR 132	Class II	0.53		$200,300
Coulterville	SR 49 from SR 132 to Buckhorn Fire Rd	Class II	1.35		$514,800
Coulterville/Greeley Hill	Greeley Hill Rd from SR 49 (Coulterville) to Fiske Rd (Greeley Hill)	Class III MUS	6.35	High	$4,761,900
El Portal	Foresta Rd from Spur Rd to Crane Creek Rd	Class III MUS	2.28		$1,710,300
El Portal	Foresta Rd from SR 140 to Spur Rd	Class III MUS	0.44		$329,300
El Portal	Loop from Rancheria Flat Rd at Foresta Rd to Barium Mine Rd back to Foresta Rd	Class III SO	0.42		$6,200
El Portal/Midpines	SR 140 from Triangle Rd to El Portal Rd/Yosemite NP	Class III MUS	23.81	High	$17,859,500
Fish Camp	SR 41 (Fish Camp) between Summit Rd and Jackson Rd	Class I	0.15		$144,400
Fish Camp	SR 41 from Yosemite NP Entrance to Mariposa/Madera County Boundary	Class III MUS	3.06		$2,296,500

Community	Location / Extent	Facility Type	Length (miles)	Priority	Cost
Foresta	Foresta Rd south of Le Conte Way	Class III SO	0.40		$6,000
Greeley Hill	Dextrer Rd/Fiske Rd from MPA County Boundary to Greeley Hill Rd	Class III SO	4.01	High	$60,100
Greeley Hill	Greeley Hill Rd from Fiske Rd (Greeley Hill) to Smith Station Rd	Class III MUS	1.76	High	$1,323,500
Greeley Hill	Greeley Hill Rd/Briceburg Rd from Smith Station Rd to SR 140	Class III MUS	21.62		$16,216,000
Greeley Hill	Smith Station Rd from MPA County Boundary to Greeley Hill Rd	Class III SO	3.83		$57,500
Hornitos	Hornitos Rd from Bear Valley Rd to Old Toll Rd	Class III SO	5.96		$89,400
Hornitos	Hornitos Rd from MPA County Boundary to Bear Valley Rd	Class III SO	5.70		$85,500
Lake Don Pedro	Banderilla Dr from Hidalgo St (Lake Don Pedro Elementary School) to Ranchito Dr	Class III SO	2.55		$38,200
Lake Don Pedro	Banderilla Dr from Villareal Dr/Ranchito Dr to Ranchito Dr (Lake Don Pedro)	Class III SO	2.53		$38,000
Lake Don Pedro	Hidalgo St from SR 132 to Lake Don Pedro Elementary School/Banderilla Dr	Class III SO	0.51		$7,600
Lake Don Pedro	Merced Falls Rd from Ranchito Dr to MPA County Boundary	Class III SO	7.91		$118,700
Lake Don Pedro	Ranchito Dr from Banderilla Dr to Merced Falls Rd	Class III SO	1.03		$15,400
Lake Don Pedro	Ranchito Dr from Villareal Dr to Banderilla Dr	Class III SO	1.36		$20,400
Lake Don Pedro	SR 132 (west of Lake Don Pedro) from County Boundary to County Boundary	Class III MUS	3.21		$2,404,200
Lake Don Pedro	SR 132 from Mariposa/Tuolumne County Boundary to Mahoney Gulch	Class III MUS	7.63		$5,721,500
Mariposa	10th St SR 49/SR 140 to Bullion St	Class I	0.07	High	$66,800
Mariposa	11th St Paseo	Class I	0.02	High	$18,100
Mariposa	12th Street / Park & Ride driveway from Coakley Cir to Jessie St	Class III SO	0.12	High	$1,800
Mariposa	4th St between Bullion St and SR 140/ SR 49	Class III SO	0.05	High	$800
Mariposa	5th Street from Mariposa Creek Parkway to SR-140/SR-49	Class III MUS	0.05	High	$37,500
Mariposa	8th St from SR 49 / 140 to Bullion St	Class III SO	0.07	High	$1,000
Mariposa	Ben Hur Rd from Buckeye Rd/Ben Hur Rd to SR 49	Class III SO	3.91		$58,600
Mariposa	Bullion St between 12th St and 8th St	Class II	0.23	High	$87,400
Mariposa	Bullion St between 8th St and 3rd St	Class III SO	0.37	High	$5,500
Mariposa	Bullion St south of 3rd St	Class III MUS	0.06	High	$46,000
Mariposa	Jessie St from 12th St to 8th St	Class III SO	0.26	High	$4,000
Mariposa	Joe Howard St from SR 49 to Antone Rd	Class I	0.23	High	$224,100
Mariposa	Jones St between SR 49/SR 140 and 8th St	Class III SO	0.55	High	$8,300
Mariposa	Mariposa Creek Parkway from adjacent to Creekside Terraces community to Joe Howard St	Class I	0.66	High	$626,800
Mariposa	Mariposa Creek Parkway from Joe Howard St to 8th St	Class I	0.39	High	$372,600
Mariposa	Mariposa Creek Parkway from Miller Rd to Fairgrounds/SR 49	Class I	0.53	High	$508,400
Mariposa	Mariposa Creek Parkway from SR 140 to Old Hwy/end of Miller Rd	Class I	1.16	High	$1,104,600
Mariposa	Mariposa Creek Parkway from SR49 to adjacent to Creekside Terraces community	Class I	0.65	High	$618,700
Mariposa	Old Hwy from SR 49 to Morman Bar Crossing	Class III SO	0.64		$9,500

Community	Location / Extent	Facility Type	Length (miles)	Priority	Cost
Mariposa	Old Hwy N from Bullion St to 9th St	Class II	0.19	High	$70,300
Mariposa	Old Hwy N from SR 140 to 9th St	Class III SO	1.09	High	$16,300
Mariposa	Smith Rd from SR 49 to SR 140	Class III SO	0.59	High	$8,900
Mariposa	SR 140 from Martin Rd to SR 49 junction	Class II	1.85	High	$703,700
Mariposa	SR 140 from Old Hwy N to SR 49 junction (Mariposa)	Class II	0.80	High	$304,100
Mariposa	SR 140 from Slaughter House Rd to Triangle Rd	Class III MUS	3.36		$2,519,800
Mariposa	SR 140/49 (Mariposa) from 6th St to 4th St	Class III SO	0.14	High	$2,100
Mariposa	SR 140/49 from northern junction at Jones St to 6th St	Class II	0.69	High	$263,700
Mariposa	SR 49 from Frank Wilson Rd (HHS) to SR 140 junction	Class II	0.92	High	$348,700
Mariposa	SR 49 from SR 140 south junction to Ben Hur Rd	Class II	1.79	High	$679,500
Midpines	Colorado Rd from Whitlock Rd to SR 140	Class III SO	4.39		$65,900
Mt. Bullion	Agua Fria Rd from SR 49 to SR 140	Class III SO	2.29		$34,400
Mt. Bullion	Mt Bullion Cutoff Rd from SR 49 and SR 140 (Mariposa)	Class III SO	2.97		$44,500
Mt. Bullion	Old Toll Rd from Hornitos Rd to SR 49	Class III SO	6.73		$100,900
Unincorporated County	Ben Hur Rd from Raymond Rd to County Boundary	Class III SO	0.91		$13,600
Unincorporated County	Ben Hur Rd/Raymond Rd from Buckeye Rd to Raymond Rd south	Class III SO	12.90		$193,500
Unincorporated County	Buckeye Rd from Old Hwy Rd/Yaqui Gulch Rd to Ben Hur Rd	Class III SO	2.35		$35,300
Unincorporated County	Chowchilla Mtn Rd from Harris Cut Off Rd to Summit Rd	Class III SO	5.88		$88,300
Unincorporated County	Chowchilla Mtn Rd from Summit Rd to Yosemite NP	Class III SO	0.83		$12,400
Unincorporated County	Chowchilla Mtn Rd/Harris Cut Off Rd from SR 49 to Chowchilla Mtn Rd	Class III SO	3.69		$55,300
Unincorporated County	Old Hwy Rd from Yaqui Gulch Rd/Buckeye Rd to Morman Bar Crossing	Class III SO	3.27		$49,100
Unincorporated County	SR 140 from Yaqui Gulch Rd to Martin Rd	Class III MUS	2.22		$1,667,300
Unincorporated County	SR 49 from Chowchilla Mtn Rd to County Limit	Class III MUS	4.78		$3,582,700
Unincorporated County	Tip Top Rd from Triangle Rd to SR 49	Class III SO	2.53		$37,900
Unincorporated County	Triangle Rd from Carleton Rd to Westfall Rd	Class III SO	6.66		$99,900
Unincorporated County	Triangle Rd from SR 140 to Carleton Rd	Class III SO	1.78		$26,800
Unincorporated County	Triangle Rd from Westfall Rd to SR 49	Class III SO	3.15		$47,200
Unincorporated County	Westfall Rd from Triangle Rd to Chowchilla Mtn Rd	Class III SO	3.63		$54,400
Unincorporated County	Whitlock Rd from SR 49 to Colorado Rd	Class III MUS	7.84		$5,882,400
Unincorporated County	Yaqui Gulch Rd from SR 140 to Old Hwy Rd	Class III SO	3.16		$47,400

Source: Fehr & Peers, 2024.

Appendix E
Funding Sources

The funding sources on the following pages are organized into state and federal opportunities. A brief description is provided for each. Note that funding sources may be limited to certain project types. For further details on each funding program, visit the link provided.

Table E-1: State Funding Sources

Source/Program	Agency	Description	Project Types	Website
Active Transportation Program	California Department of Transportation (Caltrans)	Primary statewide funding program for active transportation projects, non-infrastructure programs, and planning. Annual cycle.	Infrastructure, Non-Infrastructure, Planning	https://catc.ca.gov/programs/active-transportation-program
Affordable Housing and Sustainable Communities (AHSC) Program	Strategic Growth Council	Program funds can be used for projects which demonstrate reduction in vehicle miles traveled through fewer or shorter vehicle trips or mode shift to transit use, bicycling or walking within areas lacking high quality transit, with an emphasis on providing disadvantaged community benefits.	Infrastructure, Non-Infrastructure	https://sgc.ca.gov/programs/ahsc/
Clean Mobility Options Program	California Air Resources Board	This pilot program makes $20 million available for low-emission mobility projects (such as bike sharing and on-demand shuttles) in disadvantaged and low-income communities.	Infrastructure	http://www.cleanmobilityoptions.org/
Land and Water Conservation Fund	California Department of Parks and Recreation	These grants provide funding for the acquisition or development of land to create new outdoor recreation opportunities for the health and wellness of Californians.	Infrastructure	https://www.parks.ca.gov/?page_id=21360
Local Streets and Roads (LSR) Program	California Transportation Commission	The purpose of the program is to provide approximately $1.5 billion per year to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.	Infrastructure	https://catc.ca.gov/programs/sb1 /local-streets-roads-program
Local Partnership Program (LPP)	California Transportation Commission	The primary objective of this program is to provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements. Funding includes $200 million per year to improve aging infrastructure, active transportation, and safety.	Infrastructure	https://catc.ca.gov/programs/sb1 /local-partnership-program

Source/Program	Agency	Description	Project Types	Website
Local Transportation Fund (LTF)	California Department of Transportation (Caltrans) [Administered by MCLTC]	Limited amounts (2%) from the Local Transportation Fund (LTF), which is part of the Transportation Development Act (TDA) and derived from a ¼ cent of the general sales tax collected statewide, can be used for bicycle and pedestrian facilities. Article 3 funds for planning and construction of pedestrian and bicycle facilities are administered locally through MCLTC and are allocated to member agencies based on population and taxable sales.	Infrastructure	https://dot.ca.gov/programs/rail-and-mass-transportation/transportation-development-act
Office of Traffic Safety Grant Program	Office of Traffic Safety	The Program provides funds annually to prevent serious injury and death resulting from motor vehicle crashes. Projects need to be supported by local crash data that demonstrates a need for funding. Safety education and encouragement campaigns for pedestrian and bicycles safety. Applications are due every January.	Non-Infrastructure	https://www.ots.ca.gov/Grants/
Reconnecting Communities: Highways to Boulevards	Caltrans	In response to the adoption of Streets & Highways Code 104.3, this Pilot Program was launched. Funding is for planning and constructing the conversion of key underutilized highways in the state into multimodal corridors to reconnect communities divided by transportation infrastructure. The historical harm will be addressed through community-based transportation planning, design, demolition, and/or reconstruction of local streets, parks, or other infrastructure.	Infrastructure, Planning	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/rc-h2b
Recreational Trails Program	California Department of Parks and Recreation	The Recreational Trails Program (RTP) provides funds annually to develop non-motorized recreational trails and trails-related facilities.	Infrastructure	https://www.parks.ca.gov/?page_id=24324
Road Maintenance and Rehabilitation Account & Highway Users Tax Account (RMRA & HUTA)	California State Controlled	A percentage of RMRA funding is apportioned by formula to eligible cities and counties pursuant to Streets and Highways Code section 2032(h) for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system. Revenues from the gas tax deposited into the Highway Users Tax Account (HUTA), apportioned by the SCO to cities and counties.	Infrastructure	https://www.sco.ca.gov/aud_road_maintenance_sb1.html
Solutions for Congested Corridors Program (SCCP)	California Transportation Commission	The program provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. This statewide, competitive program makes $250 million available annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement.	Infrastructure	https://catc.ca.gov/programs/sb1 /solutions-for-congested-corridors-program
State Transportation Improvement Program (STIP)	California Transportation Commission	The STIP is the biennial five-year plan adopted by the CTC for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. As the Metropolitan Planning Organization, local agencies should work through MCLTC to nominate projects for inclusion in the STIP.	Infrastructure	https://catc.ca.gov/programs/state-transportation-improvement-program

Source/Program	Agency	Description	Project Types	Website
Sustainable Transportation Planning Grants	Caltrans Division of Transportation Planning	The program encourages local and regional planning that furthers state goals, including the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission.	Planning	https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants
Sustainable Transportation Equity Project (STEP)	California Air Resources Board	The project funds clean transportation and supporting projects that increase transportation equity by addressing community-identified transportation needs and increasing access to key destinations and services without increasing GHG emission and vehicle miles traveled. STEP funds active transportation infrastructure, zero-emission buses, and public transit subsidies.	Infrastructure, Non-Infrastructure, Planning	https://ww2.arb.ca.gov/resources/fact-sheets/sustainable-transportation-equity-project
Transformative Climate Communities (TCC) Program	Strategic Growth Council and Department of Conservation	The program funds community-led development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities. TCC is one of many California Climate Investments programs.	Infrastructure	http://www.sgc.ca.gov/programs/tcc/
Urban Greening Program	California Natural Resources Agency	The program supports the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. Proposed projects can include tree planting, and construction of bicycle paths, bicycle lanes, or pedestrian facilities to connect important destinations.	Infrastructure	https://resources.ca.gov/grants/urban-greening

Source: Fehr & Peers, 2023; Caltrans, 2023

Table E-2: Federal Funding Sources

Source/Program	Agency	Description	Project Types	Website
Carbon Reduction Program	U.S. Department of Transportation (DOT) Federal Highway Administration (FHWA) [Administered by MCLTC]	The programs seeks to reduce transportation emissions through the development of state carbon reduction strategies and by funding projects designed to reduce transportation emissions as established by the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL).	Infrastructure, Non-Infrastructure	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp.cfm
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	U.S. Department of Transportation (DOT) Federal Highway Administration (FHWA) [Administered by MCLTC]	The program provides a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. The program supports surface transportation projects and other related efforts that contribute to air quality improvement and provide congestion relief, including bicycle and pedestrian facilities, shared micromobility projects, diesel engine retrofits, transit improvements, and more. Federal funds from STBGP and CMAQ programs are allocated to MCLTC. Distribution is allocated either competitively or proportionally according to jurisdiction population.	Infrastructure, Non-Infrastructure	https://www.fhwa.dot.gov/environment/air_quality/cmaq/
Highway Safety Improvement Program (HSIP) Grants	U.S. Department of Transportation (DOT) Federal Highway Administration (FHWA)	The program focuses on roadway safety; projects with documented collision history are typically ranked higher. While this funding source is often used for major roadway improvement projects, installation of traffic signals, and most other cost-intensive projects, funding has routinely been awarded to bicycle and pedestrian projects. Successful projects have included: median refuges and curb extensions, curb, gutter, and sidewalk, paved shoulders, upgraded traffic signals with pedestrian countdown signals, pedestrian-scale lighting, bicycle lane striping, crosswalk striping, and rectangular rapid flashing beacons (RRFB). The Caltrans Division of Local Assistance (DLA) manages California's local agency share of HSIP funds. Solicitation varies from annually to semi-annually.	Infrastructure	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)	U.S. Department of Transportation (DOT)	This grant program provides funding to support surface transportation resilience to natural hazards including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, and community resilience and evacuation routes. The discretionary program offers two types of awards: planning grants and Competitive Resilience Improvement Grants.	Infrastructure, Planning	https://www.transportation.gov/rural/grant-toolkit/promoting-resilient-operations-transformative-efficient-and-cost-saving

Source/Program	Agency	Description	Project Types	Website
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	U.S. Department of Transportation (DOT)	The discretionary grants help municipalities, Tribal governments, counties, and others complete critical freight and passenger transportation infrastructure projects. Half of the funding will go to projects in rural areas, and at least $15 million in funding is guaranteed to go towards projects located in Areas of Persistent Poverty or Historically Disadvantaged Communities.	Infrastructure	https://www.transportation.gov/RAISEgrants
Rural Surface Transportation Grant Program	U.S. Department of Transportation (DOT)	The Rural Surface Transportation Grant Program supports projects that improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.	Infrastructure	https://www.transportation.gov/grants/rural-surface-transportation-grant
Safe Streets and Roads for All (SS4A)	U.S. Department of Transportation (DOT)	The program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The SS4A program supports the U.S. Department of Transportation's National Roadway Safety Strategy and our goal of zero roadway deaths using a Safe System Approach. Funding is available until 2026. Over $3 billion is still available for future funding rounds.	Infrastructure, Planning	https://www.transportation.gov/grants/SS4A
Surface Transportation Block Grant Program (STBGP)	U.S. Department of Transportation (DOT) [Administered by MCLTC]	Federal funding is authorized through the Surface Transportation Block Grant Program (STBGP). The STBGP provides flexible funding that may be used by localities for projects on any federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects. STBG promotes flexibility in local transportation decisions and provides flexible funding to best address regional and local transportation needs. Federal funds from STBGP and CMAQ programs are allocated to MCLTC. Distribution is allocated either competitively or proportionally according to jurisdiction population.	Infrastructure	https://www.fhwa.dot.gov/specialfunding/stp/

Source: Fehr & Peers, 2024; Caltrans, 2023.

Appendix F
Plan Conformance With ATP Guidelines

Table G-1 identifies the page number of the plan or the specific appendix where each required element for active transportation plans, according to the California Transportation Commission 2025 Active Transportation Program Guidelines, is addressed in this ATP.

Table G-1: Required Active Transportation Plan Elements

Item	Requirement	Pages
A	**Mode Share:** The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from the implementation of the plan.	Existing: 17 Increase: 57
B	**Description of Land Use/Destinations:** A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, major transit hubs, and other destinations. Major transit hubs must include, but are not limited to, rail and transit terminals and ferry docks and landings.	Existing: 17-18, Appendix A Proposed: Figure A-1
C	**Pedestrian Facilities:** A map and description of existing and proposed pedestrian facilities including those at major transit hubs and those that serve public and private schools.	Existing: 30-32 Proposed: 45-49
D	**Bicycle Facilities:** A map and description of existing and proposed bicycle transportation facilities including those at major transit hubs and those that serve public and private schools.	Existing: 30-34 Proposed: 45-50
E	**Bicycle Parking:** A map and description of existing and proposed end-of-trip bicycle parking facilities. Include a description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments. Also, include a map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Existing: 32 Proposed: 47, 49
F	**Wayfinding:** A description of existing and proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	Existing: 45 Proposed: 45
G	**Non-Infrastructure:** A description of existing and proposed bicycle and pedestrian education and encouragement programs conducted in the area included within the plan.	Existing & Proposed: 52-53

Item	Requirement	Pages
H	**Collision Analysis:** The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	Existing: 37-42 Goal: 57
I	**Equity Analysis:** Identify census tracts that are considered disadvantaged or low-income and identify bicycle and pedestrian needs of those disadvantaged or low-income residents, including lack of connectivity to key destinations, mobility challenges, public health concerns, and safety issues.	22-28
J	**Community Engagement:** A description of the extent of community involvement in the development of the plan, including disadvantaged and underserved communities.	7-8, Appendix B
K	**Coordination:** A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, housing, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan, and local or regional housing plans or process improvements that are adopted or in development.	5, Appendix A & B
L	**Prioritization:** A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	Projects: 43-50 Programs: 52-53 Methodology: 54, Appendix D
M	**Funding:** A description of future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated cost, revenue sources, and potential funding for bicycle and pedestrian uses.	Costs: 55, Appendix D Revenue Sources: 57, Appendix E
N	**Implementation:** A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.	55
O	**Maintenance:** A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.	53
P	**Resolution:** A resolution showing the adoption of the plan by the city, county, or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district, or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	Appendix G

Appendix G
Resolution Adopting the Plan

(Proposed draft resolution below will be replaced with final resolution adopted by the Mariposa County Board of Supervisors.)

A RESOLUTION OF THE MARIPOSA COUNTY BOARD OF SUPERVISORS APPROVING THE MARIPOSA COUNTY ACTIVE TRANSPORTATION PLAN

WHEREAS, the Mariposa County Active Transportation Plan complies with the California Transportation Commission 2025 Active Transportation Program Guidelines; and

WHEREAS, the Mariposa County Active Transportation Plan is in compliance with the 2022-2047 Mariposa County Regional Transportation Plan; and

WHEREAS, the Mariposa County Active Transportation Plan is an implementation tool of the Mariposa County General Plan Circulation Element; and

WHEREAS, the Mariposa County Active Transportation Plan promotes walking and biking for transportation and recreation by all members of the community by creating a connected and complete network of trails, walkways, and bikeways that provides safe, convenient, and enjoyable connections to key destinations and neighborhoods in Mariposa County; and

WHEREAS, the Mariposa County Active Transportation Plan promotes pedestrian and bicyclist safety and collision reduction; and

WHEREAS, the Mariposa County Active Transportation Plan will improve the accessibility of funding for pedestrian and bicycle related-related improvements in Mariposa County; and

WHEREAS, approval of the Mariposa County Active Transportation Plan meets eligibility requirements for Active Transportation Program funding.

NOW, THEREFORE, BE IT RESOLVED that the Mariposa County Board of Supervisors hereby approves the Mariposa County Active Transportation Plan.

Mariposa County Active Transportation Plan



August 2024

Rod Brown
Sonia Anthoine

FEHR PEERS

September 17, 2024

What is an Active Transportation Plan?

- Vision and plan for walking and biking
- Summary of existing conditions and community characteristics
- Proposed improvements for walking and biking
- Supporting information that meets requirements of funding programs



Why create an ATP?

- County Bicycle & Pedestrian Transportation Plan was created in 2011
- Travel characteristics have changed since then
- Meet latest funding requirements



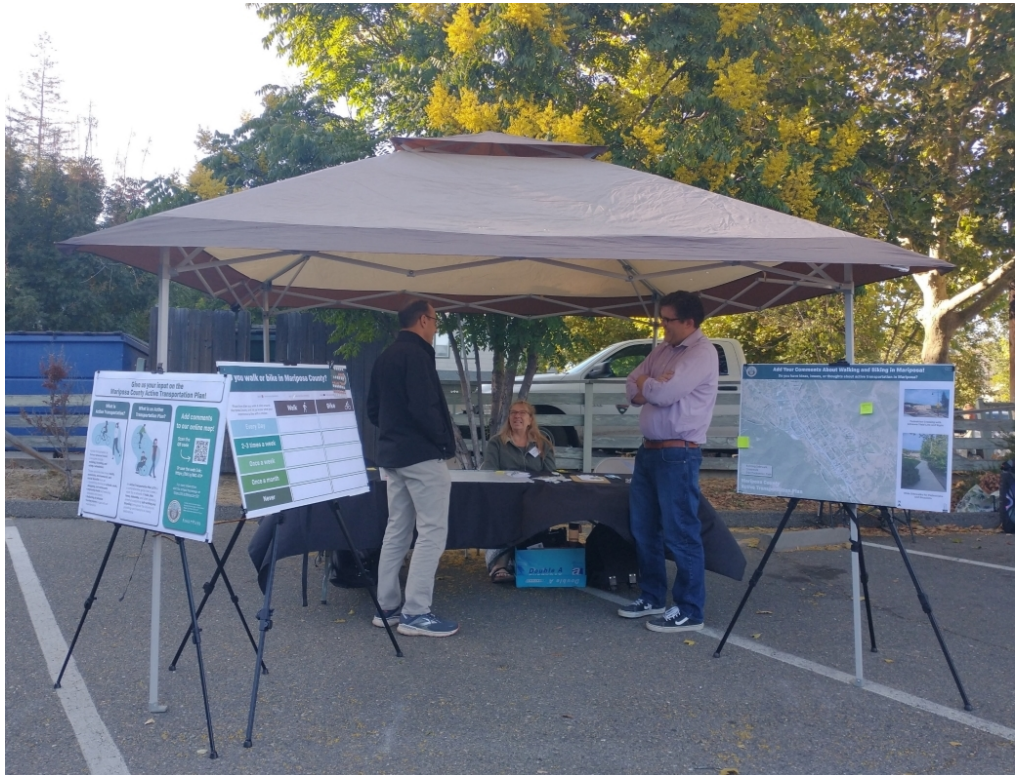
How was the plan developed?

- Collected geographic data on key local destinations and disadvantaged communities
- Gathered data on the current conditions for walking and biking, including safety
- Received input from the public, in person and online
- Developed recommendations
- Received feedback from staff
- Drafted plan



Public input

- Attended Farmers Market in October 2023
- Online crowdsourced interactive map, live Fall 2023 to Summer 2024
- Public Draft comment period in August 2024



Walking and biking recommendations

- Locations to fill sidewalk gaps
- Pedestrian crossing improvements
- Networks of shared-use paths and bikeways

Location	Existing (miles)	Planned (miles)	Total (miles)
Sidewalk	3.4	12.2	**15.6**
Shared-Use Path (Class I)	0.4	5.3	**5.7**
Bike Lane (Class II)*	0	12.5	**12.5**
Bike Route with Multi-use Shoulder (Class III)*	0	144.4	**144.4**
Bike Route with Signage Only (Class III)*	0	153.5	**153.5**

**Distance measured by centerline*

Source: Mariposa County, 2024; Fehr & Peers, 2024.

Prioritized project lists

Based on

- Proximity to key destinations, including schools, parks, medical facilities, activity centers
- Collision locations
- Disadvantaged community indicators
- Population density
- Judgment of County staff

Location	Cost per mile	High Priority Projects	All Projects
Sidewalk	$369,600	$1,659,300	$4,497,500
Shared-Use Path (Class I)	$955,000	$3,540,100	$5,046,400
Bike Lane (Class II)*	$380,000	$2,457,400	$4,731,700
Bike Route with (Class III) with multi-use shoulder*	$750,000	$26,102,100	$108,268,700
Bike Route (Class III) with signage only*	$15,000	$108,800	$2,302,000
Crossing Improvements	-	$138,000	$295,000

Source: Mariposa County, 2024; Fehr & Peers, 2024.

Other plan elements

- Non-infrastructure recommendations
- Funding sources
- Walking and biking facilities toolkit



Thank you!

Rod Brown

Sonia Anthoine

Requested Council Action

- Active Transportation Plan Adoption

Types of biking facilities



Class I Shared-Use Path



Class II Bike Lane



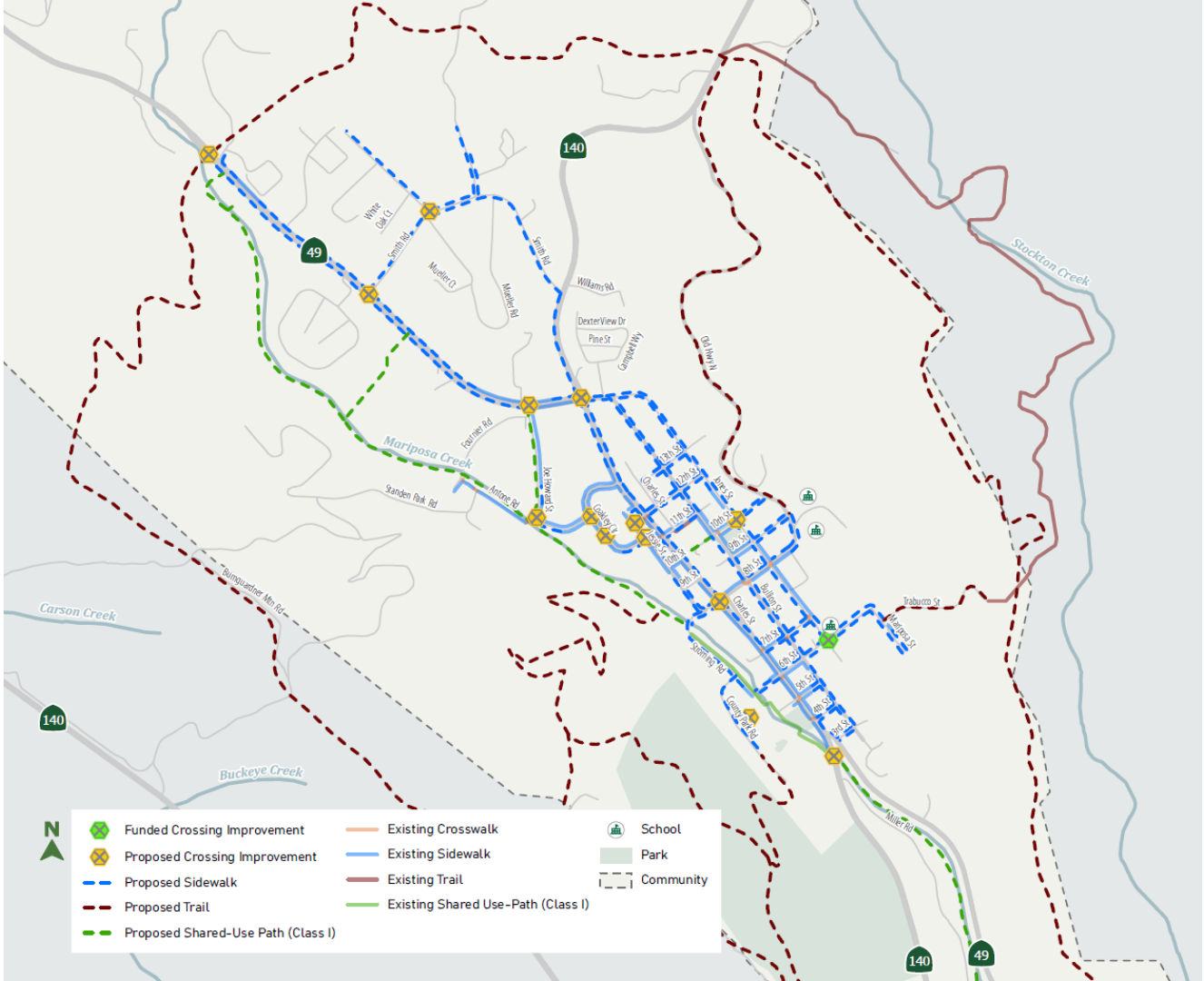
Class II Buffered Bike Lane



Class III Bike Route



Class IV Separated



Funded Crossing Improvement
Proposed Crossing Improvement
Proposed Sidewalk
Proposed Trail
Proposed Shared-Use Path (Class I)
Existing Crosswalk
Existing Sidewalk
Existing Trail
Existing Shared Use-Path (Class I)
School
Park
Community
N
Stockton Creek
Mariposa Creek
Carson Creek
Buckeye Creek
140
49
White Oak Ct
Smith Rd
Mueller Ct
Mueller Rd
Williams Rd
Dexter View Dr
Pine St
Campbell Wy
Old Hwy N
Fournier Rd
Standen Park Rd
Antone Rd
Joe Howard St
Oakley Ct
Charles St
Jones St
Bullion St
Trabucco St
Mariposa St
Stroming Rd
County Park Rd
Miller Rd
Buinguardner Mtn Rd

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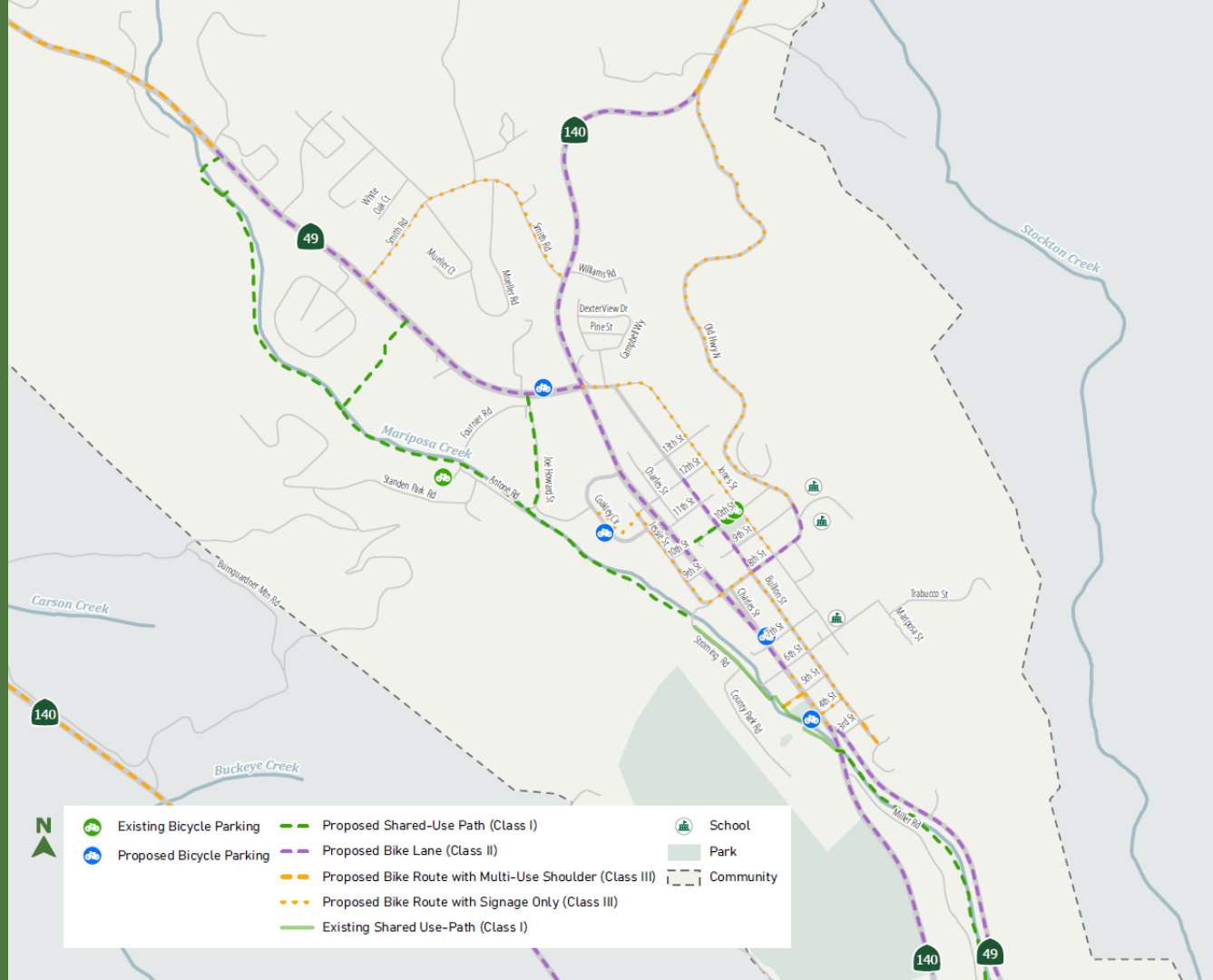
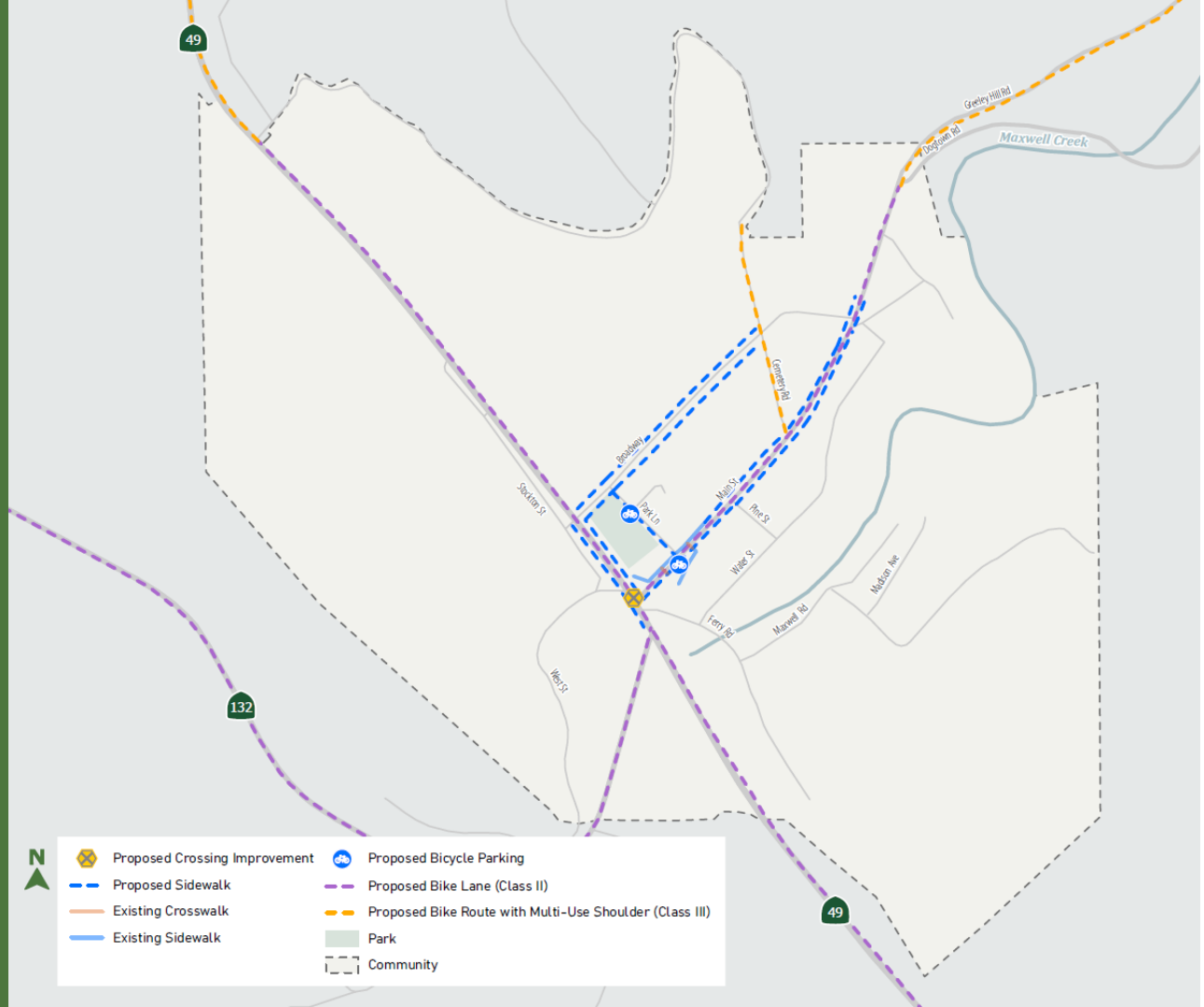
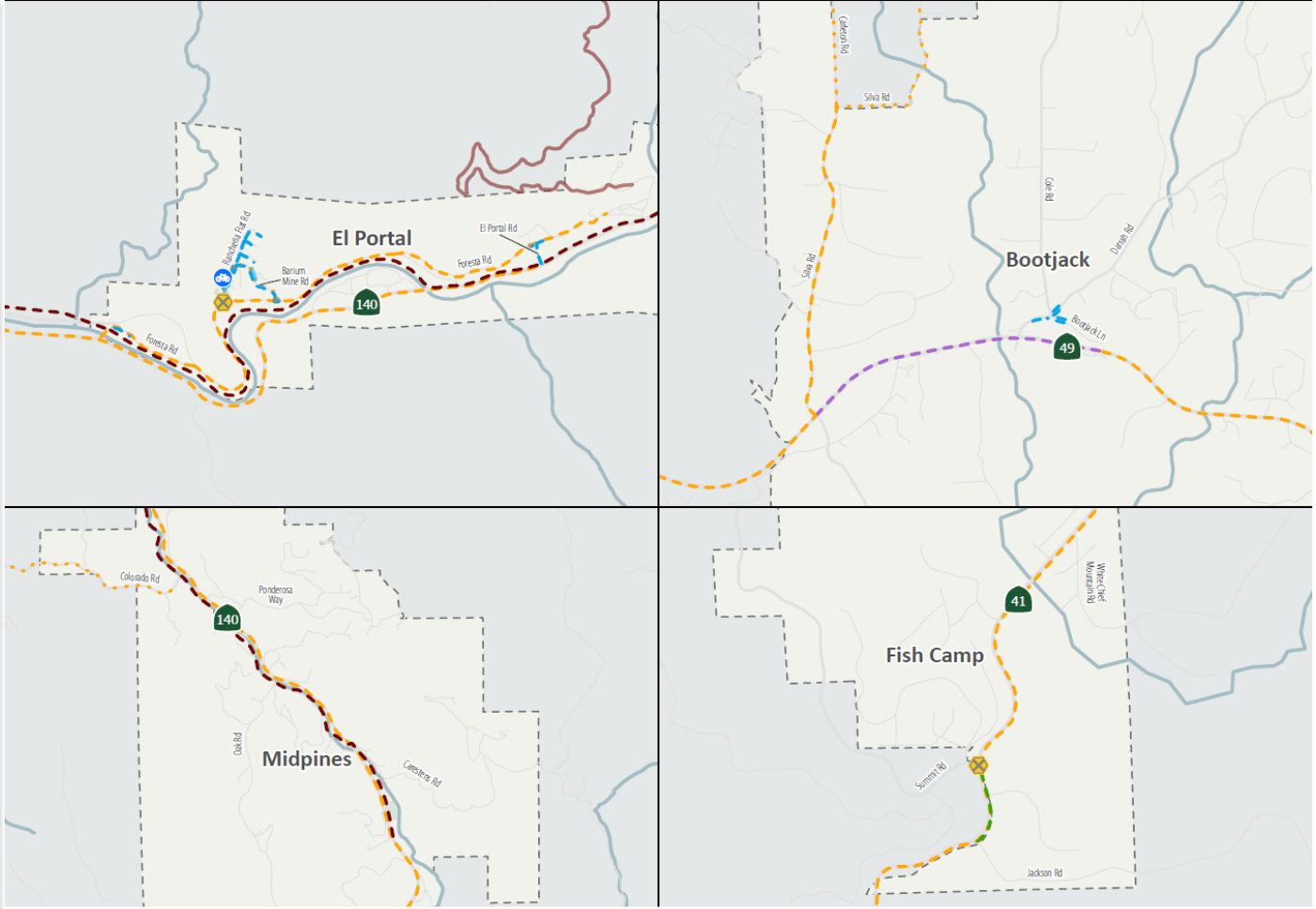


140
49
White Oak Ct
Smith Rd
Mueller Ct
Mueller Rd
Smith Rd
Williams Rd
DexterView Dr
Pine St
Campbell Wy
Old Hwy N
Stockton Creek
Mariposa Creek
Fournier Rd
Joe Howard St
Standen Park Rd
Antone Rd
Coakley Cir
13th St
12th St
11th St
10th St
9th St
8th St
7th St
6th St
5th St
4th St
3rd St
Charles St
Jessie St
Jones St
Bullion St
Trabucco St
Mariposa St
Stroming Rd
County Park Rd
Miller Rd
Burnguardner Mtn Rd
Carson Creek
Buckeye Creek
N
Existing Bicycle Parking
Proposed Bicycle Parking
Proposed Shared-Use Path (Class I)
Proposed Bike Lane (Class II)
Proposed Bike Route with Multi-Use Shoulder (Class III)
Proposed Bike Route with Signage Only (Class III)
Existing Shared Use-Path (Class I)
School
Park
Community

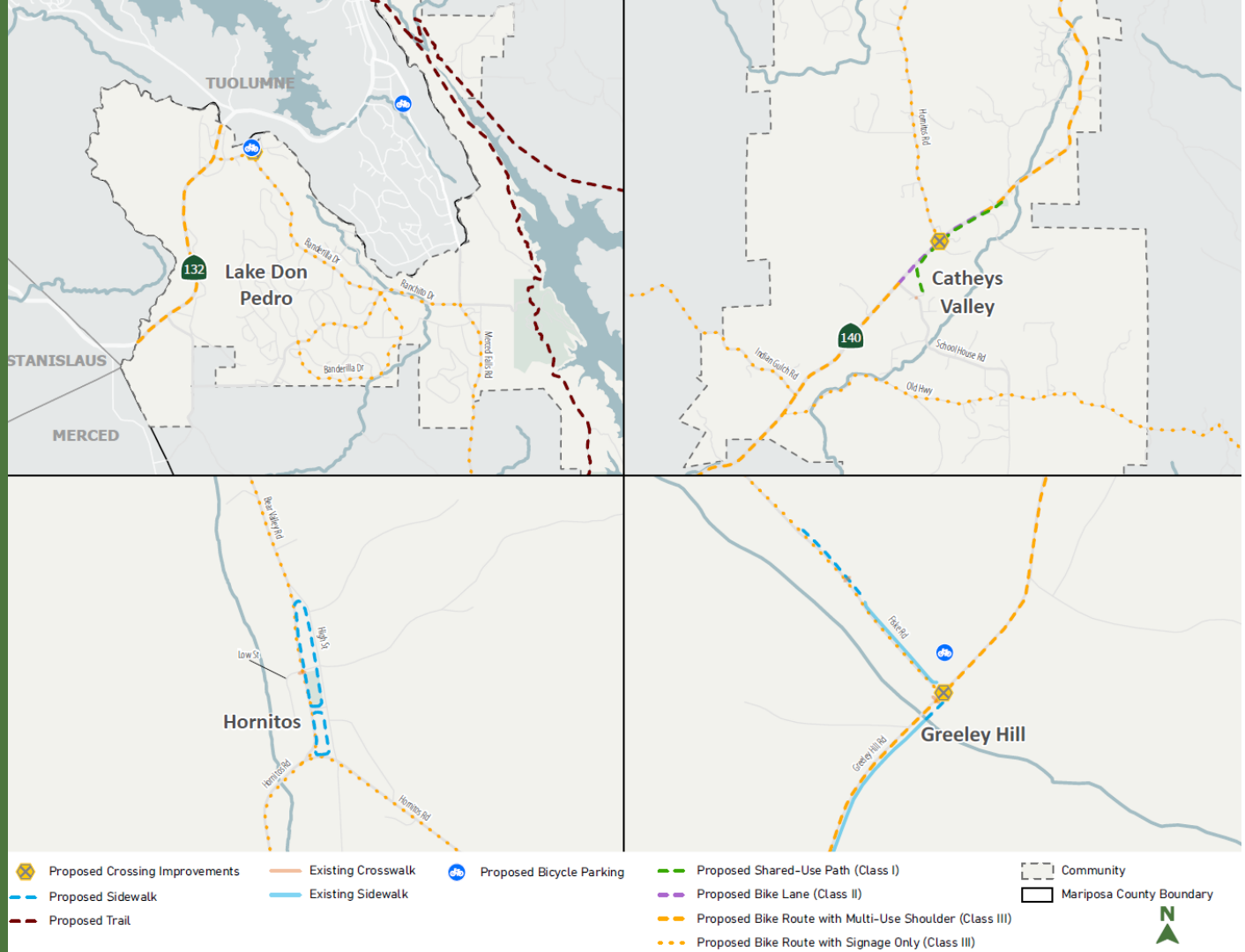
FEHR PEERS


49
Greeley Hill Rd
Dogtown Rd
Maxwell Creek
Cemetery Rd
Broadway
Main St
Pine St
Park Ln
Stockton St
Water St
Madison Ave
Ferry Rd
Maxwell Rd
West St
132
49
N
Proposed Crossing Improvement
Proposed Sidewalk
Existing Crosswalk
Existing Sidewalk
Proposed Bicycle Parking
Proposed Bike Lane (Class II)
Proposed Bike Route with Multi-Use Shoulder (Class III)
Park
Community

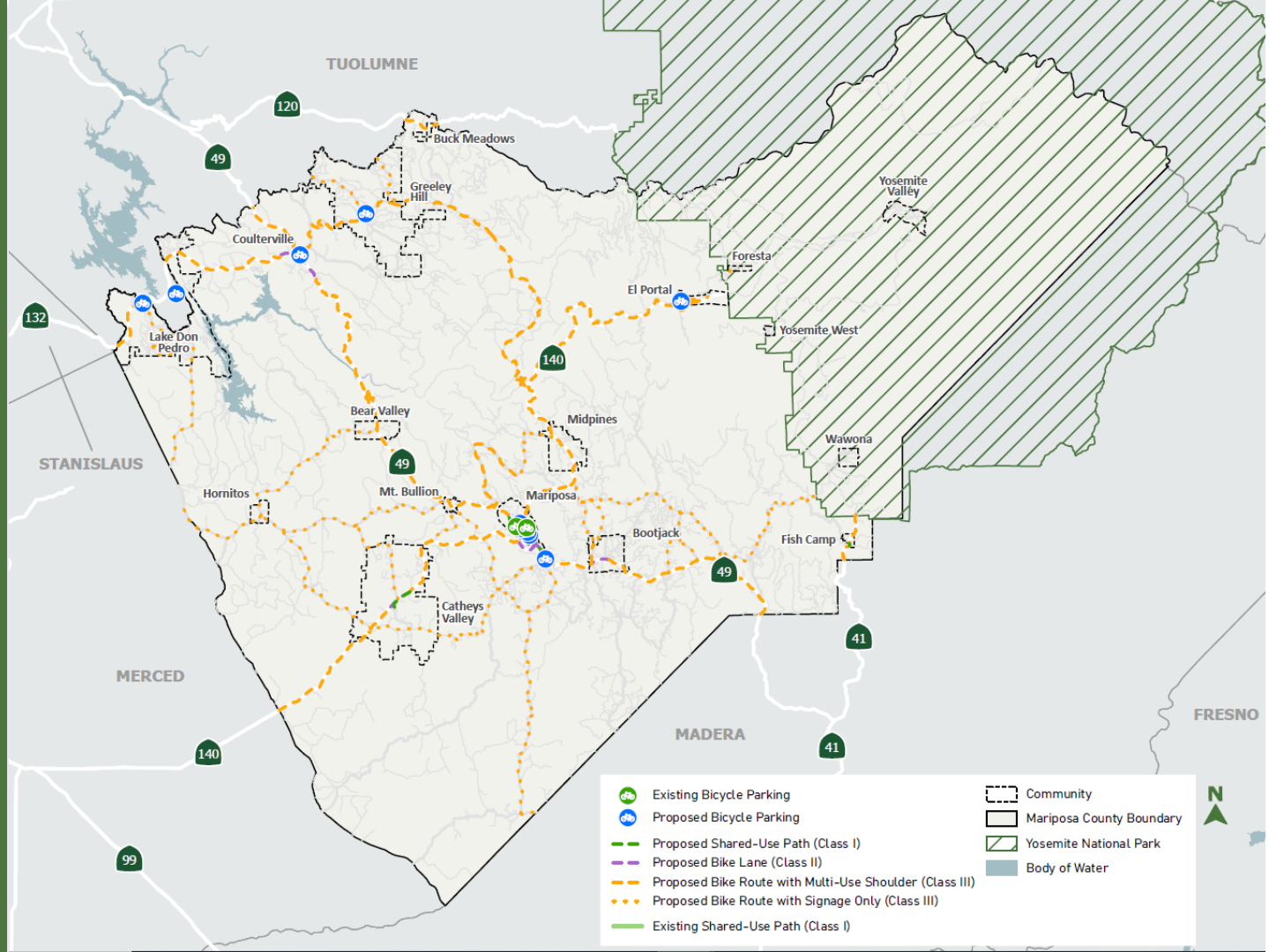
FEHR PEERS


El Portal
Bootjack
Midpines
Fish Camp
Rancheria Flat Rd
Barium Mine Rd
El Portal Rd
Foresta Rd
Silva Rd
Bootjack Ln
Colorado Rd
Ponderosa Way
Oak Rd
Carstarphen Rd
Summit Rd
Jackson Rd
140
49
41
Proposed Crossing Improvements
Proposed Sidewalk
Proposed Trail
Existing Crosswalk
Existing Sidewalk
Existing Trail
Proposed Bicycle Parking
Proposed Shared-Use Path (Class I)
Proposed Bike Lane (Class II)
Proposed Bike Route with Multi-Use Shoulder (Class III)
Proposed Bike Route with Signage Only (Class III)
Community
N

FEHR PEERS


TUOLUMNE
STANISLAUS
MERCED
132
Lake Don Pedro
Banderilla Dr
Ranchito Dr
Merced Falls Rd
Catheys Valley
140
Hornitos Rd
Indian Gulch Rd
School House Rd
Old Hwy
Bear Valley Rd
High St
Low St
Hornitos
Hornitos Rd
Fiske Rd
Greeley Hill
Greeley Hill Rd
Proposed Crossing Improvements
Proposed Sidewalk
Proposed Trail
Existing Crosswalk
Existing Sidewalk
Proposed Bicycle Parking
Proposed Shared-Use Path (Class I)
Proposed Bike Lane (Class II)
Proposed Bike Route with Multi-Use Shoulder (Class III)
Proposed Bike Route with Signage Only (Class III)
Community
Mariposa County Boundary
N

FEHR PEERS


TUOLUMNE
120
49
Buck Meadows
Greeley Hill
Coulterville
Yosemite Valley
Foresta
El Portal
132
Yosemite West
Lake Don Pedro
140
Bear Valley
Midpines
Wawona
STANISLAUS
49
Hornitos
Mt. Bullion
Mariposa
Bootjack
Fish Camp
49
Catheys Valley
41
MERCED
FRESNO
MADERA
41
140
99
Existing Bicycle Parking
Proposed Bicycle Parking
Proposed Shared-Use Path (Class I)
Proposed Bike Lane (Class II)
Proposed Bike Route with Multi-Use Shoulder (Class III)
Proposed Bike Route with Signage Only (Class III)
Existing Shared-Use Path (Class I)
Community
Mariposa County Boundary
Yosemite National Park
Body of Water
N

FEHR PEERS

MARIPOSA COUNTY

Board of Supervisors

Agenda Item – No Resolution Requested

MEETING:	September 17, 2024
TO:	The Board of Supervisors
FROM:	Shannon Hansen, Director of Public Works and Transportation
RE:	Receive a Presentation from Pacific Gas & Electric (PG&E) Regarding the Progress of Underground Power Lines, Road Restoration, Vegetation Management, and Power Pole Clearing Efforts

---

RECOMMENDATION AND JUSTIFICATION

Receive a Presentation from Pacific Gas & Electric (PG&E) Regarding the Progress of Underground Power Lines, Road Restoration, Vegetation Management, and Power Pole Clearing Efforts.

BACKGROUND AND HISTORY OF BOARD ACTIONS

PG&E has provided project updates to the Board of Supervisors in the past.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION

Do not hear the presentation and miss the opportunity to hear about the progress of their projects.

FINANCIAL IMPACT

None.

ATTACHMENTS

1. PG&E 10K UG Program_Mariposa County Board of Supervisors Presentation_20240912

Pacific Gas and Electric Company

Mariposa County Board of Supervisors Meeting

September 17, 2024

Safety

Preparedness Tips

Always be prepared in case of a natural disaster or an emergency

Build a disaster supply kit for you, your family or your business

Be sure to include food, water, medication, flashlights, first aid kits, a list of emergency contacts and more

Visit safetyactioncenter.pge.com to help prepare for an emergency

Agenda

1. Welcome
2. Safety
3. Identifying and Reducing Wildfire Risk
4. Undergrounding and System Upgrades
5. Cleanup and Restoration
6. Pole Clearing Throughout Our Service Area
7. Customer Resources



Some of the measures included in this presentation are contemplated as additional precautionary measures intended to further reduce the risk of wildfires.

Identifying and Reducing Wildfire Risk

Layers of Wildfire Protection



Situational Awareness

A **New Tools and Technology:** Installed over 2,000 weather stations and high-definition cameras with AI to better predict, monitor and respond to wildfires and severe weather



Operational Mitigations

B **Enhanced Powerline Safety Settings:** Installed on 44,000+ line miles in and around high fire-risk areas. These settings automatically shut off power within one-tenth of a second if a hazard is detected

C **Public Safety Power Shutoff:** Turning off power for safety as a last resort during severe weather



Resiliency Work

D **New, Strengthened Equipment:** Installing strong poles and covered powerlines on 1,700+ miles of overhead powerlines

E **Undergrounding Powerlines:** Completing 10,000 miles of undergrounding in the highest wildfire risk areas

F **Vegetation Management:** Removing or pruning 1 million+ trees per year to ensure they are a safe distance from powerlines



Some of the measures included in this presentation are contemplated as additional precautionary measures intended to further reduce the risk of wildfires.

Hardening California's Next Generation Electric Grid

We are strengthening our electric system by hardening powerlines.

This includes both moving powerlines **underground** and **installing strong poles** and **covered overhead lines**. In some cases, we also **remove powerlines** if areas receive power from a remote grid or if the lines are no longer needed.



These programs:

- Reduce wildfire risk
- Enhance long-term safety
- Improve reliability



Some of the measures included in this presentation are contemplated as additional precautionary measures intended to further reduce the risk of wildfires.

Undergrounding 10,000 Miles of Our Electric System

PG&E is committed to undergrounding 10,000 miles of powerlines in the highest fire-risk areas.

This is approximately one-third of the miles PG&E has in high fire-risk areas.

Undergrounding is estimated to reduce the risk of wildfires by **nearly 98%** at that location.

This commitment represents the largest effort in the U.S. to underground power lines as a wildfire risk reduction measure.



Some of the measures included in this presentation are contemplated as additional precautionary measures intended to further reduce the risk of wildfires.

Prioritizing Undergrounding to Have the Greatest Impact on Reducing Wildfire Risk

To accomplish this, we:

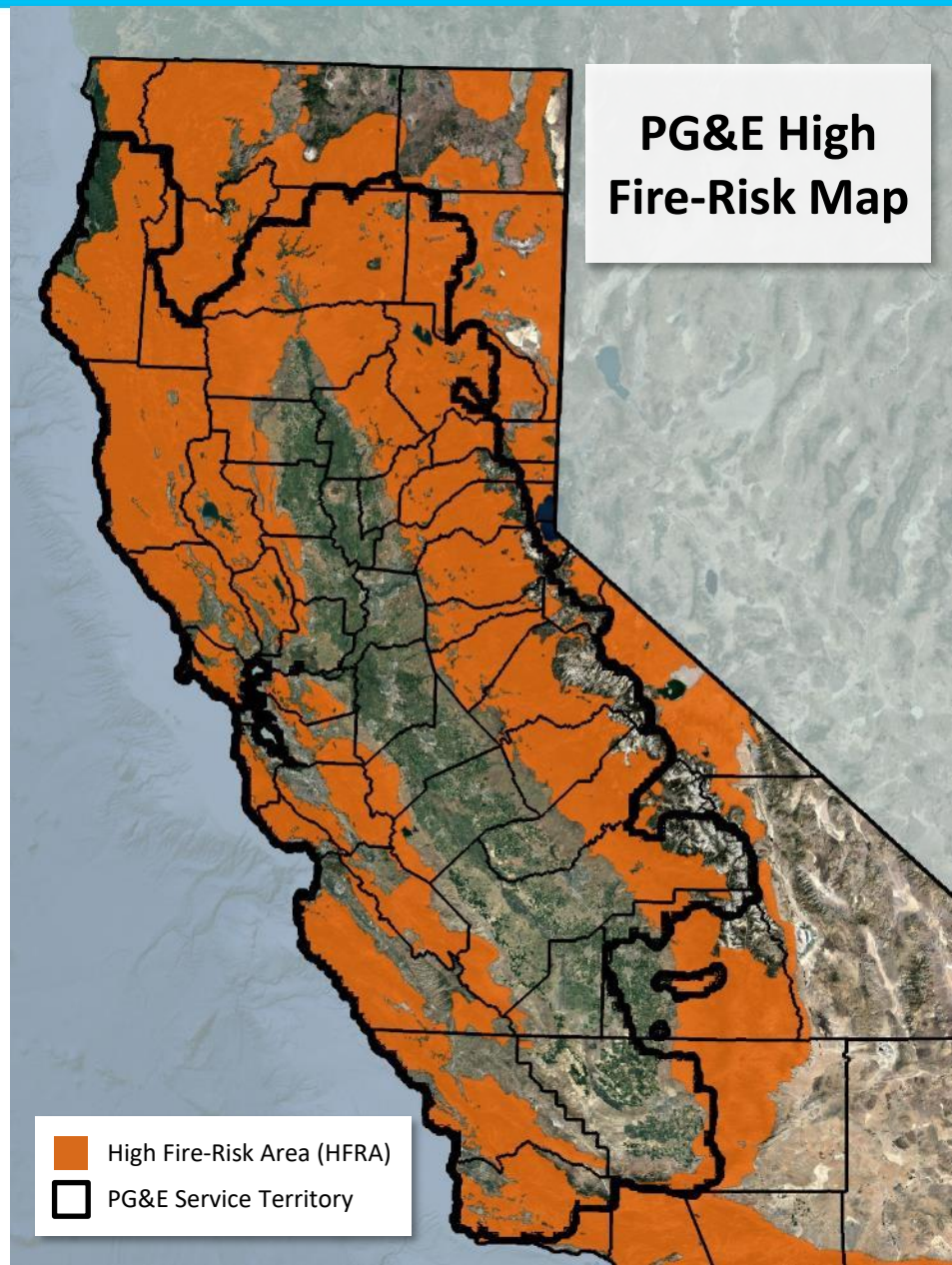
Use machine-learning based risk modeling and partner with wildfire analysis providers.

This modeling considers historic ignitions and other factors, such as:

- Vegetation
- Topography
- Condition of the electrical equipment

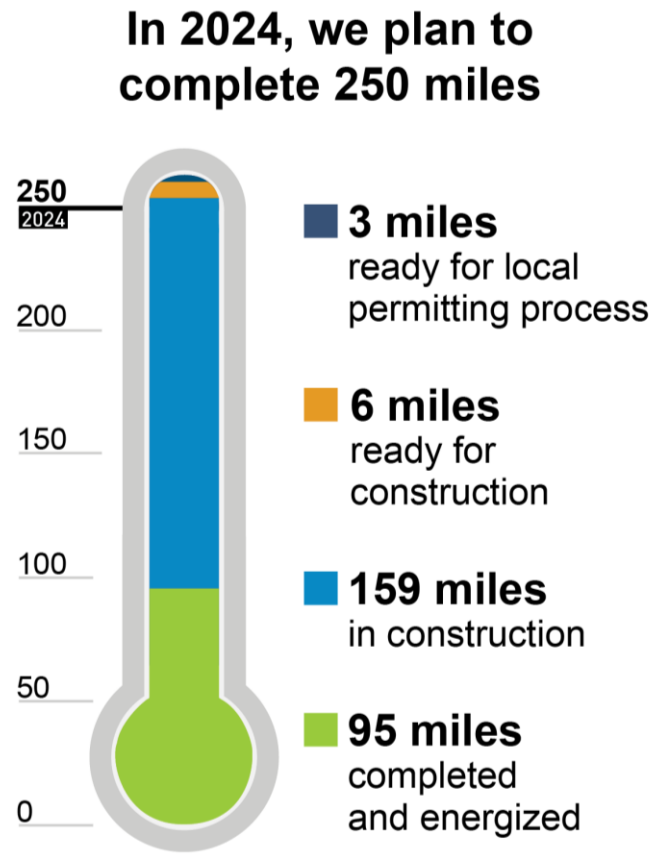
We also consider the:

- Probability of an ignition
- Consequences if a wildfire were to start in a specific location



Some of the measures included in this presentation are contemplated as additional precautionary measures intended to further reduce the risk of wildfires.

2024 Undergrounding Progress



Data as of 8/31/2024.

We have already made significant progress toward our annual goal of undergrounding **250 miles** in 2024.

The 2024 thermometer is updated monthly at **pge.com/undergrounding**.

Some of the measures included in this presentation are contemplated as additional precautionary measures intended to further reduce the risk of wildfires.

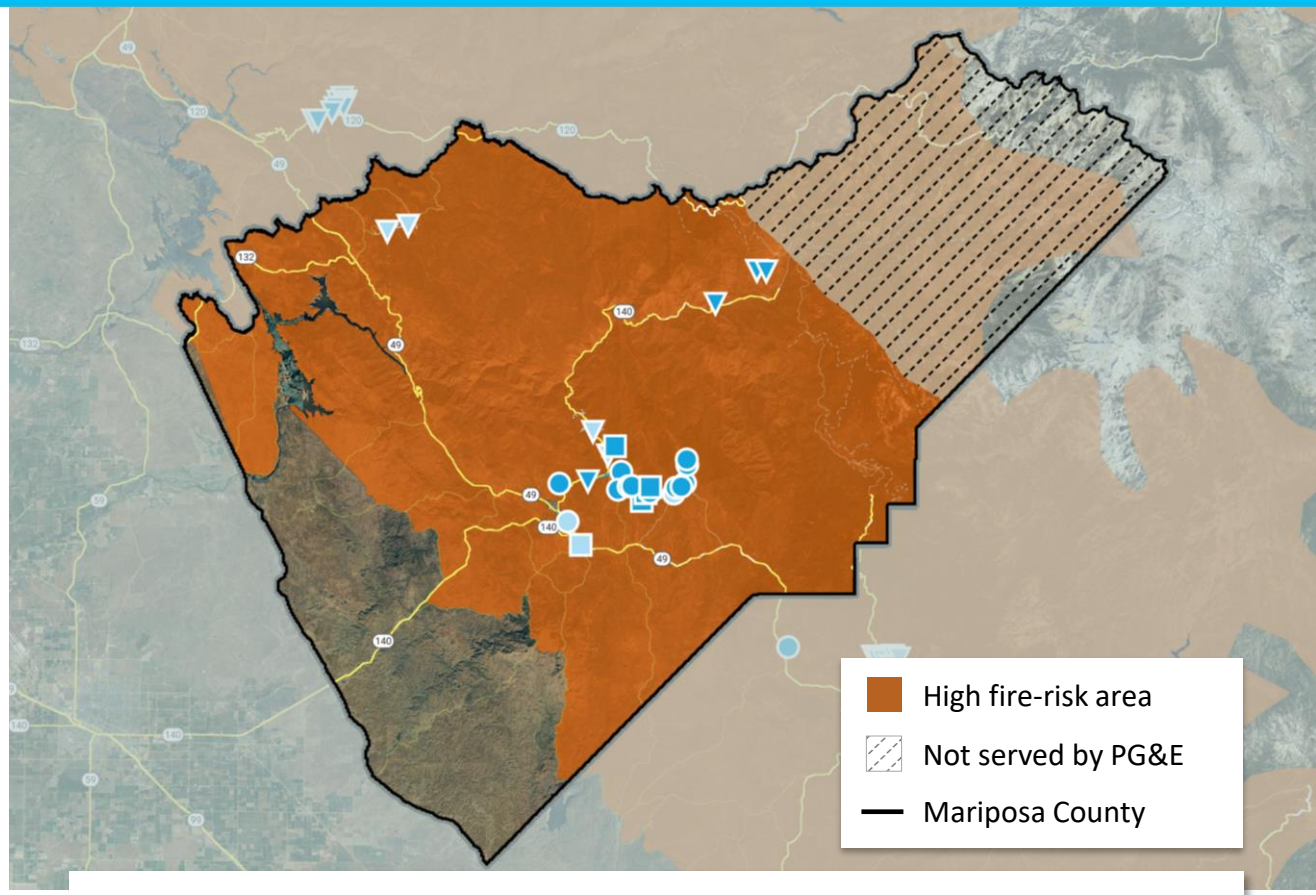
Undergrounding and System Upgrades in Mariposa County

Undergrounding in Mariposa County

Miles completed through 2023	**24**
Miles complete/ forecast in 2024	**5**
Miles forecast in 2025-2026	**13**

Totals include Undergrounding from Combination Hardening Projects

Customers can learn more by visiting: **pge.com/undergrounding**



Data as of 7/1/2024. This map is for illustrative purposes. Forecasts can change as our risk model evolves to address the greatest wildfire risk. Forecast miles also exceed annual targets. Mileage in a community may increase or decrease due to access, weather, permitting or other constraints. In most cases, if a project is not completed during the year originally identified, it will continue through planning/construction phases during subsequent years. Mileage represents projects that will be energized in a given year. Construction for a project may begin before the year of energization and final property and road restoration work may occur after the year of energization.

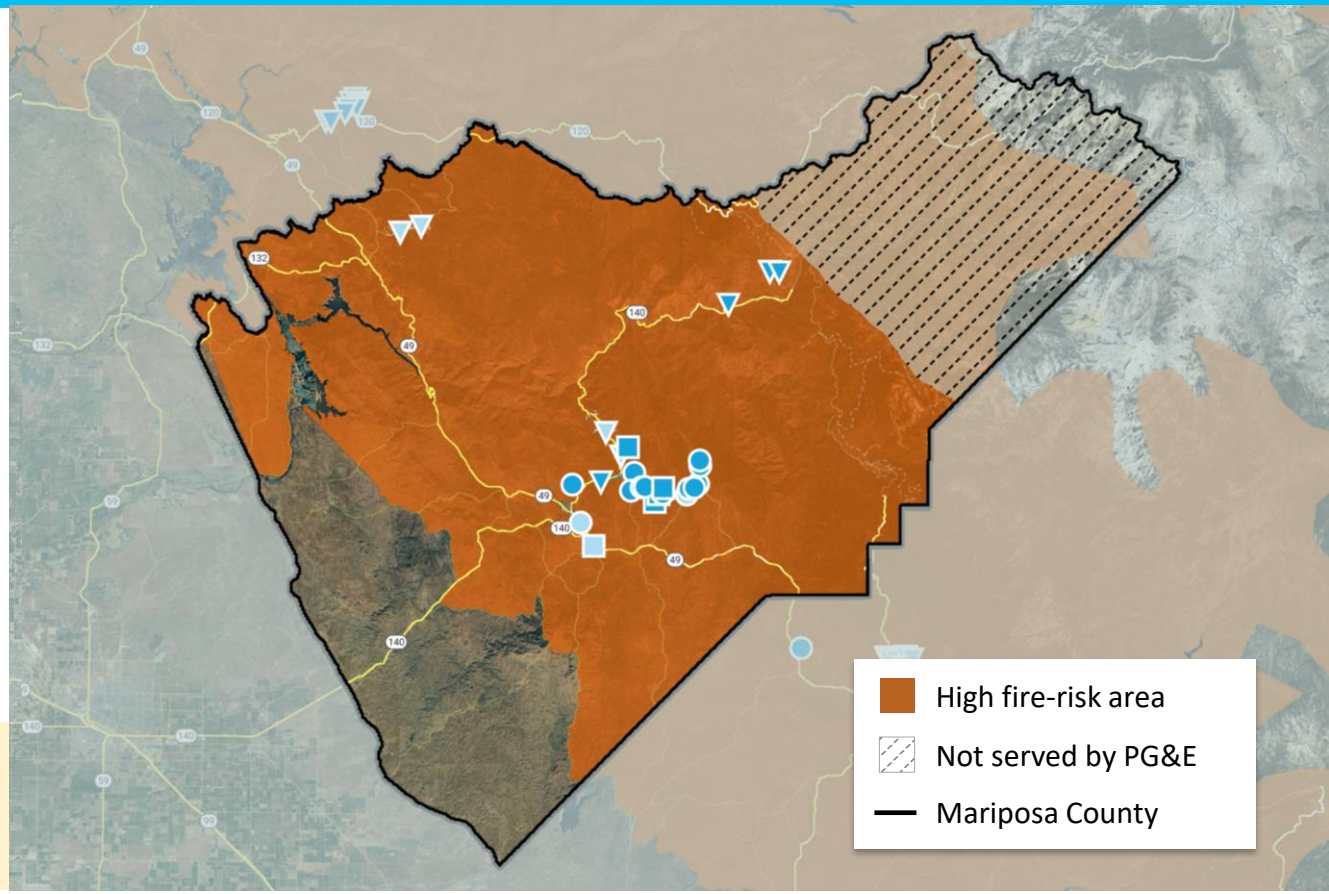
**Combination Hardening includes Undergrounding and associated Overhead Hardening and/or Line Removal mileage. Overhead hardening and/or line removal mileage is not included in the mileage totals on this slide.*

Some of the measures included in this presentation are contemplated as additional precautionary measures intended to further reduce the risk of wildfires.

Overhead Hardening in Mariposa County

Miles completed through 2023	**22**
Miles complete/ forecast in 2024	**3**
Miles forecast in 2025-2026	**62**

Customers can learn more by visiting: **pge.com/systemhardening**



Totals may include mileage from Combination Hardening projects with Overhead Hardening.

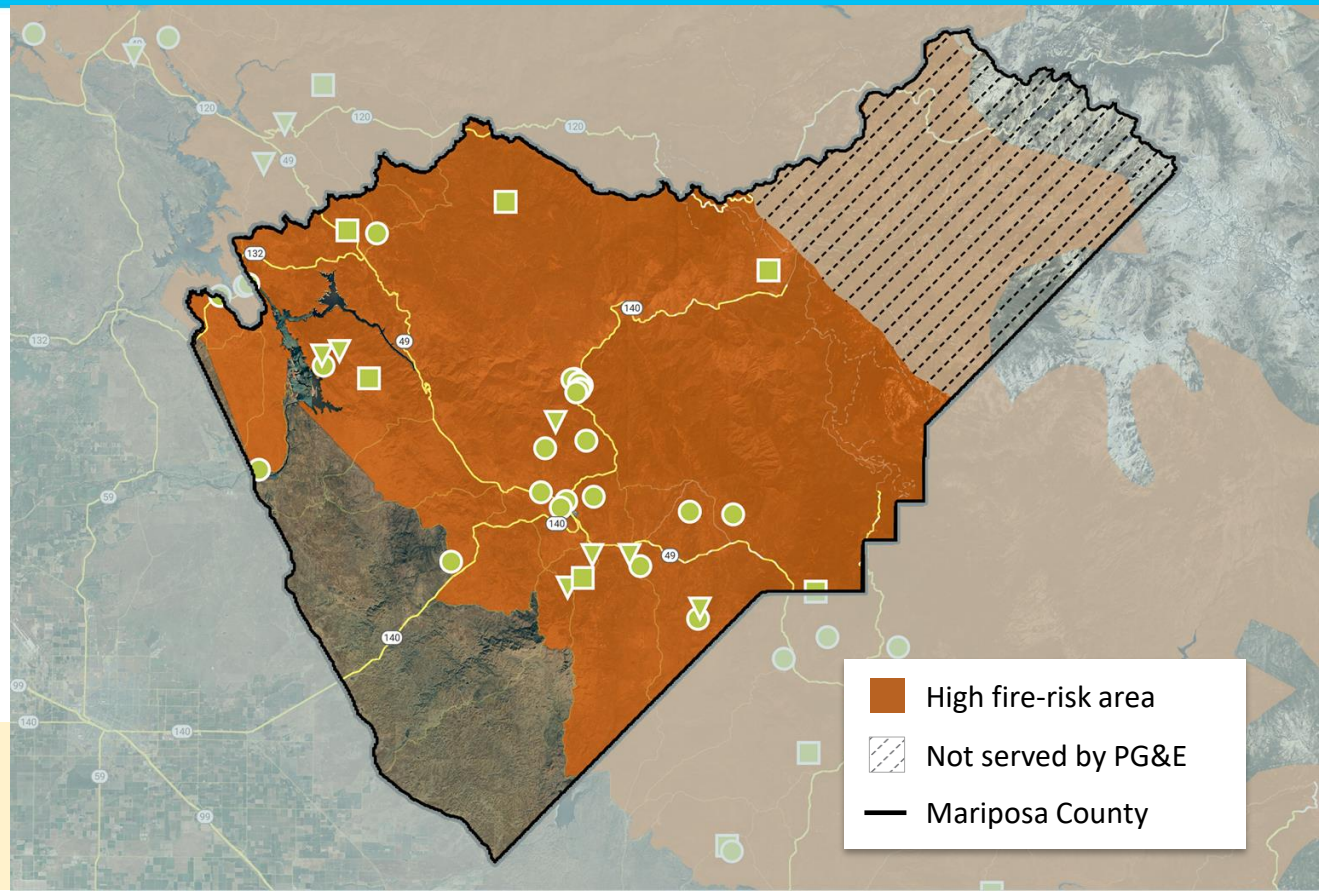
Data as of 7/1/2024. This map is for illustrative purposes. Forecasts can change as our risk model evolves to address the greatest wildfire risk. Forecast miles also exceed annual targets. Mileage in a community may increase or decrease due to access, weather, permitting or other constraints. In most cases, if a project is not completed during the year originally identified, it will continue through planning/construction phases during subsequent years. Mileage represents projects that will be energized in a given year. Construction for a project may begin before the year of energization and final property and road restoration work may occur after the year of energization.

Some of the measures included in this presentation are contemplated as additional precautionary measures intended to further reduce the risk of wildfires.

Line Removal in Mariposa County

Miles completed through 2023	**4**
Miles complete/ forecast in 2024	**3**
Miles forecast in 2025-2026	**1**

Customers can learn more by visiting: **pge.com/systemhardening**



Totals may include mileage from Combination Hardening projects with Line Removal.

Data as of 7/1/2024. This map is for illustrative purposes. Forecasts can change as our risk model evolves to address the greatest wildfire risk. Forecast miles also exceed annual targets. Mileage in a community may increase or decrease due to access, weather, permitting or other constraints. In most cases, if a project is not completed during the year originally identified, it will continue through planning/construction phases during subsequent years. Mileage represents projects that will be energized in a given year. Construction for a project may begin before the year of energization and final property and road restoration work may occur after the year of energization.

Some of the measures included in this presentation are contemplated as additional precautionary measures intended to further reduce the risk of wildfires.

Preparing a 10-Year Electrical Undergrounding Plan

Later this year, we plan to submit a 10-year electrical undergrounding plan to the California Office of Energy Infrastructure Safety (OEIS) with additional details on our work for 2027 and beyond. Following approval from OEIS, we will then submit the OEIS approved plan with a proposal to recover costs to the California Public Utilities Commission (CPUC).

What will be included in the plan:

- Project selection criteria, locations, targets and timelines
- Risk reduction and cost benefit comparisons to other wildfire mitigation efforts
- Cost containment strategies, workforce development plan & external funding plan

What the long-term plan will help do:

- Improve coordination with agencies, vendors, customers and other stakeholders
- Reduce costs

Upcoming milestones:

Phase 1 (Midyear 2024*): PG&E files the 10-year plan with OEIS. Phase 1 focuses on focus on risk reduction, site selection and safety

Phase 2 (Midyear 2025*): PG&E files the 10-year plan with the CPUC. Phase 2 focuses on financial elements of the plan

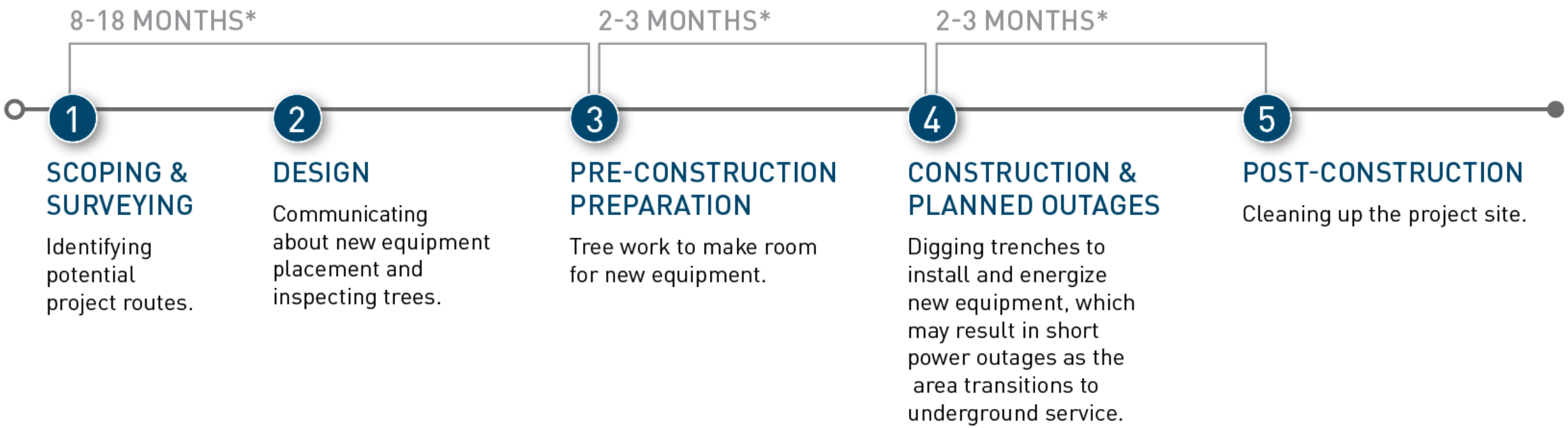
**Timing is subject to change pending receipt of final guidelines and timeline from regulators.*

Some of the measures included in this presentation are contemplated as additional precautionary measures intended to further reduce the risk of wildfires.

Cleanup and Restoration In Mariposa County

What You Will See in Your Neighborhood

We will keep you informed throughout this process. In your neighborhood, you will see crews and contractors:



**Timing is approximate and varies by project. Work may occur in phases.*
Weather and other factors affecting safe working conditions may change our schedule.

For your safety, all crews and contractors have photo identification and will provide it upon request.

Some of the measures included in this presentation are contemplated as additional precautionary measures intended to further reduce the risk of wildfires.

What You Can Expect: Cleanup and Restoration

It is our duty to restore areas where construction work has taken place.

To the extent possible, PG&E restores property to conditions comparable to those existing when construction began. Public roads are restored to meet city or county design standards. Private roads are restored similarly, in alignment with pre-construction conditions.

Interim Restoration



Final Restoration in Mariposa County*



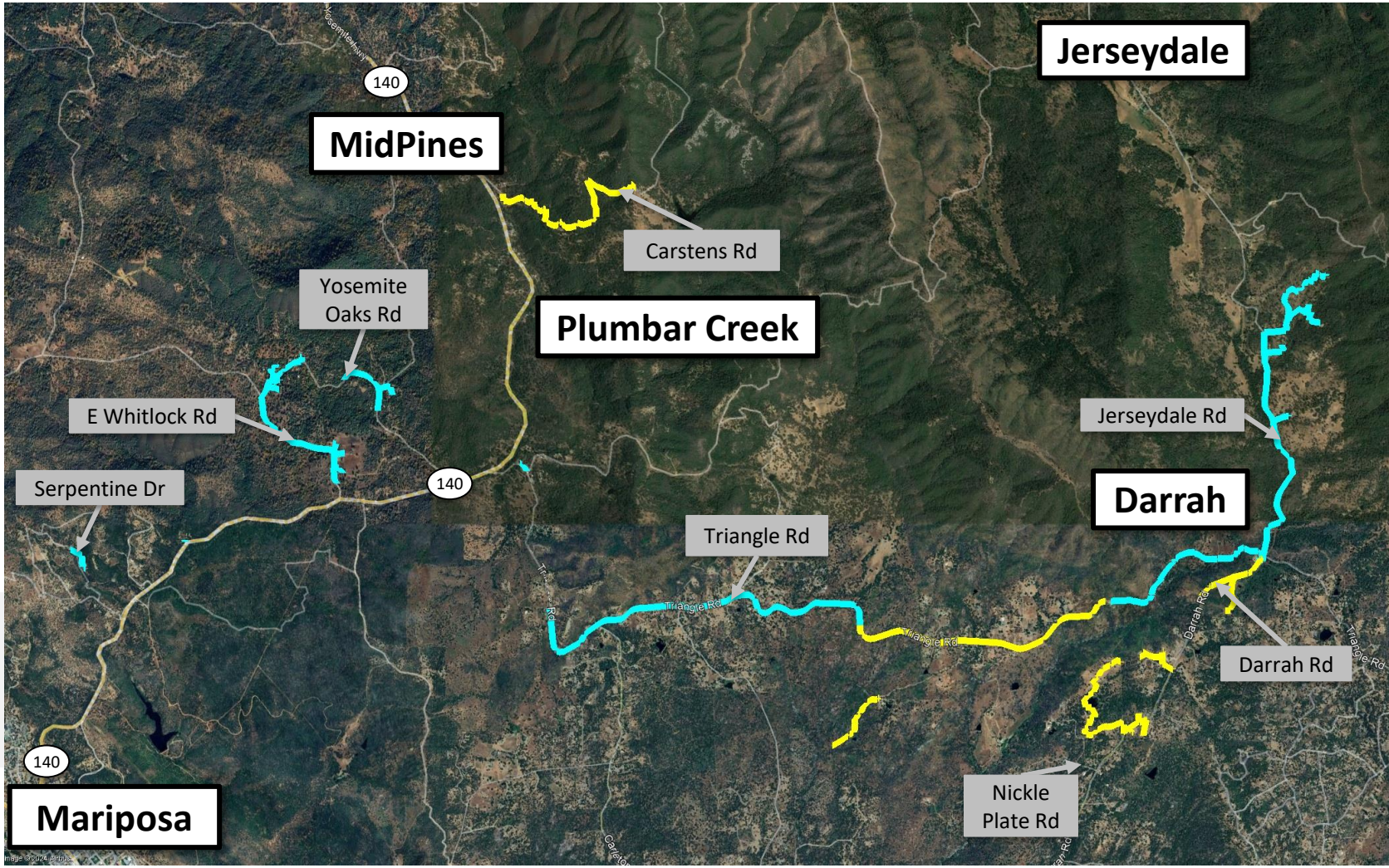
Timing for final road restoration is weather permitting.
***Final Restoration varies based on conditions prior to construction. Photos are for example only.*

Some of the measures included in this presentation are contemplated as additional precautionary measures intended to further reduce the risk of wildfires.

Restoration in Mariposa County

We have a variety of restoration work recently completed and in progress in Mariposa County.

Restoration currently in progress is expected to be completed this fall.



LEGEND

- Restoration recently completed*
- Restoration in progress

**Some final restoration efforts, such as road striping, may still be in progress.*

Some of the measures included in this presentation are contemplated as additional precautionary measures intended to further reduce the risk of wildfires.

Pole Clearing Throughout Our Service Area

Evolving Wildfire Risk

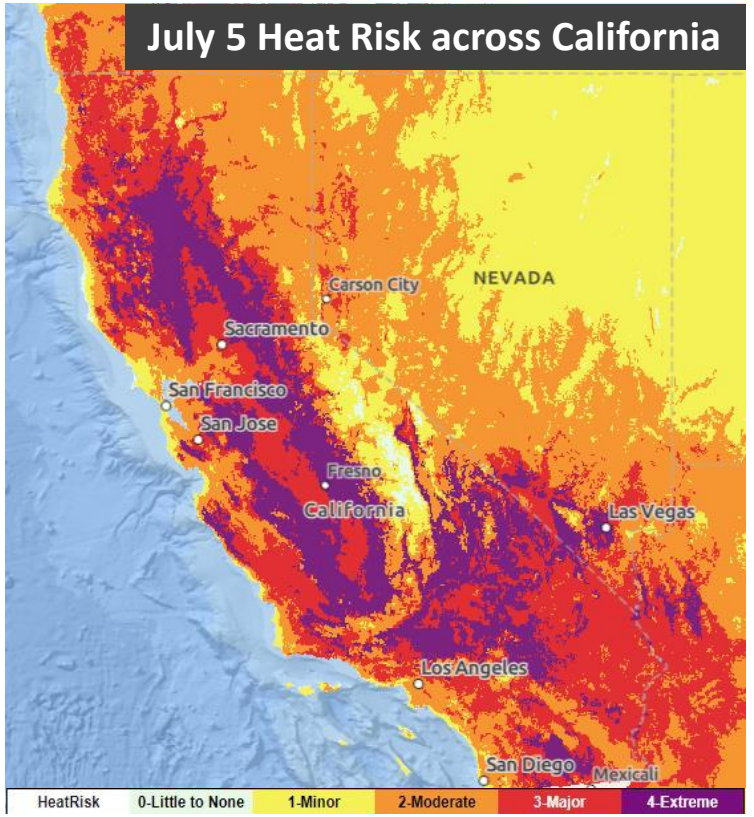
California is experiencing a significant increase in ignitions and acreage burned compared to 2023.

In June and July of 2024, California saw a significant increase in wildfire risk

This increase in wildfire risk is due to:

- Historic heat
- High winds
- 2023 rainfall leading to increased dry fuel

	ACRES BURNED	FIRE INCIDENTS
	↑ **381%** increase	↓ **5%** decrease
AS OF July 8, 2024	**169,516**	**3,422**
PRIOR FIVE-YEAR AVERAGE FOR THE SAME PERIOD	**35,229**	**3,580**

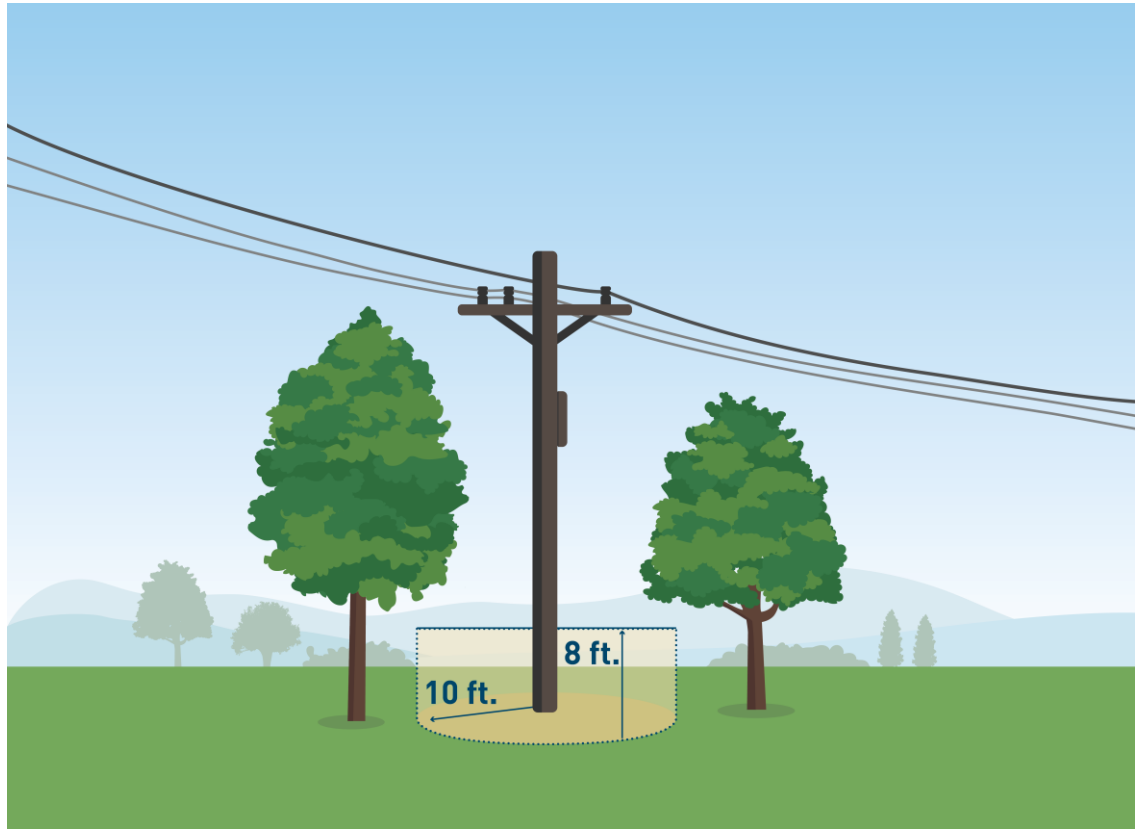


The National Weather Service HeatRisk map shows "major" and "extreme" heat risk – shaded in red and purple, respectively – across most of California on Friday, July 5, 2024. (Map: National Weather Service)

Some of the measures included in this presentation are contemplated as additional precautionary measures intended to further reduce the risk of wildfires.

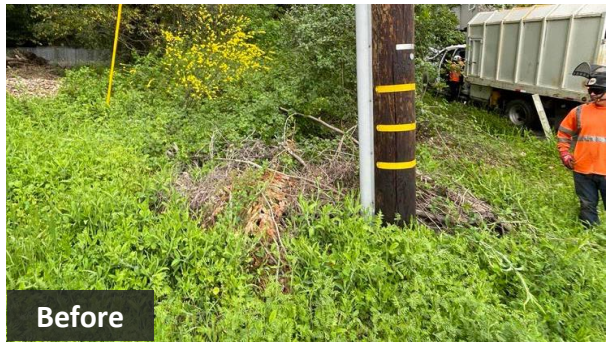
Clearing Poles to Prevent Wildfires

In response to increased wildfire risk, we are conducting additional work beyond our layers of wildfire protection. This includes pole clearing work.



Pole Clearing removes fuel within a 10 x 8-foot area around the pole. This helps:

- Prevent fire spread from potential ignitions
- Protect equipment from potentially hazardous materials, improving reliability





Some of the measures included in this presentation are contemplated as additional precautionary measures intended to further reduce the risk of wildfires.

Pole Clearing Work in Mariposa County

This pole clearing work is in addition to ongoing work that meets state standards as outlined in our Wildfire Mitigation Plan (WMP).

2,600 powerline poles in Mariposa County

Completed: 2,583

As of: Sept. 10, 2024

99% COMPLETE

This work is taking place in:

- Mariposa
- Midpines
- Coulterville
- Catheys Valley
- Ahwahnee
- Raymond
- El Portal
- Groveland

Some of the measures included in this presentation are contemplated as additional precautionary measures intended to further reduce the risk of wildfires.

Resources

Undergrounding and System Upgrades KMZ Updates

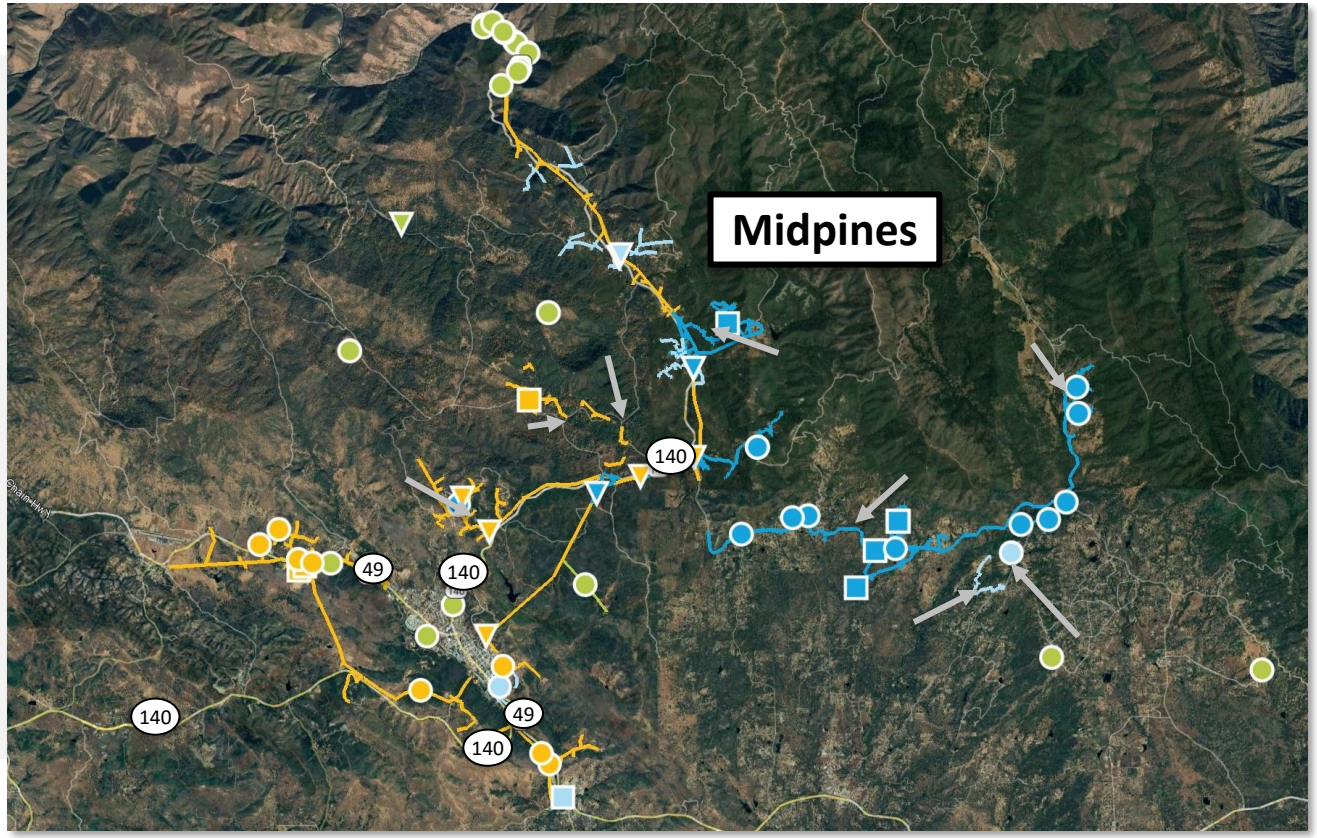
Our quarterly systemwide KMZ includes project-level details for wildfire safety system upgrade efforts (overhead hardening and line removal) in addition to undergrounding.

The KMZ Includes:

- Completed and Forecast Undergrounding (2019-2026)
- Completed and Forecast Combination Hardening* (2018-2026)
- Completed and Forecast Overhead Hardening** (2018-2026)
- Completed and Forecast Line Removal (2018-2026)

**Includes Undergrounding and associated Overhead Hardening and/or Line Removal*

***May include associated Line Removal*



Screenshot from Undergrounding and System Upgrades KMZ File; Data as of 7/1/2024.

Some of the measures included in this presentation are contemplated as additional precautionary measures intended to further reduce the risk of wildfires.

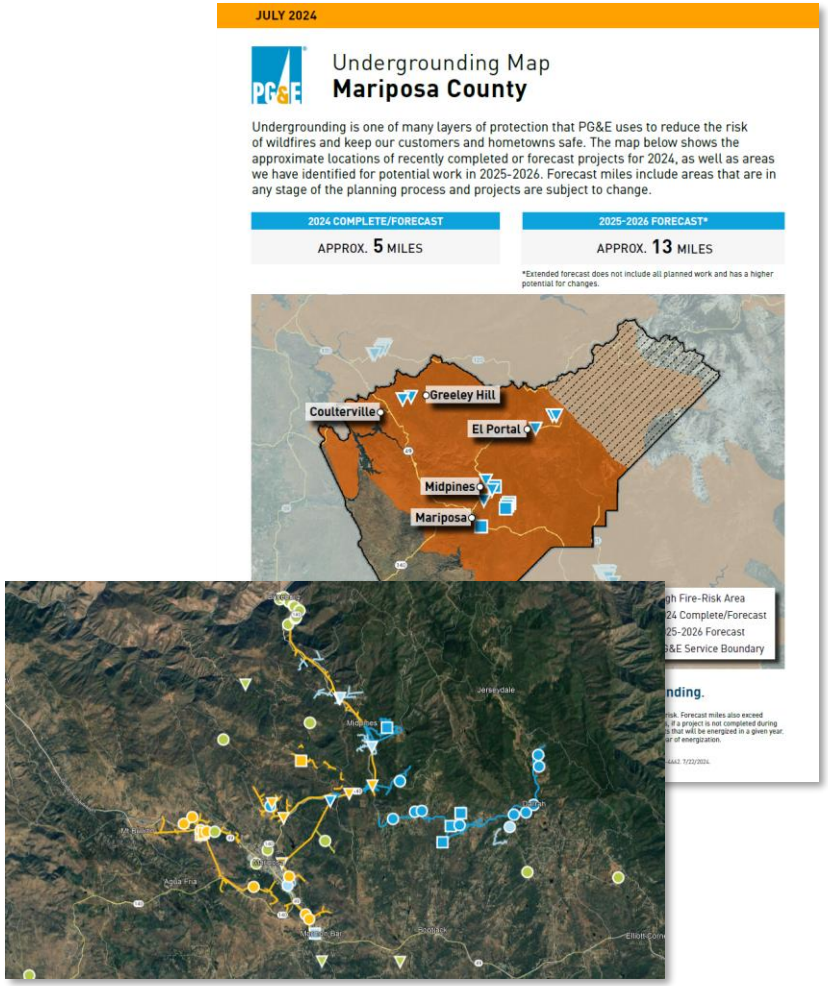
Data Sharing Portal

The Data Sharing Portal holds our latest undergrounding and wildfire safety system upgrades (overhead hardening and line removal) workplan updates.

The portal is updated quarterly and includes:

- Individual PDF city/county maps (undergrounding)
- An interactive KMZ map and key (undergrounding, overhead hardening and line removal)
- A workplan spreadsheet with project-specific details (undergrounding, overhead hardening and line removal)

If you would like access to the portal, please email **undergrounding@pge.com**

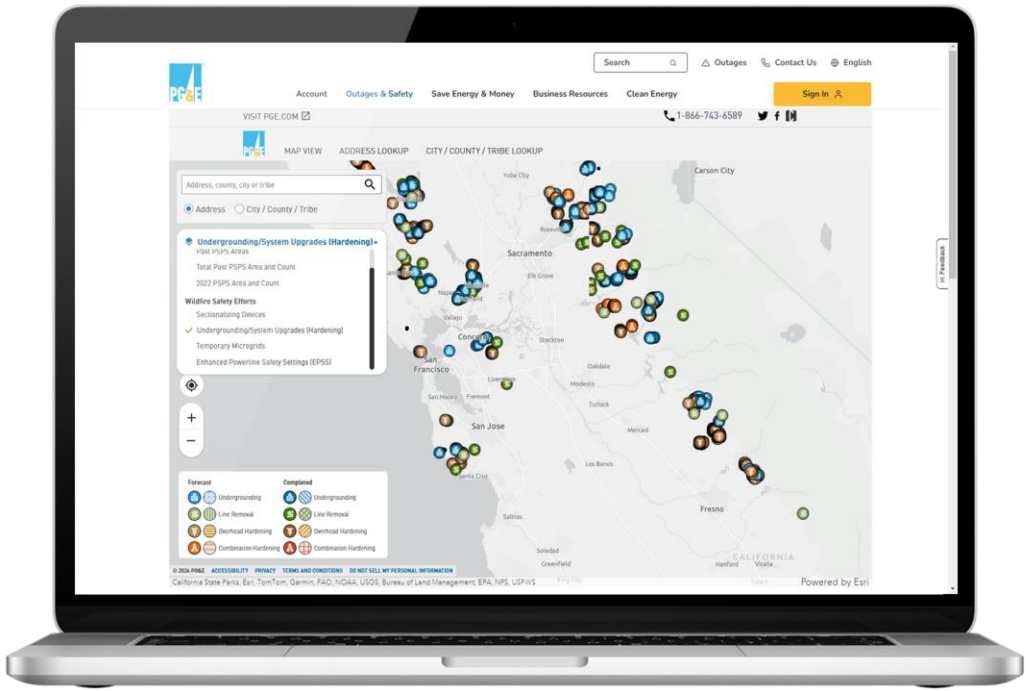


PDF map and KMZ screenshot
Data as of 7/1/2024

Some of the measures included in this presentation are contemplated as additional precautionary measures intended to further reduce the risk of wildfires.

Wildfire Safety Progress Map

Undergrounding and overhead system upgrade workplans are available on the CWSP Progress Map.



The map includes the latest data and maps related to:

- Public Safety Power Shutoffs (PSPS)
- Enhanced Powerline Safety Settings (EPSS)
- System Hardening
  - Overhead system upgrades
  - Undergrounding
  - Line removal
- Sectionalizing Devices
- Temporary Microgrids

pge.com/progressmap

Some of the measures included in this presentation are contemplated as additional precautionary measures intended to further reduce the risk of wildfires.

Thank You

MARIPOSA COUNTY

Board of Supervisors

Agenda Item – No Resolution Requested

MEETING: September 17, 2024

TO: The Board of Supervisors

FROM: Shannon Hansen, Director of Public Works and Transportation

RE: Receive a Presentation from Caltrans Regarding the Highway 140 Projects

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RECOMMENDATION AND JUSTIFICATION

Receive a Presentation from Caltrans Regarding the Highway 140 Projects.

BACKGROUND AND HISTORY OF BOARD ACTIONS

Caltrans often provides formal information to the Board of Supervisors when construction projects under their control will impact traffic within the County.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION

Do not hear the presentation and miss the opportunity to hear about the ongoing road projects within our community.

FINANCIAL IMPACT

None

ATTACHMENTS

None

MARIPOSA COUNTY

Board of Supervisors

RESOLUTION - ACTION REQUESTED 2024-409

MEETING: September 17, 2024

TO: The Board of Supervisors

FROM: Steve Engfer, Planning Director

RE: Approve and Adopt the Conceptual Design for the Mariposa Creek Parkway Phase III Trailhead

---

RECOMMENDATION AND JUSTIFICATION

Approve and Adopt the Conceptual Design for the Mariposa Creek Parkway Phase III Trailhead

The Mariposa Creek Parkway Master Plan (Master Plan) was adopted by the Local Transportation Commission in January 2020. This community informed plan is the guiding document for the development of the Mariposa Creek Parkway. The first priority action recommended by the Master Plan was to acquire the necessary access through parcels along the Phase III section of the parkway that extends from lower 8th Street to the Joe Howard Bridge. With the assistance of the Sierra Foothill Conservancy, and a grant from the California Natural Resources Agency, the County was able to purchase two properties that make up the majority of the Phase III area known as the Hulbert and Fiske properties to accomplish that goal. The Fiske property ran along the west side of the creek and up the hill where the Hillside Trails project and Mariposa Creek Parkway Hazardous Fuels Reduction project are being implemented. The Hulbert property is located between Jessie Street and the Creek, and along 8th Street, where the County and community partners have been restoring the creek and which contains the land for the envisioned Trailhead Park.

In September 2021, the Board of Supervisors approved an application to the Economic Development Administration's (EDA) American Rescue Plan Act Grant program to create a conceptual design for the Phase III Trailhead, and the County was awarded this grant in August 2022. This project advances the guiding principles of the Master Plan, which includes implementing a design centered on: Health & Wellness, Community & Creativity, and Environment & Education. Each of these principles are incorporated in the conceptual design booklet for the Trailhead. The conceptual design booklet includes parking, a restroom facility, an outdoor classroom, a play area, a creek overlook, a covered pavilion, and creek access.

The Trailhead project is only a concept at this time but could become reality if funding becomes available. The project has added value to advancing the architectural vernacular along the Parkway and has informed portions of the design of the Active Transportation Program grant that is building the Phase III segment of the Parkway. Staff is recommending that the board approves and adopts the Conceptual Design booklet for the Mariposa Creek Parkway Phase III Trailhead.

BACKGROUND AND HISTORY OF BOARD ACTIONS

Aug 8, 2017 // LTC No. 2017-14: Adopt a Resolution Approving Mariposa Creek Parkway Phase III Concept Plan and Phase I and II Enhancement Program

Jan 28, 2020 // LTC No. 2020-3: Adopt a Resolution Approving the Mariposa Creek Parkway Master Plan

Jul 21, 2020 // RES-2020-431: Adopt a Resolution of Intention to Enter into an Agreement to Receive the Real Property Identified as Assessor's Parcel Number (APN) 013-130-045 for the Development of the Mariposa Creek Parkway, a Mosaic Fuel Break and Similar Uses Related to Conservation, Recreation and Fire Prevention

Aug 25, 2020 // RES-2020-525: Approve a Real Property Title Transfer Agreement to Acquire the Real Property Identified as Assessor's Parcel Numbers (APNs) 012-140-034, 012-140-039, 012-143-004, 013-130-078, 013-230-053, and 013-130-045 for the Development of the Mariposa Creek Parkway, a Mosaic Fuel Break and Similar Uses Related to Conservation, Recreation and Fire Prevention

September 15, 2021 // RES-2021-518: Adopt a Resolution Approving the Submittal of an Application for an Economic Development Administration (EDA) American Rescue Plan Act Grant for the Mariposa Creek Parkway Phase III Trailhead; Authorize the Board of Supervisors Chair to Sign a Letter of Support; and Authorize the Board of Supervisors Chair to Sign the Grant Agreement, If Awarded (Subject to Approval as to Legal Form by County Counsel)

August 23, 2022 // RES-2022-496: Approve an Agreement with WRT to Conduct the Mariposa Creek Parkway Phase III Trailhead Design and Permitting; Authorize the Board of Supervisors Chair to Sign the Agreement; and Approve Budget Action Receiving Unanticipated Revenue from Grant Award ($671,500)

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION

Alternatively, the Board could approve with minor amendments. Negative action would require grant funds to be repaid.

FINANCIAL IMPACT

Adopting this conceptual design will have no impact on the general fund. The project was fully funded by a grant from the EDA.

ATTACHMENTS

1. **Conceptual Design Vision Book**
2. **Trailhead Presentation**

VOTE RESULT

RESULT:	**Adopted (UNANIMOUS)**
MOVER:	District IV Supervisor Wayne Forsythe
SECONDER:	District III Supervisor Danette Toso
AYES:	District V Supervisor Menetrey, District I Supervisor Smallcombe, District III

MARIPOSA CREEK PARKWAY

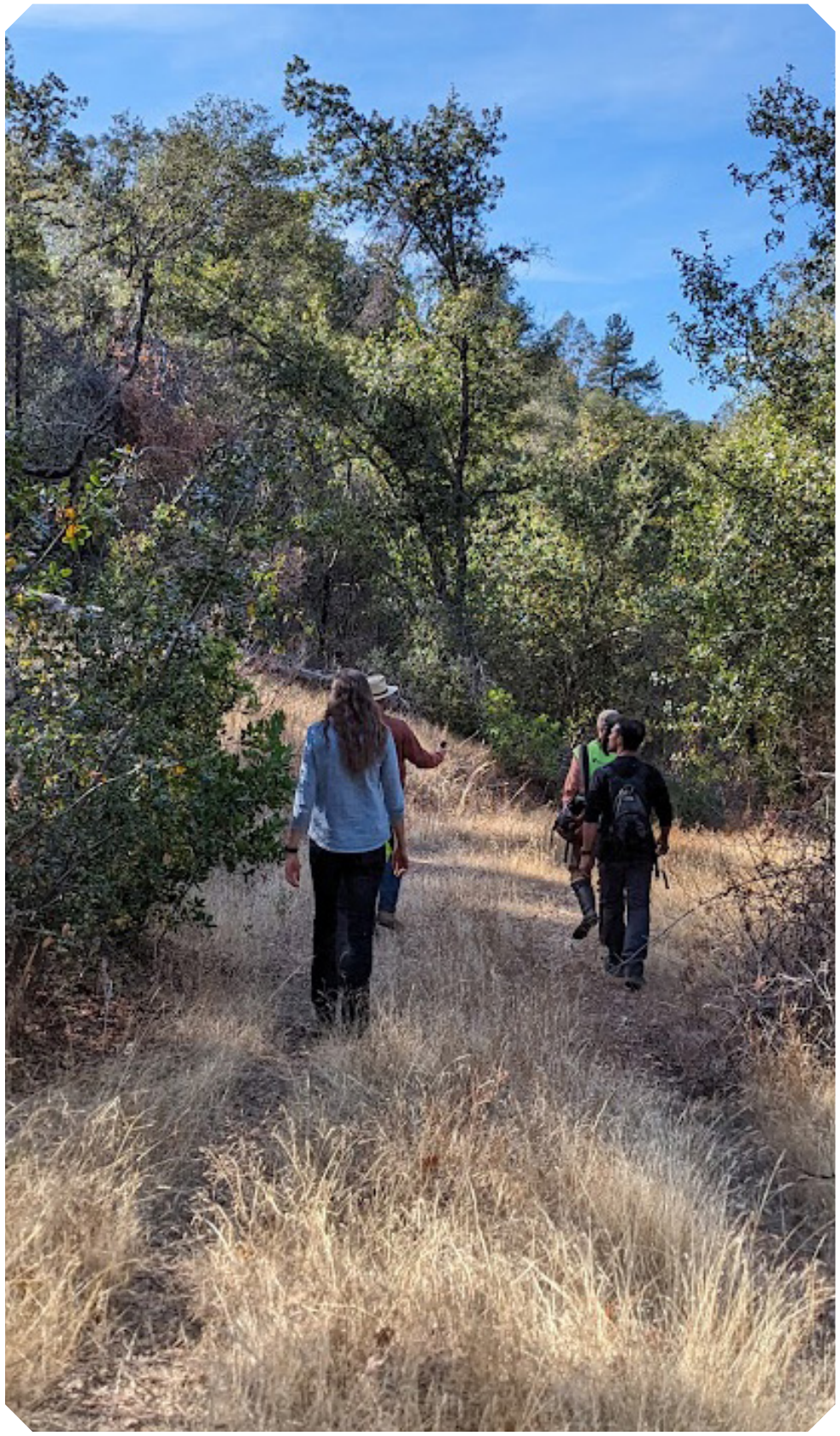
TRAILHEAD + DESTINATION PARK

DRAFT

SEPT
2024

CONCEPTUAL DESIGN

ACKNOWLEDGEMENTS



This project was possible thanks to funding provided by the American Rescue Plan Act through the US Economic Development Administration. The Mariposa County Planning Department leveraged existing work on the Mariposa Creek Parkway to secure a grant award through ARPA in 2022. In the past two years, the project team has utilized this funding to advance longstanding community objectives and establish a vision for a major economic development driver and active recreation amenity for the town of Mariposa and its thousands of visitors.

Continued support from the Mariposa County Board of Supervisors has ensured the projects on the Creek Parkway continue to build momentum toward implmentation and enjoyment. This project owes gratitude to the Supervisors who have embraced this vision and enabled such a community transformation to occur. From this conceptual design, the County will be well-positioned to secure additional funding for design completion and construction of the trailhead destination park.

The residents of Mariposa County and Mariposa Creek adjacent landownwers have been instrumental in creating a ground-up vision for the Creek Parkway, and establishing a foundation of community stewardship that will continue to serve these projects into the future. Their ongoing involvement and guidance has ensured that the ultimate designs will be well cared for and appropriate to their time and place.

Lastly, the relentless hustle and pursuit of funding by the Mariposa County Planning Department has proven to be incredibly effective. These individuals past and present are wrangling multiple administrative duties and providing much-needed project assistance through each phase of the Creek Pakway's advancement.

PROJECT PARTNERS

WRT was the prime consultant and team lead for this project, providing planning and landscape architectural services.

Andrew Dawson, Senior Associate, Project Manager

John Gibbs, Principal

Project Designers: Emily Kelly, Smera Jacob, Jinni Zou, Keling Ni, Peter Trio

We have been supported by the following subconsultants:

- Provost & Pritchard Consulting Engineers, who proivded Civil, Geotechnical, and Structural engineering along with site survey and aerial imagery.

- Lake|Flato Architects, who provided architectural services for the restroom and pavilion facilities.

- The Sierra Foothill Conservancy, who provided landowner engagement, tribal engagement, and design advisement.

- Earthscape Play, who provided playground design services.

And guided by the following County Departments and individuals:

- Mariposa County Planning Department

  Steve Engfer, Planning Director

  Mikey Goralnik, former Senior Community Design & Development Planner

  Ben Goger, Senior Community Design & Development Planner

  Hannah Harrison, Community Design & Development Planner

- Mariposa County Department of Public Works

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1 INTRODUCTION

REGIONAL CONTEXT OF MARIPOSA COUNTY

MARIPOSA CREEK PARKWAY MASTER PLAN

ONGOING RELATED PROJECTS & FUTURE COORDINATION

REGIONAL CONTEXT OF MARIPOSA COUNTY

Mariposa County ranges over 10,000 feet in elevation from the San Joaquin Valley to the peaks of the Sierra Nevada. It's primary economic driver is the proximity of Yosemite National Park, and the throngs of tourists that filter through the County every summer have long played a role in the livelihoods of many Mariposans.

As the County's primary gateway community, the Town of Mariposa is the nexus of this economic activity, as inbound highways converge on its historic core and many visitors stop and stay before heading up to the Park. Increasingly Mariposa has felt the effects of both policy changes at the Park, such as the timed-entry reservations system, and climate-driven natural disasters such as landslides and wildfires that have closed access to the Park. Each of these factors have caused visitors to rethink their itineraries, and Mariposa finds itself trying to capture additional market share of these quite captive audiences.

Beyond its relationship to Yosemite though, the County and in particular the Town of Mariposa, which is the county seat and most populated community, is a place unto itself. People live in Mariposa, start families there, own businesses there, and cultivate and sustain deep and meaningful relationships there. When the tourists are gone, Mariposans still live in Mariposa, an obvious but perhaps overlooked reality for this and other gateway communities.

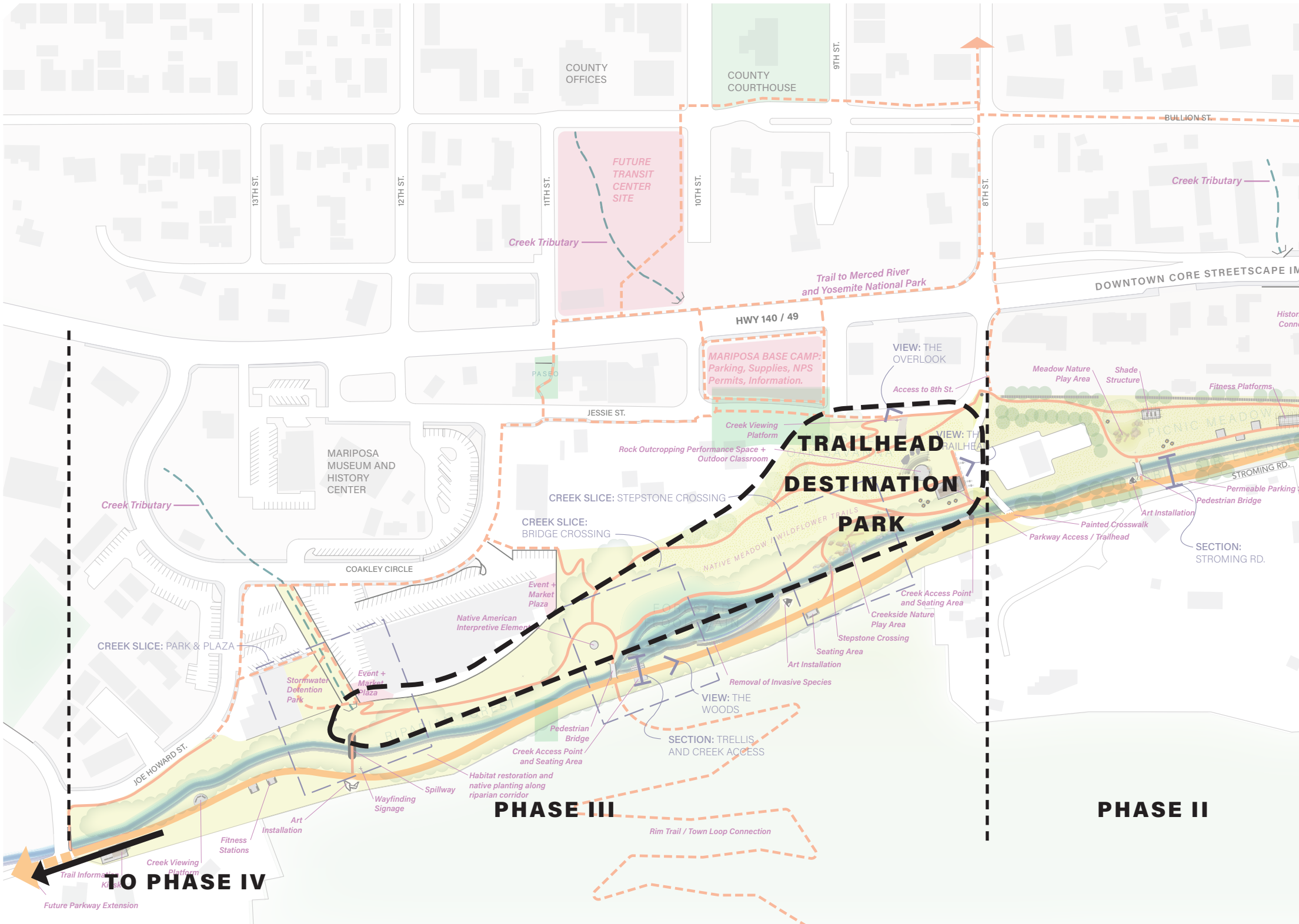
By creating a public space for Mariposans, this project reinforces an existing foundation of quality of life in Mariposa, which is authentic and real to those that live there. The Trailhead Park takes an underutilized and centrally-located parcel along the creek and creates a destination that accommodates new activities and enables a stronger connection to the local landscape, especially Mariposa Creek. But the Trailhead also creates a gateway for mobility, active transportation, recreation, and emergency egress. The new space reinforces Mariposa as the heart of the county. In this context, the Mariposa Creek Parkway forms a backbone of recreation, mobility, attraction, and destination, for both locals and visitors, and the town recognizes the potential of this economic development engine to maintain Mariposa's relevance as it's relationship with the Park continues to evolve.

Within the bigger context of expanding recreation trends and evolving visitation patterns, places that uphold a sense of place, cultivate unique experiences, and embrace the livelihoods of residents become sought after refuges against a backdrop of homogeneity. These communities, that answer to the unique desires of their citizenry and reveal their own special qualities, instead of soley catering to a pre-conceived notion of what should be or what is expected by visitors, are ultimately better positioned to grapple with challenges related to a finicky economy or increasingly hostile environment. In the off-season (though non-existent now in many gateways) they are whole, instead of empty shells. In the face of policy changes (such as reservation systems), they are on solid footing, instead of a slippery slope. And in the minds of their residents, they are worthwhile places to live - so important to retaining and recruiting a workforce that sustains the services and the visitor-facing economy.



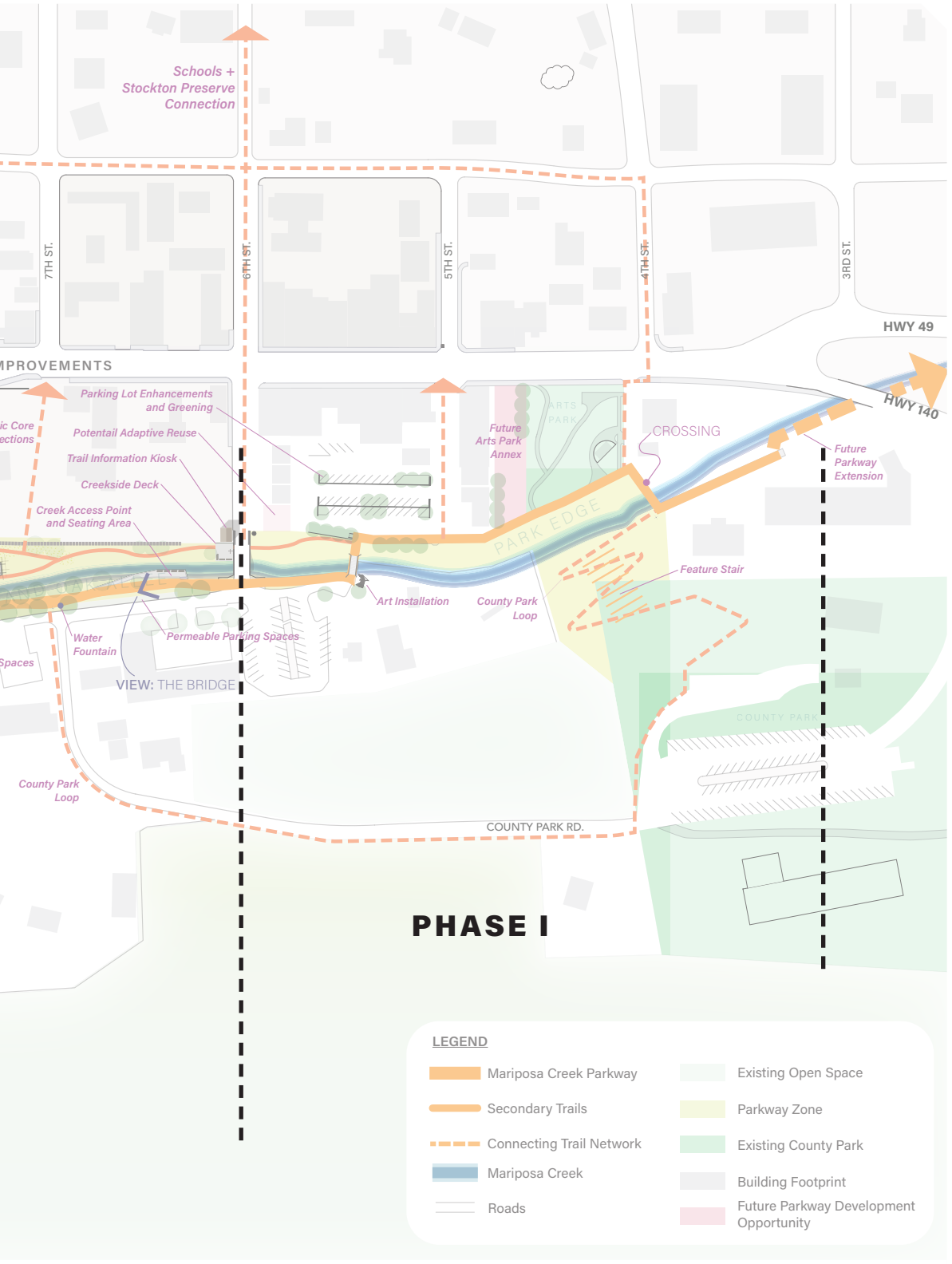

Groveland
120
Coulterville
El Portal
Yosemite Village
YOSEMITE
NATIONAL
PARK
49
140
Briceburg
Midpines
MARIPOSA
Wawona
Fish Camp
Catheys
Valley
SIERRA
FOOTHILLS
SIERRA
NEVADA
41
49
140
To Fresno
Oakhurst

MARIPOSA CREEK PARKWAY MASTER PLAN (2019 CONCEPT)



WRT

MARIPOSA CREEK PARKWAY MASTER PLAN
PARKWAY CORRIDOR VISION DIAGRAM



Dialogue around the idea for a trail from the Fairgrounds to Highway 49N along Mariposa Creek began in the 1980s, and took root in the Spring of 1987 with a kickoff site visit hosted by the Mariposa Creek Committee, chaired by then-Supervisor George Radanovich. The County Public Works Department oversaw the first new construction on the Parkway, which included the installation of the Phase I bridge, path, planting, and lighting in 1992. The next step occurred when a Schematic Design for the extension of the Parkway from 5th Street to 8th Street began in 1999. By 2000, Phase II was complete, extending the Parkway to a length of 0.4 miles. In 2002, the Mariposa County Arts Council spearheaded development of the Mariposa County Arts Park between the Phase I trail and Highway 140/49, with the first community event at the Arts Park on a starry Saturday night in July of 2004. To this day the Arts Park represents the biggest community hub and gathering space on the Parkway, and is still used extensively for events.

In 2015 the County hired Sierra Designs to work with the Town of Mariposa Transportation Center Advisory Committee to develop a Conceptual Plan for Phase III of the Parkway, which identified alternative pathways and a preferred alignment of the trail from 8th Street to Joe Howard Street. The design also included a trailhead, proposed amenities, and supplemental projects in Phases I and II. Property acquisition and/or easements were proposed in the Phase III design to support the development of the Parkway. All of these previous plans and efforts built momentum for the County to obtain a grant from the Caltrans Sustainable Communities Transportation Planning program for a final Master Plan for the Parkway.

The first priority action recommended by the Master Plan was to acquire necessary access through parcels along Phase III, either by fee simple purchase or with easements. Assited by the Sierra Foothill Conservancy, the County was able to purchase the property between Jessie St and the Creek, and along 8th Street, which contains the land for the Trailhead Park. This project advances the guiding principles of the Master Plan, which included implementing a design centered on: Health & Wellness, Community & Creativity, and Environment & Education, strengthening the vision of the Master Plan and following the lead of the community's feedback.

THIS PAGE:

Creek Week was an engagement effort that took place adjacent the project site, alongside Mariposa Creek. Over the course of three days, around 500 residents visited the design team's installation and exhibits, referred to as the Gatehouse. This included 150 fifth and sixth graders, who were also encouraged to provide feedback and engage with the design team.

While on the site, the design team was able to engage in discussions with residents about community priorities and goals, and continue the dialogue around potential solutions and design ideas for addressing those goals. By engaging with residents on the site itself, the imagery and discussions were made much more powerful. The maps were more understandable, and the renderings could be viewed in their immediate context. Residents were comfortable showing excitement or expressing concern over design ideas that were easily grasped by walking the project site.

The insights and priorities provided by the community during this and other engagement milestones during the development of the master plan were the basis for the plan's recommendations.

OPPOSITE PAGE:

The Master Plan proposed a vision for the Trailhead Park and much of its programmatic elements, including the overlook, a picnic pavilion with restrooms, and connecting trails to the Creek Parkway. In addition, the Plan explored materiality and design language that served as a launch point for this project's design considerations. As Parkway projects continue to be implemented, the goal is to provide a cohesive experience, tied to a clear identity that is felt throughout the creek corridor.







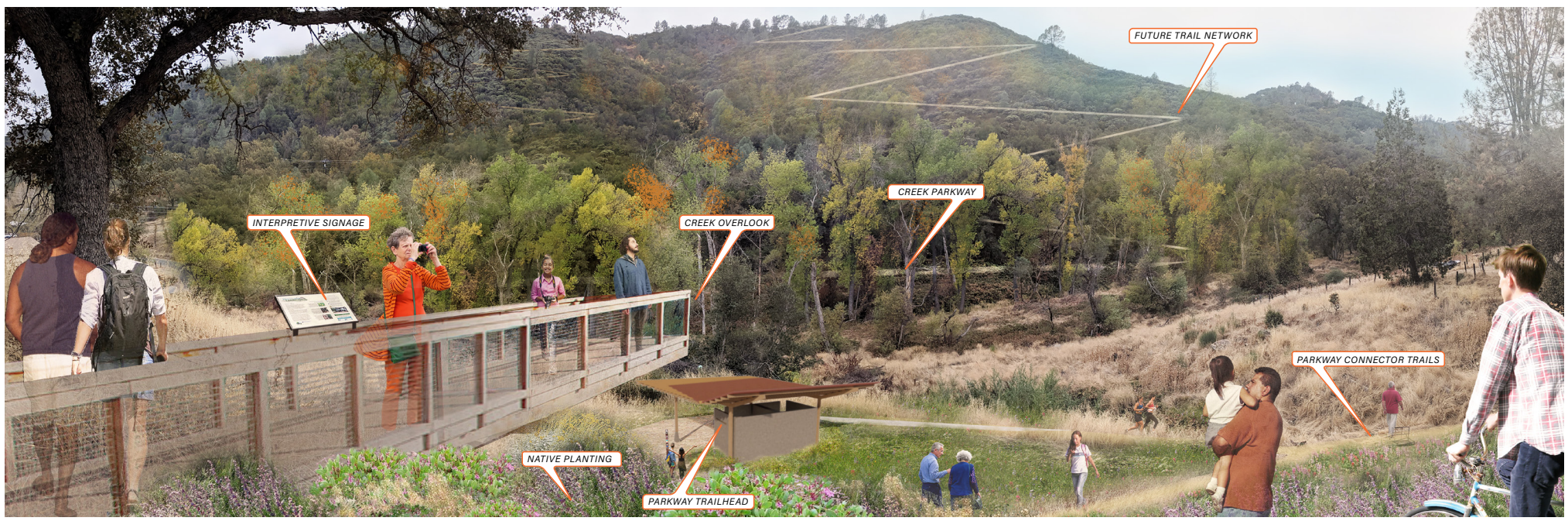


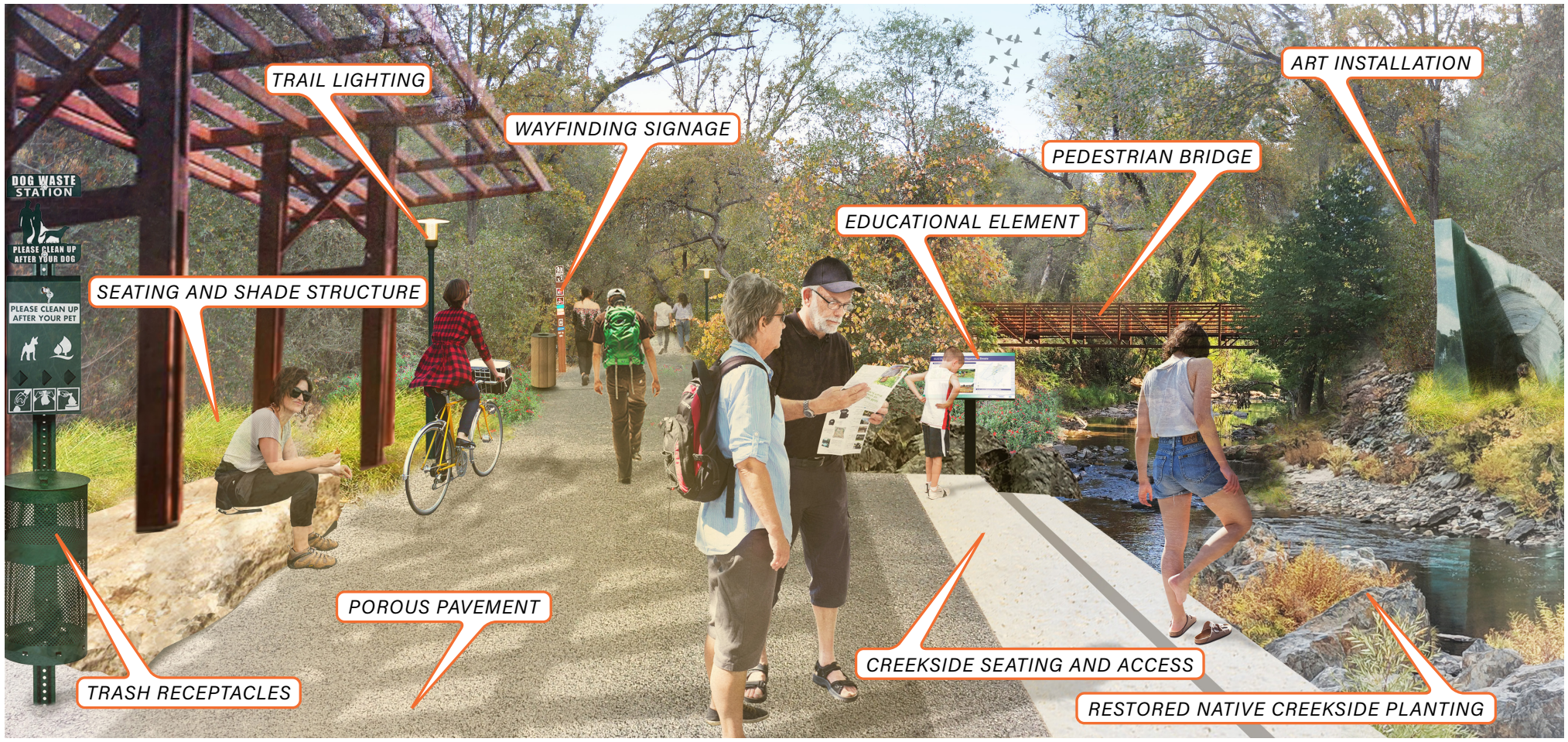




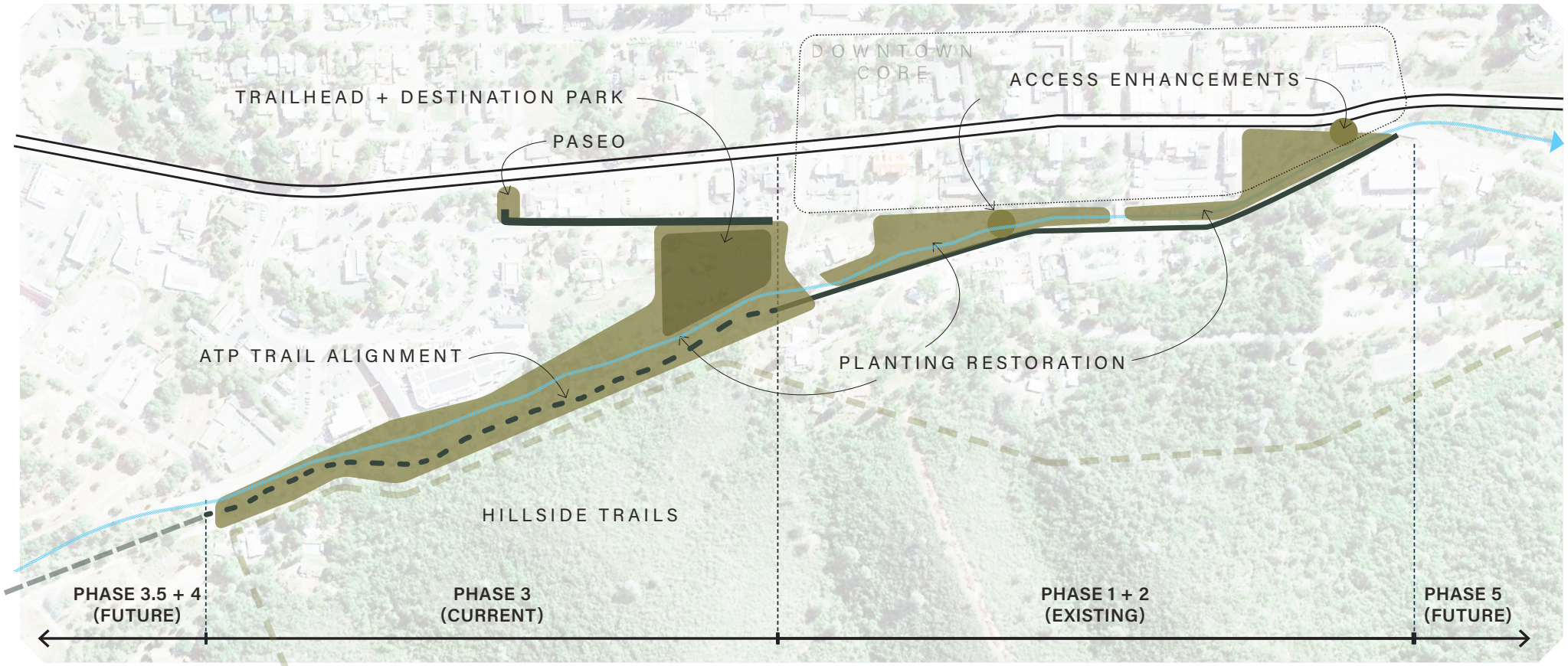





INTERPRETIVE SIGNAGE
CREEK OVERLOOK
FUTURE TRAIL NETWORK
CREEK PARKWAY
PARKWAY CONNECTOR TRAILS
NATIVE PLANTING
PARKWAY TRAILHEAD


TRAIL LIGHTING
WAYFINDING SIGNAGE
ART INSTALLATION
PEDESTRIAN BRIDGE
EDUCATIONAL ELEMENT
SEATING AND SHADE STRUCTURE
DOG WASTE STATION
PLEASE CLEAN UP AFTER YOUR DOG
PLEASE CLEAN UP AFTER YOUR PET
POROUS PAVEMENT
TRASH RECEPTACLES
CREEKSIDE SEATING AND ACCESS
RESTORED NATIVE CREEKSIDE PLANTING

ONGOING RELATED PROJECTS & FUTURE COORDINATION



The Trailhead project is not the only recommendation from the Master Plan that has advanced significantly since the plan was adopted. A number of projects related to the Mariposa Creek Parkway are either underway or planned for future deployment, including the implementation of the conceptual design for the Trailhead Destination Park included in this package. Taken as a whole this work will transform the Mariposa Creek corridor into a multi-benefit trail and recreation network. In light of the many phases and grant performance periods, the project partners have made every effort to coordinate the overall identity and design language of the projects, to ultimately create a cohestive experiential quality that is unique and authentic to Mariposa.

Phase III Creek Parkway & Paseo Connection

Through a CALTRANS Active Transportation Planning (ATP) grant, the County is in the process of completing construction documents for the design of the Phase III Parkway, Jessie St. connection, and the 11th St. Paseo. This project is scheduled to commence construction in the Summer of 2025.

Phase III Hillside Trails Design

On the hillside southwest of town, the County is undertaking the creation of a trail system, with up to 10 miles of multi-use trails ultimately planned. This project builds upon the Master Plan by providing an extended experience off the Parkway, and connecting additional public spaces such as the County Park, along with new trailheads and wildfire mitigation strategies.

Phase III Habitat Restoration

This project, recently completed but with ongoing monitoring, removed extensive amounts of invasive species in the Phase III corridor, through cutting, herbicide application, and cultural burning in partnership with Miwuk representatives. Selected zones were then replanted with native, climate-appropriate, and culturally relevant species. These zones are incorporated into the planting design for Trailhead Park concept.

Phase III Trailhead & Destination Park Implementation
The concept design contained in this project is envisioned to advance to an implementation phase with grant support, with final design documentation and construction coming on the heels of the ATP implementation.

In addition, there are a series of projects that are more peripheral to Phase III of the Creek Parkway, but nonetheless part of the transformational effort underway in Mariposa, and building upon the themes of Master Plan. These include:

Phase IV Special Plan: a recently completed effort to fold in a large property acquisition along the Creek and confirm land uses and expectations for the creek corridor and its adjacencies.

Mariposa Gateway Elements: newly completed placemaking strategies, including murals and art installations honoring Southern Sierra Miwuk heritage and revitalizing underused spaces.

Creekside Terraces Affordable Housing Development: recently constructed housing units along the creek corridor, including homes for Mariposans previously experiencing homelessness.

Phase IV Ecological Enhancement: planned improvements to the creek itself, in areas of the corridor where habitat restoration and hydrologic re-engineering could provide significant benefits.

Phase IV Creek Parkway Resilience Hub: newly launched project aimed at creating a community resource for events and services, but also an evacuation center and staging area for wildfire response and resilience.

Phase I & II Creek Access Enhancements: project underway to implement improvements in the existing phases of the Creek Parkway, by removing invasive species and constructing user amenities such as viewing areas, seating, and soft surface trails.

Mariposa Creek Parkway Hazardous Fuels Reduction: project on the County Park, and Creek Parkway acquired lands to the west of town, concurring with the Hillside trails project.

Regional Forest and Fire Capacity Program: Sierra Foothill Conservancy and the Southern Sierra Miwuk project on Hillside lands for culturally appropriate forest management plan.

PHASE III CREEK PARKWAY & 11TH ST PASEO



PHASE III HILLSIDE TRAILS DESIGN



PHASE III HABITAT RESTORATION





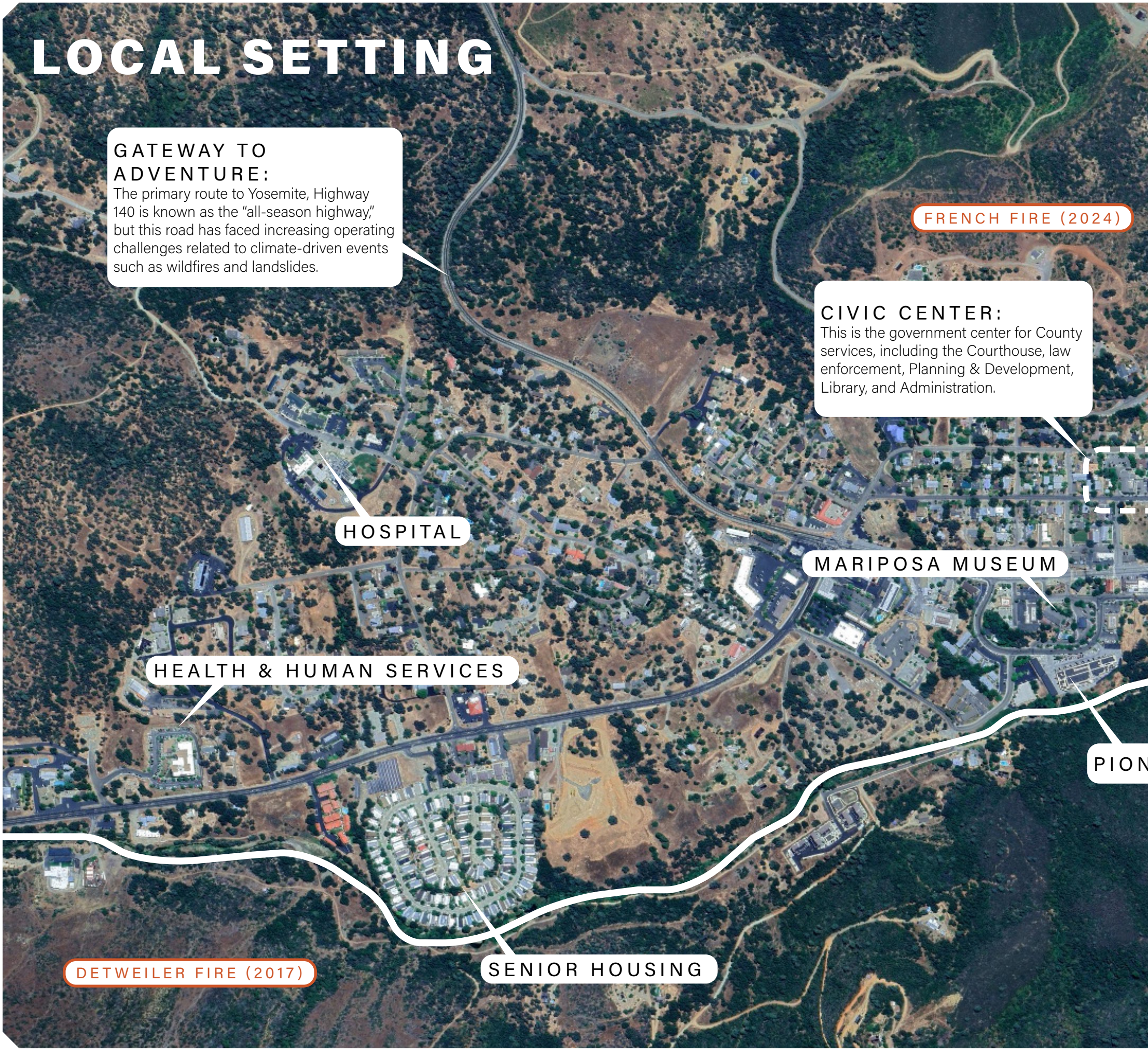
II INVENTORY + ANALYSIS

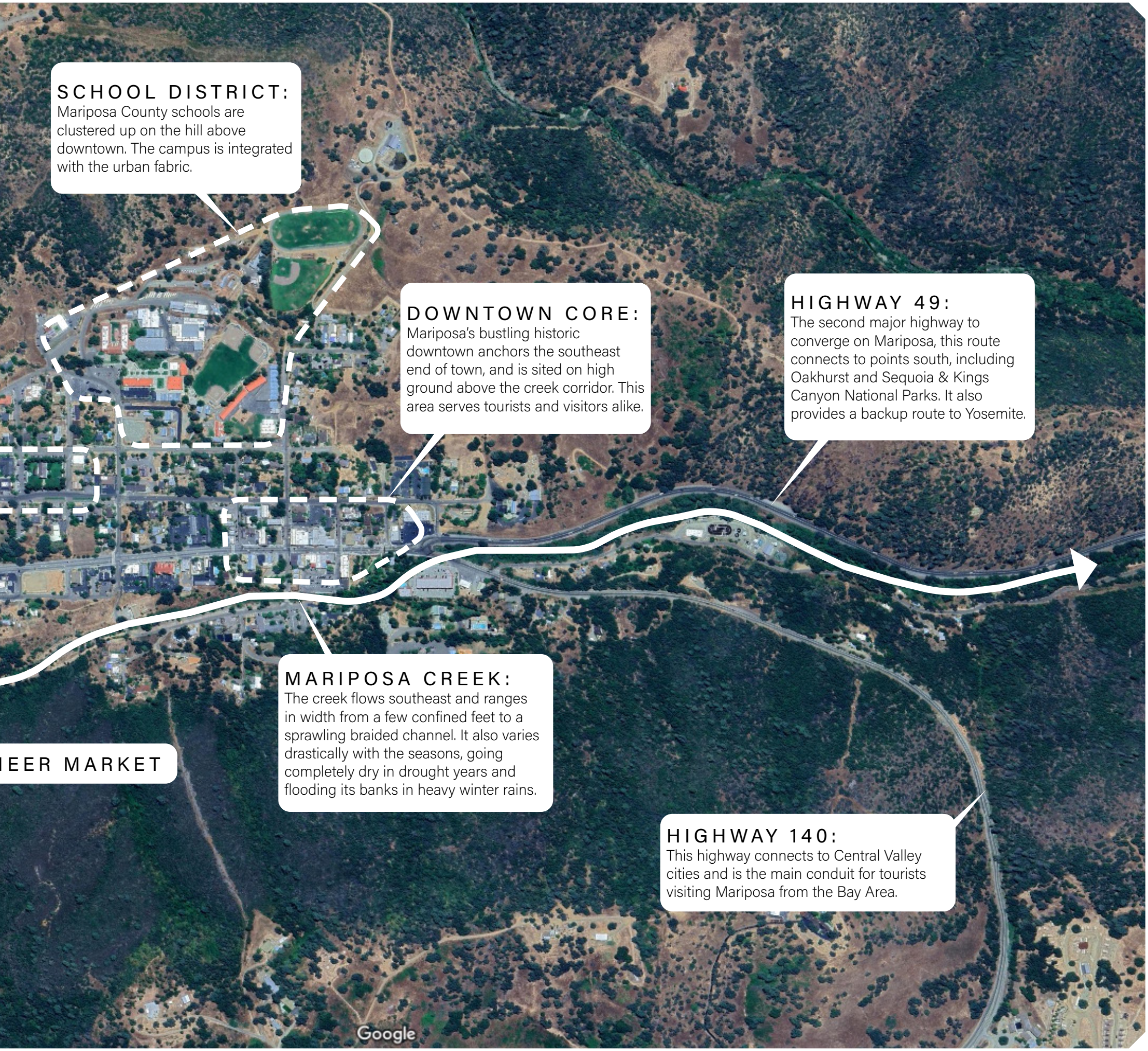
LOCAL SETTING

EXISTING CONDITIONS

STAKEHOLDER & COMMUNITY INPUT

LOCAL SETTING




SCHOOL DISTRICT:
Mariposa County schools are clustered up on the hill above downtown. The campus is integrated with the urban fabric.
DOWNTOWN CORE:
Mariposa's bustling historic downtown anchors the southeast end of town, and is sited on high ground above the creek corridor. This area serves tourists and visitors alike.
HIGHWAY 49:
The second major highway to converge on Mariposa, this route connects to points south, including Oakhurst and Sequoia & Kings Canyon National Parks. It also provides a backup route to Yosemite.
MARIPOSA CREEK:
The creek flows southeast and ranges in width from a few confined feet to a sprawling braided channel. It also varies drastically with the seasons, going completely dry in drought years and flooding its banks in heavy winter rains.
IEER MARKET
HIGHWAY 140:
This highway connects to Central Valley cities and is the main conduit for tourists visiting Mariposa from the Bay Area.
Google

EXISTING CONDITIONS: PHASE III



Mariposa Creek flows under the Joe Howard Bridge and enters a thickly wooded and narrow valley before opening up into the floodplain near the Trailhead and the 8th Street ford.

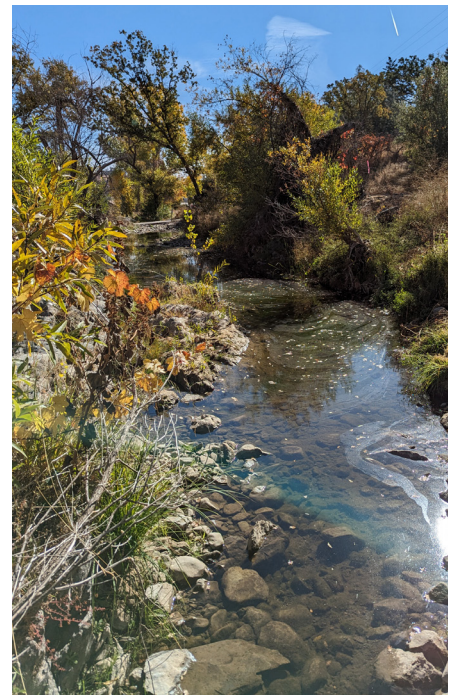








3 MARIPOSA CREEK





4 WATERFALL DAM



5 POUNDING STONE

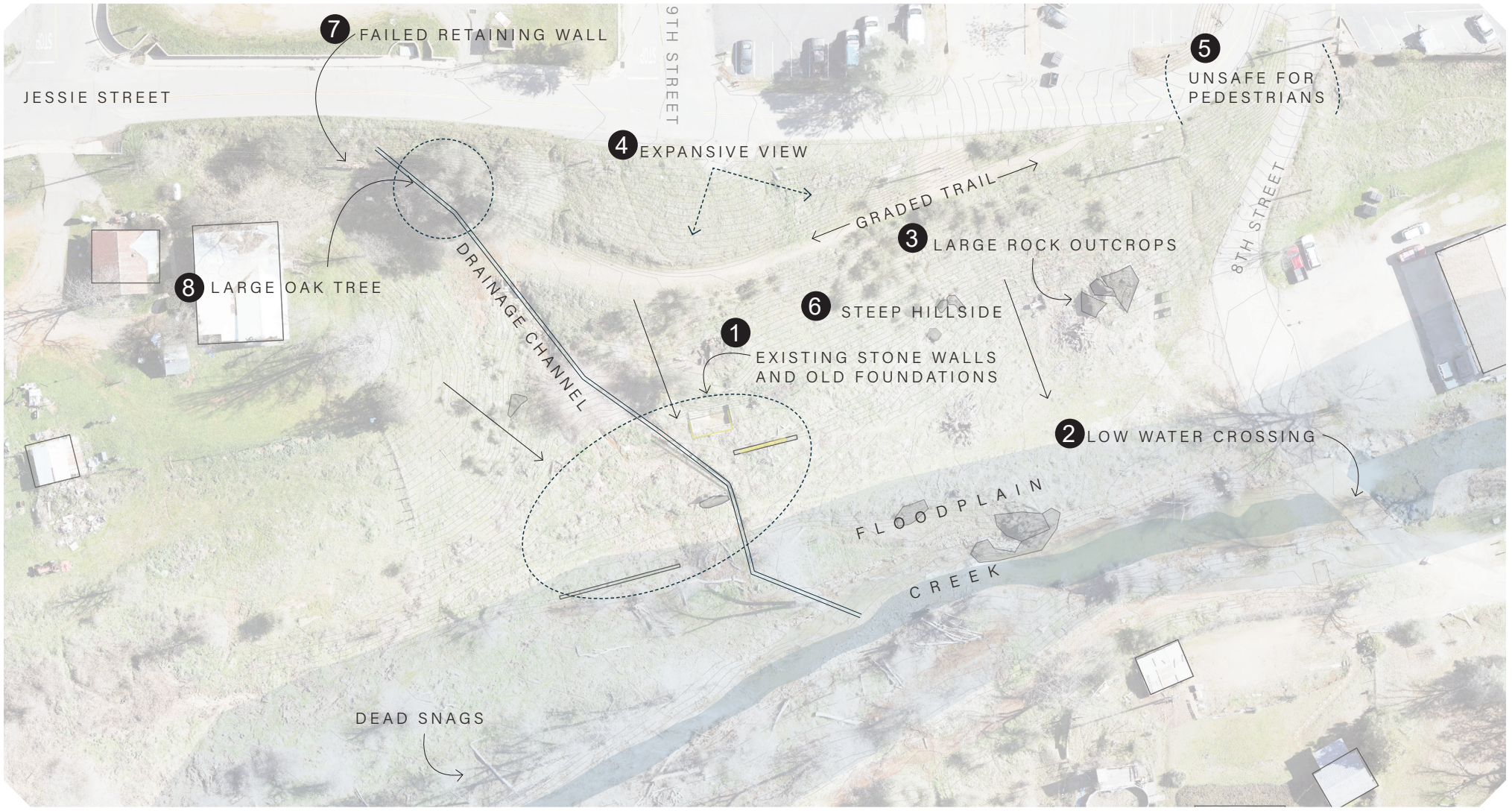


6 PIONEER MARKET



7 STEEPLY WOODED

EXISTING CONDITIONS: TRAILHEAD



Layers of history, culture, ecology, and landscape come together on the trailhead site, where the project makes room for connectivity, access, recreation, and respite.








3 LARGE ROCK OUTCROPS


4 EXPANSIVE VIEW


5 UNSAFE PEDESTRIAN PATH


6 STEEP HILLSIDE

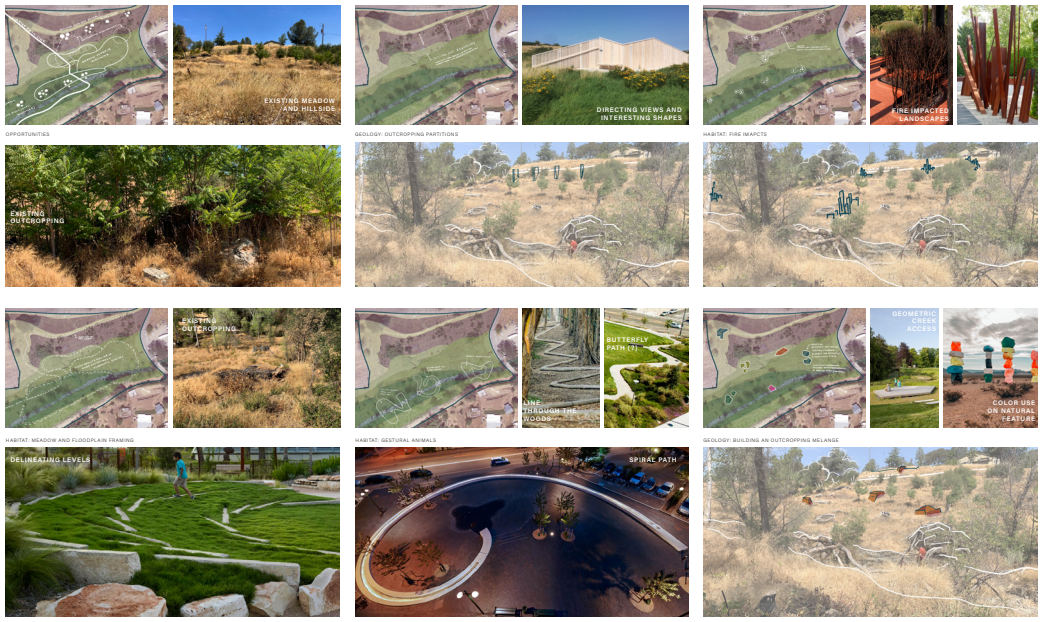

7 FAILED RETAINING WALL


9th Street
8 LARGE OAK TREE

STAKEHOLDER & COMMUNITY ENGAGEMENT

CREEK PARKWAY STAKEHOLDER CHARRETTES (OCT 2022 & JAN 2023)

ACCENT: HIGHLIGHT THE HITS



PLAY: DISCOVER THE FEATURES

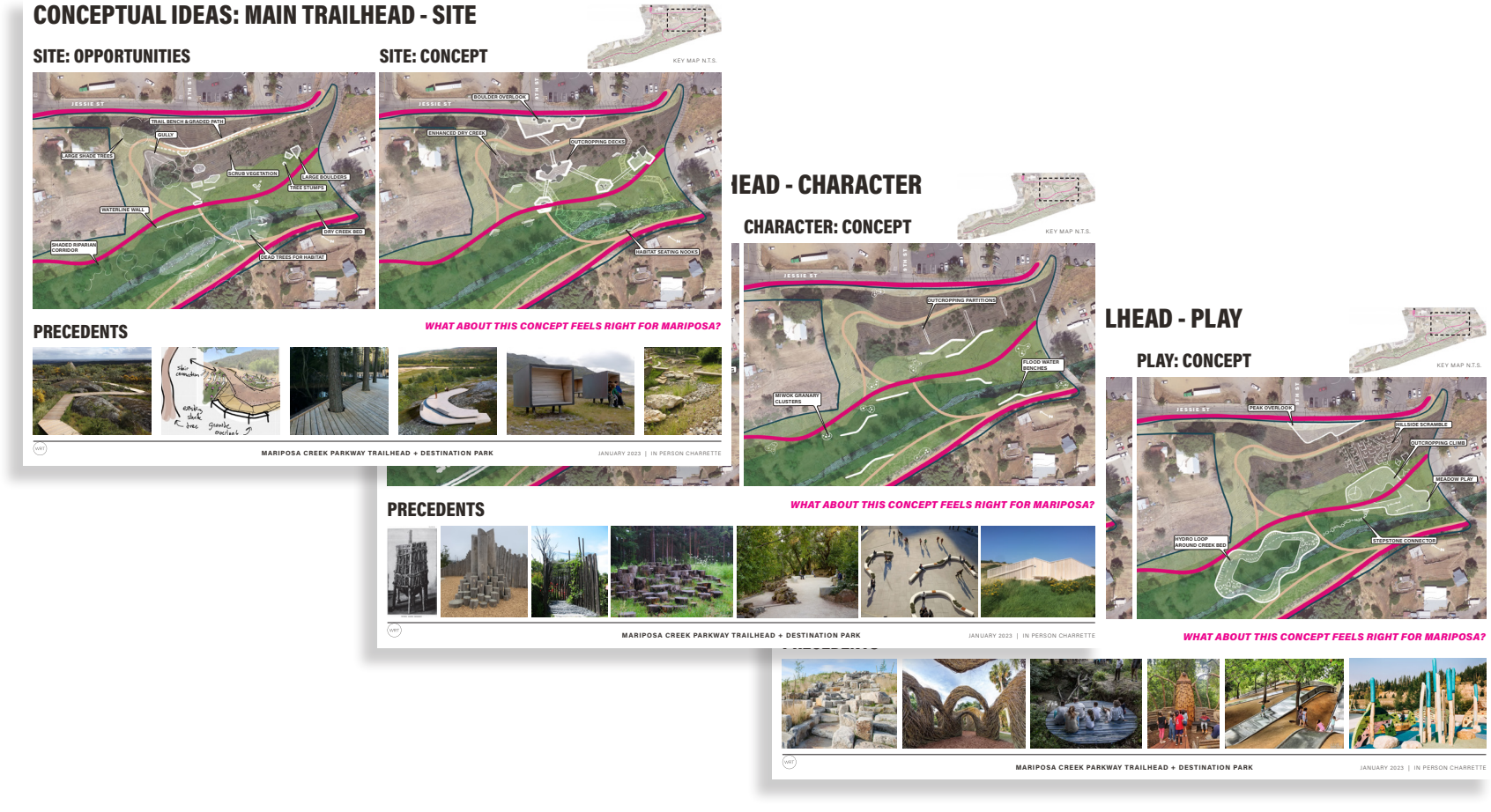


SITE: USE WHAT WE HAVE



In October 2022 the design team presented three thematic idea boards to the stakeholders as a means of gauging early impressions and existing throughts about the design direction and the site in general. This exercise helped the design team understand some of the early “boundaries” of the design and how it might be well grounded in the context of Mariposa and the larger Creek Parkway corridor. Stakeholder representatives included individuals that have been involved since the Master Plan project, along with county officials and staff, project partners, and leadership from community organizations, inlcluding:

- Mariposa Arts Council
- Department of Public Works
- Creative Placemaking Strategy Advisory Committee
- Planning Department



Specific feedback from the January 2023 charrette is below. The three thematic alternatives were advanced from Ocotber and presented to the stakeholders, meant to provoke conversation and identify strenghts and weaknesses. Ultimately a combination of elements from each were pooled to provide meaningful direction to the design team.

- The idea of enhancing existing site features has the strongest resonance, with opportunities for layering in playful elements.
- Some elements may need to be designed to be flooded during the winter the wet season.
- In addition to flooding, other aspects of seasonality should be an important aspect in design. The design team should consider sun exposure, creek wet vs. dry seasons, springtime vegetation, and seasonal colors.
- The Jessie Street connection must be handled with thoughtfulness in order to encourage users to avoid the steep slopes and dangerous roadway.
- Material selections should enhance the original vision of the master plan and add to the feeling of character within the overall Creek Parkway corridor.
- There is a strong consensus that this is not an urban park and that it should not resemble one. Constraining the design to what is notable about the site will retain the authenticity of the space and context.
- There should be a focus on accommodating groups of different sizes. At the same time, it should not be duplicative of the Arts Park to the southeast on the trail.
- A strong concept should be to treat this site as the town back porch.
- Playful elements are encouraged on the site, especially in thoughtfully designed ways. These elements paired with strategic gathering spaces would be best for multiple generations to enjoy the park together.
- No matter the concept, the center of gravity needs to be pushed to the interior of the site. It should not rely on the frontage with 8th St.
- We should keep and enhance the identity elements at the large outcropping but use a restoration / planting buffer between this gateway and other programming in the park.
- Differentiating shadier areas and sunnier areas will be crucial for making a park for all seasons.
- On a conceptual level, the design team needs to focus on telling a deep, complex story about the site that integrates a newer framework for Mariposa's history.

SITE VISITS (‘22, ‘23, ‘24)

A January 2024 visit let the team convey ideas for the siting of the main promenade and picnic pavilion, and ground truth the expectations around flooding potentials.





A site walk during the October 2022 grappled with questions pertaining to the culvert and drainage channel which cuts the site in half and presented an interesting design opportunity.





A summer 2023 visit gave the team clarity around connections into the larger creek parkway system, and the need to work around ongoing habitat restoration efforts.

Highlighted during the January 2023 charrette were the potential impacts of flooding along the creek corridor, as shown here. This project will need to weigh the ability to accommodate floodwaters while protecting infrastructure and amenity investments.

TRIBAL ENGAGEMENT WITH SOUTHERN SIERRA MIWUK NATION

- Periodic check ins with tribal representatives occured during the conceptual design phase.
- Tribal representatives have requested that the design team proceed with illustrating a variety of approaches to allow for public access to the cultural site located below Pioneer Market on the northeast bank of the creek.
- Preference was expressed for a minimal access option that still showcases the pounding stones, so visitors can approach the site in a respectful way and perhaps learn about the tribe and their legacy in the creek corridor.
- Access options will demonstrate respect and sensitivity to the site and provide space for interpretive signage.
- Given the site's challenging location, minimal access could be provided across the creek or from an earthen trail from the south. Ideally, formal access could be provided with fully accessible route to the site, which may be especially important for elders or those with mobility constraints.
- It is likely that the significance of the cultural site extends well beyond the currently defined boundaries. Recognition of this site may want to extend beyond that currently defined boundary and begin earlier in the trail network.
- There may be other ways to honor the idea of "uuchum" (home) throughout the site in form and materiality. However, any elements taking this approach must be thoughtfully designed. For example, the design cannot simply build new "u'machas" but it should subtly emulate and greatly respect the forms important to the Southern Sierra Miwuk Nation.



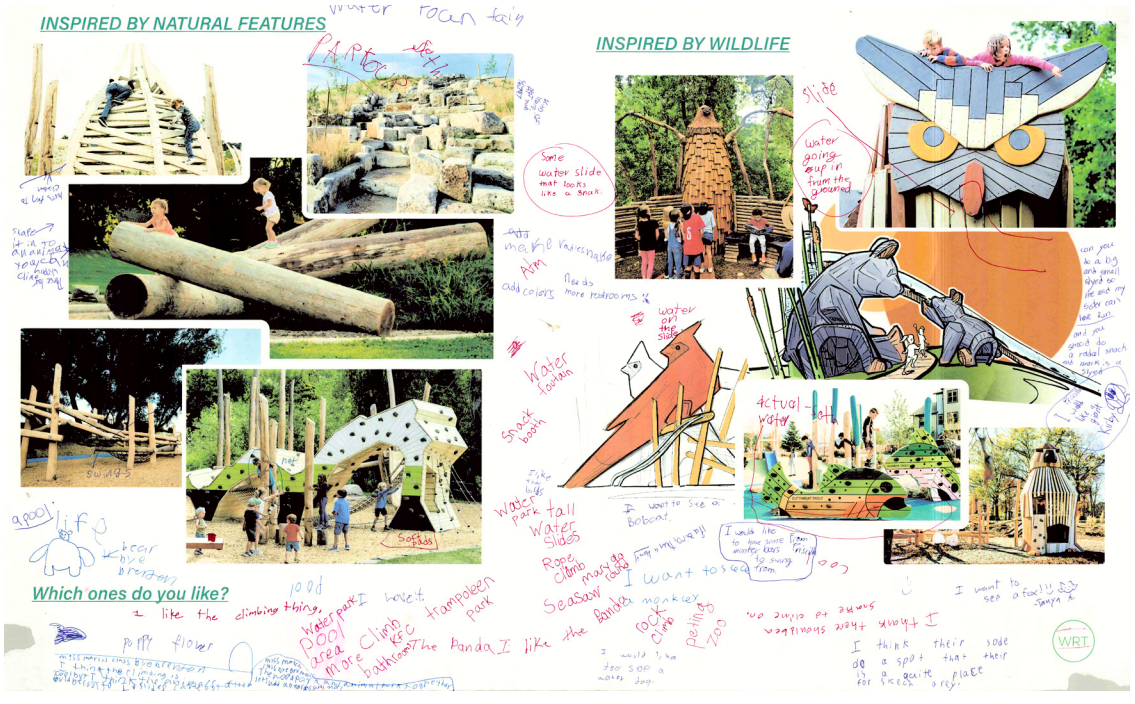
During a cultural survey for CEQA certification of previous Creek Parkway project phases, pounding stones were located just below the check dam, on the northeast side of the creek channel and below the Pioneer Market. A petroglyph may also be present on onee of the rock faces, but needs further study to be confirmed. The site is currently difficult to access and hidden from view.

NATIONAL TRAILS DAY (2023)

- The county used National Trails Day as a jumping off point to engage the community with trailhead park designs
- This engagement effort was done alongside other trail-oriented community organizations
- Materials provided information for all ongoing parkway projects
- Ideas were vetted with the public about play features for the trailhead
- Prompts were presented to seek input on the overall design direction for the park
- Overall, the feedback confirmed the intentions of the master plan
- The design team gained feedback around key features like restrooms (yes!) and parking (more!)









NATIONAL TRAILS DAY (2024)

- The most recent Trails Day consisted of a series of presentations for all the vaious ongoing Creek Parkway projects, with an emphasis on the Trailhead Park as the centerpiece of a network of recreation.
- The team gathered feedback from attendees in what was essentially a project update and checkpoint.
- The team heard from constituents in the biking community, and engaged with county officials to bring them up to speed.
- Input gathered centered around visitor experience, user comfort, and design and materiality.
- This event raised awareness and built excitement at a key milestone in the project process.
- Visitors and locals were able to attend the event at the Grove House, which included a concert.



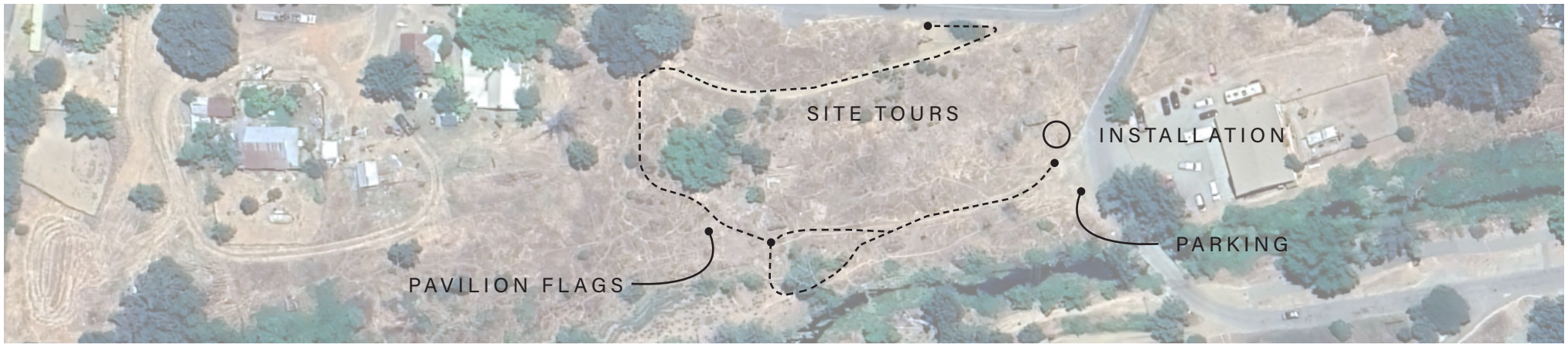


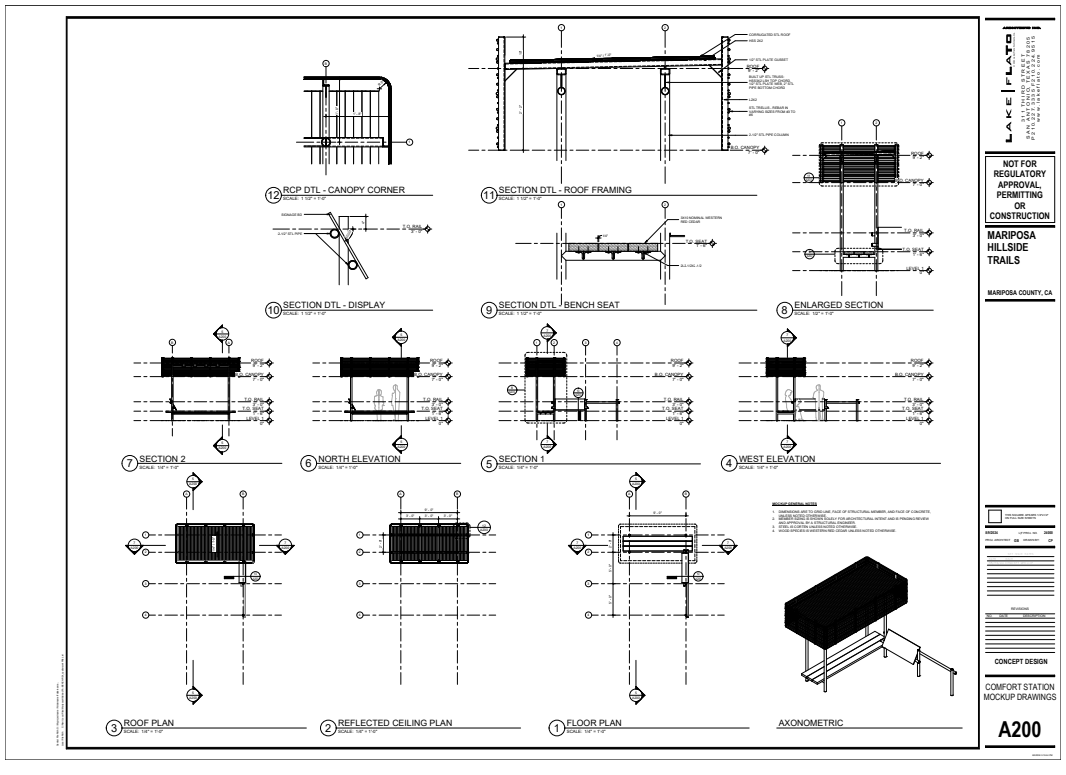




COMMUNITY CELEBRATION AND SEATING INSTALLATION (PLANNED FOR FALL 2024)

- Combined with a celebration for other Creek Parkway projects, the County is planning a community event in November 2024.
- This would be viewed as a “design reveal” party and celebration to build excitement for the next stage of the project while highlighting all the various efforts underway related to the Mariposa Creek Parkway.
- Boards wtih renderings and plans would be displayed on the Trailhead site, and guests would be able to share feedback with the design team for inclusion in the next phase of design.
- Similar to the Creek Week engagement event in 2019, this event would try to have multiple attractions ongoing, including site tours, music, food and drink, and interactive stations for collecting design input and sharing ideas.





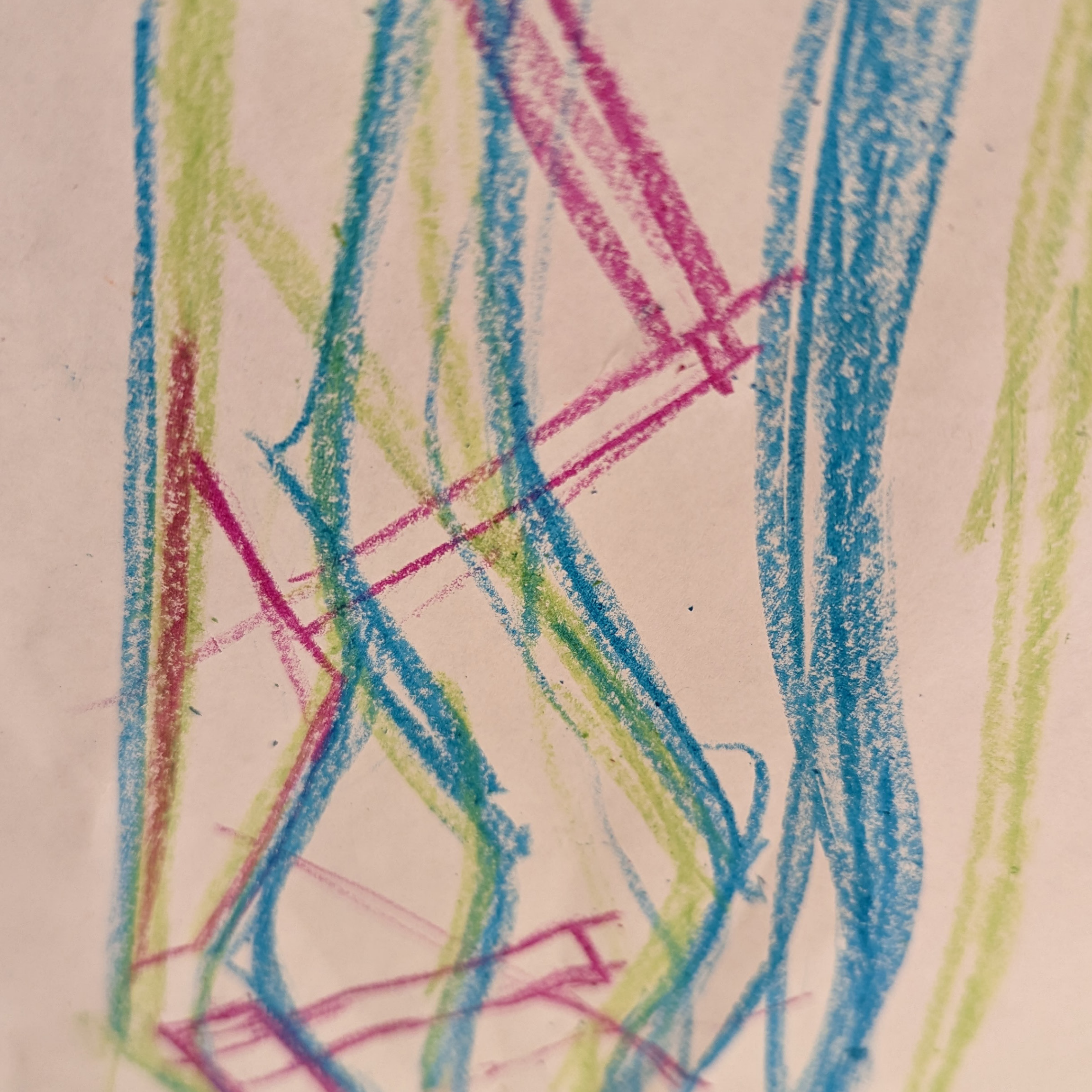
In addition, the County is working with local fabricators to understand the ability to construct a mockup of a creek parkway bench and shade structure. This would utilize the intended materials in the family of elements planned for multiple Creek Parkway projects.





OVERALL ENGAGEMENT TAKEAWAYS:

- *Need to balance shade and sun.*
- *Need to accommodate flood conditions.*
- *Destination in itself and a gateway to the creek parkway.*
- *Infuse with local spirit and character.*
- *Desire to incorporate existing site elements.*
- *Create space for new programs and uses while preserving wildness.*
- *Provide functional comforts in balance with natural setting.*
- *Simple treatment of contextual materials.*
- *Enable and reveal changes over time; embrace seasonality.*
- *Dynamic and appropriate planting that takes care of itself.*
- *Don’t impose “urban” overdevelopment.*
- *Circulation should be more spatial, less linear.*
- *Minimize maintenance needs.*
- *Don’t duplicate other creekside uses (ie Arts Park).*
- *Meet accessibility (ADA) requirements where possible.*
- *Manage stormwater off the hillside.*
- *Provide performative benefits: solar or wind power, water capture.*
- *Don’t intrude on the creek itself - avoid major permitting obstacles.*
- *Incorporate plans and coordinate with ongoing projects such as the habitat restoration and ATP construction.*



III CONCEPT DEVELOPMENT

CONCEPTUAL FRAMEWORK

OPPORTUNITIES & CONSTRAINTS

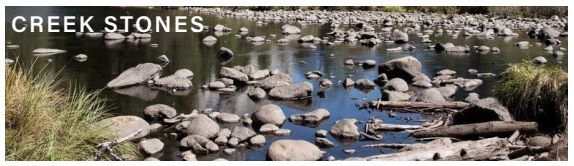
PRELIMINARY SITE ORGANIZATION

CONCEPTUAL FRAMEWORK

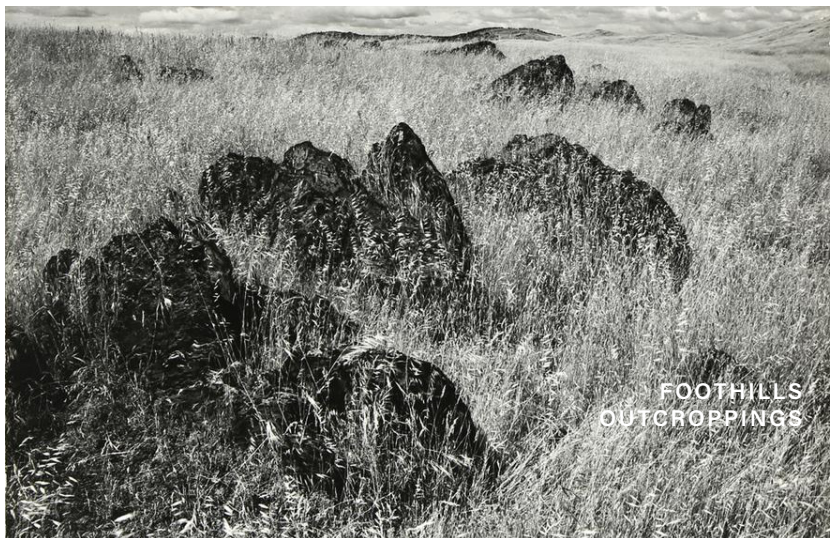
To begin establishing a relationship with the site, the team sought to ground themselves in an understanding of the region and its natural phenomena. Specifically, geoglogy, hydrology, and habitat were explored as thematic drivers that might inform early design discussions.

Feedback from the engagement events helped narrow the focus and clarify potential avenues to explore further, but these themes underly much of the eventual design discovery and process.

GEOLOGY


CREEK STONES




FOOTHILLS OUTCROPPINGS


MARIPOSITE



HYDROLOGY


CLOUDS OVER THE SIERRAS


SNOWMELT


HISTORIC FLOODING


VALLEY STREAMS



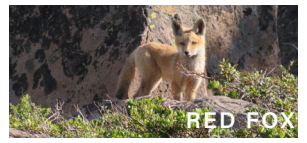
FOOTHILLS MEETING THE VALLEY

HABITAT


NATIVE PLANT SPECIES


VERNAL POOLS


SIERRA NEWT


RED FOX


OAK WOODLANDS

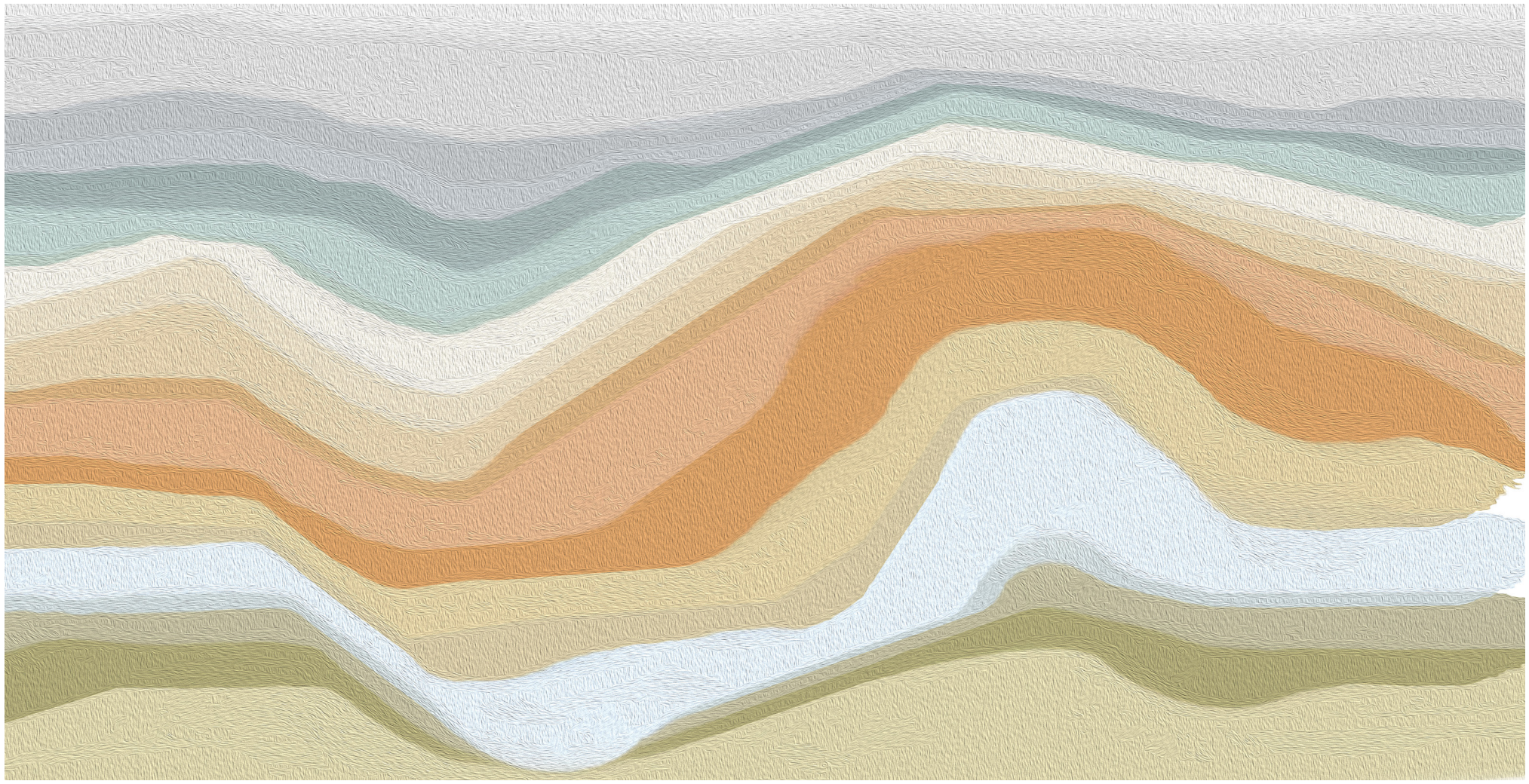



SIERRA YELLOW LEGGED FROG

CONCEPTUAL FRAMEWORK



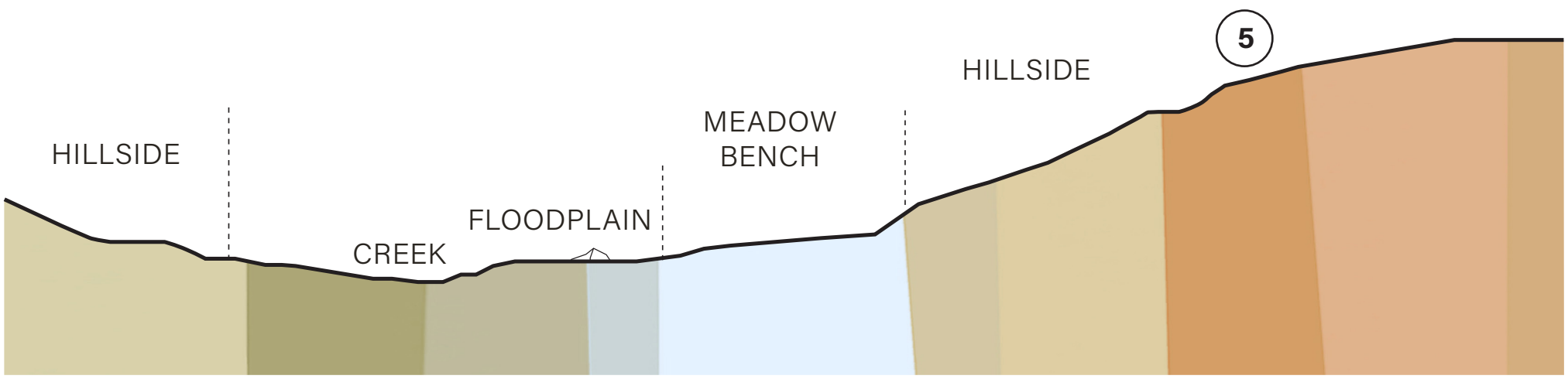
As an abstraction and jumping off point for design thinking, the design team assembled a character study of the surrounding context, and considered the various layers of landscape that make up Mariposa and it's surrounding region, trying to elucidate those places and identities that come together when one arrives in town from any direction.



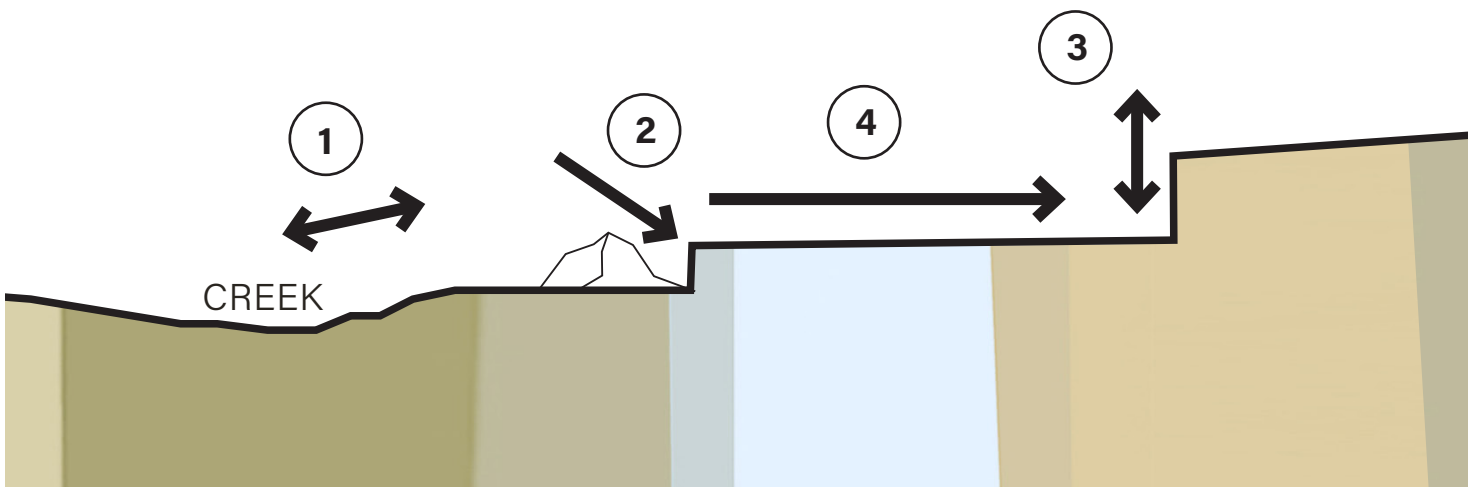
Given the collision of landscape layers, the team then explored ways to manipulate those layers — how to stretch, pinch, and resculpt their presence and reveal their inherent values and potential threats, while listening to the contextual clues and primordial cues. Ultimately, the exercise led to a design concept whereby the site itself could be manipulated to make space for program and activity, allow natural processes such as flooding to occur, and showcase the existing features and landscape identity as an already present authentic backdrop.

CONCEPTUAL FRAMEWORK

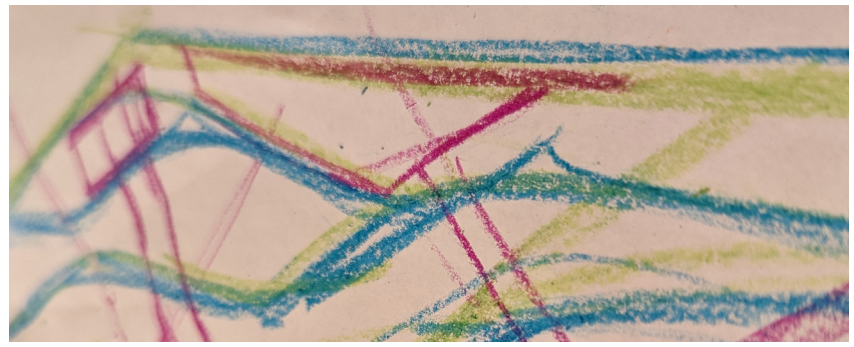
EXISTING

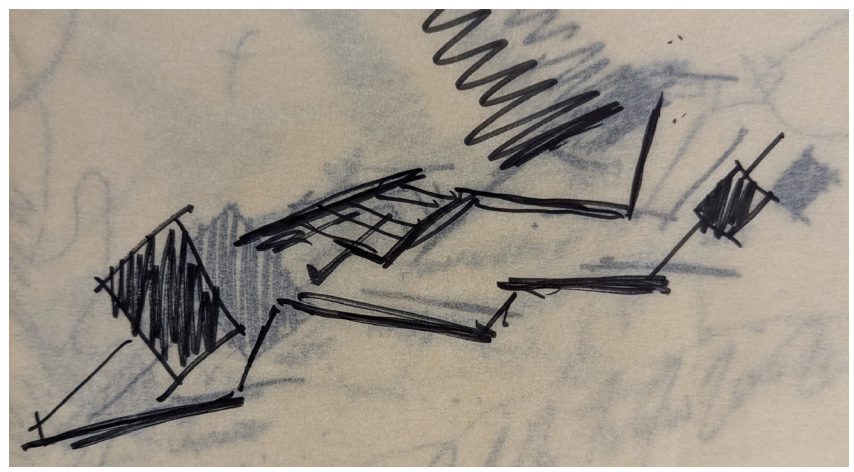


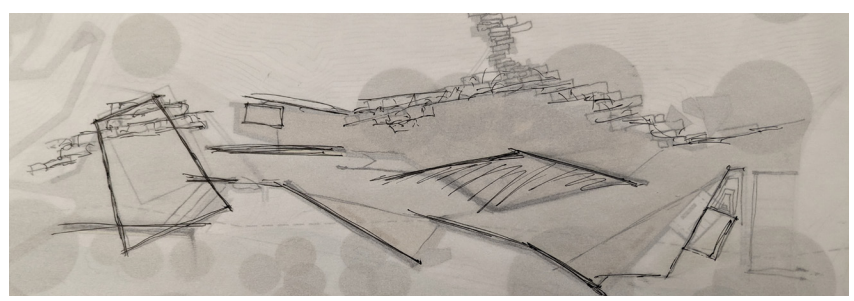
PROPOSED



Ongoing iterative sketches and form making help the team feel out the various strategies and begin to see spaces and circulation patterns informed by the site.







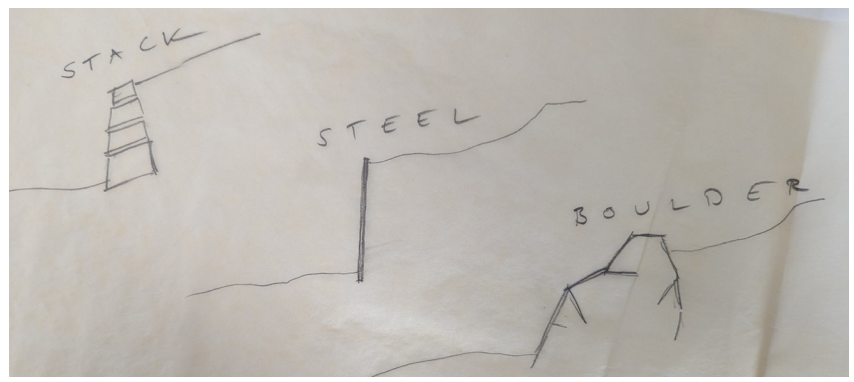
Applying the design abstactions to specific site potentials, the following strategies were developed, all with an eye toward extracting an authentic park design grounded in the place and understanding of its natural processes.

1 *Direct and Divert Floodwaters*

The creekside edge of the park presents an opportunity to address the potential risk of flooding. Instead of armoring the site against this seemingly inevitable force, the design can reinforce certain zones while relaxing others, creating a user experience that is intimately connected with water levels, dry or inundated.

2 *Reveal Existing Features*

Rock outcrops can be unearthed to create new spaces for parkgoers. Site walls can be rebuilt to reestablish edges and inform space allocations.

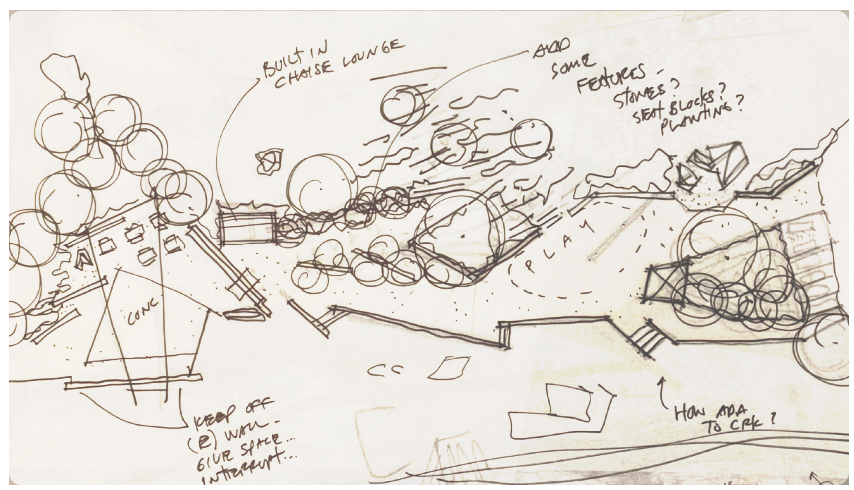


3 *Consolidate Grade Changes*

Instead of subtle slopes, claiming ground through reinforced grade changes, primarily with walls, not only makes more usable space but also reveals the layers of the site not immediately visible in its current state; the floodplain, meadow bench, and hillside become clear.

4 *Make Room for Program*

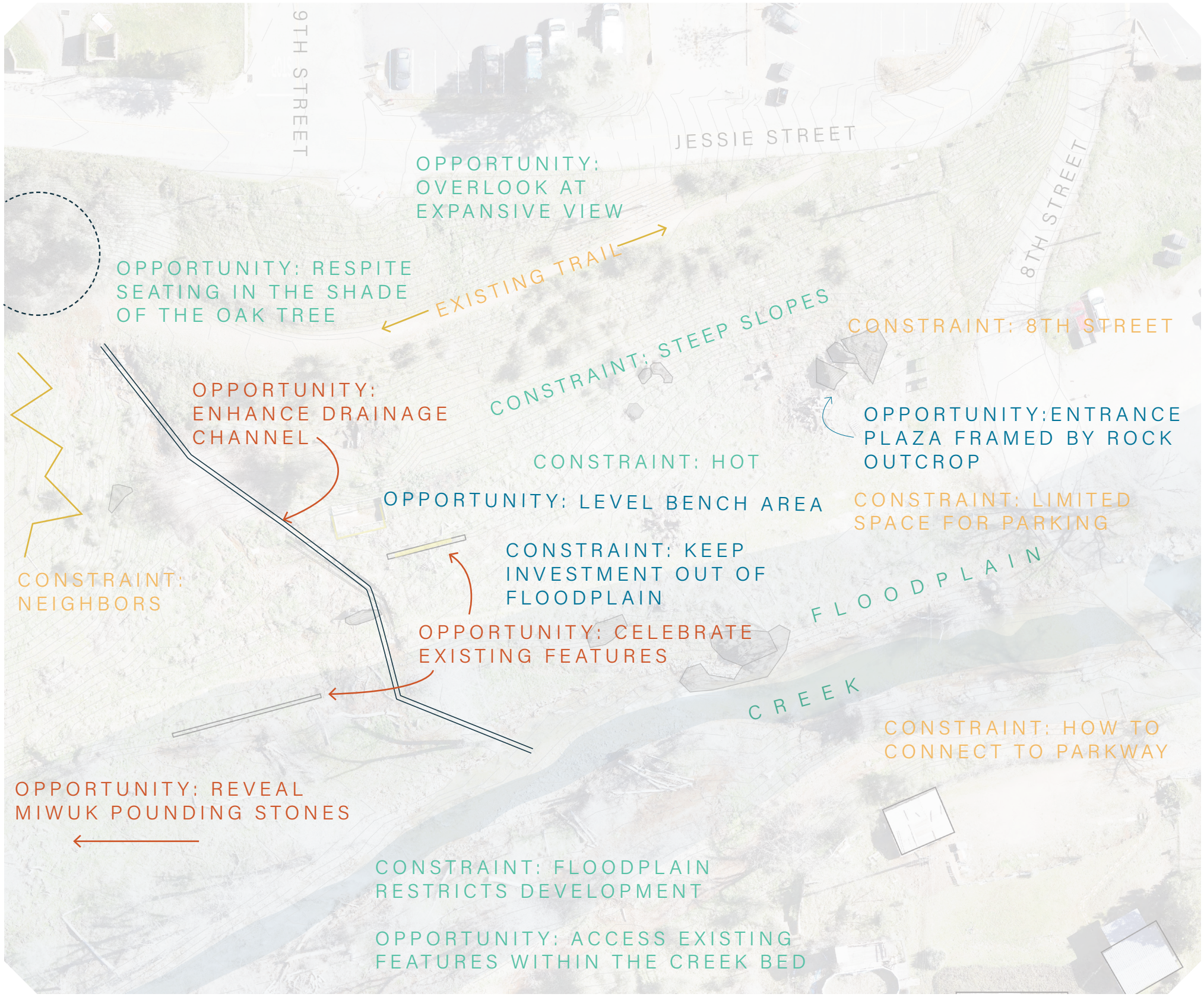
Cut and Fill techniques can push and pull the hillside to magnify its presence or mitigate its impact.



5 *Keep it Intact*

Certain zones can and should be left alone as they represent the truly authentic site in its existing state, and the protection of these spaces will lend valuable contextual identity to the constructed park, helping it feel as if it emerged from part of the site, not imposed from somewhere else.

OPPORTUNITIES & CONSTRAINTS



Overall, the constraints of the site create guideposts for design considerations and help determine if a concept is pushing too far or if it is reasonable for the site to support it. Basic ideas around shielding neighboring homes, screening or celebrating viewsheds, and enhancing existing features are noted.

Through multiple site visits, in multiple seasons, the team documented the site conditions and how different components might serve as design inspiration. The rock outcrops, walls, and drainage channel became focal elements, while the hillside, creek, and hot summer sun became primary challenges to be address or avoid. This analysis also led to necessary acknowledgement that the site is difficult to access, and would need different approaches for those visiting on foot, by bike, or in a vehicle. The regulatory aspects of the site development, include ADA compliance and creek encroachment also significantly influenced the ultimate design direction.

History & Culture

Ecology & Landscape

Connectivity & Mobility

Program



The steep hill and narrow width of 8th Street makes a difficult approach to the trailhead site.

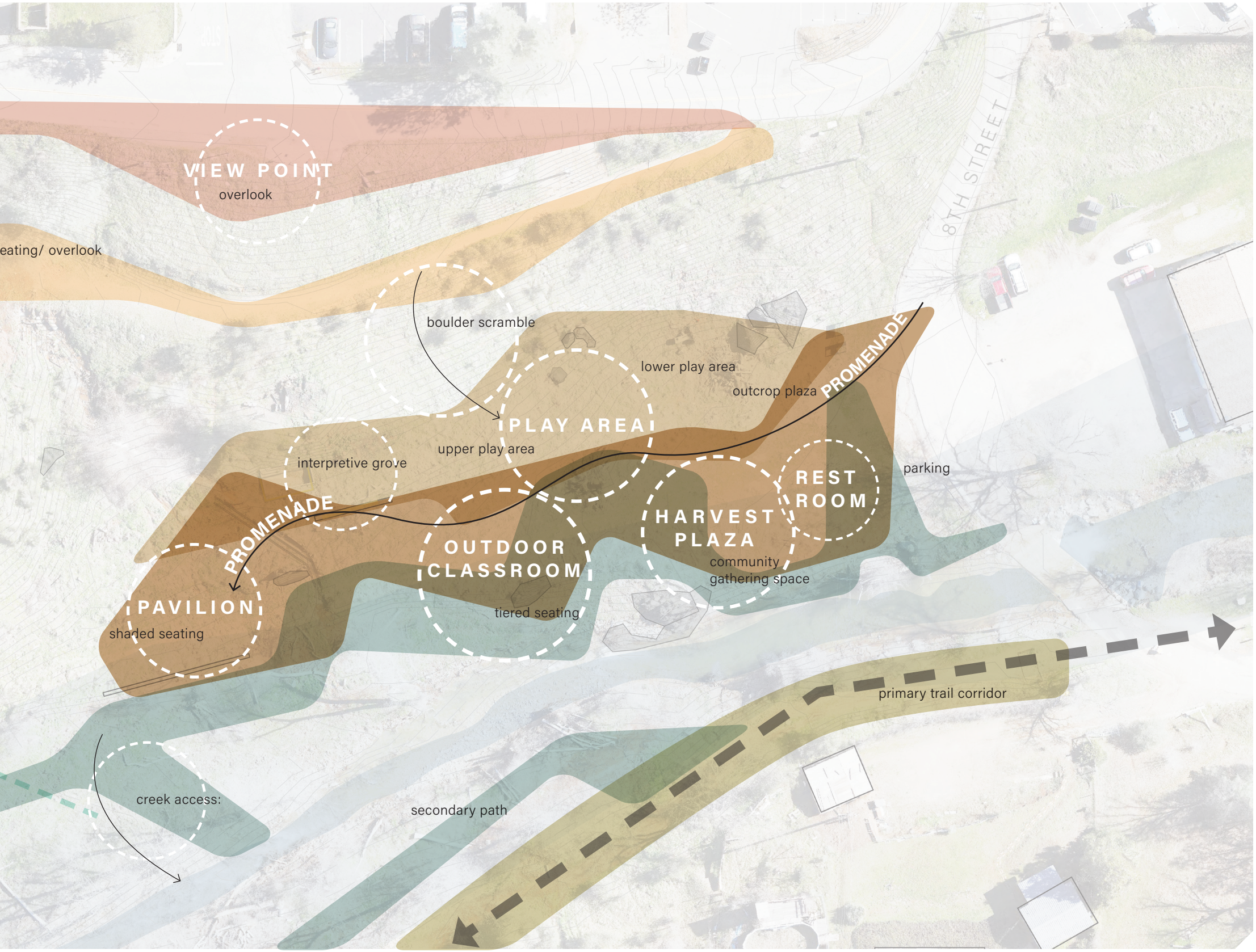
PRELIMINARY SITE ORGANIZATION

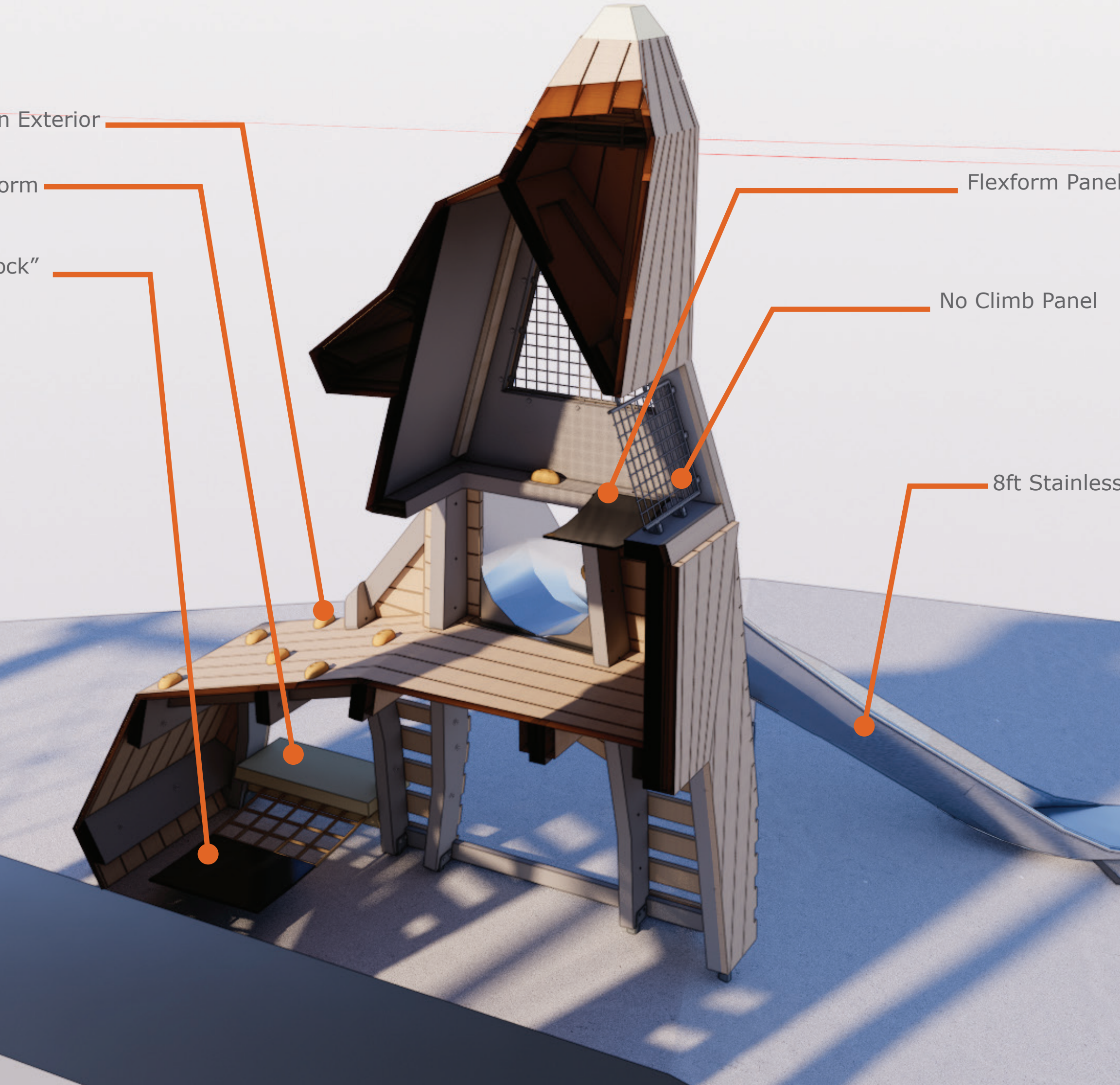
By combining the conceptual framework strategies and weighing the input recieved during the engagement processes, the team determined a preliminary site organziation (a bubble diagram) that captured the intent for various spaces and their relationships.

Over time, these bubbles shifted location and size, and thier linkages with paths evolved. At the conclusion of the exploratory design phase, a general framework was established to guide the concept design and begin driving the team disciplines to develop their components for further coordination.

The elements included here represent a Basis of Design for the team to advance the project. These are the general components that should be included in any additional design evolution.




VIEW POINT
overlook
eating/ overlook
boulder scramble
lower play area
outcrop plaza
PROMENADE
8TH STREET
PLAY AREA
upper play area
interpretive grove
parking
REST ROOM
HARVEST PLAZA
community gathering space
PROMENADE
OUTDOOR CLASSROOM
tiered seating
PAVILION
shaded seating
primary trail corridor
creek access:
secondary path


n Exterior
orm
ock”
Flexform Panel
No Climb Panel
8ft Stainless

IV CONCEPTUAL DESIGN

SITE PLANS

RENDERINGS / VIEWS

GRADING CONCEPT

CIRCULATION CONCEPT

HARDSCAPE CONCEPT

WALL TYPOLOGIES

SITE RESTRAINTS

SITE FURNISHINGS

LIGHTING CONCEPT

PLANTING CONCEPT

MAINTENANCE CONCEPT

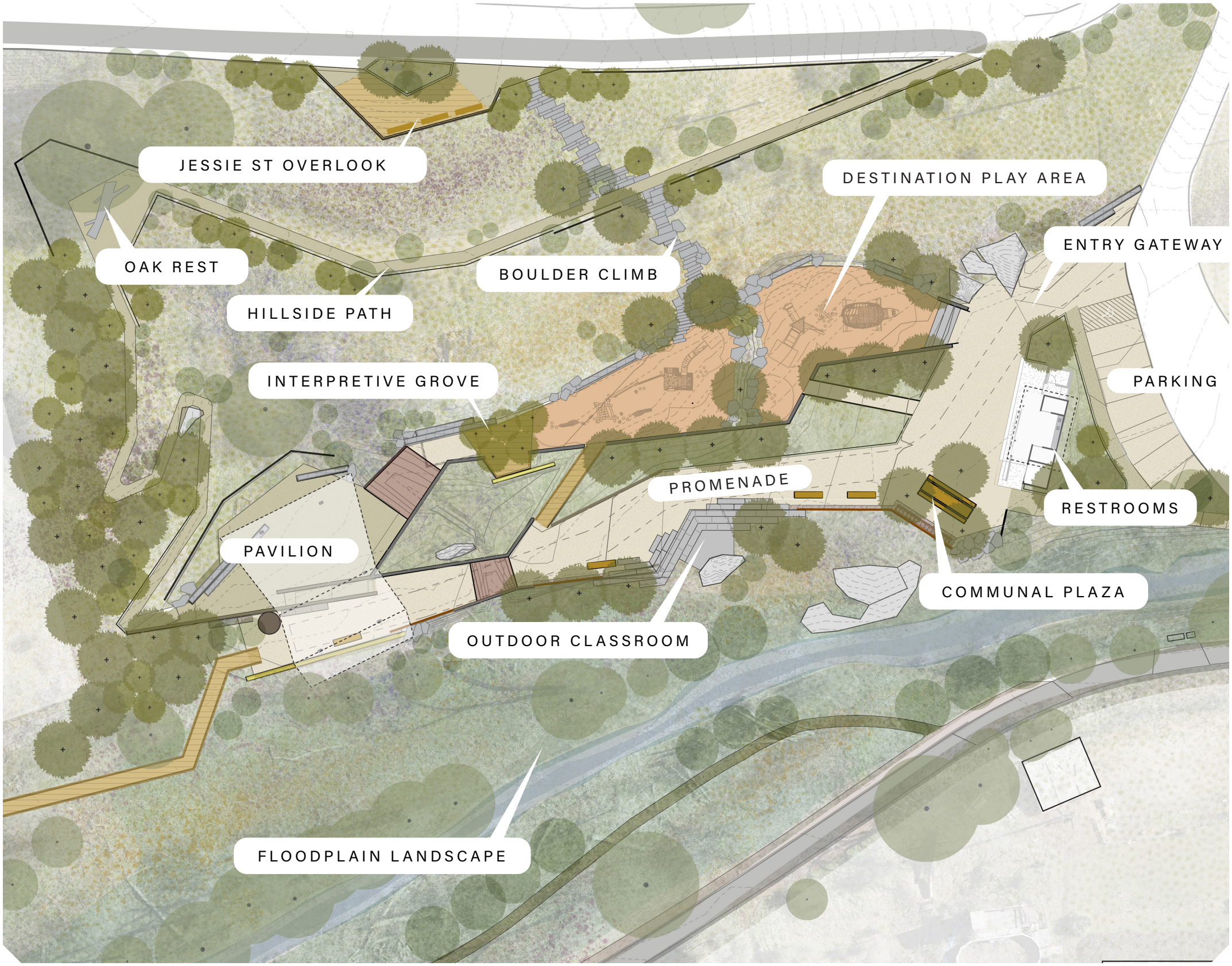
SITE SECTIONS

PHASE III:
MARIPOSA CREEK PARKWAY




OVERLOOK
JESSIE ST
TRAILHEAD PARK
TO PHASE I + II
MARIPOSA CREEK PARKWAY
BRIDGE CROSSING
TO HILLSIDE TRAILS

TRAILHEAD DESTINATION PARK



The concept design for the trailhead builds upon the extensive engagement process and existing conditions of the site, with the potential for flooding and the presence of intact site elements acting as primary drivers for the site's organization.

The design is largely horizontal, with the only movements up and down the hill coming from the existing path and the boulder scramble, a challenging shortcut to Jessie St. This horizontality is reinforced by the separation of the lower floodplain bench into two levels, upper and lower, which create distinct spaces for program and create a looping circulation system.

Limited parking is provided along 8th St, which prioritizes ADA spaces while accommodating five regular stalls. From the Entry Gateway at 8th St, visitors choose to venture into the upper level play area, or stay low and follow the Promenade past the Restrooms. This structure immediately offers a sense of enclosure for the park, and provides separation from the street. The Communal Plaza is a shaded gathering place for groups, with a large table and custom benches lining the creek side of the Promenade.

The Outdoor Classroom falls away toward the creek, creating an epicenter for outdoor education and a central organizaing space for school field trips. Across the Promenade, the cnetral planting spine slopes gently upwards and is filled wtih native species found on the existing hillside. Shade trees are scattered to create moments of shade and frame views to the creek.

Crossing over the drainage channel, visitors approach the Pavilion, which acts as a gateway to the rest of the trail system accessed via boardwalk to the pedstrian bridge. On the upper level of the Pavilion, picnic tables are available and encourage visitors to relax in the shade. Continuing on the loop back over the drainage channel on another steel bridge, visitors can lookout from the deck of the Interpretive Grove, with signage and shaded seating adjacent to the upper play area which is anchored by a custom Coyote Sculpture. From here, there's an option to scramble up the Boulder Climb, return to the Promenade, or step down to the lower play area, anchored by a custom Turtle sculpture and connected back to the Entry Gateway via steps and a ramp through planting.

On top of the hill at Jessie St and 9th St, a new overlook deck cantilevers out over the hillside, provding dramatic views of the Creek Parkway and Hillside Trails on the opposite valley wall. Visitors decending from Jessie St can then either take the boulder scramble or the existing gently sloping path that makes its way through the site, crossing the drainage channel at the Oak Rest, a quiet seating area, before switchbacking down to the Pavilion.

The design encourages a freedom of movement and exploration, with guiding elements like fences and walls, and protective elements like guardrails and handrails, to ensure safe experiences. By pushing and pulling at the hillside, and pinching and widening the paths, the design carves out large and small places for users to enjoy either in solitude or large groups.

PEDESTRIAN BRIDGE



This mid-section of the site is an escape. Departing the pavilion on the elevated boardwalk, users make their way through more densely canopied forest to the pedestrian bridge crossing. This grove of trees is a welcome shady change from the sunny heat of the hillside meadow at the trailhead.

Once here, visitors find a soft surface path (though still required to be ADA accessible), and the change to meander through the trees or cross over the creek to the Parkway. In this stretch of the creek corridor there are extensive habitat restoration zones, which led the team to consider the boardwalk as a means of controlling visitor access and limiting impacts on the surrounding landscape.

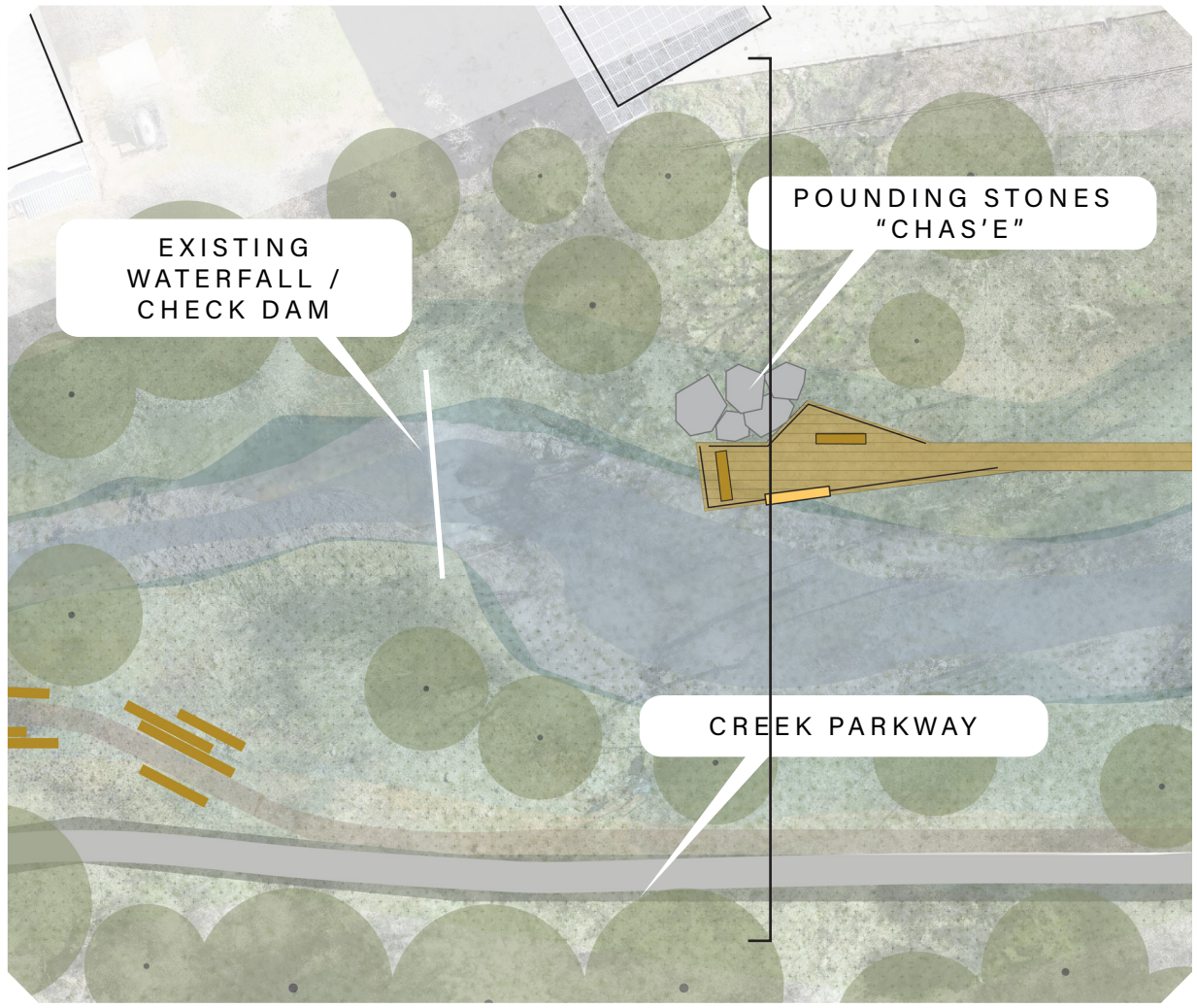
After taking the loop trail through the woods, visitors may find themselves on the spur trail to the Miwuk cultural site. The path is purposely downplayed and somewhat hidden, to create a sense of discovery and ensure primary traffic flows from the bridge to the pavilion.



SOUTHERN SIERRA MIWUK CREEKSIDE CULTURAL SITE

Preliminary engagement with the tribe determined a “look but don’t touch” approach would be most appropriate. The project tries to strike a balance between protecting the stones and sharing their meaning and importance. Further design review and vetting and approvals will be needed before the concept is fully developed.

- A fully accessible path/route to the pounding stones will be very difficult directly from trailhead from northern bank of creek
- A future bridge might provide access from the south side of the creek or future access from stormwater easement (underground creek tributary).
- Signage is an important component to be considered during the implementation phase. Careful design should be undertaken to determine if this spot is a showcase and very literal explanation of the pounding stones, or if it is more of a mystery and “if you know, you know” kind of experience.



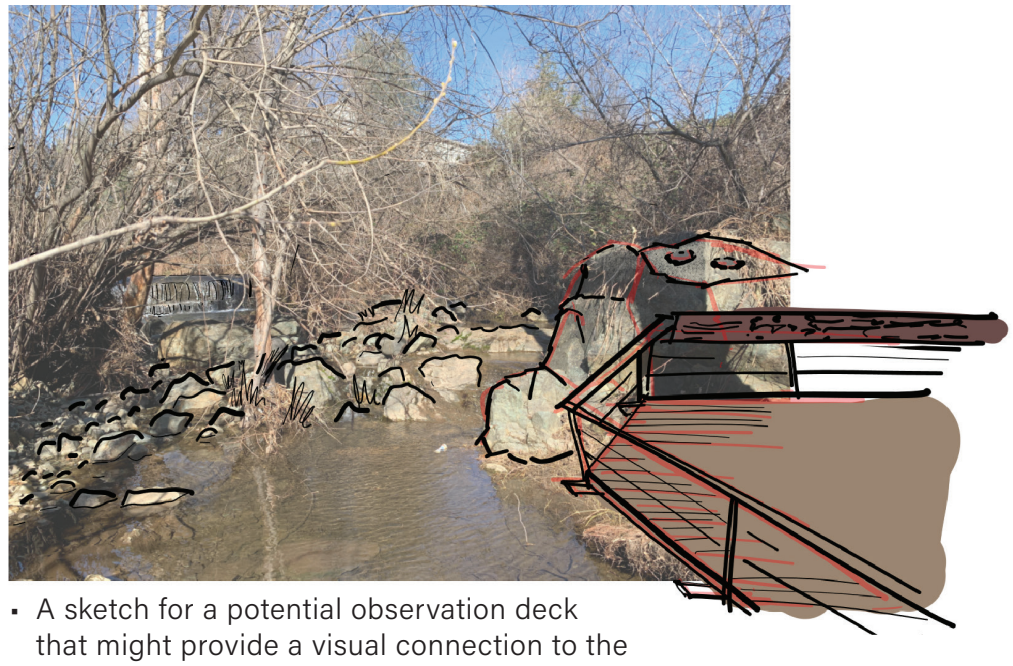








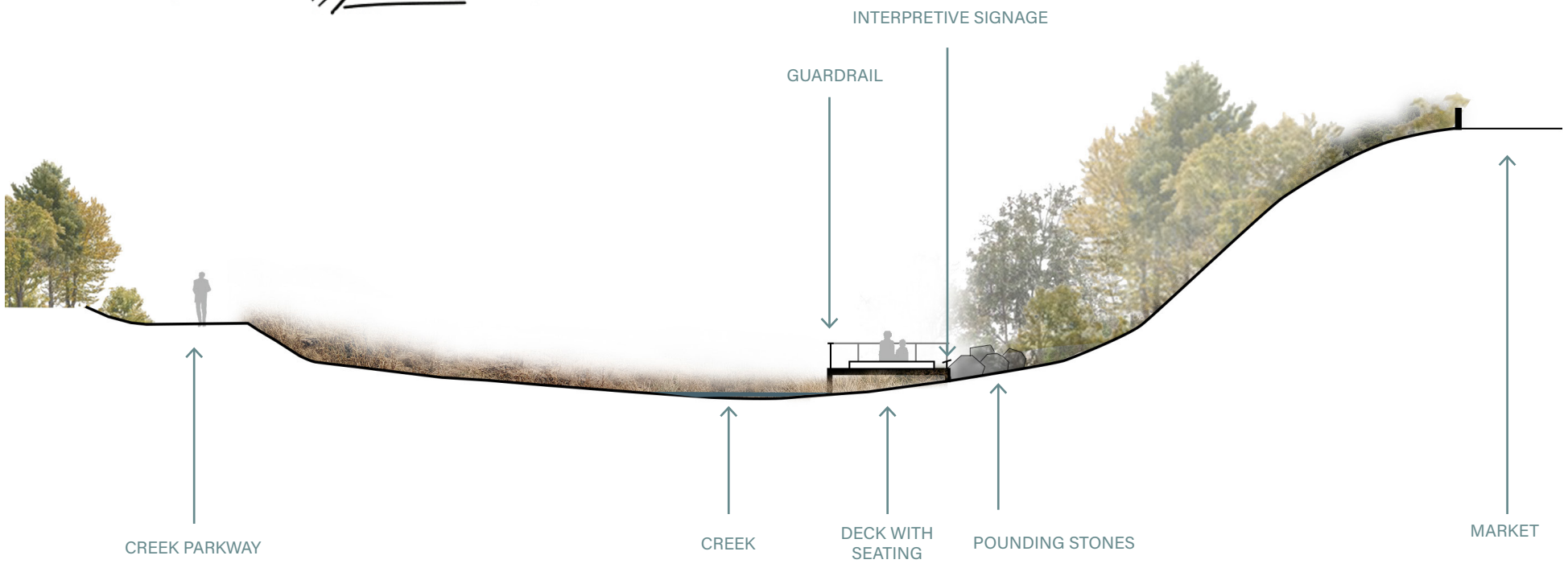
- Precedent for a boardwalk and seating area encouraging visitors to view the stones while staying on the path.

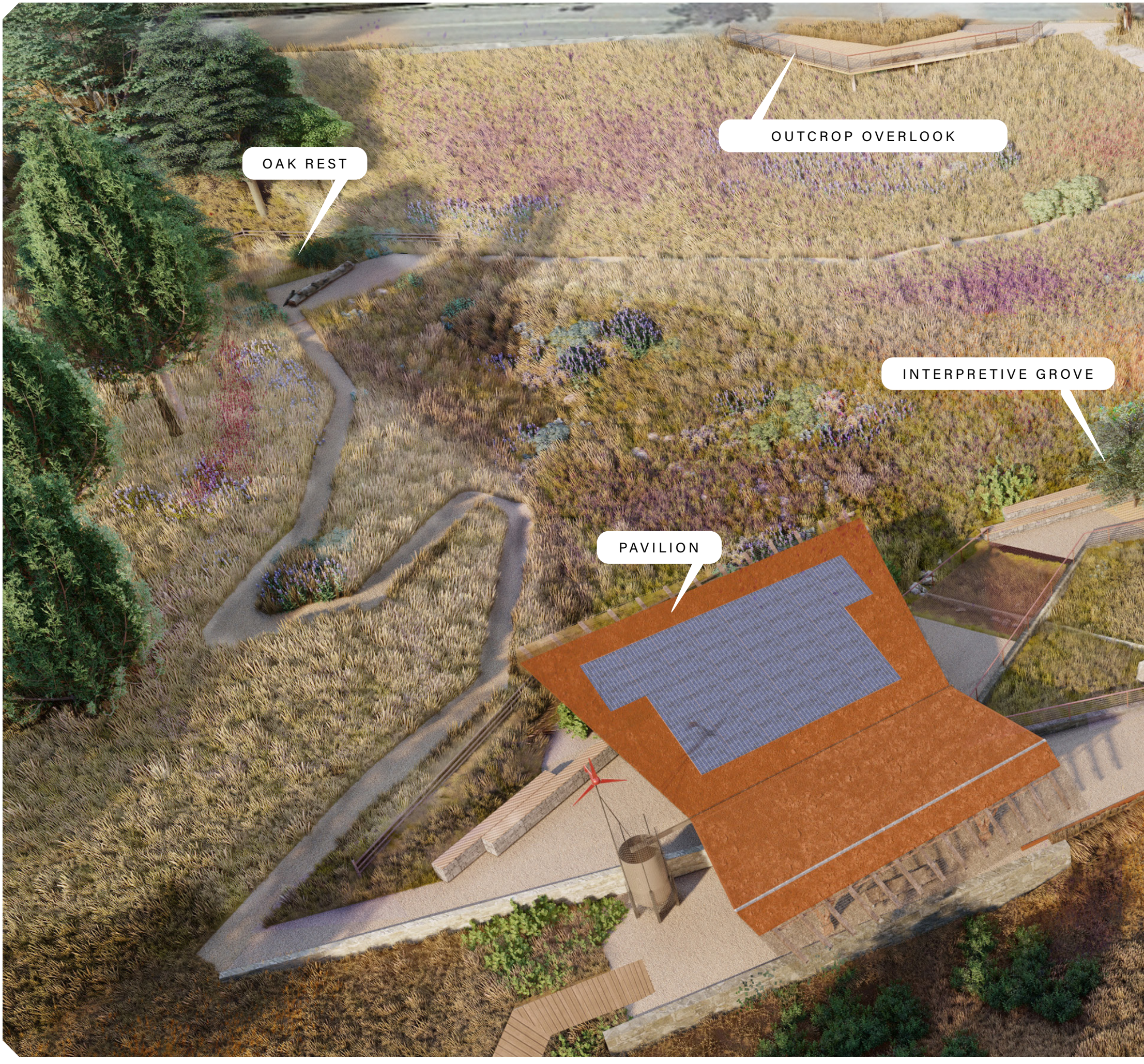


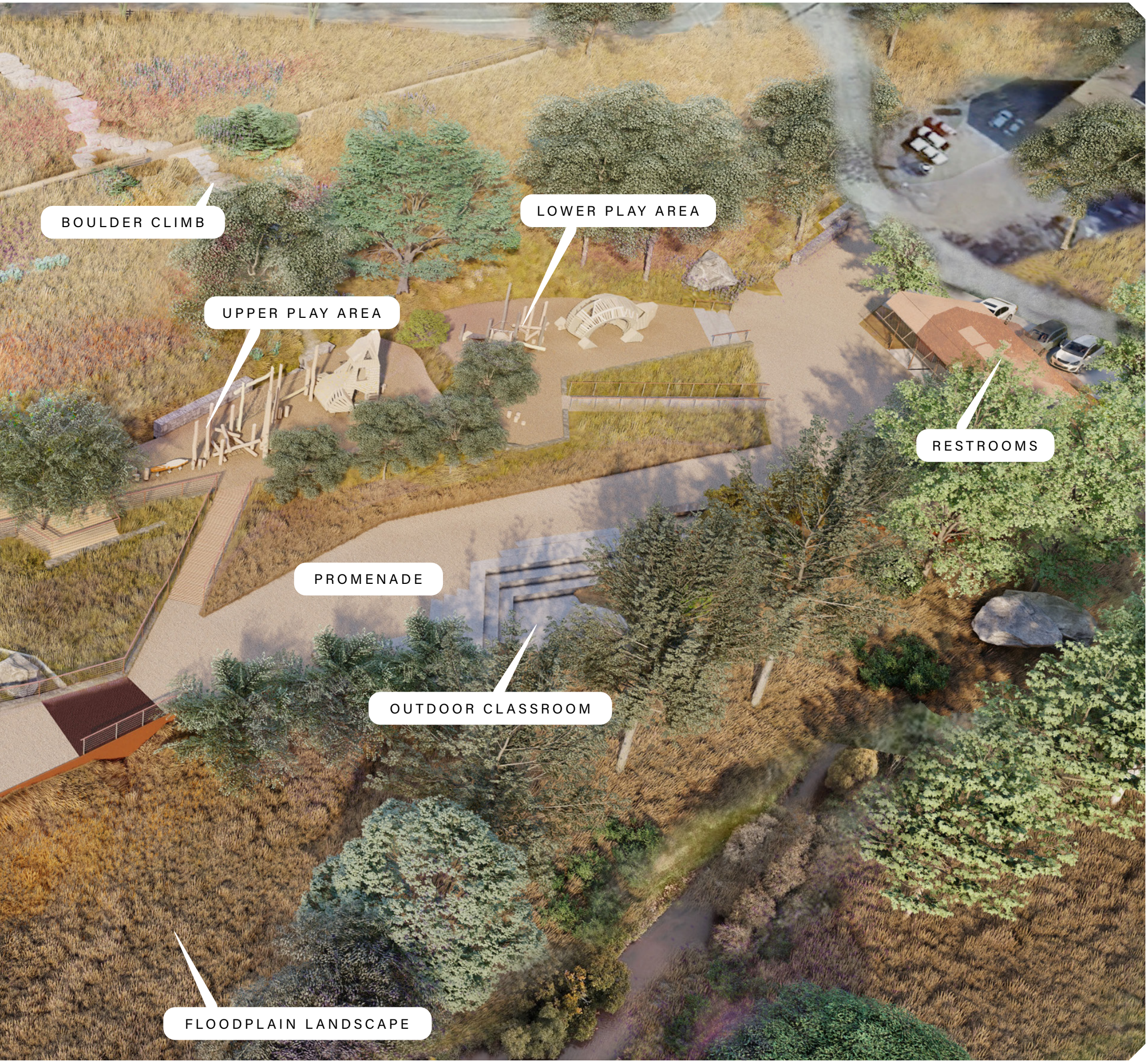
- A sketch for a potential observation deck that might provide a visual connection to the pounding stones and the sensitive landscape along the creek.

LOOK, BUT PLEASE DON'T TOUCH!






OUTCROP OVERLOOK
OAK REST
INTERPRETIVE GROVE
PAVILION


BOULDER CLIMB
LOWER PLAY AREA
UPPER PLAY AREA
RESTROOMS
PROMENADE
OUTDOOR CLASSROOM
FLOODPLAIN LANDSCAPE



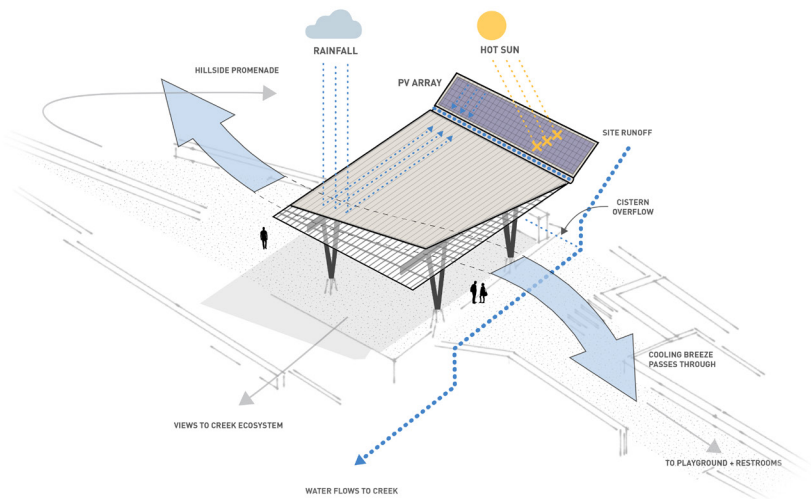
PAVILION

The trailhead pavilion is an iconic structure designed to maximize shade and protection from the elements, while also capturing and storing stormwater and potentially collecting solar power. The bifurcated design incorporates an upper area to rest and relax at picnic tables, and a lower area which serves as a gateway to the trail system beyond. The pavilion is anchored by a reconstructed site wall that demarcates the historic floodplain.

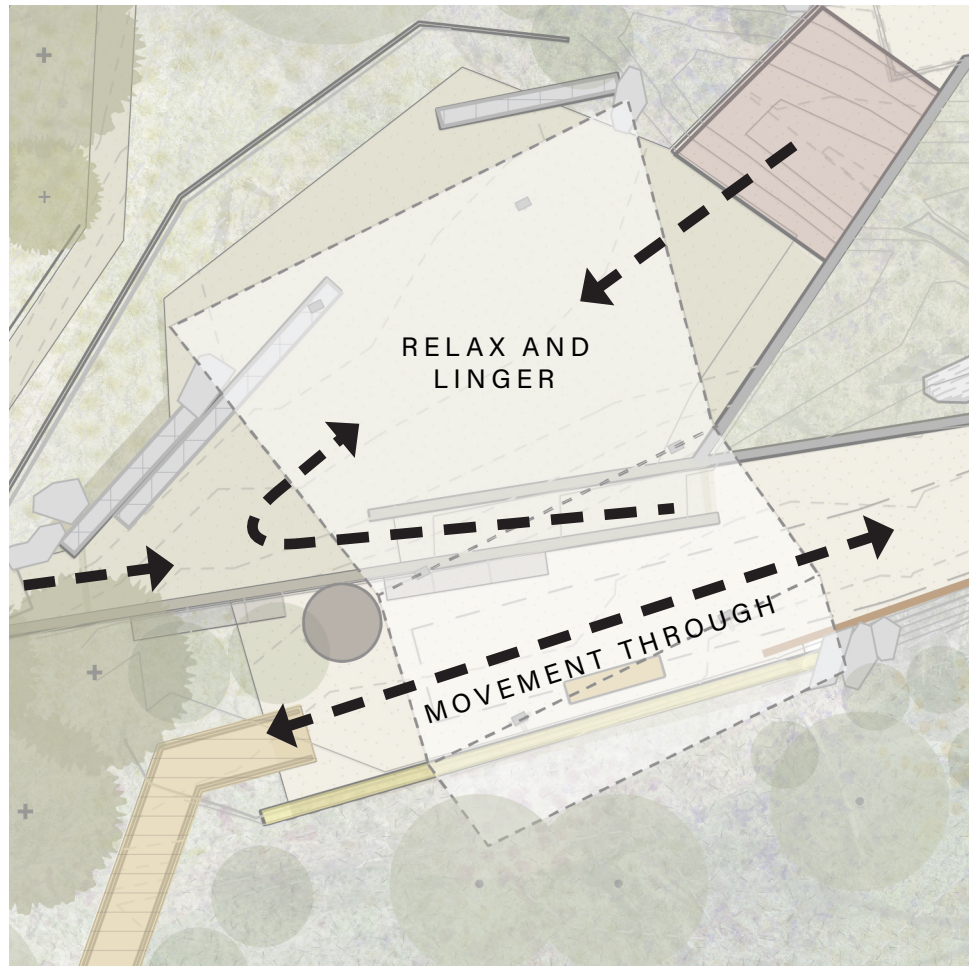




The two tiers of the pavilion enable users to move through the lower area efficiently while taking in views of the creek, and gather or picnic in the upper area at a level space which backs up to the hillside beyond.

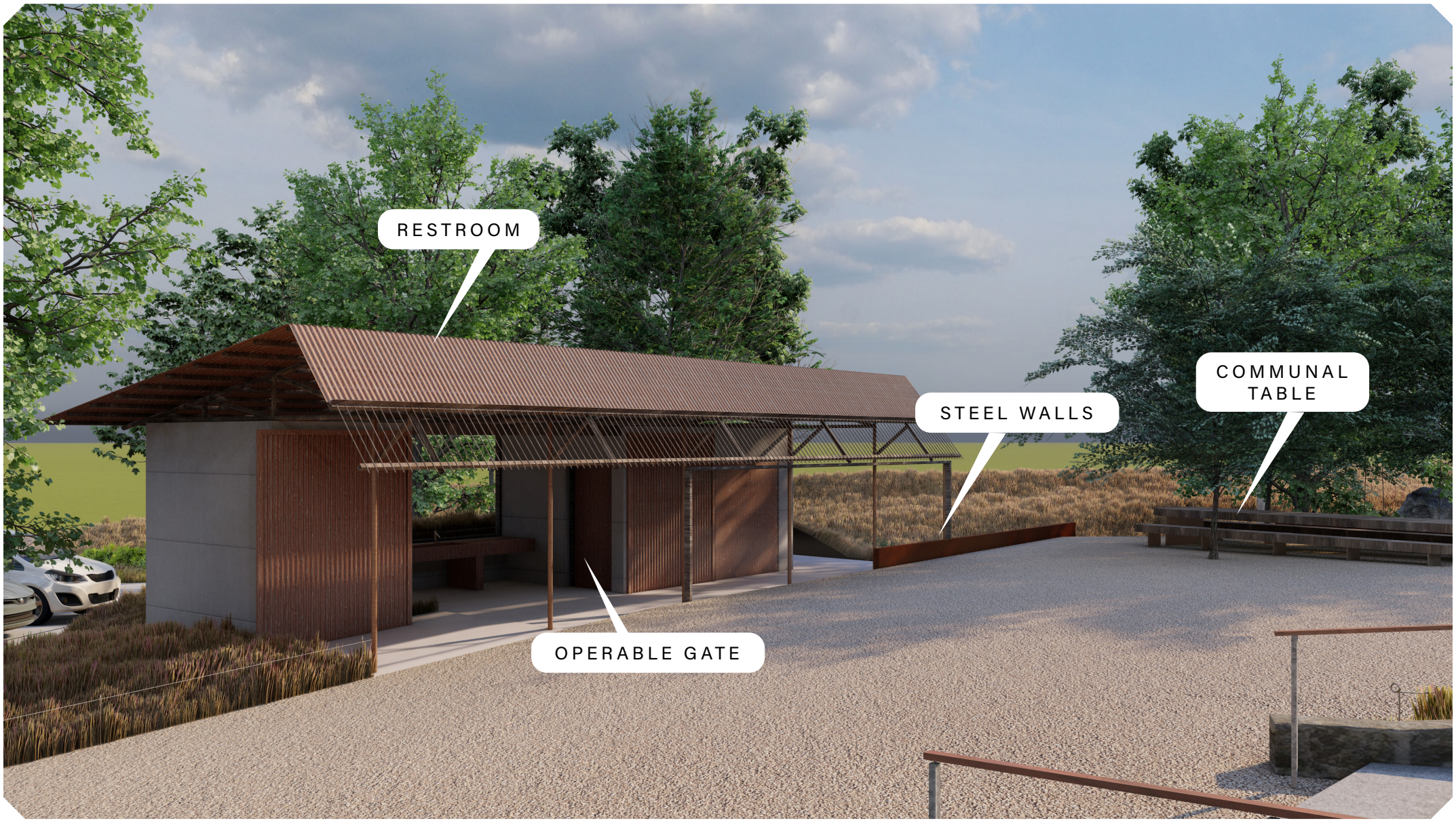


The pavilion is designed to harness cooling breezes, deflect intense afternoon sun, and capture rainfall in a cistern, for reuse in the park during drought.



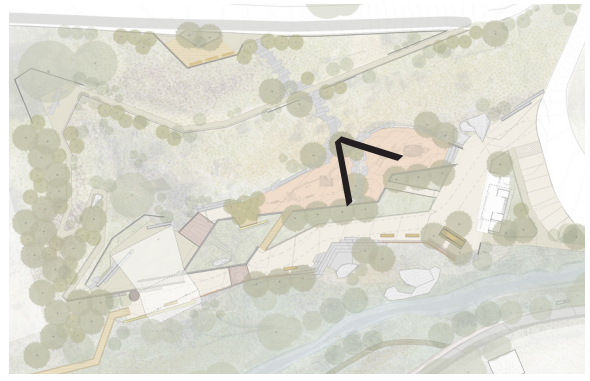


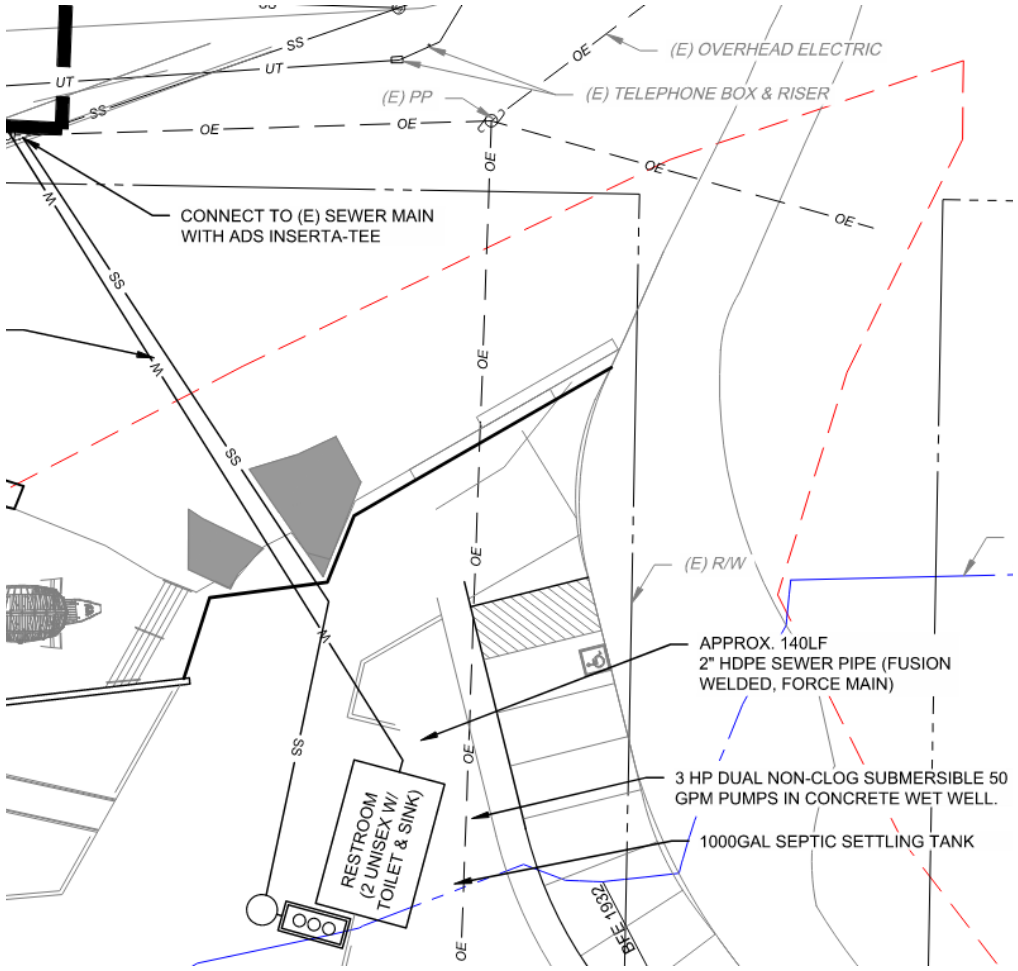
This existing site wall served as a point of demarcation for the paviion location and design. Further structural analysis will determine is viability for reuse.

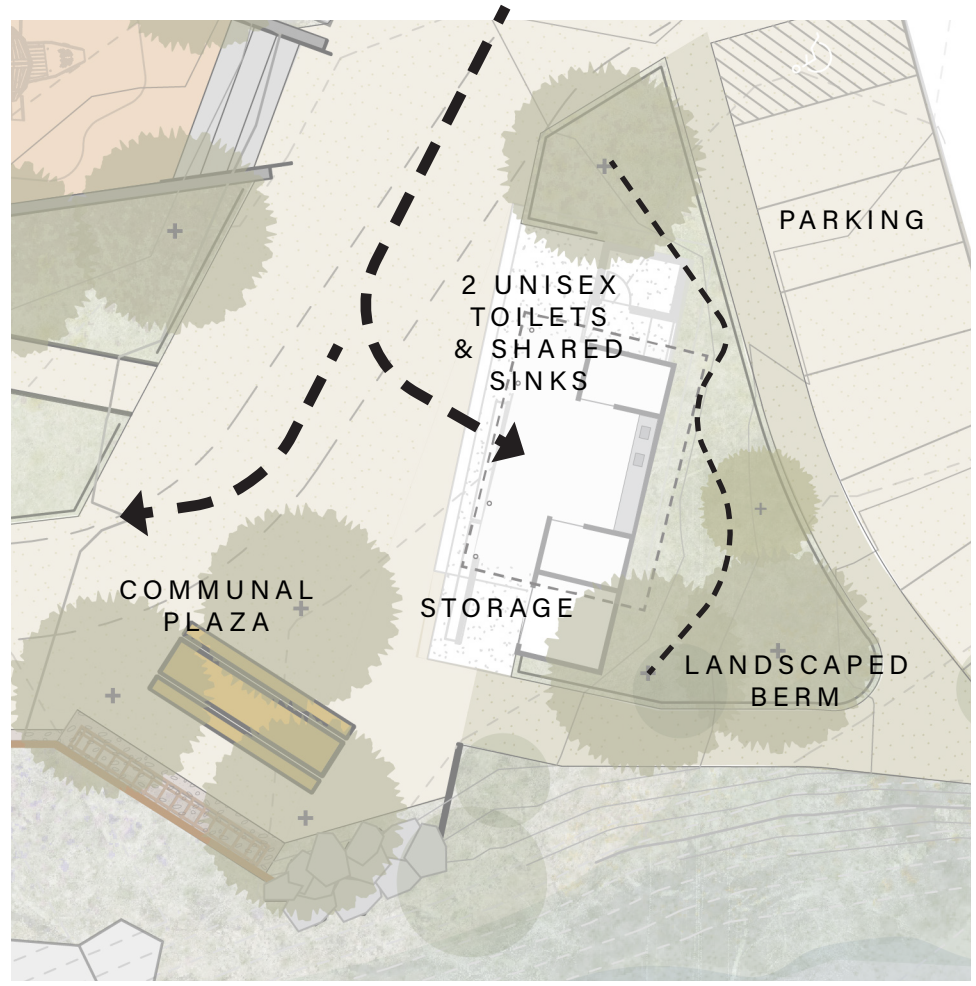


RESTROOM

The trailhead restroom features two unisex toilets and a shared sink area, all of which is able to be locked off by an operable sliding gate. during evening hours. The roof is designed to shed water back into a planted berm, which, along with the building itself, serves to sheild park users from the view of the neighboring auto repair shop, shown in the image on the next page. A feature accent wall greets visitors upon arrival, and a storage room at the opposite ends makes space for maintenance needs. As well, direct lines of sight are maintained with the playground, so parents can feel comfortable with kids venturing off to the bathroom with limited supervision. The building also helps to create a sense of enclosure for the Communal Plaza, by providing separation from 8th Street.

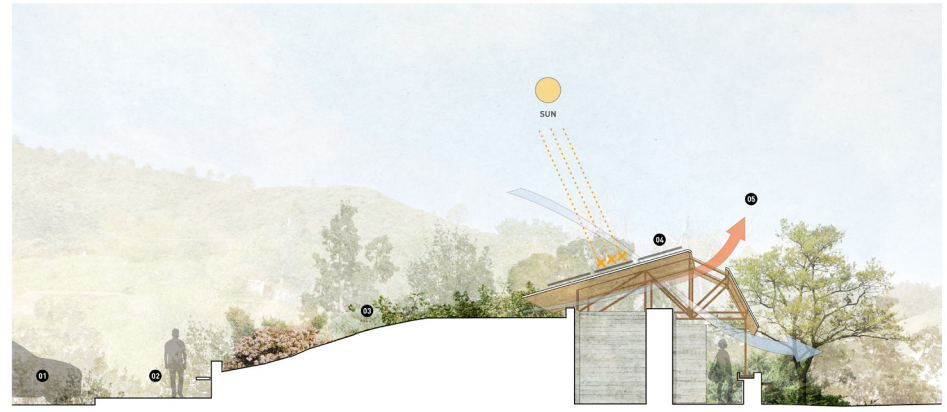






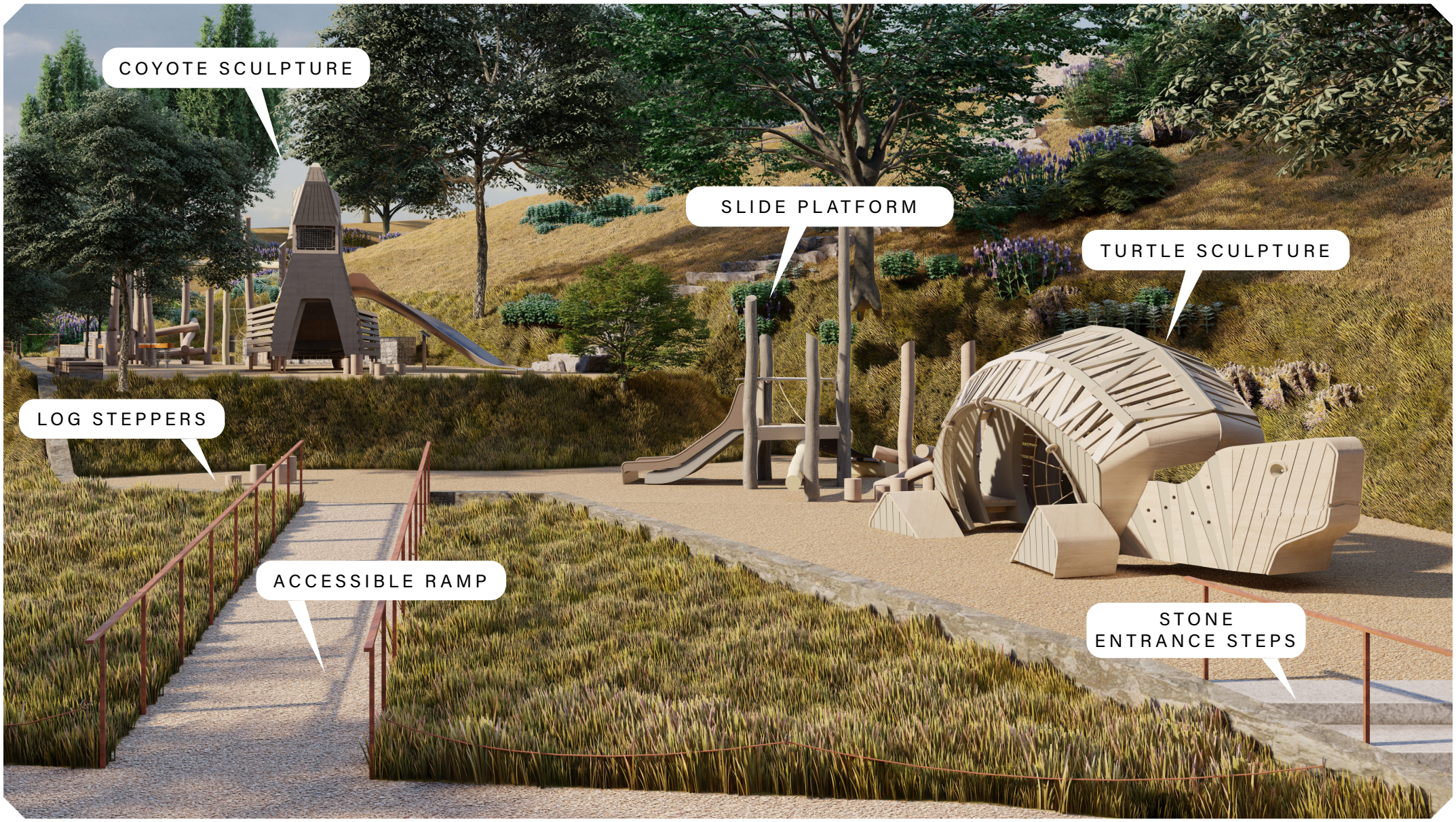
Existing user data from the County Park and Arts Park restrooms was used to determine the expected user rates here at the trailhead restroom, and the systems were sized accordingly. The concept calls for dual pumps to remove waste up the hill to the existing sewer main, and a 1000 gallon septic settling tank is included for redundancy.





RESTROOM SECTION **FACING WEST**

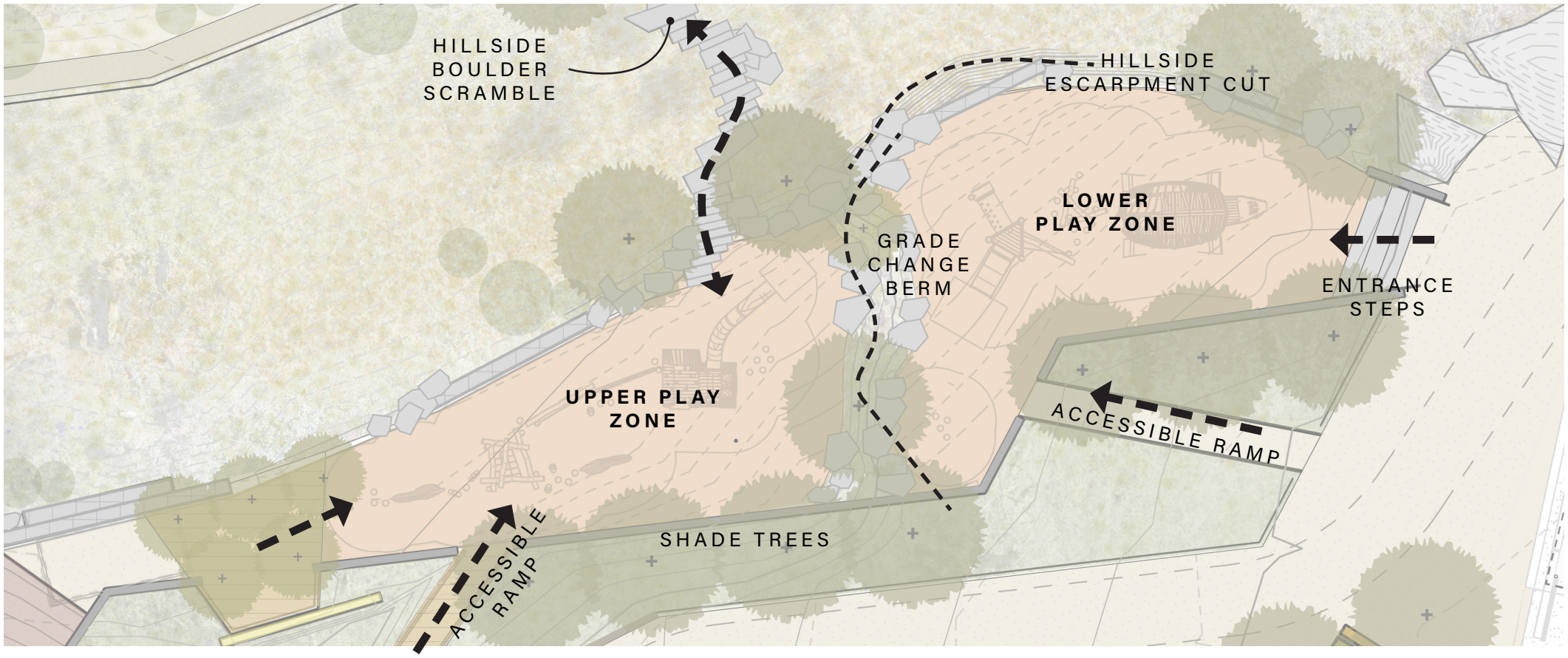
01 Parking
02 Walkway
03 Planted Berm
04 Solar Array
05 Passive Cooling



PLAYGROUND

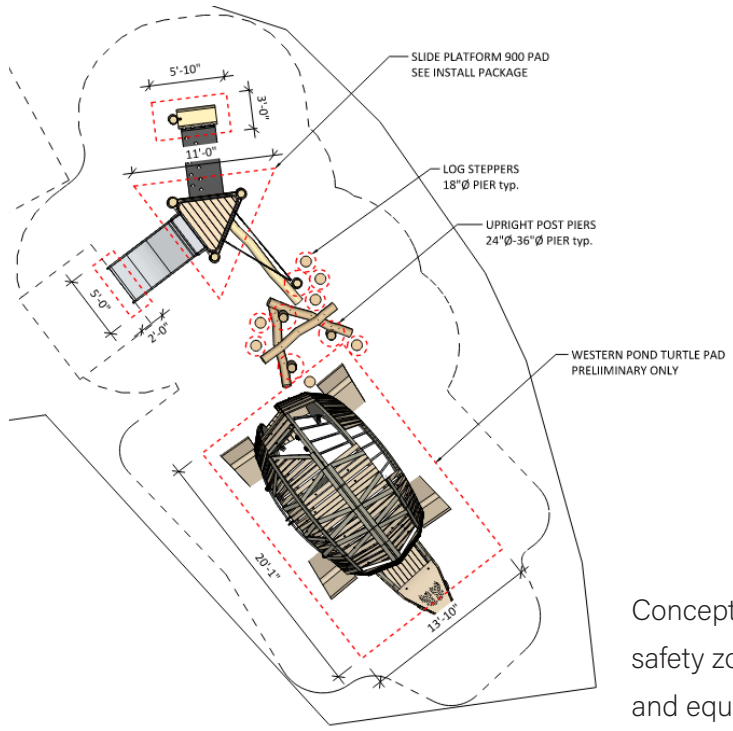
Play was identified early on in the design process as a key programming element for the trailhead park, with an emphasis on creating a destination playground with unique features tied to the local landscape. While the creek itself provides opportunities for unstructured play, these play element use materials and forms that echo the native flroa and fauna of the creek corridor. The playground is divided into upper and lower zones, to encourage different types of play for all ages. The lower area is designed for young children, while the upper area has more challenging features for older kids (and adults!). Resilient play surfacing will be required within fall zones for each piece of equipment, and full review for play safety compliance will be required in the next project phase.



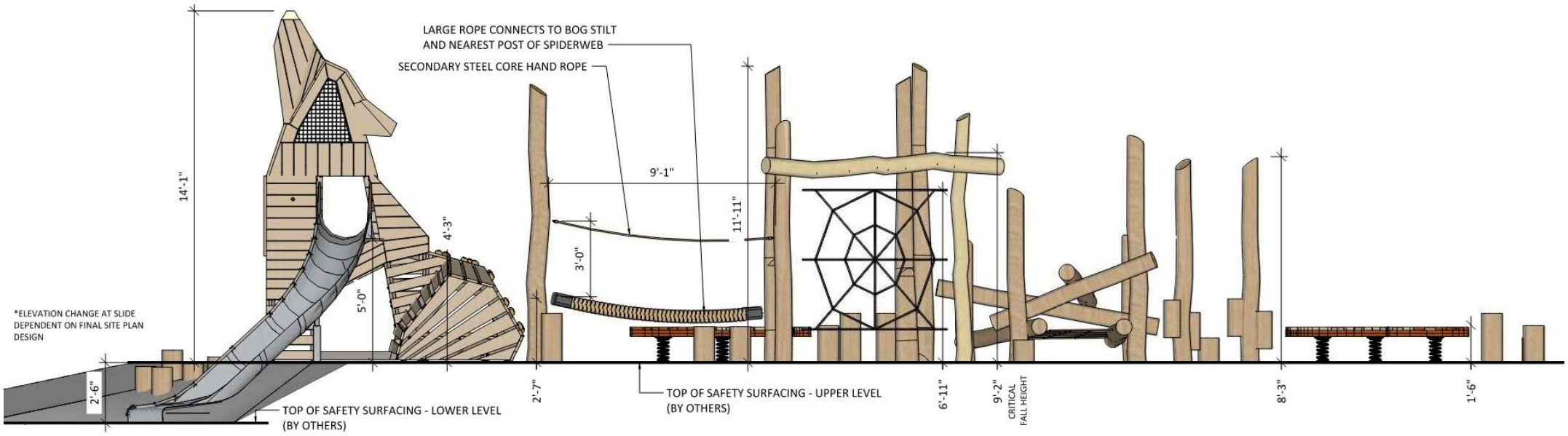


Preliminary conversations with the Public Works Department highlighted a number of concerns for the design team to address. This included confirming the robustness of materials and the appropriateness of timber construction in this area. Earthscape has included maintenance guidelines in the Appendix of this document, as a starting point for familiarizing the County with the benefits and durability of this play equipment. Other concerns included a need to limit any enclosures large enough for unhoused individuals to occupy at night (an ongoing concern in the creek corridor).

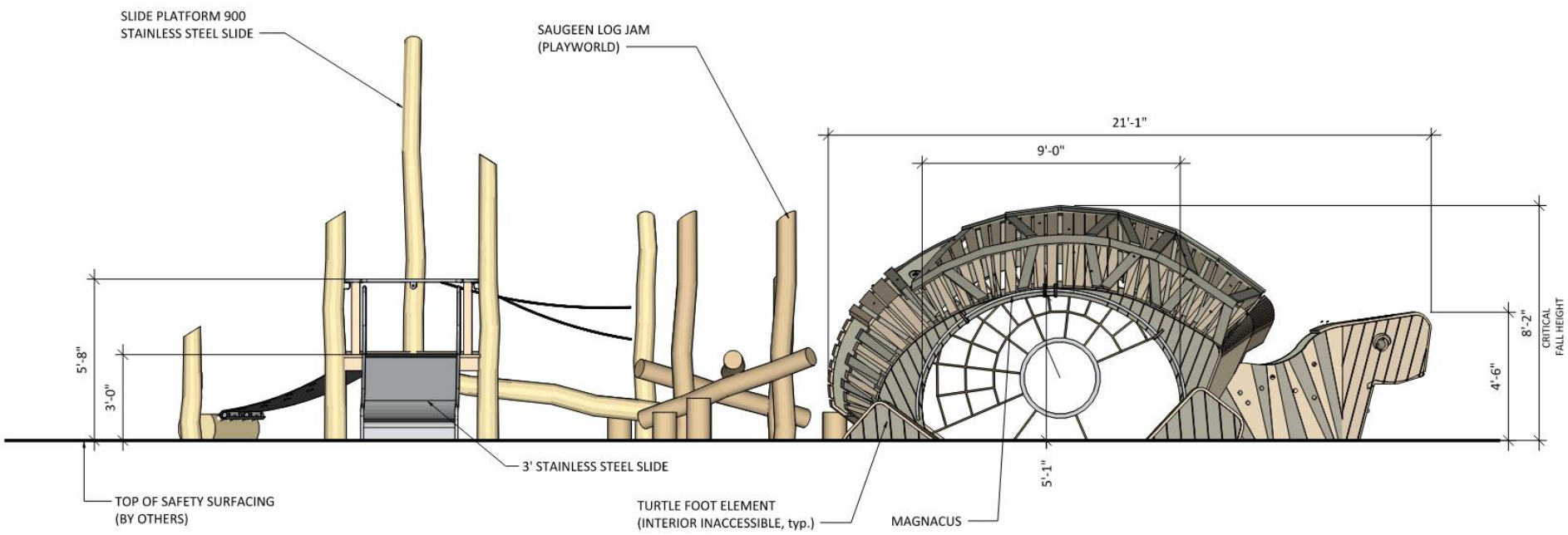
As well, the design had to consider the ability to either inhibit access to or easily enable the cleaning of small spaces that might become nesting sites for small critters and spiders. Further coordination with Public Works will be critical to the next steps of this project, and working with them to create a play area that is manageable and maintainable going forward is extremely important, understanding that these play features are entirely custom and do not fit into the existing maintenance regime for other county play facilities.



Conceptual design intent for safety zones (black dashed lines) and equipment foundations (red dashed lines).

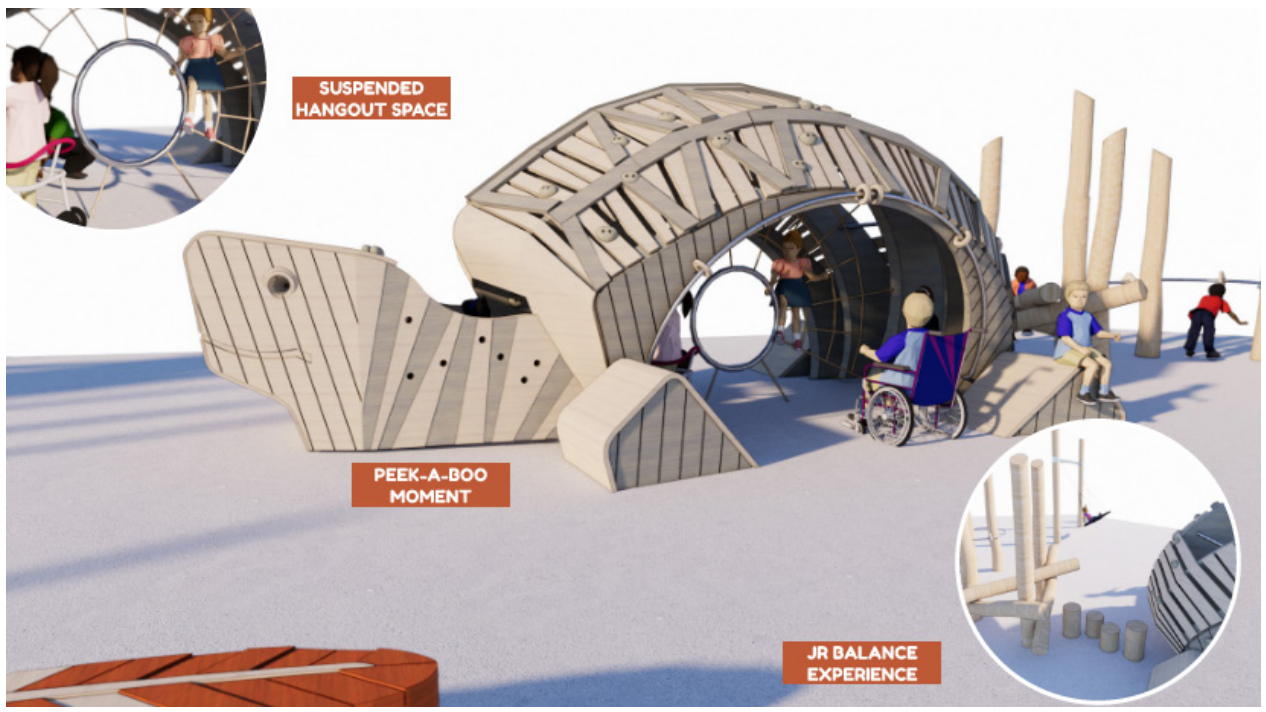


COYOTE SCULPTURE



TURTLE SCULPTURE





KEY MAINTENANCE GUIDELINES

Wood treatment / upkeep (no chemical applications):

- wood species are selected for longevity and durability
- selected timber is naturally resistant to termites and pests (bark and sapwood is removed as extra measure, and most play features are surface mounted to avoid ground contact)
- water repellent coatings are not recommended
- stain is not required, but is an option for color
- sanding and grinding can be used to address splinters or vandalism
- wood should be expected to change color and may check in first 3 years - address by sanding sharp edges

Fire risk:

- wood is not treated with chemical fire retardants (priortizing child safety over limited benefit)
- plastic components such as ropes and nets are most suseptible to fire damage

Flood risk:

- large timber and robinia logs are resilient to flooding, but custom features should be located outside of the floodplain. Consider protections from debris and check / tighten connections after a flood event.

Specific upkeep tasks:

- inspection for loose bolts and frayed ropes
- persistent moisture may cause surface mold and mildew, cleanse with bleach solution (no power washing)
- clear debris from confined angles and corners

Recommended tools:

- Palm sander
- Imperial socket set
- Tri-groove nut drivers
- Tamper proof torque bit (Torx)
- 1-5/16" socket



PROMENADE

The promenade acts as the primary circulation route through the site, and is paved with stabilized decomposed granite (DG), capable of supporting a maintenance vehicle. The wide field of DG encourages efficient movement along the steel walls and planting island, with seating and gathering features found creekside, including the outdoor classroom area. This walkway leads visitors to the pavilion and the trail system beyond.

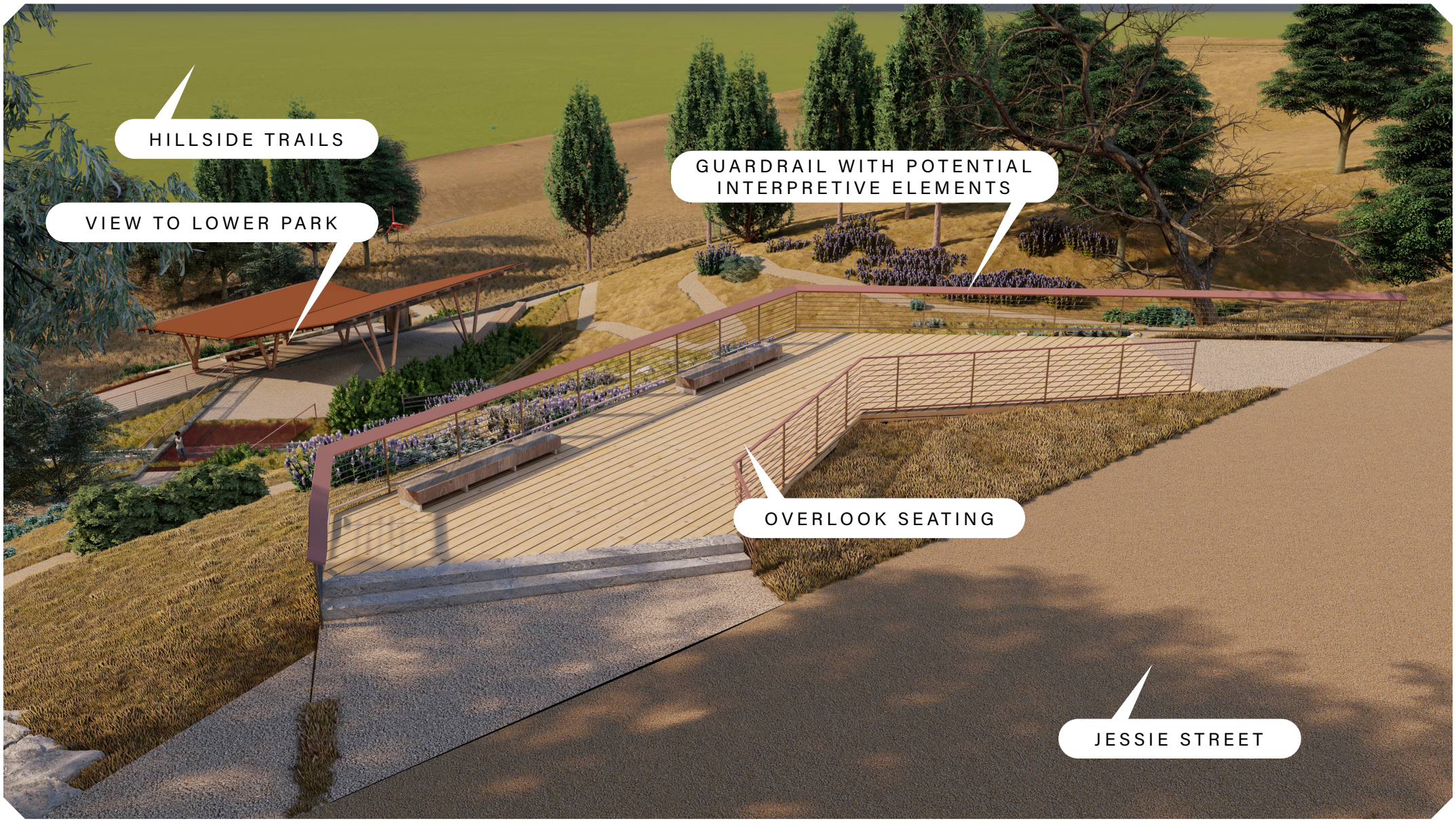




BOULDER SCRAMBLE

As shown in the circulation diagram, this challenging route up the hillside provides a direct connection from the playgound to the Jessie St. Overlook. It is meant to be an immersive experience in the hillside landscape of grasses and wildflowers. Additional trees are proposed to provide shade at key locations. The boulders are rough cut granite blocks of varying sizes and are intended to provide a circulation route that is adventurous to adults and rewarding to children.





JESSIE ST OVERLOOK

The overlook is a feature that was first identified on the Creek Parkway Master Plan. It reinforces the connection between the trailhead and the improvements to the 11th St. Paseo, while also creating a visual draw for people on Highway 49/140. The view encompasses not only the trailhead site, but also the Phase III Creek Parkway and the Hillside Trails on the opposite valley wall. Seating and interpretive signage, along with shade trees, help make this a welcoming rest stop between town and the creek.





INTERPRETIVE GROVE

This feature acknowledges one of the existing stone site walls and uses it to frame a balcony view over the stormwater drainage and planting areas. This location is well suited for interpretive signage about stormwater runoff and capture, as well as information about native planting. Seating is located on the gabion walls which hold back the hillside, underneath a grid of planted understory trees. This is a place to pause after moving through the site's busier activity spaces.



"In 2023 and 2024 the Mariposa Arts Council and Sierra Foothill Conservancy have been working with the Mariposa County Unified School District (MCUSD) to host an Arts and Environmental Day camp for all MCUSD students. The day camp is set to continue for the next three years and likely long after that. This camp has significant programing that takes place on the Mariposa Creek Parkway, primarily at the Arts Park and along Phase II and III.

The outdoor classroom component can provide a focused space for the day camp and other community educational opportunities."

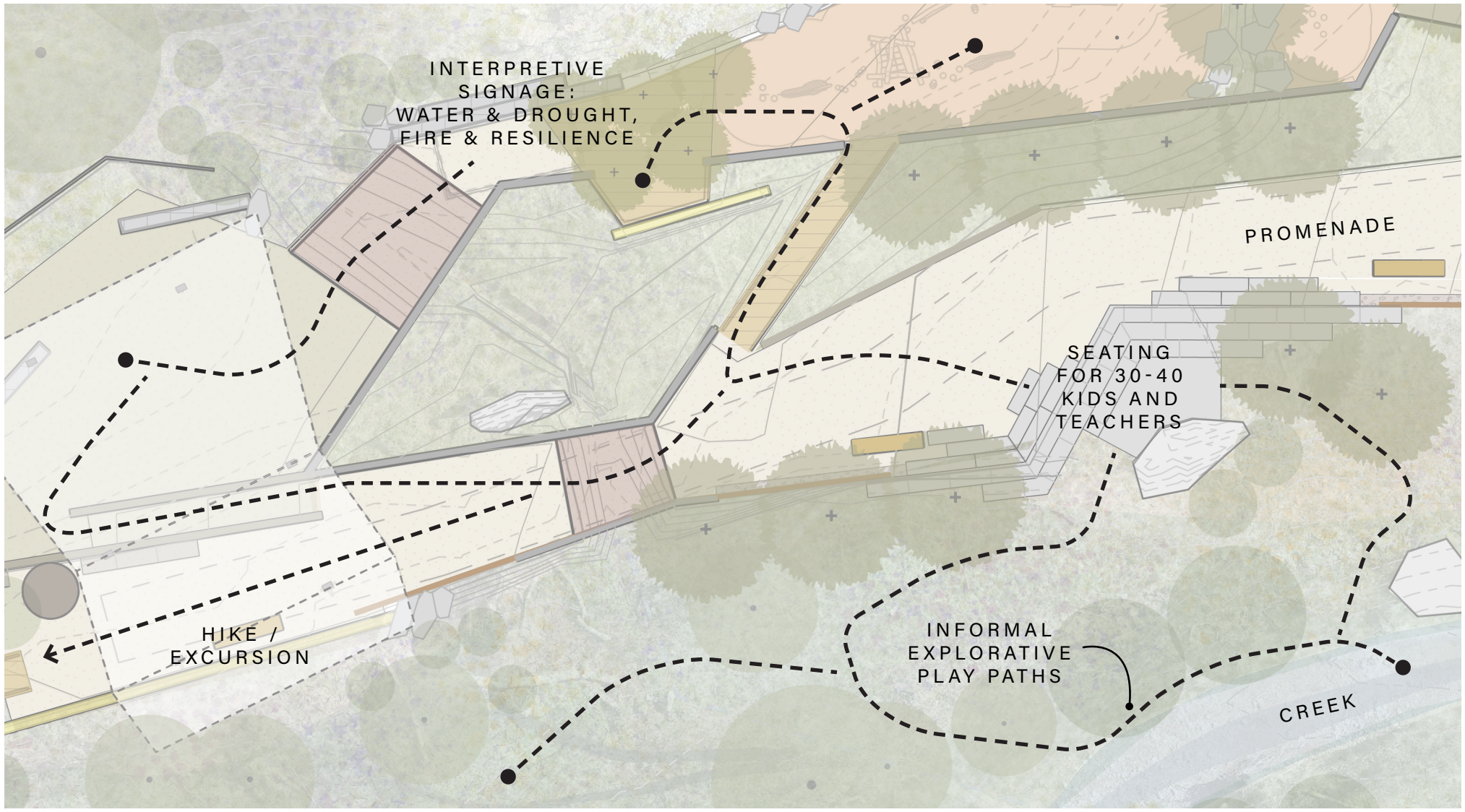
-Mariposa Arts Council



OUTDOOR CLASSROOM

This space along the promenade offers a chance to sit and take in views of the creek. It's intentionally designed to act a class field trip lecture space, but the tiered seating encourages informal use any other time. The classroom is centered on an existing rock outcrop, and the seating is excavated out from behind this boulder. Large granite cut blocks form the seatwalls, and these percolate out into the DG pathway of the promenade.





TRAILHEAD OUTDOOR EDUCATION OPPORTUNITIES

Advance Master Plan Goal: Environment & Education

- per the Mariposa Creek Parkway Master Plan, this project has the ability to create spaces that foster outdoor education experiences

Outdoor Education Topics

- creek channel dynamics
- restoration planting & plant uses
- builing performance for pavilion and restroom (renewable energy, water capture, storage, and reuse)
- seasonal changes
- wildlife viewing / birdwatching
- nature walks
- park ecological functions / benefits

Example School Class Field Trip

- site tour and morning lessons in the outdoor classroom, interpretive grove, and pavilion (water capture)
- lunch at the big table or at pavilion picnic tables
- afternoon hike to Miwuk cultural site or Hillside Trails education loop
- late day play on animal play structures and creek exploration

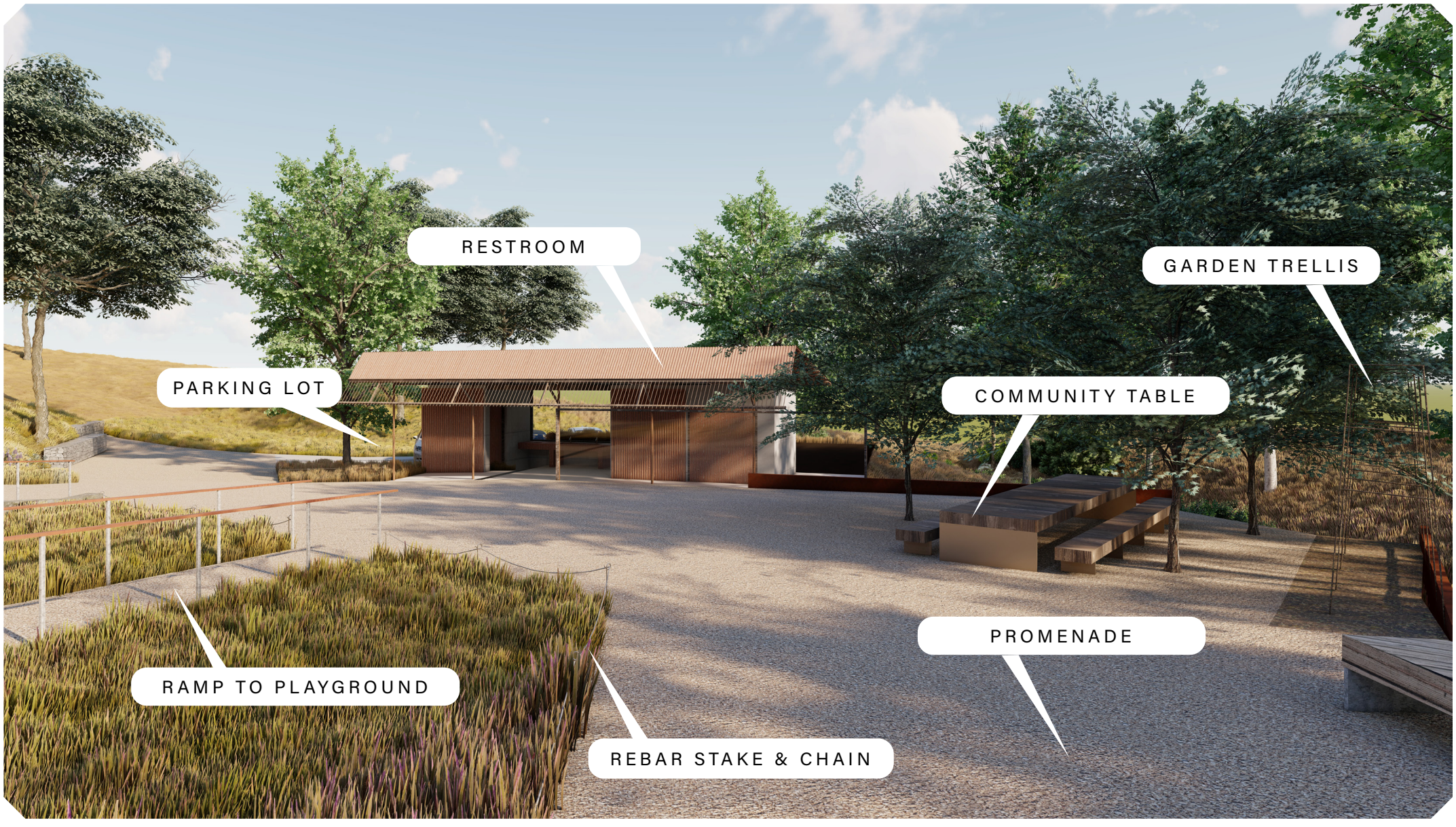




OAK REST

The shade of a massive valley oak defines this space, as a rest stop halfway up the hillside trail to Jessie St. A large seating log anchors the groundplane, and provides a secondary space with great views, away from the main trailhead to get a more private view of the creek corridor. The hillside behind is reinforced with retaining structures such as gabion walls, and a culvert directs water underneath the space to outfall in the drainage channel.



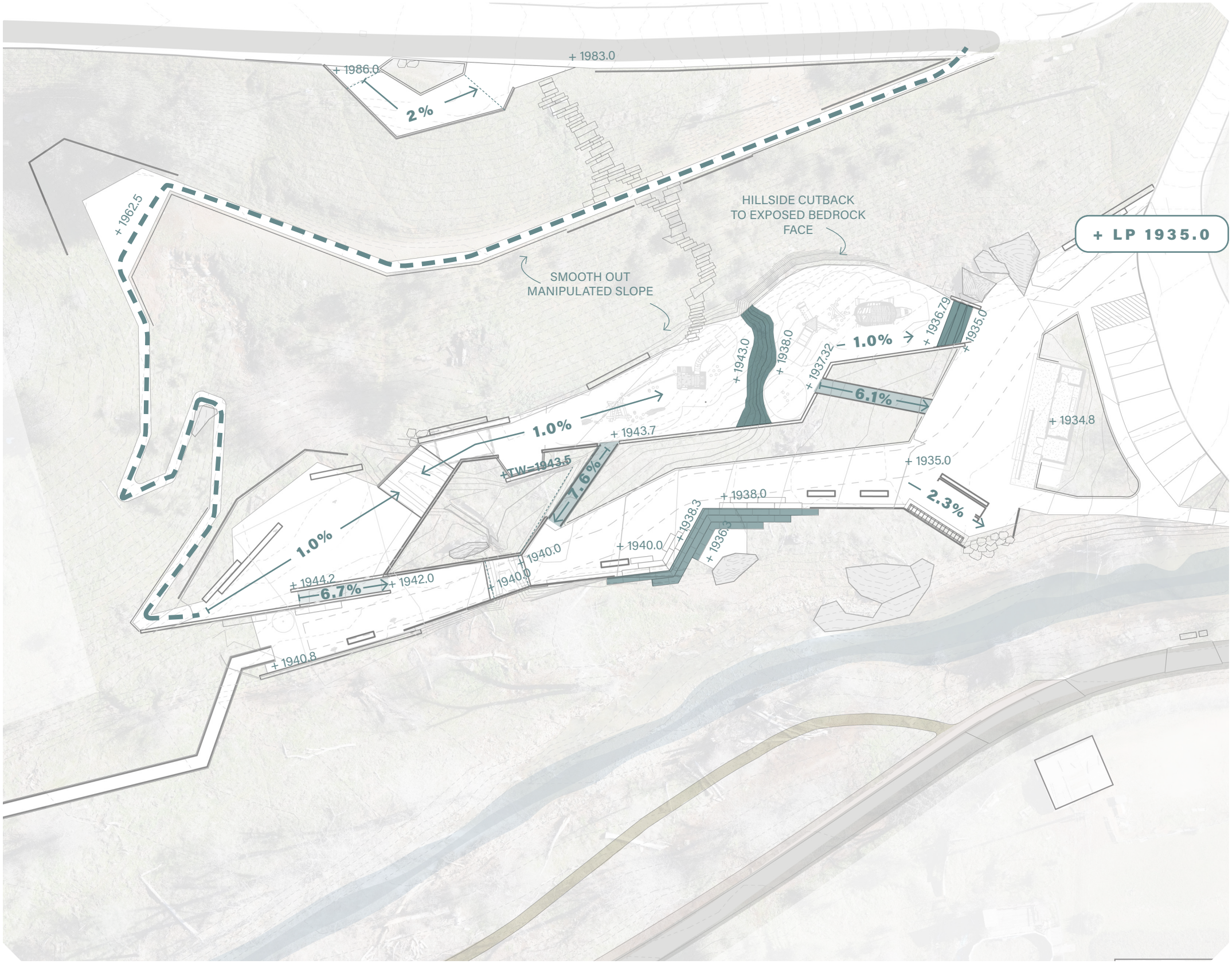


COMMUNAL PLAZA

The site design carves out a generous gathering area with a large communal table and shade trees, as well as an ornamental trellis for climbing plants. This area will act as the meetup point for people setting off to the trail system. Bike racks are provided, along with a water station and the restroom. It is also anticipated that community events could happen here, with it's proximity to the parking lot and sight lines to the playground.



GRADING CONCEPT



STAIRS AND STEEP SLOPES

TRAIL CONFORMS TO EXISTING GRADE

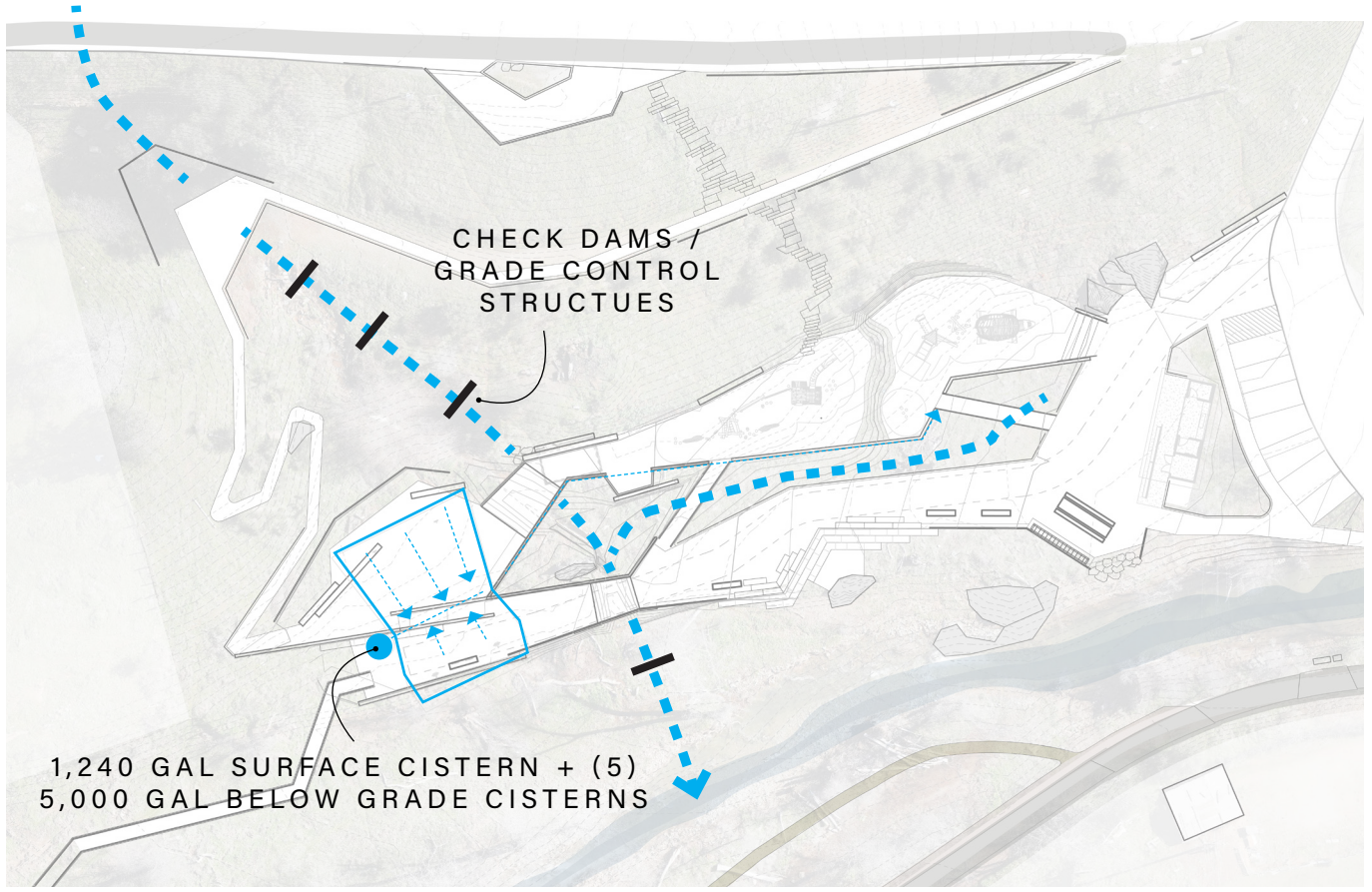
RAMPS

Grading ultimately is where the conceptual framework becomes real. Working wtih the civil engineer to confirm feasibility, the team landed on a grading concept that provides comfortable circulation routes, meets accessibility requirements, and drains or infiltrates water as needed.

The use of stairs was intentionally minimized, though there are instances where they were unavoidable given the constraints. Program areas are generally flat, and walkways are at managable slopes. Interesting challenges emerged around the drainage channel crossings and in the playground. These are not unsurmountable from an engineering standpoint, but the team strived to maintain as much of the existing site conditions as possible, without overly reconstructing the site to fit program needs.

Generally, the site slopes up from the parking lot to the pavilon, and the natural floodplain bench is broken into two distinct levels; an upper level with the play areas, interpretive grove, and picnic zone under the pavilion, and a lower level of the communal plaza, promenade and outdoor classroom.In the next phase of the design process, grading will continue to be a key driver in confirming the ultimate direction for design decisions.

HYDROLOGY & WATER CAPTURE DIAGRAM

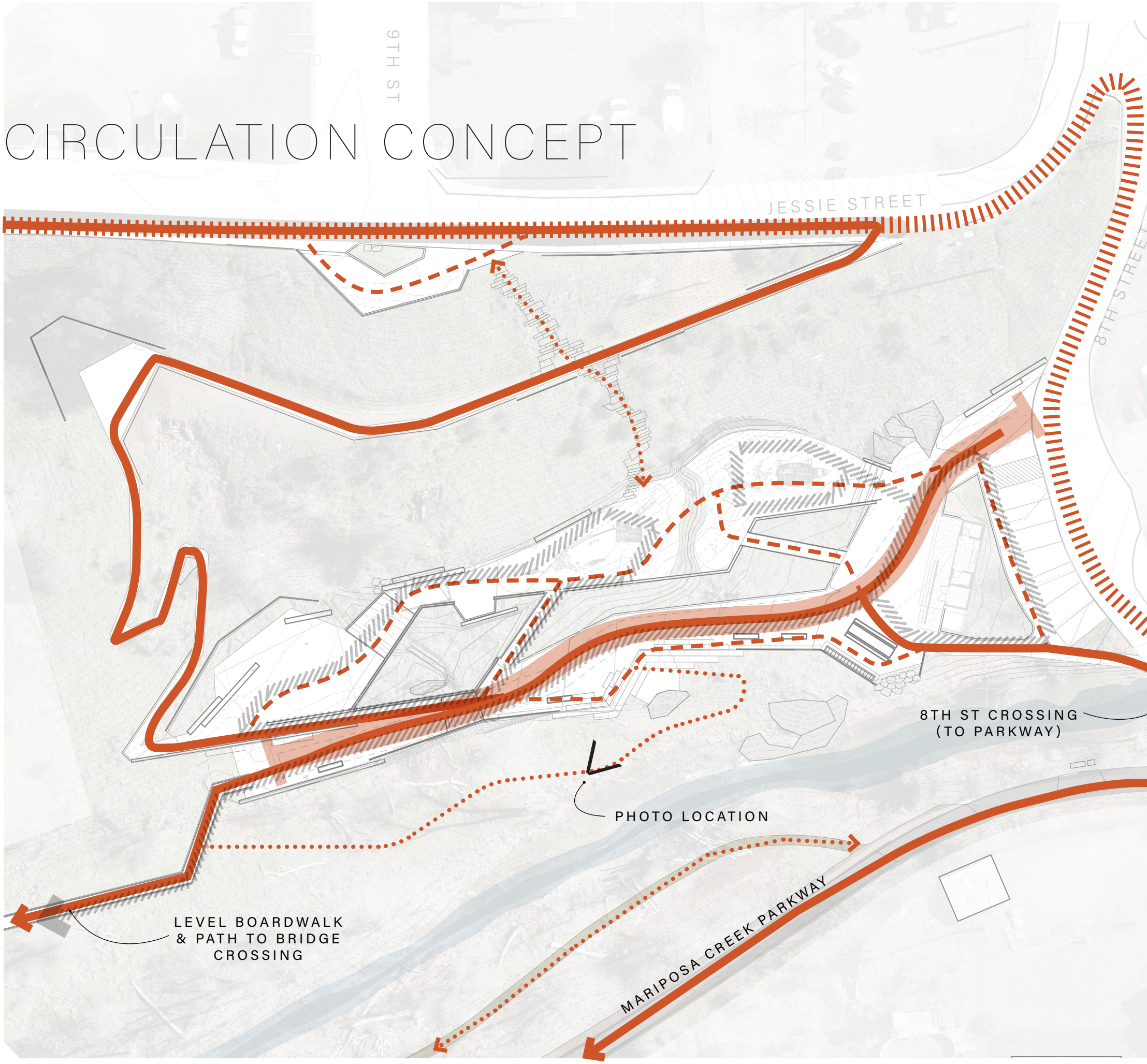


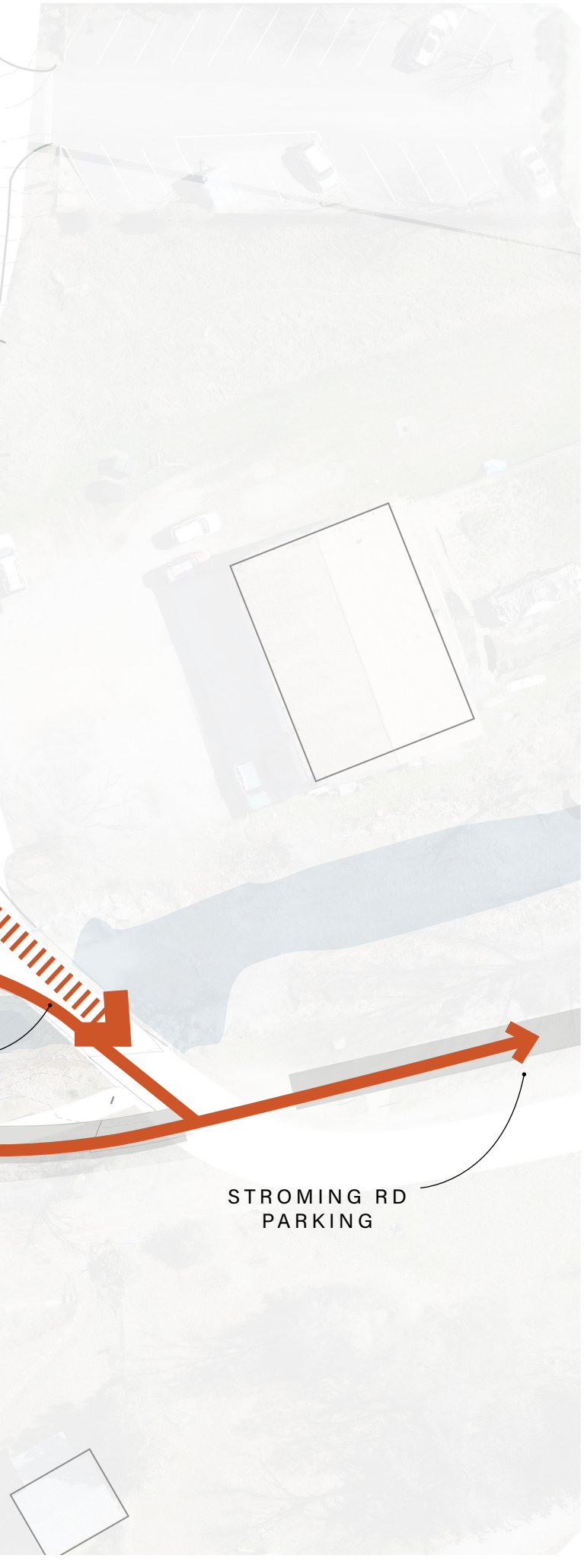
DRAINAGE PATH

WATER CAPTURE & REUSE

During the design implementation phase, the team will study the potentials for water reuse in the central planting areas. Currently, the design calls for water falling on the pavilion roof (2,482 sq/ft) to be diverted into a series of cisterns and stored, with a visible indication of seasonal rainfall. This water may then be recirculated to supplement the new central planting areas (about 3,800 sq/ft) during drier months. It is not intended to function as a dependable irrigation system, but rather portray the variable relationship between the landscape and seasonal water availability.

CIRCULATION CONCEPT





Circulation through the site is inhibited by the steep hillside, and while the primary pedestrian route follows an existing path from Jessie St to the Pavilion, it would be extremely difficult to make this this route ADA compliant. Early studies to improve path down the hill resulted in drastic earthwork and destroyed the hillside. For this reason, the parking lot along 8th St prioritizes accessible parking stalls, with extra spaces intended for use by those with strollers or mobility challenges. As well, these users can navigate the entirety of the Trailhead Park below the hillside, with ramps connecting to both play areas and picnic areas, and a boardwalk connection to the pedestrian bridge over the creek. It is likely that this will serve as the most desirable means of accessing the Creek Parkway for this user group.This design keeps the existing path intact as a critical connection down the hill, and reinforces the Promenade as the primary arrival point for the Creek Parkway.

It is envisioned that bikers will still use 8th St as their primary means of access to the Parkway, but it is also expected that they and other users will park along Stroming Rd and in the 6th St parking lot to access the site. This places renewed emphasis on the condition and visitor experience along Stroming Rd, an existing asphalt path considered to be Phase II of the Parkway and a primary connection to the historic core of Mariposa.

Public Works identified a need for maintenance vehicles to be able to access the center of the trailhead site, and so 10 foot wide vehicular route follows the course of the Promenade. This will enable crews to reach the Restroom and storage area, and go as far as the Pavilion; all other paths are intended for pedestrian use only and cannot support vehicles.

Existing soft surface paths like the one shown below may also remain on the site, as desire lines created by wildlife and users who have tramped through the grasses. They contribute to the authenticity of the site and breakdown its formal structure. These may change seasonally, and are not intended to be reinforced by any other materials.

PRIMARY ROUTES

SECONDARY ROUTES

TERTIARY TRAILS

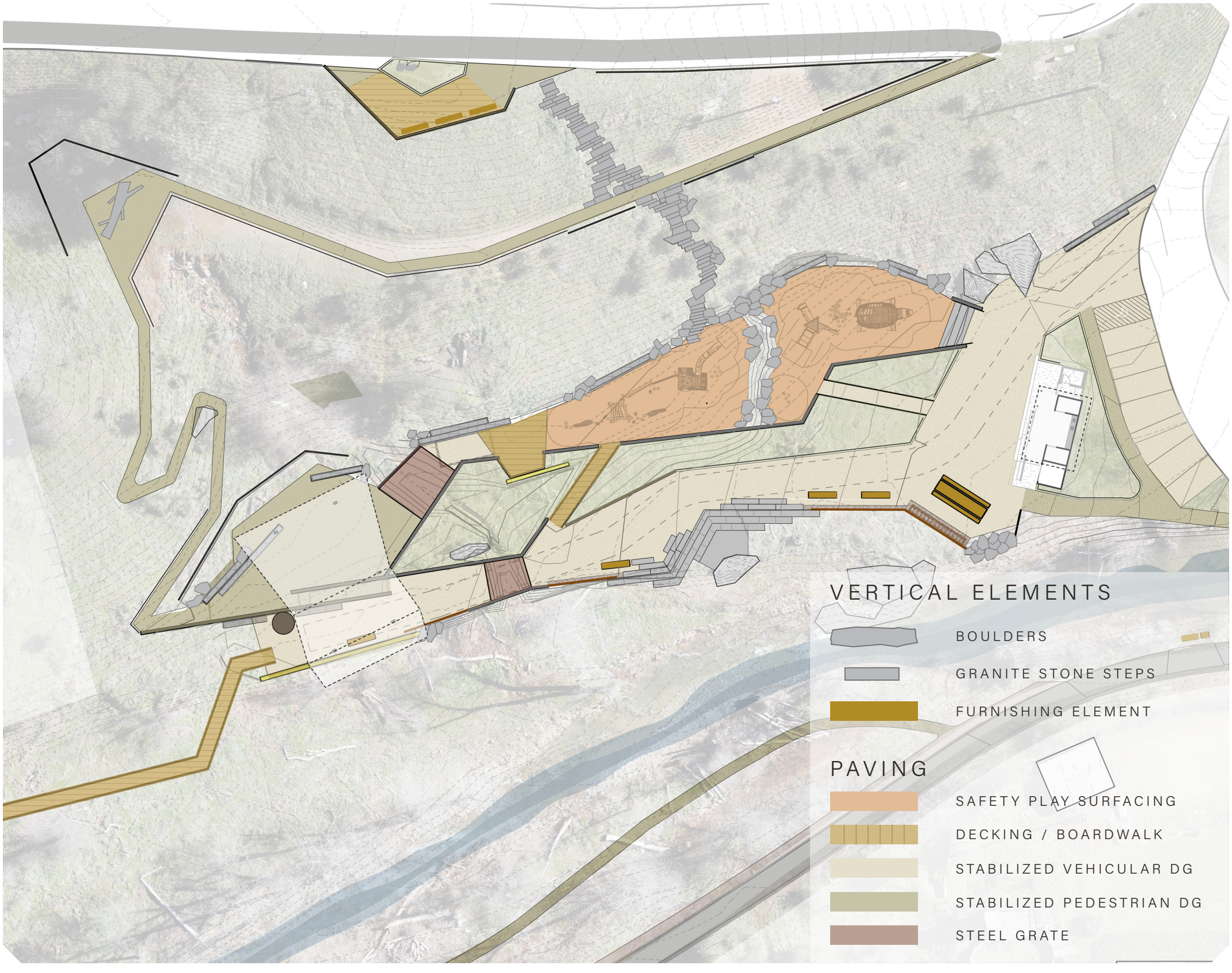
BIKE ROUTE

MAINTENANCE VEHICLES

ACCESSIBLE ROUTE



HARDSCAPE CONCEPT



The paving and hardscape materials for the design purposely avoid the use of concrete, in order to impart a less developed character and soften the impact of the site development. At the same time, durability and authenticity were also considered. Choices for natural stone will be important in the design implementation phase, as this material is deployed throughout the site in various ways.

In keeping with the Master Plan guidelines, the use of timber and steel is also envisioned. The design calls for large rough hewn timbers to be used for decking, seat walls, and guardrail tops. Steel is intended to be weathered or with a patina that removes glare and creates a roughened texture

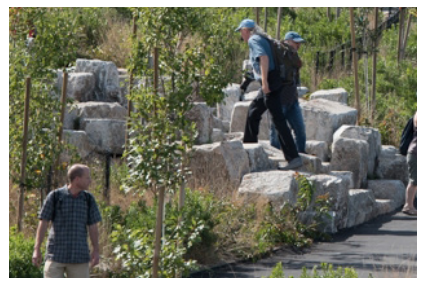
For the play areas, a resilient safety surface will have to be selected, most likely a common material such as Engineered Wood Fiber (EWF), that fits the existing maintenance regime in Mariposa and is cost effective. Other materials may be considered for fall zones, and the use of Corkeen may be approapriate as a renewable materials for these areas.



GRANITE STONE STEPS



DECKING/BOARDWALK



BOULDERS



SAFETY PLAY SURFACING



VEHICULAR DG

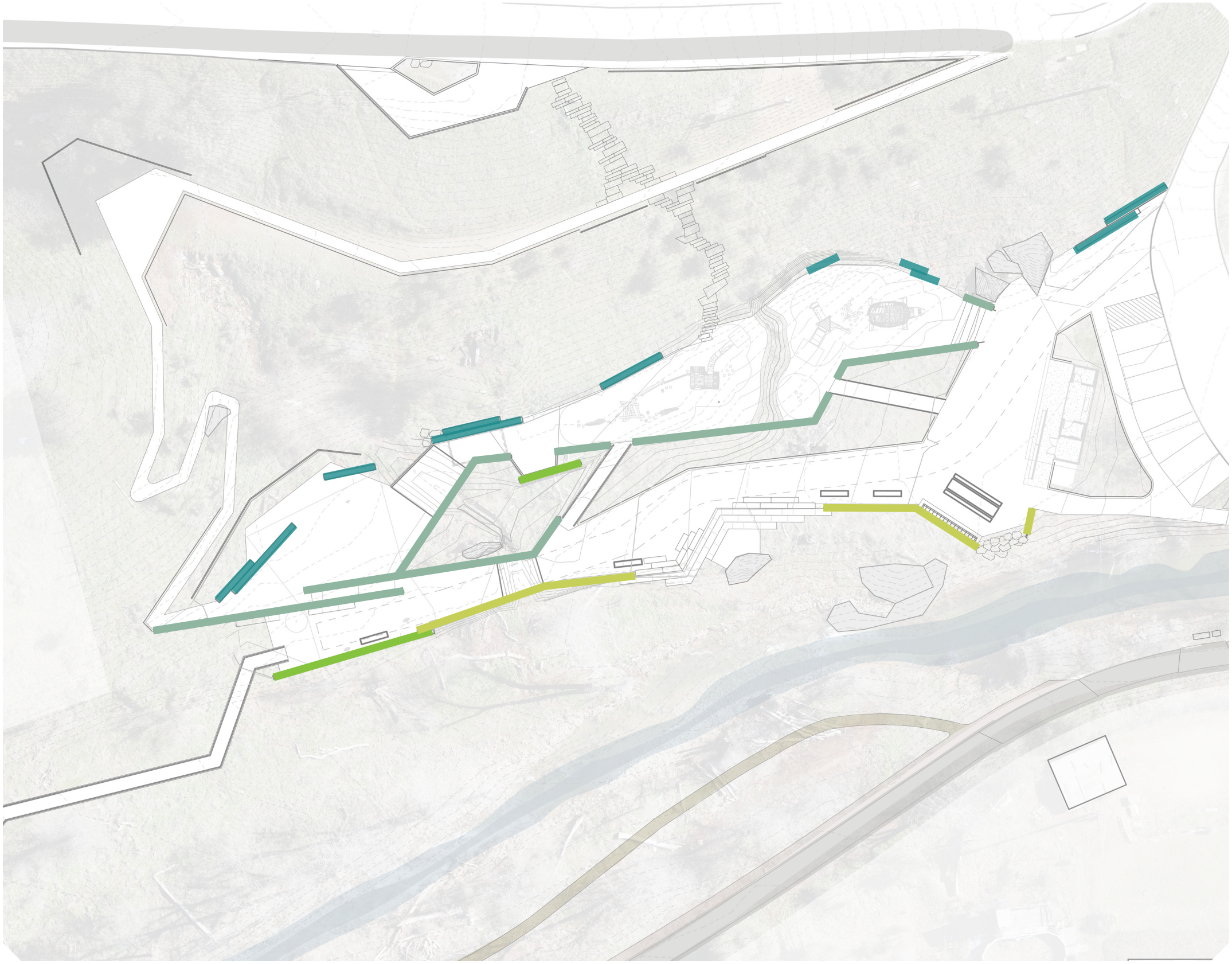


PEDESTRIAN DG



STEEL GRATE

WALL TYPOLOGIES





STEEL PLATE



DRY-STACKED STONE



GABION WALL



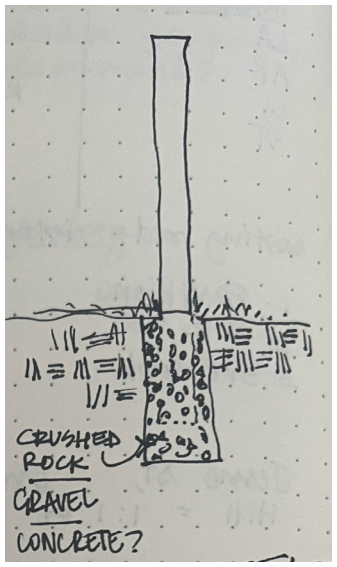
EXISTING STONE

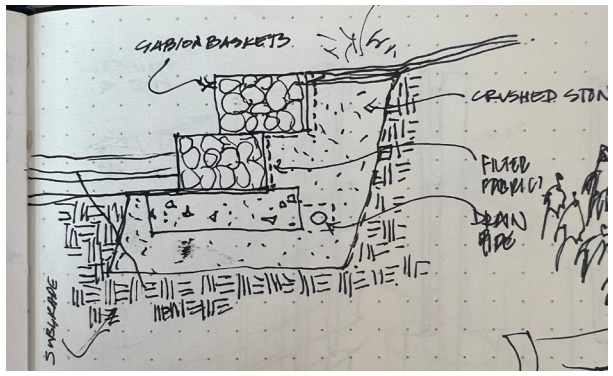
The development and selection of wall typologies is an important factor in the eventual design identity for the trailhead. The team, through numerous iterations and testing, ultimately chose three unique typologies to respond to the varying conditions and needs of the site.

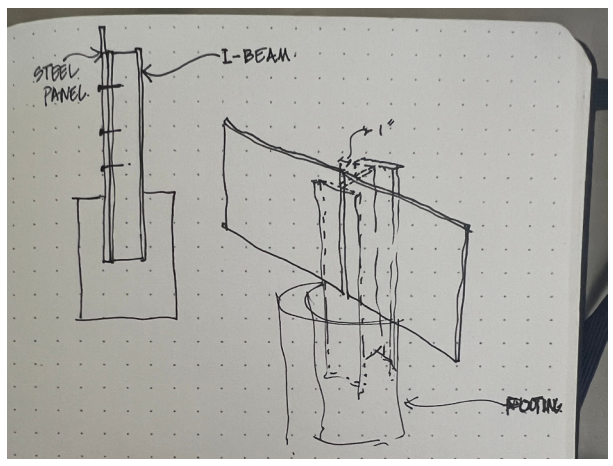
Along the creek edge, steel plates are envisioned which support the Promenade and Communal Plaza. These are thin insertions which will only really be visible from the creek side, in an attempt to de-emphasize their presence along the Promenade.

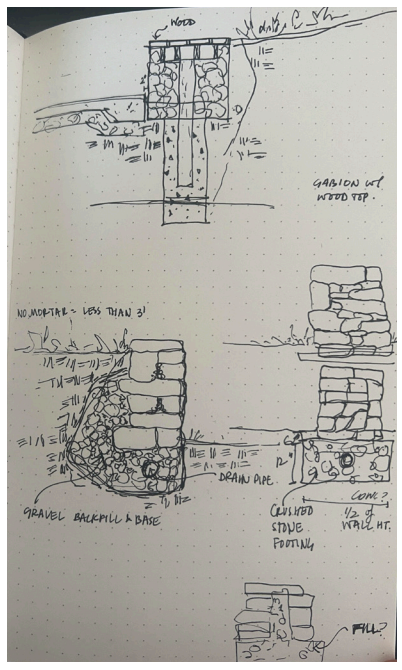
Conversely, the gabion wall design selected to hold back the hillside is meant to appear heavy and thick, and prominently displayed for visitors to understand the weight of the hill behind it. A rigid weathered steel cage is proposed to hold infill material, which may be harvested from site demoltion work.

Between these two walls is the central spine of dry-stacked stone walls, which also reinforce the existing stone walls found on site. The stone walls are interior to the site, and they are proposed in both retaining and freestanding form. Local stone should be acquired to pay homage to the existing stone walls, but these new walls should deliberately contrast with the old walls in their construction and precision.

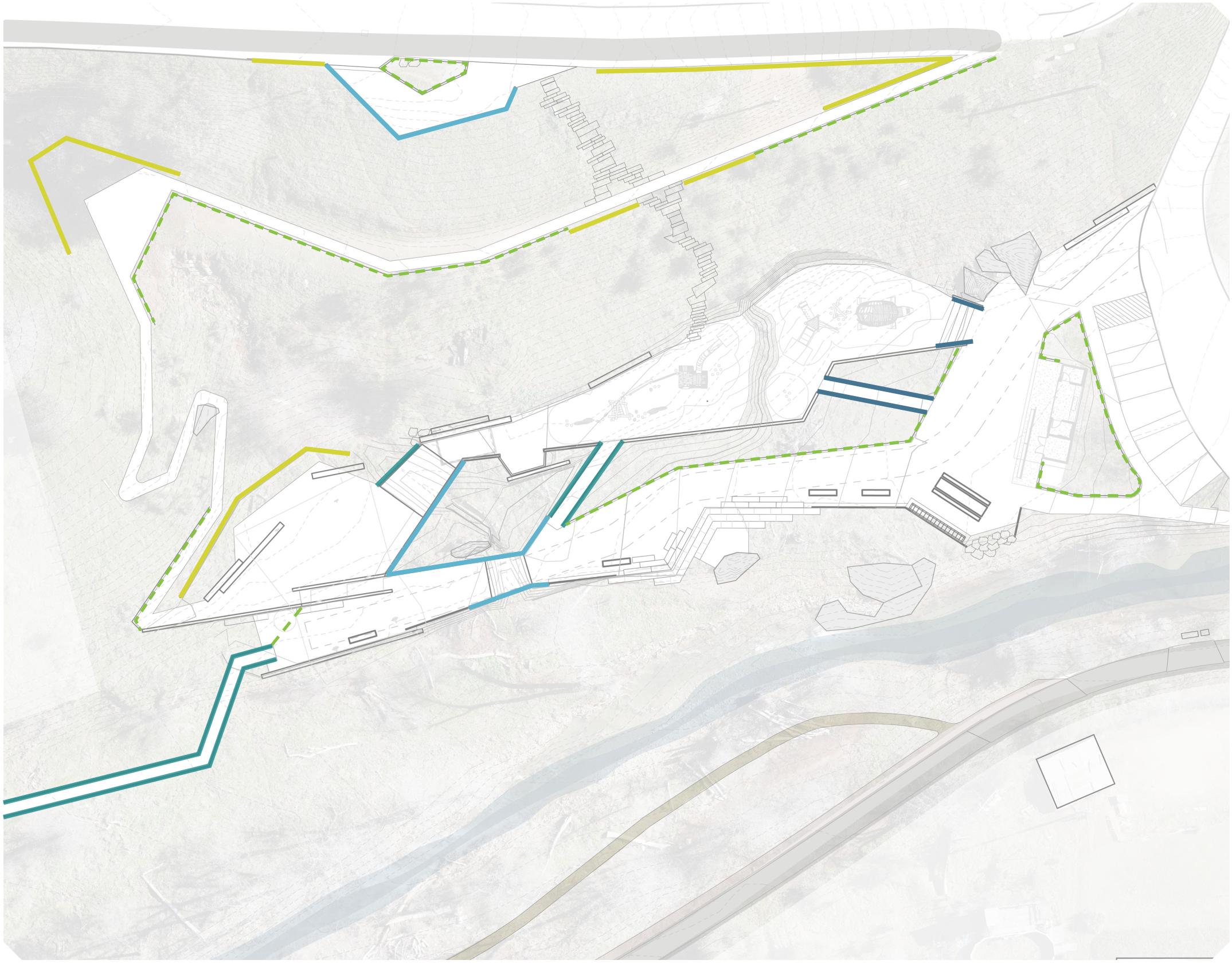








SITE RESTRAINTS



Edge retraints will be necessary throughout the site at both grade changes and changes in material, to protect visitors from hazards and to protect zones where visitors should not go. The use of split rail timber fence is considered for its ability to provide clear definition of “no-go” area. The fences are primarily deployed on the outskirts of the circulation and amenity zones. The team anticipates that over time the timber rails will fade to a desired sun bleached lightness.

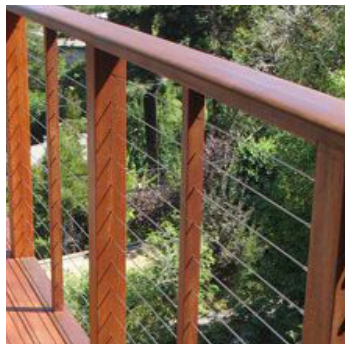
Guardrails are critical for code compliance, and will need to be deployed anywhere there is a grade change of 30” or more adjacent to pedestrian zones. Currently the concpet design identifies guardrails at the Jessie St Overlook and around the stormwater drainage basin. A simple design of rigid gridded steel mesh and timber is the desired look and feel for the guardrails.

Wherever the grade change is minimal, but still grreater than 4”, the team proposes the use of timber footrails, to keep visitors on paths and prevent errant strollers bikes and wheelchairs from rolling off course.
Complementing the guardrails and footrails will be handrails, needed wherever a ramping path exceeds 5% slope. These may be entirely steel, or a combination of rebar and stainless steel, or a material with a built in weathered look, such as Natina, a material likely to be utilized in other creek parkway projects.

Lastly, as a means of gentle guiding, a low fence of rebar stakes connected by a swagged chain is proposed to keep people out of sensitive planting areas.



GUARDRAIL



HANDRAIL



SPLIT RAIL FENCE

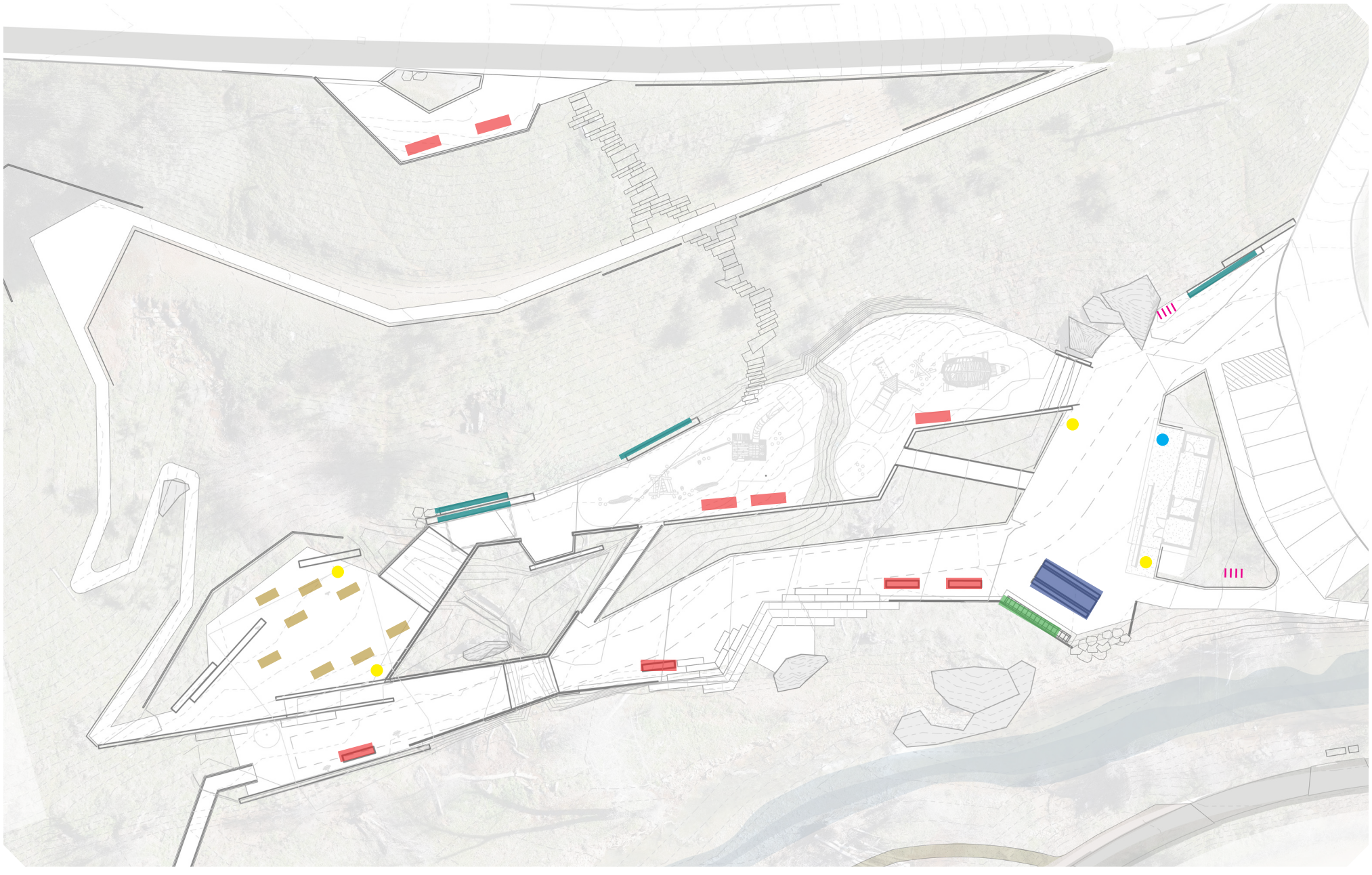


REBAR / CHAIN



FOOTRAIL

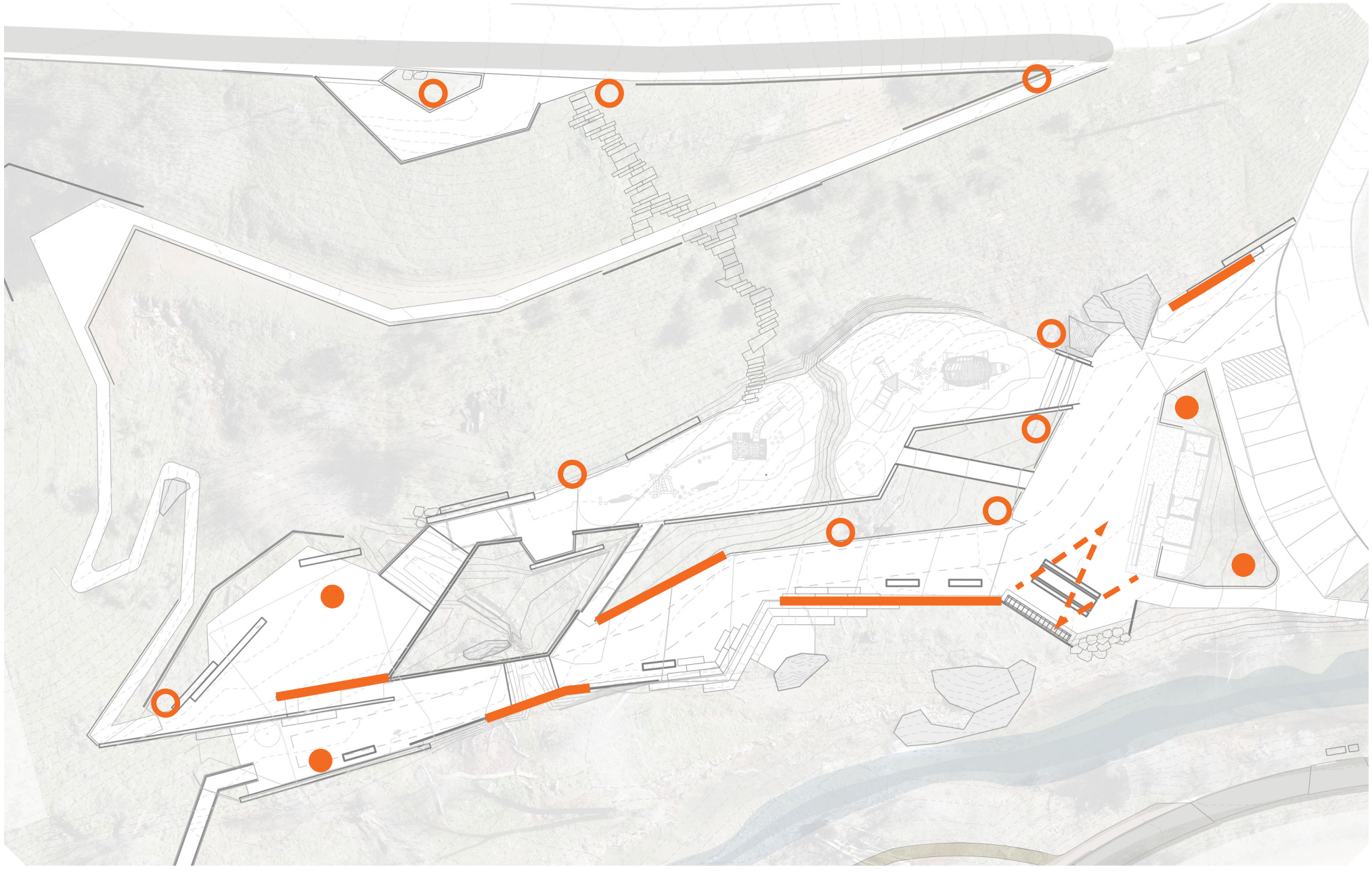
SITE FURNISHINGS



The site furnishings are designed to complement the circulation and program areas. Benches are provided for creek viewing and for parents watching the playground. Bike racks are provided by 8th St., and a drinking fountain / water bottle filling station is included at the restroom. The Communal Plaza is anchored by a large custom table, and regular picnic tables are found under the Pavilion roof.

PICNIC TABLE
GARDEN TRELLIS
CUSTOM PICNIC TABLE
BIKE RACK
DRINKING FOUNTAIN
GABION SEATWALL
CUSTOM TIMBER BENCH
TRASH RECEPTACLE

LIGHTING CONCEPT



The lighting concept assumes that the park will operate from dawn to dusk. The intent is to provide safety lighting for early morning and evening hours, not to light features for use at night. The right amount of lighting will make users feel comfortable as they return from a hike or watch for bats. Dark Sky compliant lighting fixtures should be utilized.

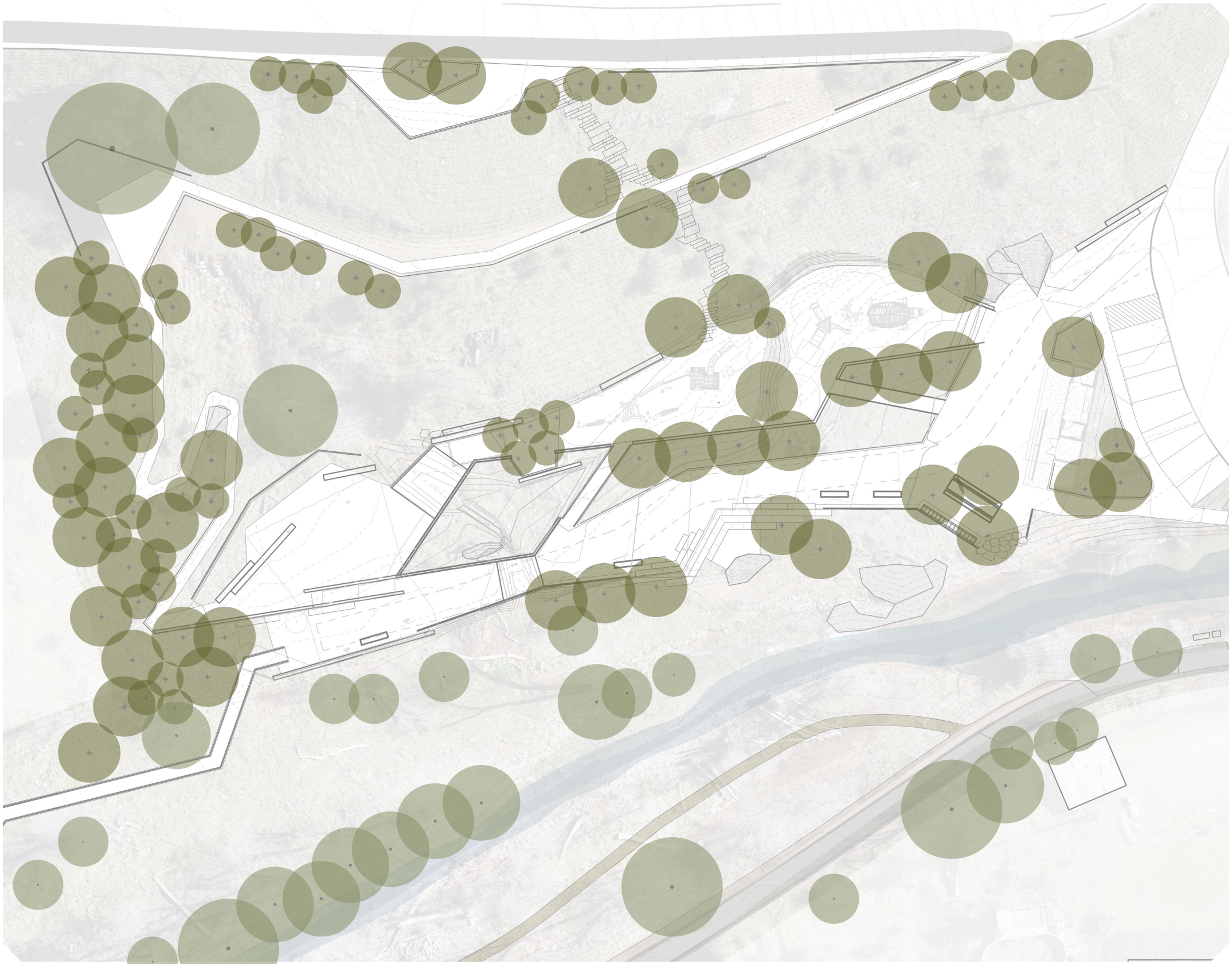
LIGHT POLE / STRUCTURE

BOLLARD

WALL MOUNTED / IN-GROUND

CATENARY (OPTION)

PLANTING CONCEPT: TREES & SHRUBS



The planting design for trees is driven by multiple considerations, including sun and shade, viewsheds, existing tree cover, and the definition of space.

For example, important attention was given to shading the playground where possible, a location that is currenlty extremely hot in the afternoons of high summer. The design tries to strike a balance between tree planting that feels linear and intentional, and planting that feels as if it has always been there and the project was built around it.

Along the promenade, the goal was to create a changing experience of enclosure and expanse, where some parts are shaded and intimate and others are sunny and open to views of the creek. The design also tries to capitalize on existing large trees, but those are ever-changing and may not be counted on for the ultimate design intent. One area this will be important to reinforce is the site boundary with the neighbor to the northwest. A thicket of evergreen trees is proposed for this zone, to help the trailhead feel like a separate entity and to limit impacts of noise and views into this private parcel.

Other tree locations serve to reinforce spaces, making them feel like destinations to attract parkgoes, such as the Interpretive Grove or the Communal Plaza. Shade is important in these spaces as well, where people are likely to linger. Lastly, trees act as landmarks and guideposts in certain locations, deflecting and guiding visitors along circulation routes and demarcating trail junctions.

EXISTING TREES

CANOPY

UNDERSTORY TREE



Canopy Trees


Bigleaf Maple


White Alder


Blue Oak


Incense Cedar


Valley Oak


Red Willow


Fremont Cottonwood

Understory Trees

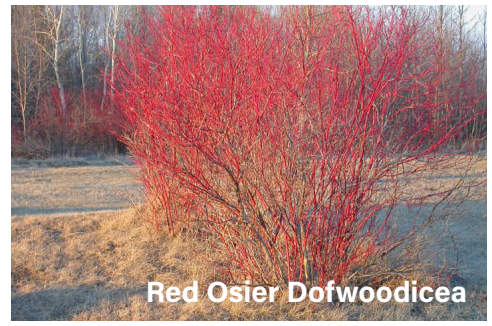

Woolyleaf Ceanothus


Button Willow


Wht.Lf.Manzanita


Greenleaf Manzanita


Mock Orange


Red Osier Dofwoodicea


Flannel Bush


Silktassle


Chaparral Honeysuckle


Sliver Bush Lupine


Blue Elderberry

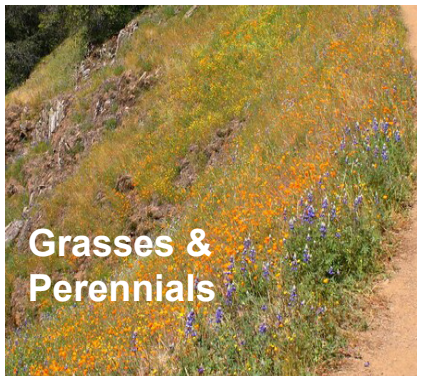
PLANTING CONCEPT: GROUNDCOVER











Perennials

Scientific Name	Common Name
Salvia sonomensis	Creeping Sage
Dudleya cymosa	Canyon Live Forever
Mimulus auantiacus	Bush Monkey Flower (Sticky)
Mondardella odaritissima	Coyote Mint
Eriogonum umbellatum	Shasta Sulfur Flower
Asclepias fascicularis	Narrowleaf milkweed

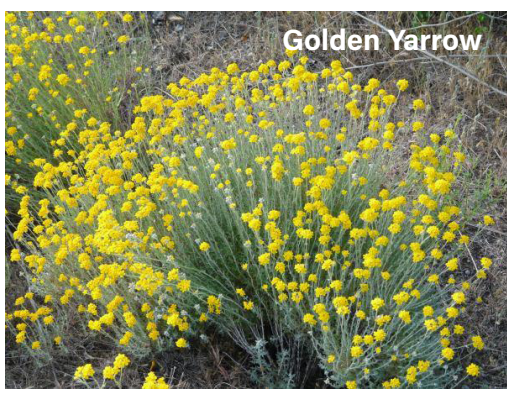
Groundcover

Scientific Name	Common Name
Pteridium aquilinum	Bracken Fern
Woodwardia fimbriata	Giant Chain Fern
Carex sp.	Sedge
Festuca idahoensis	Idaho Fescue
Melica californica	Melic or Onion Grass
Elymus glaucus	Blue Wild Rye

Yard hydrants may be placed to tap into water lines feeding the restroom. These could be used for establishment irrigation purposes, and as a backup water source or for possibly for fire suppression.



Riparian Seed Mix


Golden Yarrow


Flannel bush


Mountain blue penstemon

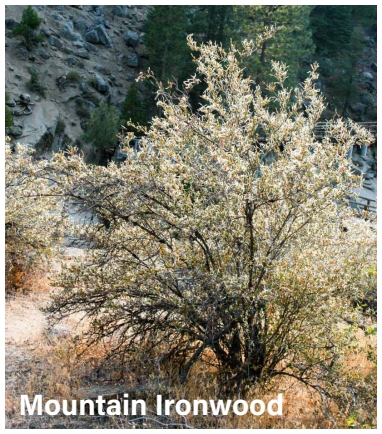

Hummingbird Sage

Hillside Seed Mix


Western Mountain Aster


Deer Brush


California Buckwheat


Mountain Ironwood


California Soaproot


Orange bBsh Monkeyflower


California yerba santa


Toyon

Existing Restoration Planting Area

Grasses & Perennials


Carex sp.


Common Yarrow

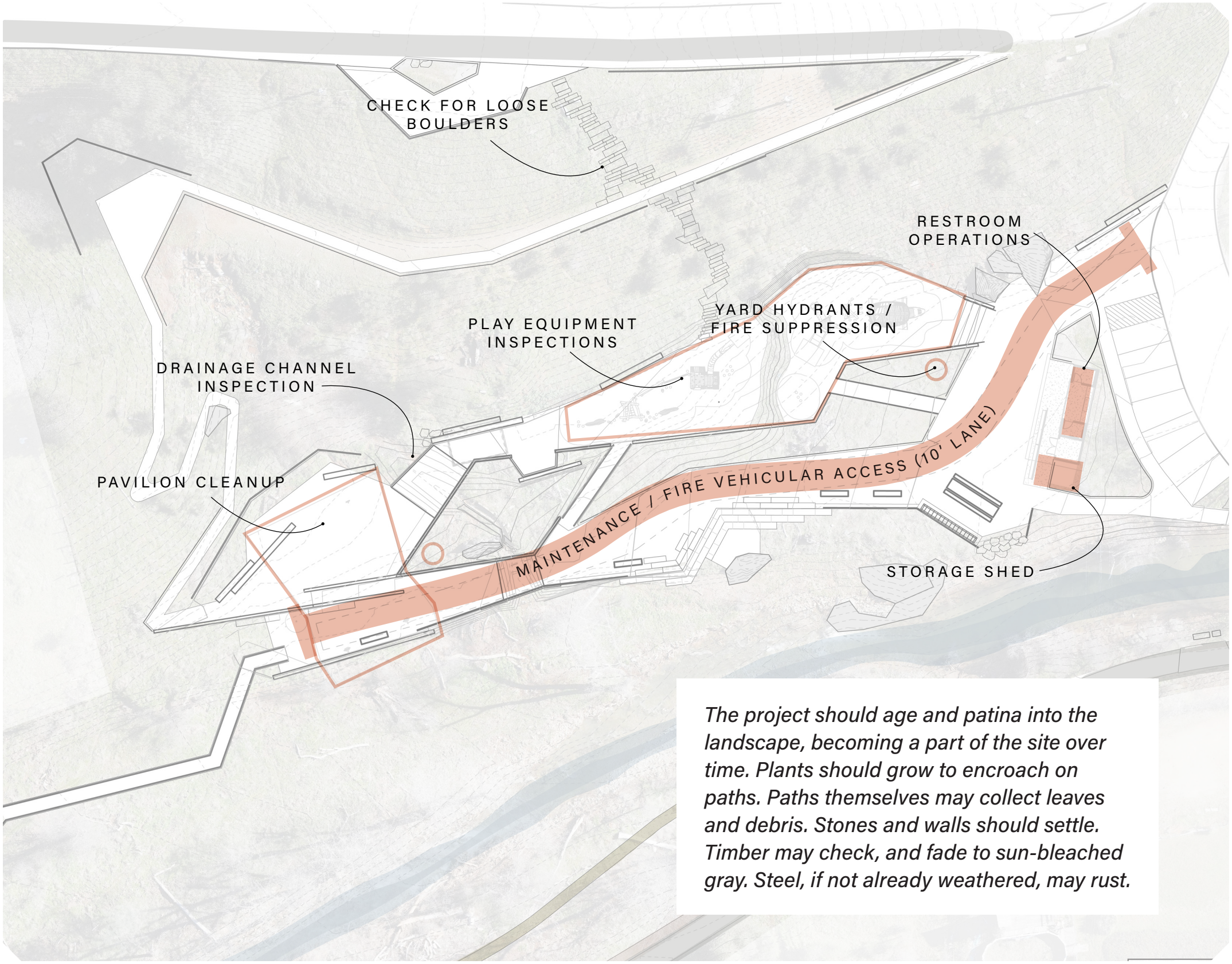

Button Willow


California Yerba Santa


Coyote Mint


Deer Grass

MAINTENANCE CONCEPT



The project should age and patina into the landscape, becoming a part of the site over time. Plants should grow to encroach on paths. Paths themselves may collect leaves and debris. Stones and walls should settle. Timber may check, and fade to sun-bleached gray. Steel, if not already weathered, may rust.

As a key aspect of the design considerations, the team sought to conceptualize a park that was low maintenance in all its forms to the extent possible. No park is maintenance free, and there are still essential duties that will need to be performed to keep the park safe and enjoyable. This intent was partly driven by the acknowledgement that the Public Works Deparment has limited resources, and this park represents a significant increase in managed facilities for the County. But perhaps more importantly, the trailhead design strives to feel like more of a natural landscape, and less manicured. The intent is for the park to settle into its environment and feel like it has always been there. To do so, materials have been selected for their simplicity and durability, and plants have been chosen for their ability to withstand climatic conditions with minimal intervention (once established).

Typical Responsibilities

Daily Opening: performed in line with opening the Arts Park in Phase I, this task includes opening the gate to the restrooms and ensuring they are in working order. It also includes a general parkwide inspection for hazards such as downed branches or evidence of wildlife.

Daily Closing: close and lock the restroom facilities, remove trash, and lighting inspection.

Periodic Inspections: as noted previously, the playground equipment will require regular inspections for loosened bolts or frayed ropes and nets. Part of this inspection should be to check for any animal nests and clean them out. Other inspections include checking for loose boulders on the scramble, and checking the Pavilion and restroom structures for any issues.

Access

The design allocates a 10′ access lane for maintenance vehicles to enter the site from 8th Street, and reach the interior of the site as far as the Pavilion. Fire trucks may also utilize this zone as needed, admittedly with limited manueverability.

Planting

As noted, planting maintenance should be minimal, however some standard tasks would help ensure the survival of initial planting and encourage pioneer species to occupy the site as desired. These tasks may include the removal of invasive species such as Tree of Heaven or Himalayan Blackberry, sweeping/raking of leaves, and trimming dead branches. There is no mowing required on site.

Irrigation

The project does not intend to utilize long term irrigation. Plants will be selected for their natural advantages in this landscape, notably the ability to withstand drought or inundation. However, supplemental watering may be necessary during the first few growing seasons, and so the irrigation concept takes cues from the adjacent and ongoing habitat restoration project. The use of browse guards on shrubs, perennials, and grasses will be important for the survival of these plants, as will a dependable temporary irrigation source. It may be possible to tap into the existing temporary water lines that are now supporting the restoration efforts, but the project also taps municipal water and may provide a hose bib or yard hydrant connection for water use. This would be located in the central planting spine, and could support water lines or PVC piping during establishment. This water connection could also be utilized for fire suppression purposes should the need arise. Newly planted trees may utilize gator bags or other water infiltration devices as necessary.

Flooding

After a storm event, precautions should be taken to ensure the park is safe. The drainage channel should be inspected for uninterrupted flow, play equipment and paths should be cleared of debris, and damage to any furnishings or buildings should be assessed. Integrity of site walls should also be confirmed.

Creek Parkway Conservancy or Friends Group

Echoing the sentiments of the Creek Parkway Master Plan, this project re-emphasizes the need for an organization to steward the Parkway and its numerous facilities as they are implemented. This group could supplement the resources of the County, and may find support among the tourism audiences that will no doubt frequent the Parkway.

Upkeep and maintenance will be important for this project as it represents a new anchor for the community along Mariposa Creek, and it will become the centerpiece of the Parkway system. Keeping it in good shape will send an important signal to locals and visitors that Mariposa cares for this investment in its public facility, and that the park is a safe and enjoyable destination.

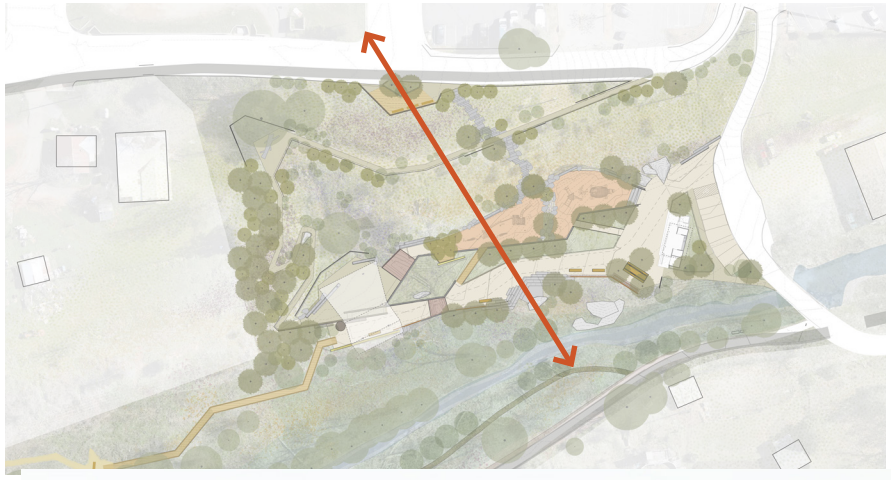
SITE SECTIONS

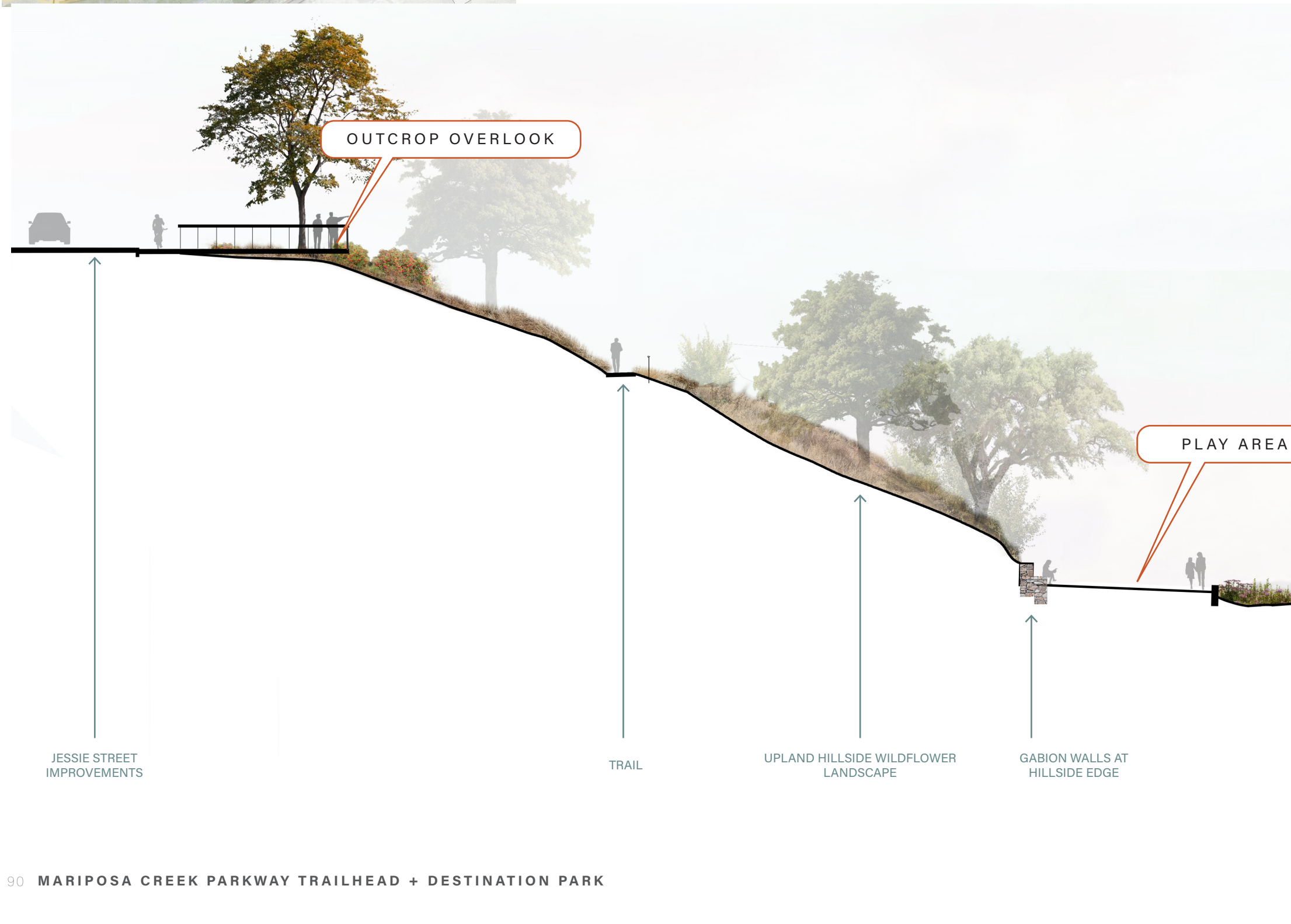





PAVILION
PROMENADE
FLOODPLAIN LANDSCAPE
GABION WALLS AT HILLSIDE EDGE
STACKED STONE WALLS
EXISTING STONE WALL
CREEK BED
PHASE III CREEK PARKWAY

SITE SECTIONS






OUTDOOR CLASSROOM
CREEK BED
HILLSIDE

SITE SECTIONS



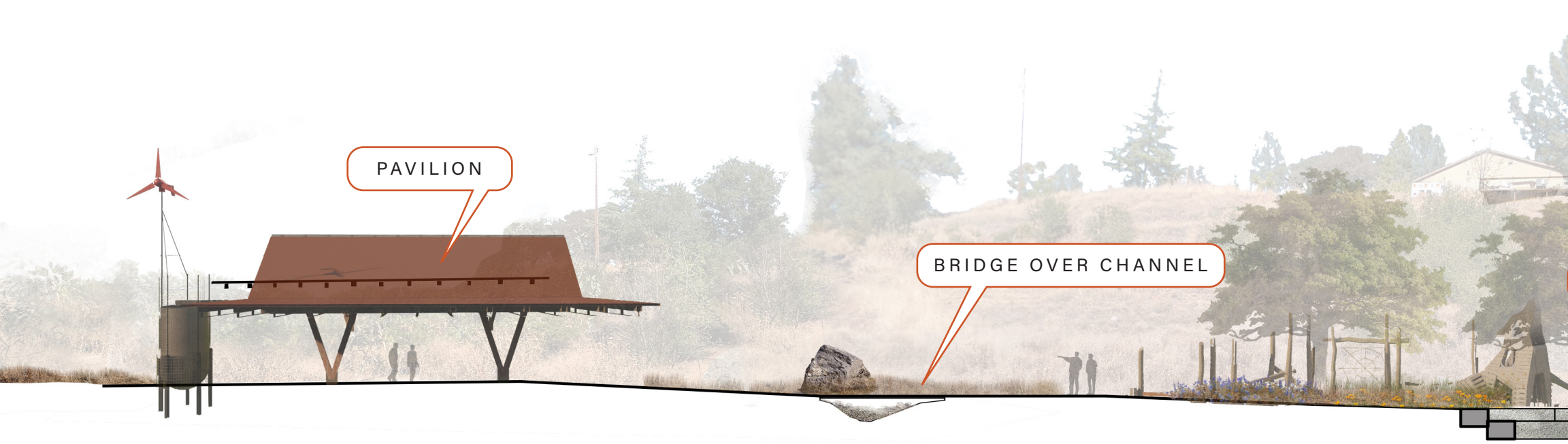


WER PLAY AREA



SITE SECTIONS







ANITE BLOCK TIERED SEATING

EXSITING BOULDER

EXSITING ROAD



V IMPLEMENTATION

COORDINATION ACROSS CREEK PARKWAY

COST ESTIMATE

PERMITTING APPROACH

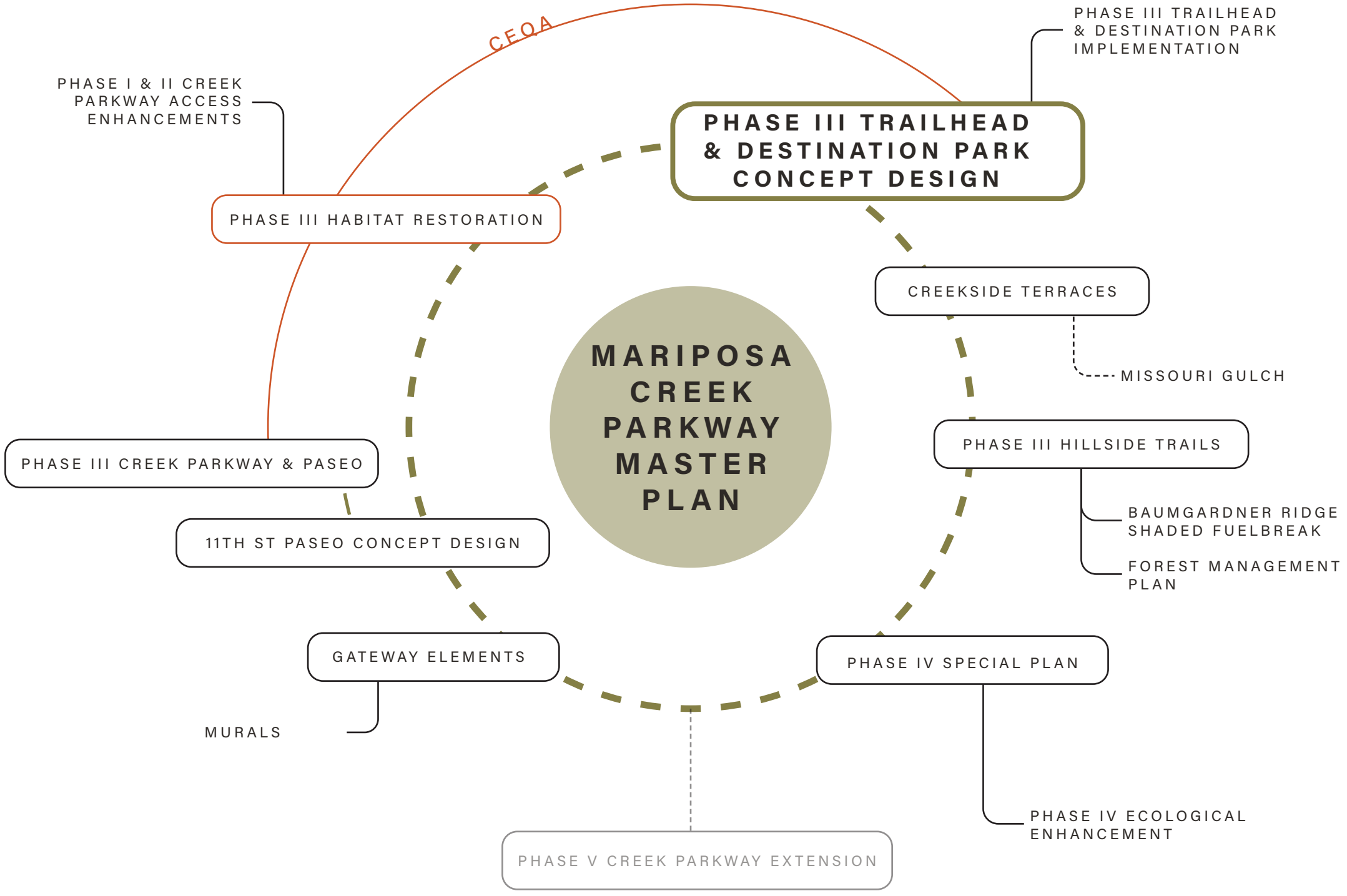
POTENTIAL FUNDING SOURCES

FURTHER STUDY NEEDED

COORDINATION ACROSS CREEK PARKWAY PROJECTS

The constellation of projects around the Creek Parkway Master Plan continues to grow, and many projects are underway at various stages of completion. Ongoing efforts should always consider the potenial overlaps and efficiencies to be gained through coordination and the project's knowledge base. For example, this project will benefit from much of the already completed CEQA documentation for the Phase III segment. With this in mind, this project recommends the creation of a coordination position for the Creek Parkway, as a precursor to the proposed Conservancy put forth in the Master Plan.

The diagram also illustrates the importance of a cohesive design identity for the projects as they begin to be built. Visitors to the Parkway shoud be able to understand at once that they have entered a system of inter-related parks and trails. This increases the efficiencies of additional projects in the future, as the components are already in place to build upon. This is also important from a maintenance perspective, as the foundational upkeep regime becomes well understood over time.


MARIPOSA CREEK PARKWAY MASTER PLAN
CFQA
PHASE I & II CREEK PARKWAY ACCESS ENHANCEMENTS
PHASE III HABITAT RESTORATION
PHASE III TRAILHEAD & DESTINATION PARK IMPLEMENTATION
PHASE III TRAILHEAD & DESTINATION PARK CONCEPT DESIGN
CREEKSIDE TERRACES
MISSOURI GULCH
PHASE III HILLSIDE TRAILS
BAUMGARDNER RIDGE SHADED FUELBREAK
FOREST MANAGEMENT PLAN
PHASE III CREEK PARKWAY & PASEO
11TH ST PASEO CONCEPT DESIGN
GATEWAY ELEMENTS
MURALS
PHASE IV SPECIAL PLAN
PHASE IV ECOLOGICAL ENHANCEMENT
PHASE V CREEK PARKWAY EXTENSION

COST ESTIMATE

MARIPOSA COUNTY
CALIFORNIA

WRT

PROVOST&PRITCHARD
CONSULTING GROUP

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST
County of Mariposa
Mariposa Trailhead and Destination Park

September 10, 2024

20% Conceptual Design

	Construction Subtotal				**$ 5,580,234.00**
	Design Contingency	25	%		$ 1,395,100.00
	Construction Contingency	15	%		$ 837,100.00
	Total Construction Costs				**$ 7,812,434.00**
	Final design	10	%		$ 781,300.00
	Permitting	2	%		$ 156,300.00
	Construction Management, Admin, Testing & Staking	12	%		$ 937,500.00
	TOTAL PROJECT COST				**$ 9,687,534.00**

This cost estimate represents the design team's current knowledge of the project and construction costs, which of course are subject to change. Cushioning contingencies have been included for both design and construction, as the project is only at a 20% Conceptual Design level. As it moves into the implementation phase and the design becomes more refined, these costs may increase or decrease to reflect the changes.

The estimate also includes soft costs associated with final design plans and specifications, permitting (including regulatory and local permits), and construction management and administration services. These have been calculated as a percentage of the construction cost, and would fluctuate according to modifications to those figures. The costs for Final Design and Permitting ($935,800) may be used to guide the pursuit of funding available for design documentation, as a means of continuing the project momentum, with construction funding (including construction management) to then be seen as an additional and final stage.

These amounts are not trivial. Throughout the project, the design team was challenged to avoid escalating costs, by choosing appropriate materials, incorporating existing site elements and advantages, and providing programs and amenities desired by the community. At the same time, the design is also aspirational, as an anchor for the greater Mariposa Creek Parkway system of projects and their potential community benefit.

This investment should be viewed as a revenue generator for Mariposa County, as it will, with the rest of the Parkway, contribute to the economic development of town businesses, improve the quality of life and desirability of the County, and create enjoyable experiences of visitors who will return time and again. This will help reinforce Mariposa as a key gateway to the Yosemite region, and will position the town as a sought after destination in its own right.

General & Site Work: $743,950

This section includes costs for starting the project, grading, demolition, utility work, and existing feature protections during construction.

Paving / Surfacing: $693,750

The surface materials are included here, and these costs include the necessary subgrade improvements as well.

Walls, Stairs, Ramps, and Edges: $376,500

These components define the spaces and contain their materials. They also guide and protect users and contribute significantly to the design identity.

Furnishings: $129,600

All the benches and picnic tables, along with interpretive signage.

Planting: $1,080,000

Planting is focused on restoring areas that are damaged during construction, placing trees where shade is desired, creating noise and visual buffers, and ultimately growing a landscape that helps the trailhead feel authentic.

Other Site Elements: $2,545,534

This includes the large structures and their systems, the play equipment, park lighting, irrigation, boulders, and other miscellaneous items.

Bid Item No.	Item Description	Estimated Quantity	Unit	Unit Price	Amount
General					
1	Mobilization	*1*	*LS*	$256,000.00	$ 256,000.00
2	Traffic Control	*1*	*LS*	$51,200.00	$ 51,200.00
3	Stormwater Pollution Prevention & Dust Control	*1*	*LS*	$153,600.00	$ 153,600.00
Site Work					
4	Earthwork	1,650	CY	$15.00	$ 24,750.00
5	Hillside rock face cleaning & protection	80	LF	$100.00	$ 8,000.00
6	Ex. Tree, Rock outcrop, and Creek protection	1	LS	$10,000.00	$ 10,000.00
7	Clearing & Grubbing	60,000	SF	$2.00	$ 120,000.00
8	Ex. Rock wall salvage	130	LF	$10.00	$ 1,300.00
9	Utilities	1	LS	$120,000.00	$ 120,000.00
Paving/ Surfacing					
10	DG paving (Ped)	5,000	SF	$18.00	$ 90,000.00
11	Stabilized DG paving (Vehicular)	8,000	SF	$22.00	$ 176,000.00
12	Safety play surfacing	5,000	SF	$20.00	$ 100,000.00
13	Granite block (varies)	150	EA	$500.00	$ 75,000.00
14	Concrete paving (Vehicular)	400	SF	$35.00	$ 14,000.00
15	Asphalt Paving (Vehicular) (3" AC / 6" AB)	3,000	SF	$25.00	$ 75,000.00
16	Striping & Signage (Parking)	1	LS	$5,500.00	$ 5,500.00
17	6" curbing	150	LF	$50.00	$ 7,500.00
18	Concrete Sidewalk (4" Concrete over native)	1,730	sf	$25.00	$ 43,250.00
19	Wood decking	500	SF	$25.00	$ 12,500.00
20	Boardwalk	600	LF	$50.00	$ 30,000.00
21	Steel grate	1,000	SF	$35.00	$ 35,000.00
22	Corten pedestrian bridge	2	EA	$15,000.00	$ 30,000.00
Walls and Stairs					
23	Vertical Rock Cut face with permanent anchoring	300	SFF	$100.00	$ 30,000.00
24	Weathered steel wall	200	LF	$100.00	$ 20,000.00
25	Concrete retaining wall 4' max retained height	140	LF	$500.00	$ 70,000.00
26	Gabion wall	200	LF	$100.00	$ 20,000.00
27	Gabion wall with timber seating	100	LF	$120.00	$ 12,000.00
28	Dry stacked stone	450	LF	$100.00	$ 45,000.00
29	Granite steps	80	LF	$250.00	$ 20,000.00
Ramps. Handrails, and Guardrails					
30	Handrails	245	LF	$200.00	$ 49,000.00
31	Footrails	80	LF	$100.00	$ 8,000.00
32	Guardrails	250	LF	$250.00	$ 62,500.00
33	Rebar trellis	1	LS	$10,000.00	$ 10,000.00
34	Split rail fence	500	LF	$50.00	$ 25,000.00
35	Rebar stake and chain	1,000	LF	$5.00	$ 5,000.00
Furnishings					
36	Timber benches	10	EA	$3,500.00	$ 35,000.00
37	Trash receptacles	4	EA	$1,500.00	$ 6,000.00
38	Drinking fountain / bottle filling station	1	EA	$4,000.00	$ 4,000.00
39	Picnic tables	8	EA	$2,500.00	$ 20,000.00
40	Harvest table	1	EA	$15,000.00	$ 15,000.00
41	Bike racks	8	EA	$1,200.00	$ 9,600.00
42	Signage	10	EA	$5,000.00	$ 50,000.00
Planting					
43	Remaining invasive eradication	1	LS	$30,000.00	$ 30,000.00
44	Canopy trees	100	EA	$3,500.00	$ 350,000.00
45	Understory trees	100	EA	$2,500.00	$ 250,000.00
46	Grasses / Perennials / Shurbs	12,000	SF	$25.00	$ 300,000.00
47	Seed mix (riparian & hillside restoration)	30,000	SF	$5.00	$ 150,000.00
Other Site Elements					
48	Boulders	120	EA	$300.00	$ 36,000.00
49	Play equipment	1	LS	$555,109.00	$ 555,109.00
50	Play equipment installation	1	LS	$180,000.00	$ 180,000.00
51	Pavilion	1	LS	$992,800.00	$ 992,800.00
52	Pavilion Solar	1	LS	$60,000.00	$ 60,000.00
53	Restroom	1	LS	$335,625.00	$ 335,625.00
54	Restroom Solar	1	LS	$36,000.00	$ 36,000.00
55	Stormwater Cisterns, Pump & Appurtenances	1	LS	$150,000.00	$ 150,000.00
56	Lighting, pole	1	LS	$50,000.00	$ 50,000.00
57	Lighting, bollard	1	LS	$50,000.00	$ 50,000.00
58	Lighting, wall or in-ground	1	LS	$25,000.00	$ 25,000.00
59	Lighting, catenary	1	LS	$25,000.00	$ 25,000.00
60	Permanent irrigation (controller and pipe)	1	LS	$25,000.00	$ 25,000.00
61	Temporary irrigation measures (gator bags, browse guards, etc)	1	LS	$25,000.00	$ 25,000.00

POTENTIAL FUNDING SOURCES

This section presents several strategies for funding the infrastructure and public facilities required to support development and maintenance of the trailhead park. The County can consider multiple strategies to implement the full vision of the park: pursuing grant funding, cultivating private philanthropy, evaluating the feasibility of an Enhanced Infrastructure Financing District or Community Facilities District, exploring a bond measure (e.g., General Obligation measure), or introducing new tax measures, like an increase in Transient Occupancy Tax (TOT).

The construction and maintenance of public facilities and infrastructure is a costly endeavor. A keen financier will follow the same cues that a designer takes when understanding a project context and will consider current conditions (e.g. political and economic) and identify what options are currently available, appropriate and underutilized. Funding opportunities then need to be closely evaluated by the project team to determine their feasibility: "Does the County have the capacity (e.g., matching funds on grants) Is there political will (e.g., a vote on a General Obligation bond)? Will the funding cover the full cost of construction and maintenance, or will the County need to identify other sources?"

Mariposa County has been successful in receiving grant awards for projects along the Creek Parkway already, and momentum continues to expand. All of those funds have been competitively awarded and have come from a variety of private, state, and federal sources: Economic Development Agency (EDA), CA Department of Conservation, CA Natural Resources Agency, PG&E Corporation, CA Wildlife Conservation Board, Sierra Nevada Conservancy, and Caltrans.

There are several factors that have contributed to the Parkway's past success with grant funding. The synergy between affordable housing, economic development, public art, environmental restoration, climate resiliency and recreation planning on the Creek Parkway has been a key to attracting significant investment. The partnership between community nonprofits and the County has also contributed to the success of grant applications. And, overall, the holistic planning and a dedication to community authenticity have made Parkway projects compelling to local, state, and national funders. Moving forward, we anticipate that these factors will continue to bolster grant proposals.

For the Trailhead, the County can seek funds that target increasing public access to recreation, improving public health, restoring native landscapes for watershed health, or protecting and preserving areas of cultural significance. As well, a smart strategy could be to pursue funding sources that focus on developing outdoor education facilities and programs.

Grant funding is often not adequate to fund all portions of a project and ordinarily requires a local match in staff time or local dollars. The development of a local capital improvement fund (private or County-based) that can be accessed when a match is needed or for gap financing, should be prioritized.

For this project, there could be interest from private donors for naming rights or recognition that could contribute to a fund. Currently, Mariposa County does not have a specific fund or policy for large capital investments.

Capital improvement cost can also be funded through a variety of bond measures. Notably General Obligation or Municipal bonds, Revenue bonds and Mello-Roos Bonds. A jurisdiction should engage with their bound counsel on consideration of any Bond. The Mariposa County School District and Hospital District have both been successful in Bond measures in the last decade.

Establishment of a public finance district is another option. An Enhanced Infrastructure Financing District (EIFD) is a special

district that uses a portion of property tax revenues generated by community economic growth from a specifically defined area to finance infrastructure and economic development projects of significant public benefit. Established by the State of California in 2014 as part of an economic development tool kit that relaced "re-development", EIFDs have proven to be a sustainable model for growth, leveraging increased property tax increments into a fund that can be used to construct and maintain additional economic development and community amenities.

The EIFD does not add a tax. Improvements gained through EIFD funding support future development and result in increased property values. The increased property tax revenues from the "base year" then can be leveraged for additional improvements. This leverage can be in the form of matches for grants, specific financial investments, or as a backstop for a capital improvement loan.

An EIFD requires the formation of a public finance authority and special financing district, a government entity made of both public and private partners from the "district" that oversee the fund. Likely partners in an EIFD district would be MPUD, the County, the Economic Development Corporation and potentially local hoteliers and entrepreneurs. It may be worth considering a EIFD for the Mariposa Town Planning Area, or MPUD Service Area that are already supplied with enhanced infrastructure, amenities and public services. Community Facilities Districts (CFD) in conjunction with a Mello-Roos bond follow a similar process. The formation of a EIFD or CFD is a significant process and initial analysis on the returns to the district should be undertaken.

Ongoing maintenance of facilities is another associated cost that needs to be considered. In simplest form this could be one new position in the Public Works Department, Facilities division that would tend to the existing and new parks, sidewalks and landscaped features in the town planning area. Larger scale programmatic maintenance could be organized by community groups, similar to how the Rotary conducts the "clean sweep" of downtown Mariposa, the Lions clubs maintain park amenities and Master gardeners keep our native plantings thriving. This is the Conservancy model discussed previously, with an overarching mandate to take care of the Creek Parkway system as a whole. Leveraging shared resources across the system will be necessary to identify efficiencies and maintain a level of service that visitors will come to expect.

Lastly, it should not be understated how the trailhead and parkway will be economic generators for town and local businesses. Investing in this type of public infrastructure should be in the interest of the business and tourism community.

POSSIBLE FUNDING SOURCES

California Proposition 68

- Rural Recreation and Tourism Grant
- Statewide Park Program
- Regional Park Program

Wildlife Conservation Board Funding

Sierra Nevada Conservancy Grant

Economic Development Adminstration / Tourism Funds

California Recreational Tourism Grant

Environmental Protection Agency Grant

Federal Emergency Management Agency (FEMA) Grant Funding

FURTHER STUDY NEEDED



Regulatory Permitting: est. $156,300

Mean High Water Regulatory Boundary

The conceptual design for the trailhead park made a deliberate decision to avoid impeding on the Mean High Water delineation of Mariposa Creek, in order to not trigger any larger permitting requirements, including a Section 404 permit under the US Army Corps of Engineers. It is possible that the project may need to file for a general permit, which demonstrates that only minimal adverse effects may occur in the creek.

Lake and Streambed Alteration (LSA) Program

The project will likely need to assess if an LSA agreement with the California Department of Fish & Wildlife is required. Further study would be better able to understand the potenail impacts of the project on Mariposa Creek's fish and wildlife resources.

CEQA

This initial phase of design for the trailhead has not taken on any CEQA compliance. Typically the CEQA process would commence with 65% design development. While an existing filing exists for Phase III of the Creek Parkway, it will sunset in 2025 and only covers project scope related to restoration and enhancement as it relates to the ongoing invasive removal and native planting project. Prior to development of the final design drawings, the team will need to complete a CEQA application specific to the trailhead park.

Of note for the required permitting is the recent presence of beaver in Mariposa Creek, in the Phase III segment, and the likelihood that the Western Pond Turtle, also present in the creek, will become a federally listed engangered species. These species will need to be considered for any potential creek and creek-adjacent impacts.

Local Permitting
Permits at the County level will include a Grading Permit and a Building Permit. Coordination will need to occur with the Mariposa Public Utility District Permit for water and sewer needs.

Geotechnical Engineering: est. $25,000
Preliminary geotechnical investigations have been done along Jessie St and near the Oak Rest, giving the team a high-level understanding of bedrock depths and soil profiles. Further study is needed to fully understand the hillside slopes and any potential for landslides. As well, the next phase of the project will need to analyze the feasibility of the grading concept, particularly as it relates to the costs associated with cutting into the hillside. Lastly, geotech data is needed to help the structural engineering team make informed recommendations around bedrock and the water table for footer depths and types, for play equipment, structures, and site walls.

Code Compliance Review / Playground Inspection: est. $20,000
An internal review by a member of the design team for ADA compliance, building code, and playground safety would ensure the design is up to local, state, and federal standards for a public park. The playground may need to be certified by an independent expert, but if constructed to Earthscape's requirements, and overseen by their installation experts, then the certification is more of a formality.

Design Review & Historic Design Review Overlay
The project will need to be reviewed by County advisory boards and organizations to ensure it is in compliance with local mandates for design and historic overlay districts. It is expected that the conceptual design has already taken these considerations into account.

Wayfinding and Interpretive Signage Strategy: est. $30,000
This conceptual design includes placeholders for interpretive signage and potential topics for those signs, but a comprehensive signage strategy is needed to better frame outdoor education potentials as they relate to the wider Creek Parkway system. Sign elements should be folded into the desired design direction and materiality of the signs being implemented sooner by other projects. Wayfinding should be reviewed as the final design is developed, ensuring visitors can navigate the site and the destinations beyond.

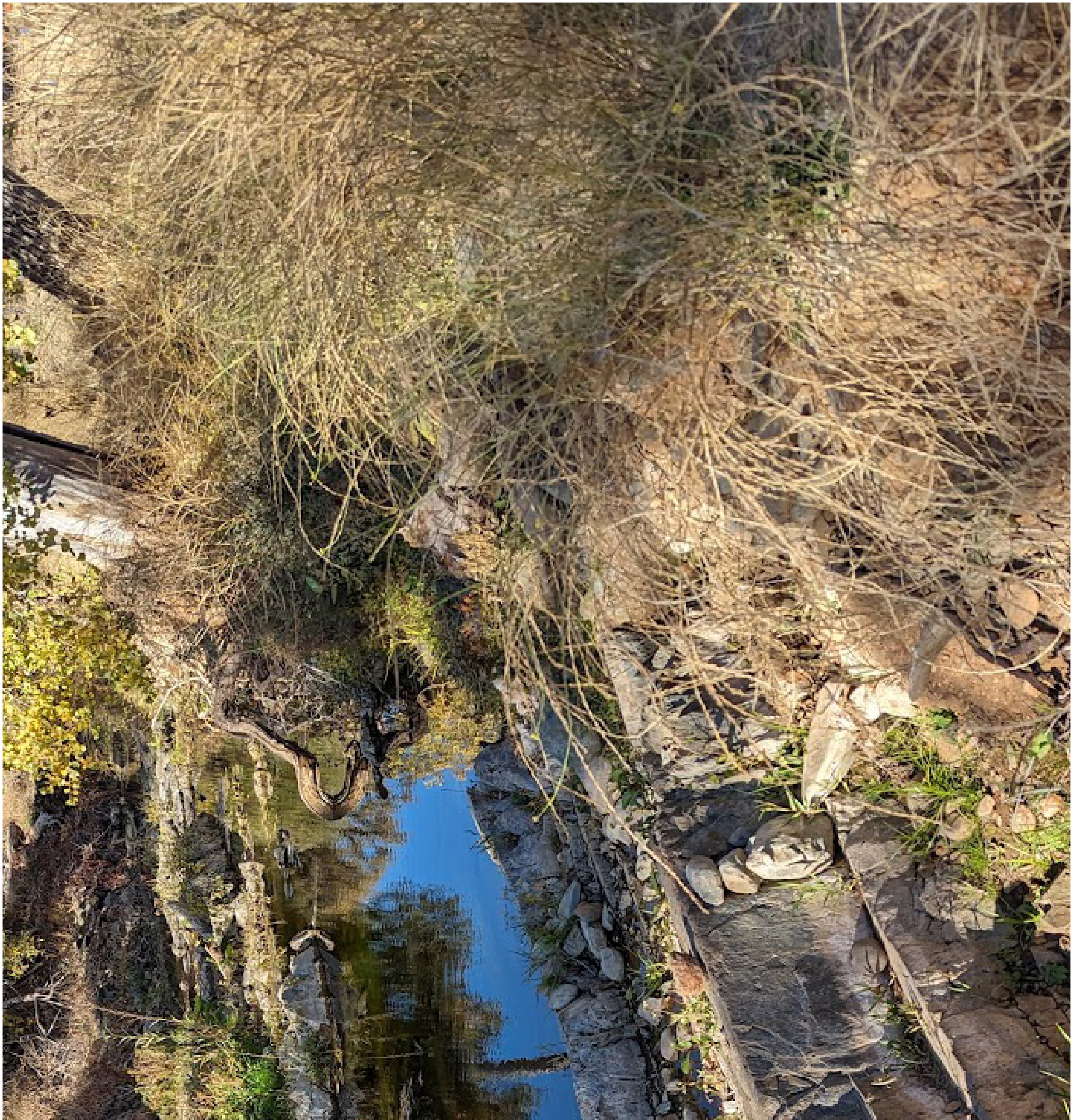
Construction Documentation: est. $781,300
The biggest next step will be the completion of construction documentation, advancing the design from the 20% conceptual phase to 100% design, including specifications, and any additional information needed for the project to go out to bid.

Coordination with Public Works
Public Works coordination will be critical in the engineering and construction of the trail head as well as the ongoing maintenance of the park. The Department will need to be included as a key partner during the implementation phase of the project, to ensure their needs are understood and that the necessary resources can be deployed to care for the park.


WESTERN POND TURTLE


BEAVER





MARIPOSA CREEK PARKWAY

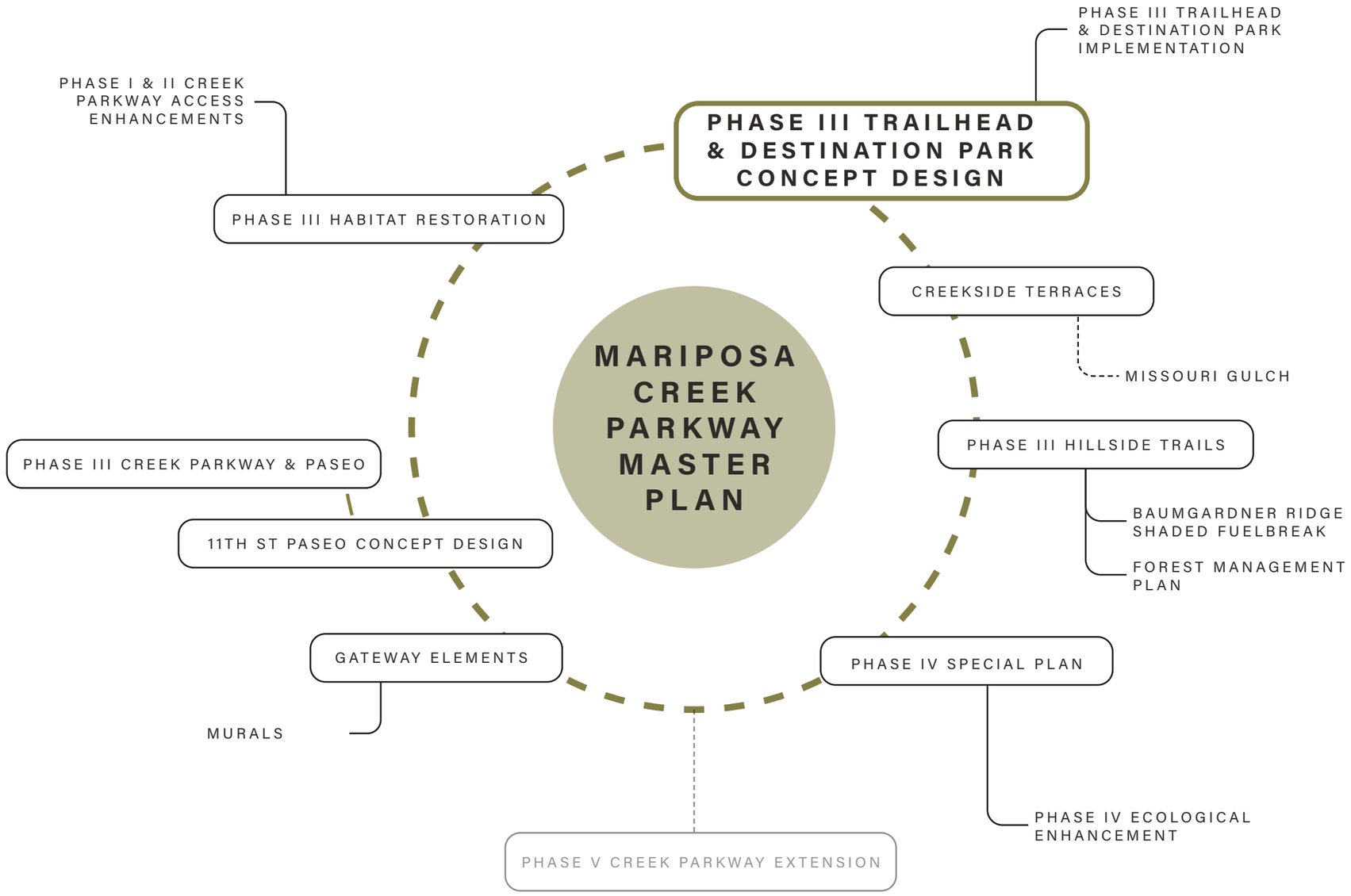
TRAILHEAD + DESTINATION PARK

WRT

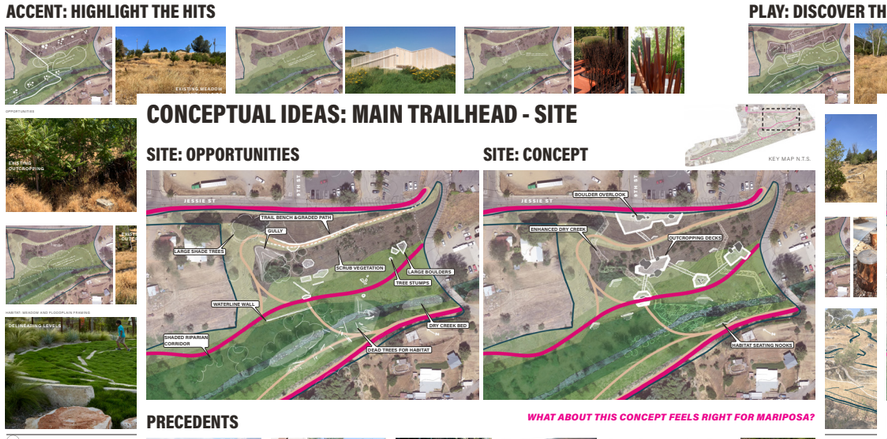
SEPT
2024

CONCEPTUAL DESIGN

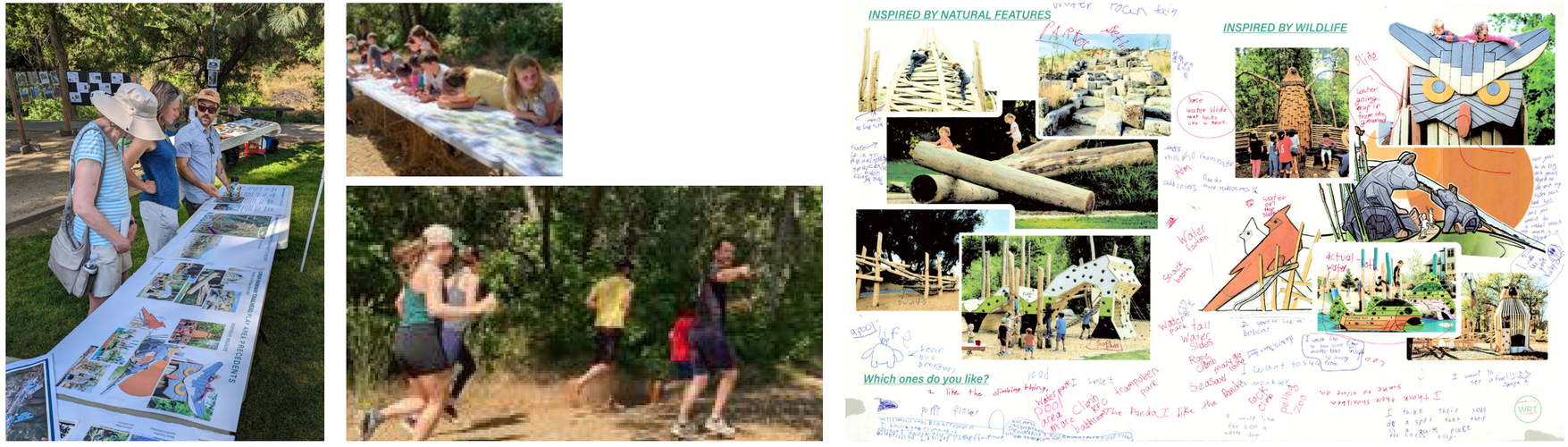
COORDINATION ACROSS CREEK PARKWAY PROJECTS



CREEK PARKWAY STAKEHOLDER CHARRETTES (OCT 2022 & JAN 2023)

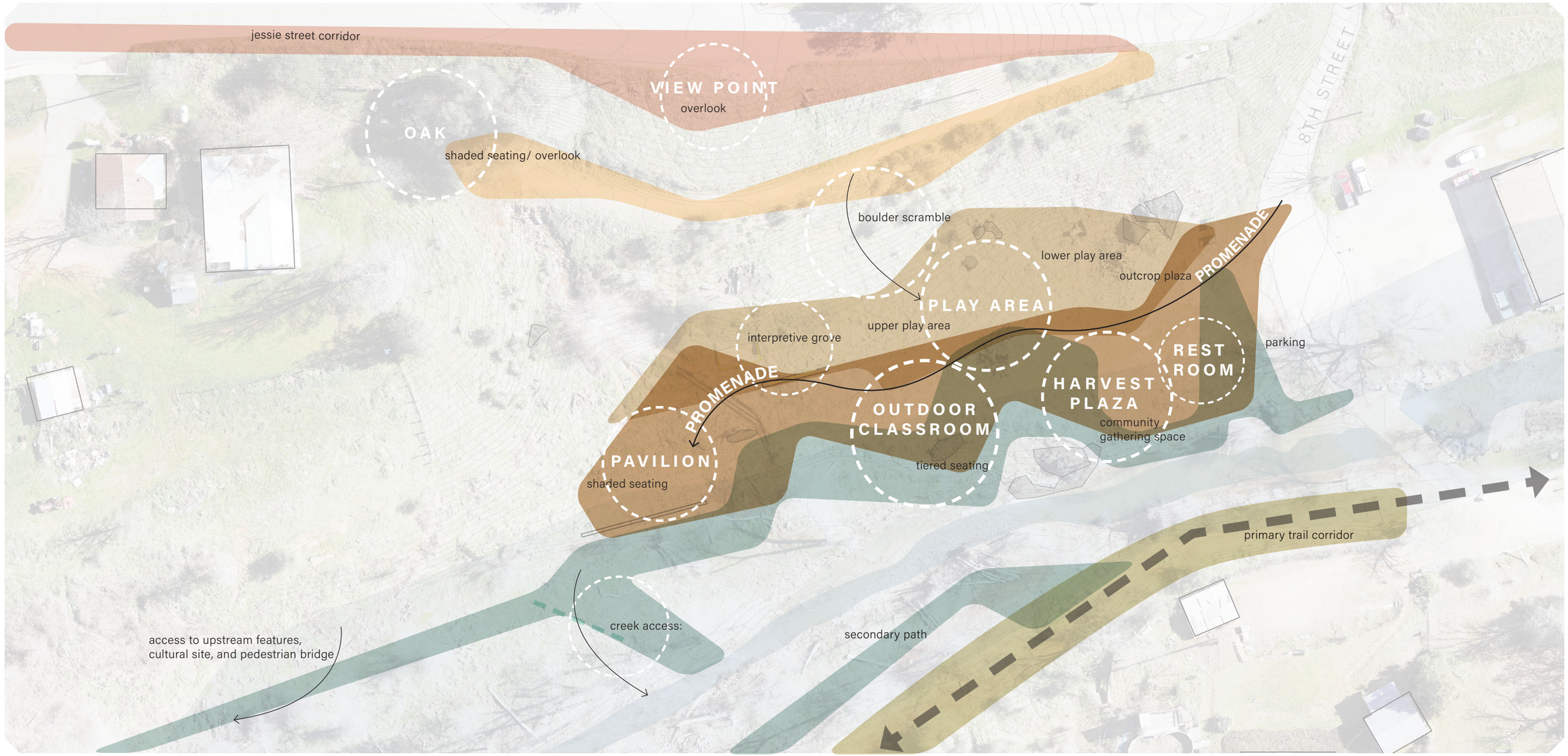


NATIONAL TRAILS DAY (2023 & 2024)




OVERLOOK
JESSIE ST
11TH ST PASEO
TRAILHEAD PARK
TO PHASE I + II
COAKLEY CIR
PIONEER MARKET
MARIPOSA CREEK PARKWAY
BRIDGE CROSSING
CULTURAL SITE
TO HILLSIDE TRAILS
TO PHASE IV

Preliminary Site Organization



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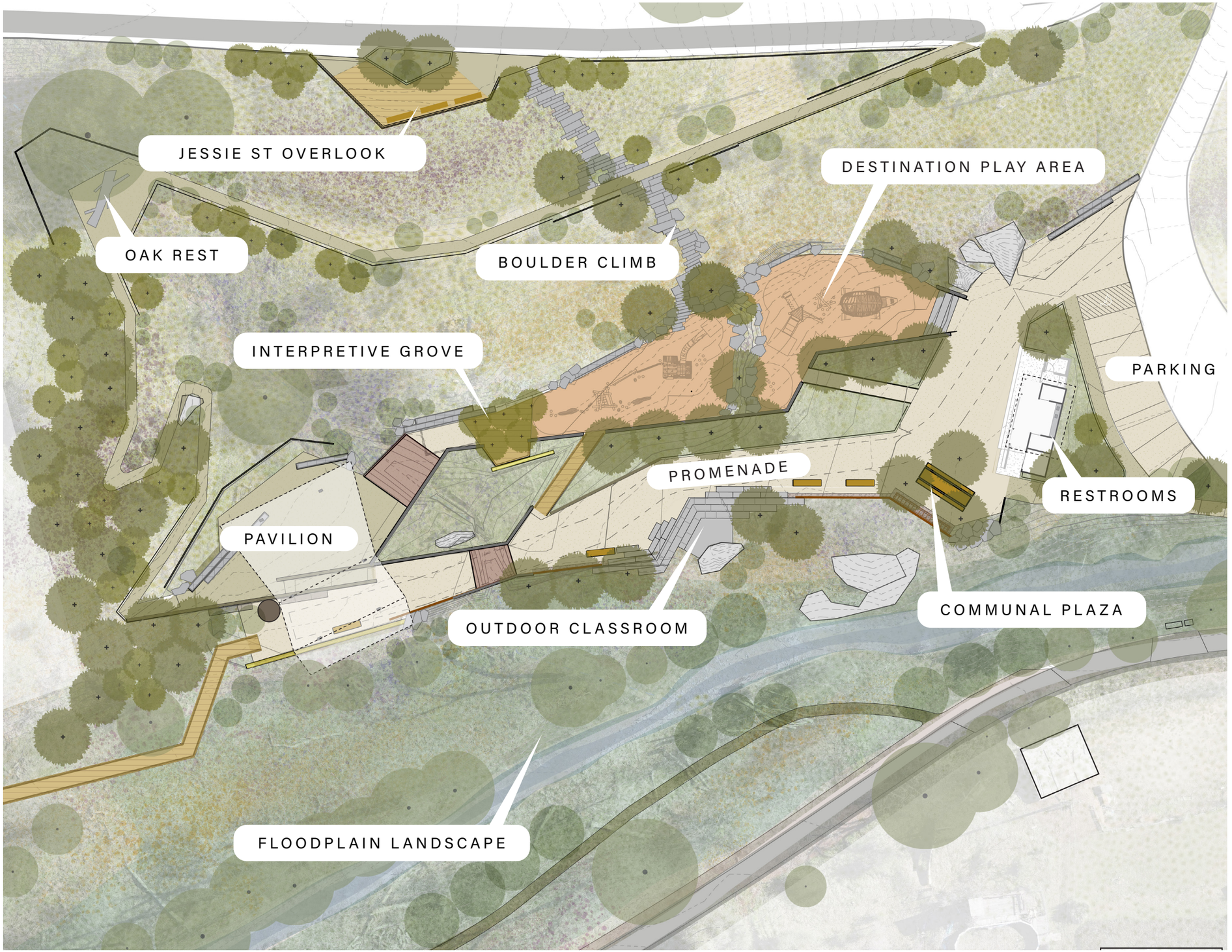
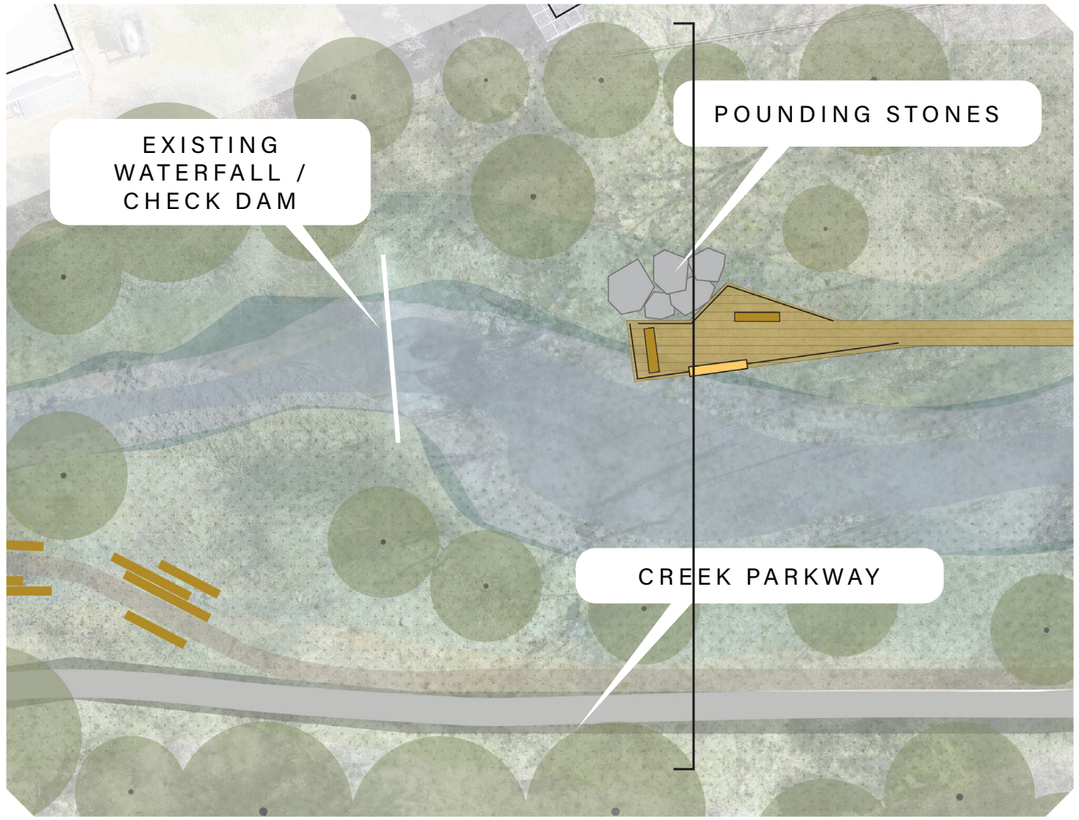

JESSIE ST OVERLOOK
OAK REST
BOULDER CLIMB
DESTINATION PLAY AREA
INTERPRETIVE GROVE
PARKING
PROMENADE
RESTROOMS
PAVILION
OUTDOOR CLASSROOM
COMMUNAL PLAZA
FLOODPLAIN LANDSCAPE

WRT


PAVILION
UPPER SEATING AREA
CISTERN
EXISTING STONE WALL
MEADOW STONE WALLS
BOARDWALK TO TRAILS





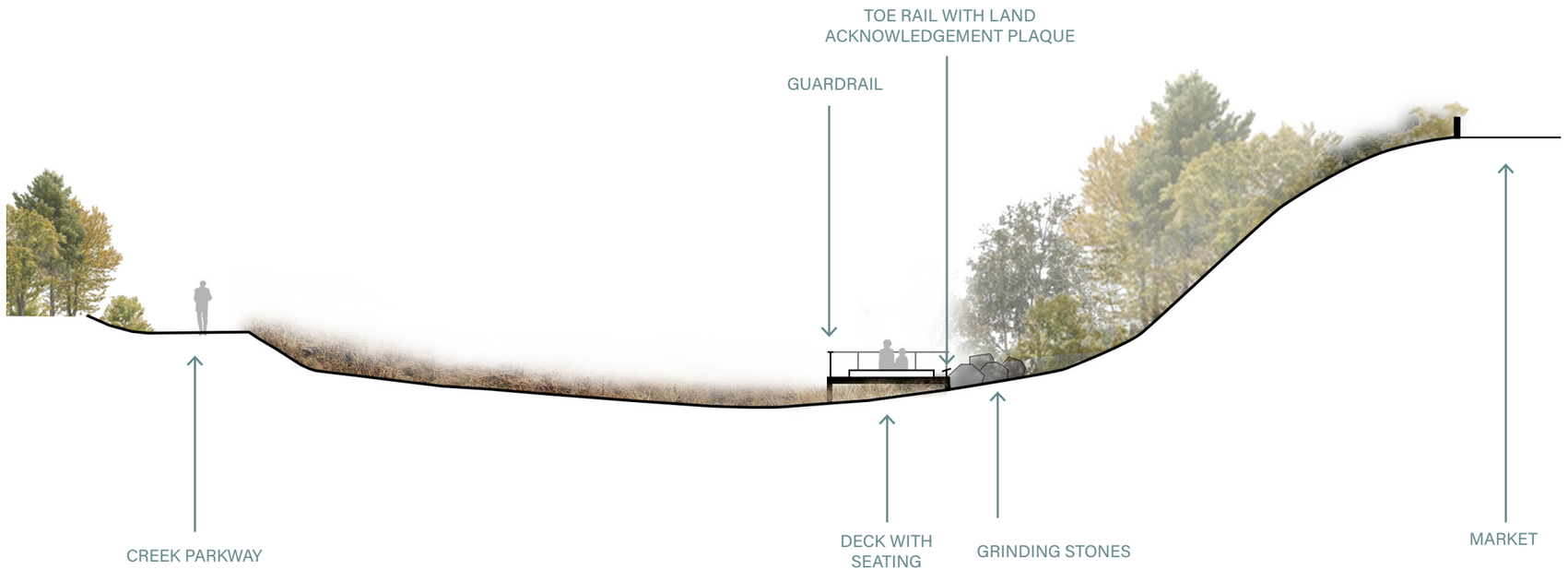
A sketch for a potential observation deck that might provide a visual connection to the pounding stones and the sensitive landscape

Southern Sierra Miwuk Creekside Cultural Site

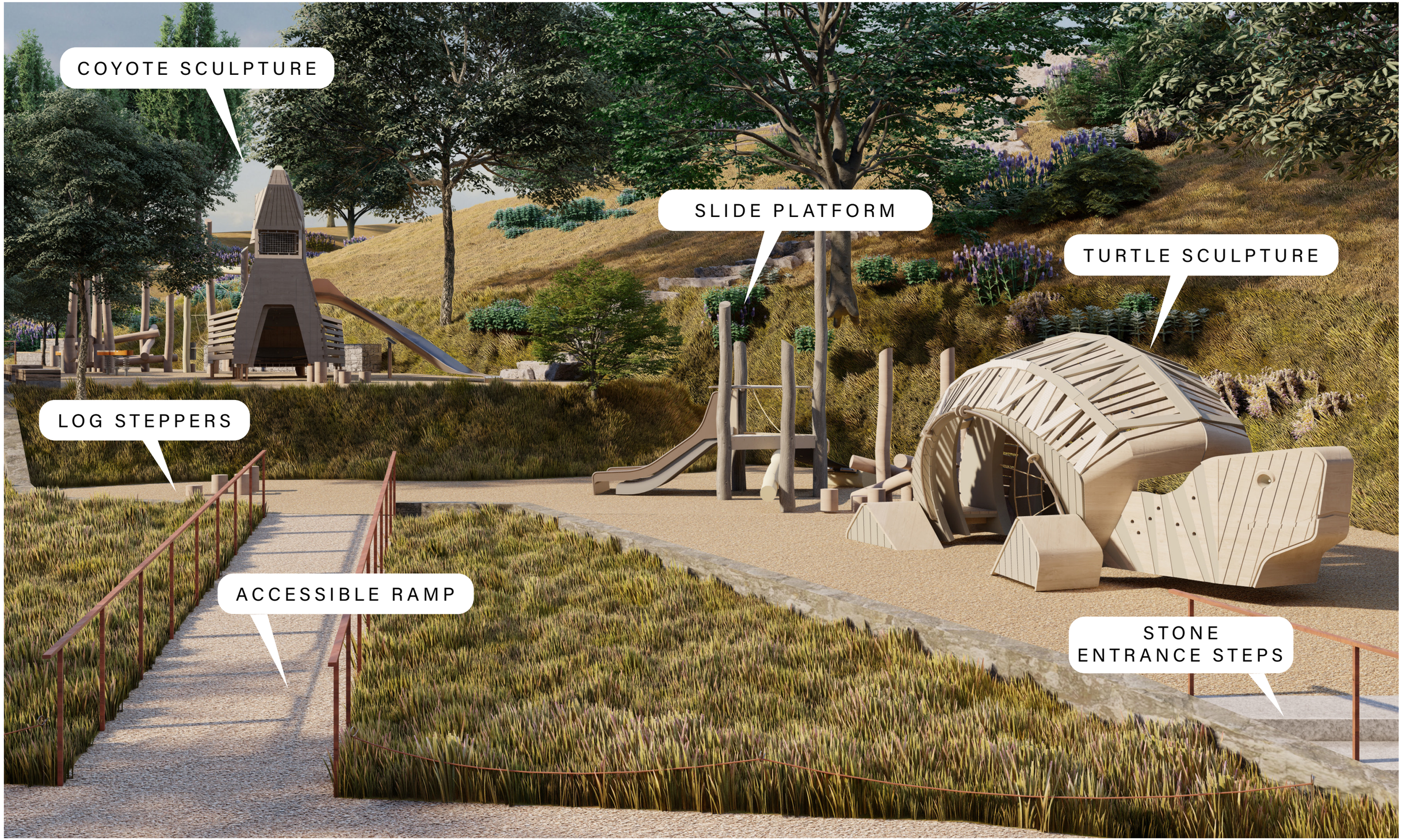


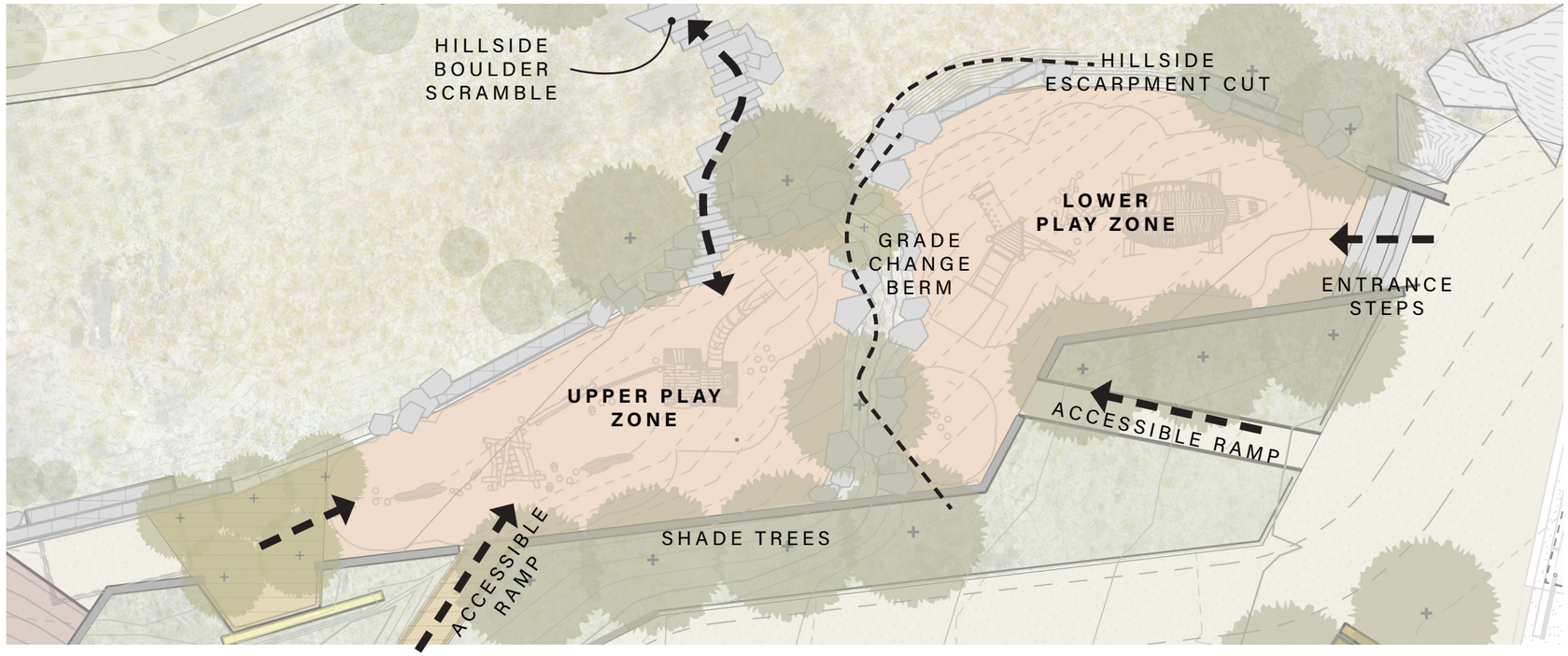


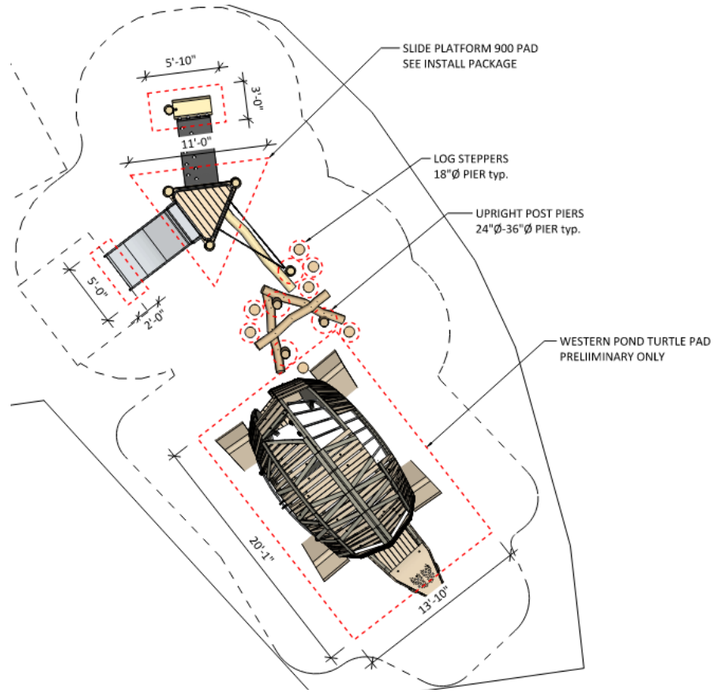





RESTROOM
COMMUNAL TABLE
STEEL WALLS
OPERABLE GATE
MARIPOSA CREEK PARKWAY

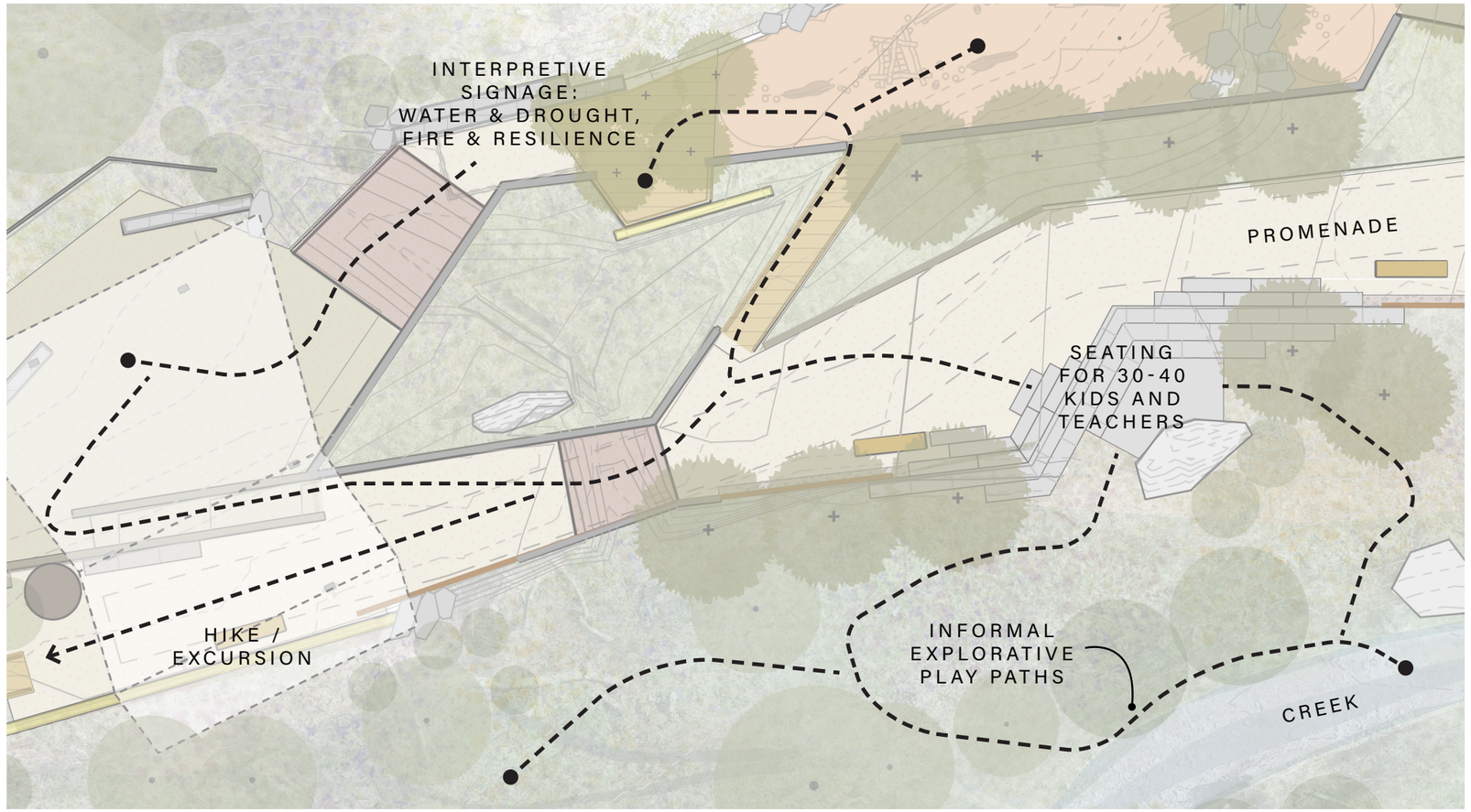

COYOTE SCULPTURE
SLIDE PLATFORM
TURTLE SCULPTURE
LOG STEPPERS
ACCESSIBLE RAMP
STONE
ENTRANCE STEPS


HILLSIDE
BOULDER
SCRAMBLE
HILLSIDE
ESCARPMENT CUT
LOWER
PLAY ZONE
GRADE
CHANGE
BERM
ENTRANCE
STEPS
UPPER PLAY
ZONE
ACCESSIBLE RAMP
ACCESSIBLE
RAMP
SHADE TREES


SLIDE PLATFORM 900 PAD
SEE INSTALL PACKAGE
LOG STEPPERS
18"Ø PIER typ.
UPRIGHT POST PIERS
24"Ø-36"Ø PIER typ.
WESTERN POND TURTLE PAD
PRELIIMINARY ONLY
5'-10"
3'-0"
11'-0"
5'-0"
2'-0"
20'-1"
13'-10"

WRT


LOWER PLAY AREA
RESTROOMS
EXISTING BOULDER
GRANITE STONE STEPS



TRAILHEAD OUTDOOR EDUCATION OPPORTUNITIES

Advance Master Plan Goal: Environment & Education

- per the Mariposa Creek Parkway Master Plan, this project has the ability to create spaces that foster outdoor education experiences

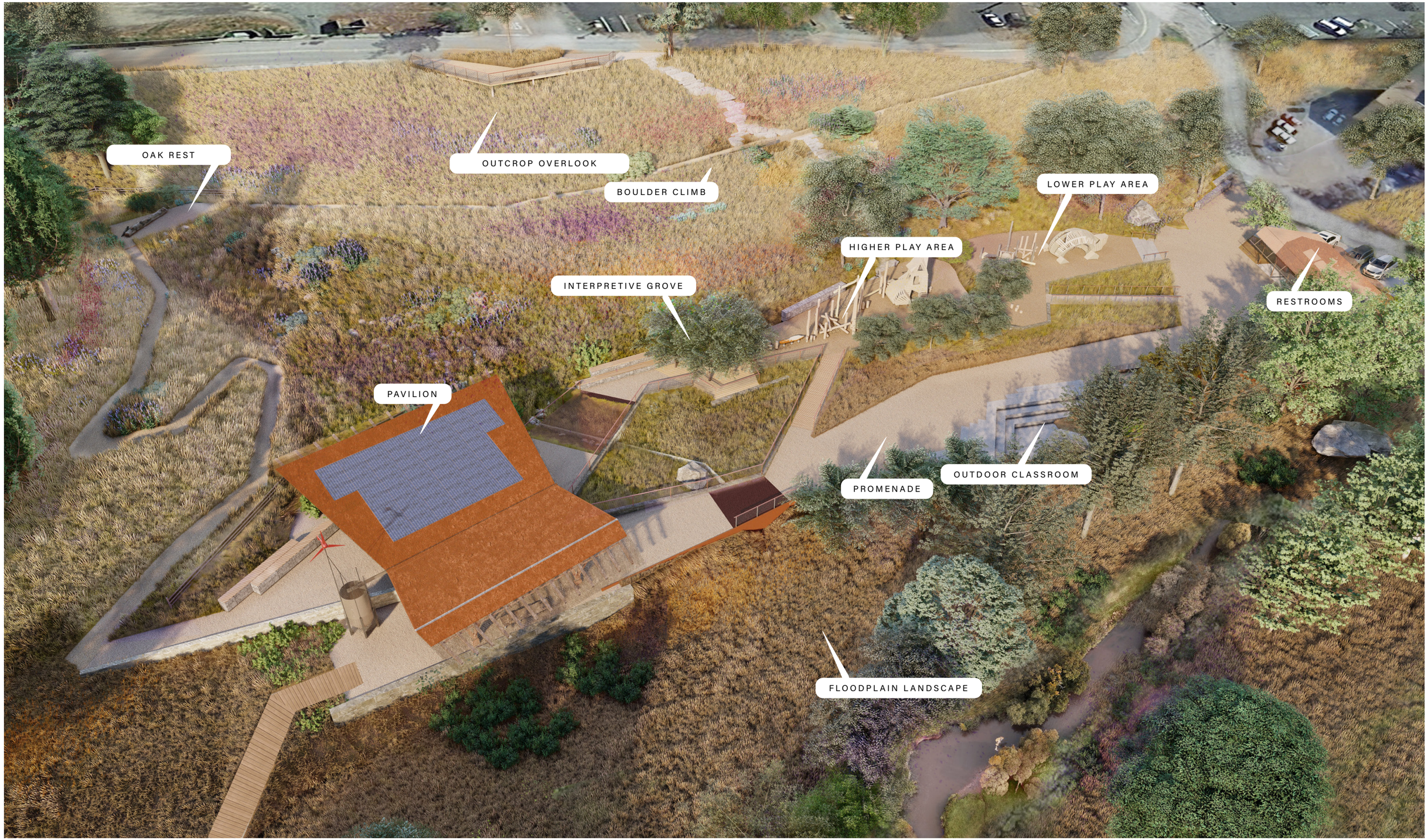
Outdoor Education Topics

- creek channel dynamics
- restoration planting & plant uses
- builing performance for pavilion and restroom (renewable energy, water capture, storage, and reuse)
- seasonal changes
- wildlife viewing / birdwatching
- nature walks
- park ecological functions / benefits

Example School Class Field Trip

- site tour and morning lessons in the outdoor classroom, interpretive grove, and pavilion (water capture)
- lunch at the big table or at pavilion picnic tables
- afternoon hike to Miwuk cultural site or Hillside Trails education loop
- late day play on animal play structures and creek exploration




OAK REST
OUTCROP OVERLOOK
BOULDER CLIMB
LOWER PLAY AREA
HIGHER PLAY AREA
INTERPRETIVE GROVE
RESTROOMS
PAVILION
PROMENADE
OUTDOOR CLASSROOM
FLOODPLAIN LANDSCAPE

MARIPOSA COUNTY

Board of Supervisors

RESOLUTION - ACTION REQUESTED 2024-410

MEETING: September 17, 2024

TO: The Board of Supervisors

FROM: Steve Engfer, Planning Director

RE: Approve Seventh Amendment with Mintier Harnish Planning Consultants, Increasing the Amount by $57,872 for a New Amount Not to Exceed $396,009.44 for FY 2024-2025 for preparation of the Development Code; Authorize the Board of Supervisors Chair to Sign the Amendment

---

RECOMMENDATION AND JUSTIFICATION

Approve Seventh Amendment with Mintier Harnish Planning Consultants, Increasing the Amount by $57,872 for a New Amount Not to Exceed $396,009.44 for FY 2024-2025 for preparation of the Development Code; Authorize the Board of Supervisors Chair to Sign the Amendment.

The firm Mintier Harnish Planning Consultants is currently under contract with Mariposa County to prepare updates to Mariposa County's Development Codes (for Zoning and Subdivisions) to implement the Mariposa County General Plan and state law.

Because this contract work occurs in more than one fiscal year, the original contract was structured so that costs for each fiscal year would be brought back to the Board of Supervisors on an annual basis. This ensures availability of funds for continued work on the project.

Allocated compensation for the original agreement for FY 2018-2019 was $75,000. $35,953.46 of the budgeted funds were used.
Allocated compensation for the second amendment for FY 2019-2020 was $160,000. $107,956.54 of the budgeted funds were used.
Allocated compensation for the third amendment for FY 2020-2021 was $120,000. $101,167.66 of the budgeted funds were used.
Allocated compensation for the fourth amendment for FY 2021-2022 was $100,000. $72,917.78 of the budgeted funds were used.
Allocated compensation for the fifth amendment for FY 2022-2023 was $50,000, no budgeted funds were used.
Allocated compensation for the sixth amendment for FY2023-2024 was $50,000. $20,142.50 budgeted funds were used.

The original estimated amount for this project was $263,076 (including a 10% contingency). That estimated amount did not include time for the work on the Title 1 amendments (although the additional work was added to the agreement). The original estimate was prefaced by an acknowledgment that, "Zoning, and Subdivision Ordinance Updates can vary widely in requirements

for County staff and Consultant time and costs." The consultant has indicated that this project is significantly more complicated than other similar projects (due to the County's General Plan, town plan, area plan and Zoning Ordinance structure).
The total cost to date is $338,137.94 (inclusive of the Title 1 code compliance amended scope work).

The Board approved the 6th amendment to the agreement on April 16, 2024. The projected expense for the project to completion was $41,000.00 for FY2023/2024 and $37,014 for FY2024/2025. However, the expense was lower for FY2023/2024 in the amount of $20,142.50. The remainder of the projected amount is taken up in FY2024/2025 FY project work program.

The difference in the amount for the billable work scope increased for FY2024/2025 because a significant amount of work will be taken up in the project during FY2024/2025. With this, the 7th amendment for FY 2024/2025, the amount would increase by $57,871.50.

To complete the project, the resultant projected total amount would still remain at $396,009.44.

The project was partially funded by grant funds SB2 Planning Grant Program, Contract number SB-PGP 13520 for $160,000.

Therefore, the County cost for the project would be $236,009, since the grant funds covered the remaining amount of $160,000.

See attached for amended agreement for additional information.

BACKGROUND AND HISTORY OF BOARD ACTIONS

March 26, 2019: Resolution No. 2019-161, Agreement with Mintier Harnish Planning Consultants for County of Mariposa Zoning and Subdivision Ordinance Update.
June 11, 2019: Resolution No. 2019-325, First Amendment with Mintier Harnish Planning Consultants to include administrative enforcement procedures in Title 1 within the scope of work.
August 6, 2019: Resolution No. 2019-455. Second Amendment with Mintier Harnish Planning Consultants to establish compensation for FY 2019-2020 work.
August 4, 2020: Resolution No. 2020-477. Third Amendment with Mintier Harnish Planning Consultants to establish compensation for FY 2020-2021 work.
July 27, 2021: Resolution No. 2021-441. Fourth Amendment with Mintier Harnish Planning Consultants to establish compensation for FY 2021-2022 work.
August 23, 2022: Resolution No. 2022-492 Fifth Amendment with Mintier Harnish Planning Consultants to establish compensation for FY 2022-23 work.
April 16, 2024: Resolution No. 2024-161 Sixth Amendment with Mintier Harnish Planning Consultants to establish compensation for FY 2023-24 work.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION

No action would mean the project would not advance with the contractor.

FINANCIAL IMPACT

Budgeted for FY 2024/2054 in Planning Department budget. No budget action is required at this time since there are sufficient funds in the Professional Services Line Item for the requested action.

ATTACHMENTS

1. BOS Resolution No. Mintier Harnish 7th Amendment to Agreement

VOTE RESULT

RESULT:	**Adopted (UNANIMOUS)**
MOVER:	District I Supervisor Rosemarie Smallcombe
SECONDER:	District IV Supervisor Wayne Forsythe
AYES:	District V Supervisor Menetrey, District I Supervisor Smallcombe, District III Supervisor Toso, District IV Supervisor Forsythe, District II Supervisor Poe

SEVENTH AMENDMENT TO AGREEMENT FOR ZONING AND SUBDIVISION ORDINANCES UPDATE

THIS SEVENTH AMENDMENT TO AGREEMENT FOR ZONING AND SUBDIVISION ORDINANCES UPDATE is made and entered into this 17th day of September 2024, to be retroactively effective on the 1st day of July 2024, by and between the County of Mariposa, a political subdivision of the State of California, hereinafter referred to as "**County,**" and Mintier Harnish Planning Consultants, hereinafter referred to as "**Contractor.**"

WHEREAS, **County** and **Contractor** have heretofore entered into an Agreement dated the 26th day of March 2019 ("**Agreement**"), wherein **Contractor** agreed to provide professional planning consultant services to prepare updates to Mariposa County's Zoning and Subdivision Ordinances; and

WHEREAS, the Term of the **Agreement** in Paragraph 1 is established as the 31st day of December 2020; and

WHEREAS, Exhibits A and B of said **Agreement** specified a Scope of Work to be completed in Phases, a timeline for Phases with work to be completed within FY 2020-2021, and a Project Cost Estimate showing the total costs, with contingency, to be $263,076; and

WHEREAS, on the 11th day of June 2019, **County** and **Contractor** amended said **Agreement** to change the scope of work to be provided by **Contractor**, to include enforcement and nuisance abatement provisions in Title 1, County Code; this was titled "First Amendment to Agreement for Zoning and Subdivision Ordinances Update". No additional funding was allocated for this work; and

WHEREAS, on the 6th day of August 2019 (retroactively applicable to the 1st day of July 2019), **County** and **Contractor** amended said **Agreement** to identify the Compensation for the County's Fiscal Year (FY) 2019-2020 (July 1, 2019 – June 30, 2020); this was titled "Second Amendment to Agreement for Zoning and Subdivision Ordinance Update"; and

WHEREAS, on the 4th day of August 2020 (retroactively applicable to the 1st day of July 2020), **County** and **Contractor** amended said **Agreement** to identify the Compensation for the County's Fiscal Year (FY) 2020-2021 (July 1, 2020 – June 30, 2021); this was titled "Third Amendment to Agreement for Zoning and Subdivision Ordinance Update"; and

WHEREAS, on the 27th day of July 2021 (retroactively applicable to the 1st day of July 2021, **County and Contractor** amended said **Agreement** (as the "Fourth Amendment to Agreement for Zoning and Subdivision Ordinance Update"); and

WHEREAS, on the 23rd day of August 2022 (retroactively applicable to the 1st day of July 2022, **County and Contractor** amended said **Agreement** (as the "Fifth Amendment to Agreement for Zoning and Subdivision Ordinance Update"); and

WHEREAS, on the 16th day of April 2024 (retroactively applicable to the 1st day of July 2023, **County and Contractor** amended said **Agreement** (as the "Sixth Amendment to Agreement for Zoning and Subdivision Ordinance Update"); and

WHEREAS, County and Contractor desire to again amend said **Agreement** (as the "Seventh Amendment to Agreement for Zoning and Subdivision Ordinance Update"):

1) to set a maximum compensation for the work for the FY 2024-2025, and
2) to identify the Compensation for the County's Fiscal Year (FY) 2024-2025 July 1, 2024 – June 30, 2025).

NOW, THEREFORE, the parties hereto in consideration of the mutual covenants herein recited, hereby agree as follows:

1. **Agreement**, Paragraph 3, "COMPENSATION". **Contractor** services performed during County FY 2023-2024 (July 1, 2024 – June 30, 2025) shall not exceed the amount of $57,872 (hereinafter referred to as "ZO/SO Update Funding Seven").

2. **Agreement**, Exhibit B, "Project Cost Estimate" shall be modified as shown on the Attachment to this Seventh Amendment to Agreement. The maximum compensation for the work shall not exceed $396,009.44 for FY 2024-2025.

3. Pursuant to the Scope of Work (as contained in Exhibit A of the **Agreement** and as modified by the First Amendment to Agreement), ZO/SO Update Funding Six covers the Phases(s), Tasks(s), and level of effort as described in modified Exhibit B for FY 2024-2025 (attached) as well as any uncompleted Phase(s), Task(s), and level of effort for FY 2018-2019, FY 2019-2020, FY 2020-2021, FY 2021-2022, FY 2022-2023, FY 2023-2024 and FY 2024-2025.

Except as herein amended, the Agreement dated the 26th day of March 2019, the First Amendment dated the 11th day of June 2019, the Second Amendment dated the 6th day of August 2019, the Third Amendment dated the 4th day of August 2020, Fourth Amendment dated 27th of July 2021 and Fifth Amendment dated the 23rd day of August 2022 and the Sixth Amendment Date April 16, 2024, shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have caused this Amendment to be executed on the date first above written.

COUNTY OF MARIPOSA:	**CONTRACTOR:**
_____	_____
Miles Menetrey, Chair	Mintier Harnish Planning Consultants
ATTEST:	**APPROVED AS TO FORM:**
_____	_____
Danielle Bondshu Clerk of the Board	Steven W. Dahlem County Counsel

ATTACHMENT to
SIXTH AMENDMENT TO AGREEMENT

Amended Exhibit B

Mariposa County Zoning and Subdivision Ordinance Update

PHASES/TASKS	F/Y 18 - 19	F/Y 19 -20	F/Y 20-21	FY 21 - 22	FY 23-24	FY 24-25	TOTAL
PHASE 1: PROJECT INITIATION	$ 25,853.75	$ 13,245.00	$ 4,186.25	$ 3,060.00			$ 46,345.00
PHASE2: ZONING ORDINANCE	$ 1,480.00	$ 68,378.75	$ 92,698.75	$ 43,226.25			$ 205,783.75
PHASE 3: SUBDIVISION ORDINANCE	$ -		$ -	$ 19,330.00			$ 19,330.00
PHASE 4: REVISED PUBLIC REVIEW DRAFT ZONING AND SUBDIVISION ORDINANCE AND ZONING MAP	$ -		$ 420.00	$ -	$ 20,142.50	$ 33,917.50	$ 54,480.00
PHASE 5: CEQA COMPLIANCE	$ -		$ -	$ -		$ 4,320.00	$ 4,320.00
PHASE 6: PUBLIC REVIEW AND ADOPTION	$ -		$ -	$ -		$ 10,560.00	$ 10,560.00
PHASE 7: ADDITIONAL WORK - TITLE 1	$ 2,230.00	$ 15,807.50					$ 18,037.50
PROJECT MANAGEMENT	$ 4,265.00	$ 8,647.50	$ 3,561.25	$ 7,138.75	$ -	$ 7,280.00	$ 30,892.50
DIRECT COSTS	$ 2,124.71	$ 1,877.79	$ 301.41	$ 162.78		$ 1,794.00	$ 6,260.69
PROJECT TOTAL	**$ 35,953.46**	**$ 107,956.54**	**$ 101,167.66**	**$ 72,917.78**	**$ 20,142.50**	**$ 57,871.50**	**$ 396,009.44**

MARIPOSA COUNTY

Board of Supervisors

RESOLUTION - ACTION REQUESTED 2024-411

MEETING: September 17, 2024

TO: The Board of Supervisors

FROM: Joe Lynch, County Administrative Officer

RE: Approve the Over-Hire of One (1) Legal Executive Assistant to County Counsel, Effective Immediately

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RECOMMENDATION AND JUSTIFICATION

Approve the Over-Hire of One (1) Legal Executive Assistant to County Counsel, Effective Immediately.

The current Legal Executive Assistant to County Counsel will be retiring and this over-hire will allow for training to occur prior to her retirement date.

BACKGROUND AND HISTORY OF BOARD ACTIONS

Mariposa County will occasionally over-hire (over-fill) upon confirmation that an employee will retire or resign.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION

Do not approve these actions as recommended; amend as the Board desires and approve.

FINANCIAL IMPACT

None. As a result of an unfilled position in the County Counsel office since March 2024 there has been salary savings. The County will not incur costs over that which is budgeted for FY 2024-2025.

ATTACHMENTS

None

VOTE RESULT

RESULT:	**Adopted (UNANIMOUS)**
MOVER:	District III Supervisor Danette Toso
SECONDER:	District IV Supervisor Wayne Forsythe
AYES:	District V Supervisor Menetrey, District I Supervisor Smallcombe, District III Supervisor Toso, District IV Supervisor Forsythe, District II Supervisor Poe

MARIPOSA COUNTY

Board of Supervisors

RESOLUTION - ACTION REQUESTED 2024-412

MEETING: September 17, 2024

TO: The Board of Supervisors

FROM: Joe Lynch, County Administrative Officer

RE: Approve a Response to the 2023-2024 Grand Jury Final Report; and Authorize the Board Chair to Sign the Response

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RECOMMENDATION AND JUSTIFICATION

Approve a Response to the 2023-2024 Grand Jury Final Report; and Authorize the Board Chair to Sign the Response.

California Penal Code requires the Board of Supervisors, as the governing body of a public agency subject to the Grand Jury's reviewing authority, to comment to the Presiding Judge of the Superior Court on the findings and recommendations pertaining to the matters under the control of the governing body within ninety days after the Grand Jury submits its final report. Please see the attached response. For reference, the complete Grand Jury Report is also attached.

BACKGROUND AND HISTORY OF BOARD ACTIONS

The Board has responded to interim and final reports from the Grand Jury as required.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION

Approve with revisions.
Do not approve. A new or modified response will need to be approved within the 90-day window allowed in California Penal Code.

FINANCIAL IMPACT

None.

ATTACHMENTS

1. **2024 Grand Jury Response - Compiled Responses - Board review**
2. **Grand Jury Final Report FY2023-2024_1**

VOTE RESULT

RESULT: **Adopted (UNANIMOUS)**
MOVER: District I Supervisor Rosemarie Smallcombe
SECONDER: District IV Supervisor Wayne Forsythe
AYES: District V Supervisor Menetrey, District I Supervisor Smallcombe, District III

[[[Add Date]]], 2024

The Honorable Anita Starchman Bryant
Presiding Judge
Mariposa County Superior Court
5088 Bullion Street
Post Office Box 28
Mariposa, CA 95338

Re: Response to the Mariposa County 2023-2024 Grand Jury Report

Dear Judge Starchman Bryant:

This response is submitted with respect to the findings and recommendations of the grand jury. Please relay our gratitude to the volunteers who dedicated their time to the advancement of government accountability and building up the public trust in Mariposa County.

The Board of Supervisors directly oversees all County departments and advisory boards not represented by another elected official, making individual responses from these individuals redundant and unnecessary. Accordingly, this response is made on behalf of the County Administrative Officer, County Counsel, Health and Human Services Agency Interim Director, Building Interim Director, Planning Director, Director of Public Works and Transportation, and the Board itself as follows:

Workplace Culture, Training, and Organization

F1.
The Board partially agrees with F1. Written policies and procedures are beneficial and help ease the transition period when new staff are being trained. The County does have extensive written policies, procedures, and Board approved job descriptions for each role. As an example, Health and Human Services currently has 258 written policies. The County believes better access to these policies would improve our employees with their tasks and assist new department managers to lead more effectively.

F2.
The Board partially agrees with F2. Mariposa County has utilized a consulting firm, Guidehouse, to assess inter-agency performance, organizational structure, and relationships. The County intends to reorganize the County Administrative office and several departments to improve the continuity and transparency of County Departments. This should be done in the 2024-2025 fiscal year.

Finally, the board reassures public and staff that they can come to Board members with any questions or concerns and have always been encouraged to do so.

F3.
The Board agrees with finding F3. Overall loss of institutional knowledge has sometimes created gaps in County operations and efficiency. However, these gaps are often temporary as new employees adapt and grow in their roles. As successors become more familiar with their responsibilities, they not only acquire institutional knowledge, but may also introduce improvements to outdated or inefficient processes.

F4:
The Board partially agrees with finding F4. While we acknowledge that there may be gaps in online training opportunities, such as a comprehensive Learning Management System (LMS) available across multiple Mariposa County departments, it is not accurate to say there is a lack of training opportunities overall. Mariposa County offers a range of hands-on training opportunities for employees at all levels, and efforts are continuously made to support professional growth.

Mariposa County has offered a variety of hands-on training programs for both employees and supervisors. Notably, 27 County employees recently completed the California State Association of Counties (CSAC) Executive Credential program, which involved over 50 hours of leadership and policy instruction. These courses are designed to enhance decision-making, communication, and leadership capabilities. The program has been highly valued, with participants highlighting its relevance to their daily roles and its contribution to both professional and personal growth.

Moreover, in January 2024, we introduced supervisor and manager-specific training, such as the FRISK training (Facts, Rules, Impact, Suggestions, and Knowledge). This training was specifically designed to enhance our management team's skills, enabling them to better support and develop their employees. Such training programs are part of our ongoing efforts to equip our leaders with the tools they need to promote a more productive and supportive work environment.

R1.
The Board partially agrees with R1. This is planned to be completed in 12 months, not 6 months as noted in the report.

R2.
The Board agrees with R2. This will be the responsibility of each Department and the County Administrative officer.

R3.
The Board agrees with R3.

R4.
The Board partially agrees with finding R4. The County has started to implement the existing hiring guidelines for Mariposa County. These guidelines allow for “overhiring” essential

positions to allow the incoming employee to work side by side with the outgoing employee. Facilitating this transition period where outgoing staff overlap with their successors can indeed help new employees understand established practices and procedures, while also providing an opportunity for fresh perspectives that may enhance or improve processes. In some cases, this overlap of jobs is planned for 90 days or more. The ability for the new employee to continue the work of the outgoing employee will lessen the gaps in productivity that we have seen in the past. The Board is committed to having high levels of continuity in all Departments. However, this approach presents practical challenges in many situations.

R5.
The Board partially agrees with finding R5. As part of the organizational changes for Mariposa County will be the creation of an Internal Services Department which will be comprised of Finance, Technology Services, and Human Resources. The Board recognizes the need to provide consistent services to all employees for their role. One of the aspects that will be improved is the training opportunities for all employees. This review and standardized training will take 12-18 months and not 6 months as noted in the report.

The development of standardized training opportunities across all departments is a complex task that requires thorough analysis. The diversity of roles and responsibilities across the County necessitates a two-pronged approach. First, we would focus on establishing a foundational LMS that offers core training applicable to all employees, such as compliance training, county-wide policies, and general professional development. Second, we will work collaboratively with each department to identify and develop specialized training specific to their roles and operational needs.

Analysis of Fiscal Year 2023-2024

F1.
The Board agrees with F1.

F2.
The Board partially agrees with F2. The Fiscal Year 2023-2024 (FY24) mid-year budget review did not occur and the FY24 balancing adjustments were delayed until February 20, 2024 because the Auditor's office was unable to provide the beginning fund balances until January 2024. Typically, these adjustments are conducted in October of the fiscal year. While this posed challenges, it is important to note that a budget is an estimate of fiscal activity and is rarely completely accurate.

F3
The Board disagrees with F3. The reserve contributions were made in accordance with the budget. The accounting for the reserve contributions in FY22 and FY23 is relevant because, by using balance sheet accounts, the significantly lower-than-estimated beginning fund balance for the general fund in FY24 was unexpected.

F4.
The Board agrees with this finding.

F5.
The Board partially agrees with F5. Working relationships between the Auditor's office and County Administration were affected by the challenges associated with the Oracle implementation and the strain of missing budgeting and audit deadlines.

R3.
The Board agrees and is in the process of establishing procedures for regular financial reviews, or “check-ins,” in order to ensure that the fiscal year audit is completed in a timely fashion.

R4.
The Board agrees with R4.

R5.
The Board agrees with R5 and believes that a good working relationship between these two departments is essential.

Continued Technology and Software Lessons

F1.
The Board partially agree with F1. The County has work to do to identify and address ongoing double entry of accounting data. However, much progress has been made already to reduce double entry in many areas.

F2.
The Board disagrees with F2. While it’s impossible to foresee unexpected issues, the project schedule has been carefully developed over time, with various aspects of the transition take into consideration. To ensure a smooth transition, we have formed a dedicated team to guide the staff and the public through the process in a step-by-step approach. The staff has also taken lessons from other platform implementations and applied those to better prepare in training, communication, and public engagement.

F3.
The Board partially agrees with F3. While there has been resistance, frustration, and slow user adoption in certain areas, this has not been the case universally. Additionally, the County has offered a range of training and support opportunities, including online training guidelines and videos, daily, weekly, and monthly help sessions, a dedicated support email with a 24-hour response time, managed services support from our implementation partners, and weekly in-person support sessions specifically for Public Works and Probation departments.

F4.
The Board partially agrees with this finding. Maripsa County has an Information Security Policy from 2012 which addresses the approval process and usage of personal equipment. The Technical Servies team will do a review of all personal equipment usage in the next 6 months to ascertain which devices have been approved and ensure all users have the appropriate security measures in place.

R1.
The Board agrees with R1.

R2
The Board agrees with R2.

R3.
The Board agrees with R3. Implementing the Tyler Enterprise Permitting System requires a phased transition plan to assist employees and the public. Transitioning from a decades-old paper-based system to a digital platform is significant and full implementation, including the complete transition from paper to digital, is expected to take up to three years based on the current schedule and similar jurisdictions' experiences.

R4.
The Board agrees with R4. We have begun meetings, and we will implement Accounts Receivable by June 2025.

R5.
The Board agrees with R5. As noted in F4, a review of all private cell phones will be completed in 6 months.

Complaints and Code Compliance

F1.
The Board partially agrees with F1. The Code Compliance function would benefit from clearly written procedures and standards for the management and enforcement of code compliance cases. However, there are numerous factors outside the absence of these standards the have contributed to the case load backlog, including staffing capacities and staff turnover.

F2.
The Board agrees with F2. In the next 6 months, the County Administrative Officer will prepare a reorganization for the Board of Supervisors to review. This reorganization is designed to address workload, workflow, complaints, and expected time of delivery of services.

R1

The Board agrees with R1. The County is already working on creating code enforcement standards and clearly written procedures for case management. The Code Compliance Advisory Committee (CCAC), and staff made Code Compliance Program recommendations to the Board in May of 2024. The Board acted to direct staff to work with the CCAC to advance the recommended Code Compliance program.

It is a four-part program that includes community engagement and education, code updates and revisions, polices, standards and procedures as well as an amnesty program. Staff is working with the CCAC on the details of the program implementation, which will occur in FY 24/25.

The recommended code compliance program also includes the Tyler Project (Online Permitting) and its online access code compliance function. As a part of the Tyler Project, workflows, policies, and procedures are being prepared to achieve multiple benefits including standards and operating procedures for staff and the public, as well as transparency and consistency in procedural functions.

Staff is working with the CCAC on the details of the program implementation, scheduled to occur in 24/25 FY.

R2 –
The Board agrees with R2.

Development Services: Environmental Health Division, Building Department, and Planning Department

F1.
The Board partially agrees with F1. Inconsistencies in the permitting process have led to confusion and complaints within the community. However, there have been additional contributing factors such as transitions from retirements and general staff turnover. The Tyler Project underway is designed to remedy inconsistencies through processes that includes public/applicant access to the system, thereby increasing consistency and transparency for both the applicant and staff involved.

F2.
The Board somewhat agrees with F2. There are currently 6 FTE positions, 2 extra help positions, and one 0.8 FTE position allocated to Environmental Health. Of these 9 allocations, 2 are vacant (as of 7/11/24). This is the most staff ever allocated to the Environmental Health Unit since consolidation in 2018 (at that time, there were 5 allocations to Environmental Health). We recognized the overwhelming workload and have increased allocations in the Environmental Health Unit as much as possible given the budget deficit; therefore the untimely responses

seem to also be a time management concern. Much of the funding for positions in Environmental Health comes from the County's general fund and our health realignment fund. The team works diligently to seek grant funding for the environmental health team; however, funding is not as abundant in this area as they are for other programs.

F3.
The Board agrees with F3 with a slight clarification. The current status of the department's Planning function, including vacancies and whether we have a Deputy or Senior Planner, has an impact on the production and processing of applications, especially those applications that require a higher level more experienced skill set. Generally, lack of mid-level or senior planners for the current planning function of the department, in conjunction with entry level position vacancies, create a capacity constraint which impacted timely processing and communication.

F4.
The Board partially agrees with F4. When reviewing the Building Department's budget for the past ten years (2014-2024), it was challenging to clearly define detail in revenue and expenses. The lack of detail makes it difficult to identify economic fluctuations affecting the enterprise fund. Part of the issue may be attributed to the transition from AS400 to Oracle and how accounts were transferred. Building accounts should have more detail to ensure transparency.

F5.
The Board agrees with F5. The team believes that close collaboration and a unified set of policies for Development Services will enhance efficiency, streamline processes, and establish consistency.

This finding was also highlighted in the Guidehouse Organizational Study conducted in early 2024, with the recommendation to consolidate the Building, Planning & Environmental Health functions to one Development Services Department. This would aid in the creation of a consistent set of procedures and policies to create a streamlined approach to service delivery. If this reorganization does not occur, the team can still ensure a set of unified policies and procedures.

F6.
The Board agrees with F6 and recognizes that a lack of formal written policies and procedures has created challenges in some areas.

R1.
The Board agrees with R1. The County Administrative Officer has been tasked with an education series for the community around services, new legislation, and procedures to assist the public in navigating government services.

R2.
The Board agrees with R2.

R3.
The Board agrees with R3. Planning is implementing a strategy to address the unmet staffing needs to build a team that supports the work of the Department. Planning is also soliciting for a contract planning firm to be available to assist in processing planning entitlement applications during times of any staffing gaps that may occur in the future. The Organizational Study implementation underway will evaluate the determination of additional needs for Deputy level positions for Planning.

R4.
The Board partially agrees with R4. The County Administrative Officer will complete the budget review as part of the organizational review. This will be concluded in the next 6 months.

R5.
The Board agrees with R5. Policies and procedures are being created for Development Services. A single set of policies and procedures for Building, Planning, and Environmental Health will help remove duplications and public confusion and create continuity between the departments. The implementation of the Tyler Enterprise Permitting Software will further facilitate consistency. Policies will be routinely updated and reviewed.

R6.
The Board agrees with R6. The departments' written policies and procedures should be reviewed on an annual basis to ensure that the policies and procedures remain viable based on any changes required due to state law changes, or efficiencies garnered through the implementation of the Tyler permitting system.

Evaluation of Department Directors

F1.
The Board agrees with F1. Department Director evaluations will be formalized in the next 12 months.

R1:
The Board partially agrees. We acknowledge the benefit for clear, written procedures for the evaluation of department directors. The recent organizational study, which recommended that department heads report to the County Administrative Officer (CAO) instead of the Board of Supervisors, provides a timely opportunity to implement structured evaluations. This shift in reporting creates a streamlined approach for oversight and accountability, allowing for consistent performance evaluations aligned with County priorities. As the Board of Supervisors moves forward with implementing these changes, evaluation procedures can be evaluated and developed to support this new structure effectively.

Understanding Conflict of Interest and Employee Abstention

F1. The County disagrees with F1. Title 2, division 6, Section 18730 of the California Code of Regulations provides that incorporation by reference of the terms of the regulation along with the designation of employees and the formulation of disclosure categories constitute the adoption and promulgation of a conflict-of-interest code within the meaning of Section 87300. The Board of Supervisors incorporates by reference the provisions of the code along with the designation of employees and disclosure categories on a biennial basis. The board reviewed and updated the designations and categories most recently on February 6, 2024. The incorporated provisions of Section 18370(b)(9) contain the framework for analysis for when employee disqualification is required. In addition, on an biennial basis, members of local legislative bodies who receive compensation undertake ethics training pursuant to AB 1234. All members of the board of supervisors and planning commission participate in these trainings.

R1.
The Board disagrees with R1. The recommendation will not be implemented because it is not warranted. As stated above, in response to F1., the County has a conflict-of-interest code that follows the requirements of Title 2, division 6, Section 18730 of the California Code of Regulations. It lists designated employees and disclosure categories for financial interests. The board of supervisors reviews the code biennially and is current with its responsibilities, having updated the code on February 6, 2024. The county will post the conflict-of-interest code more prominently on its website as a stand-alone document.

Parallels Between County Government and JCFHD

F1.
The Board disagrees with F1. A whistleblower form is available and posted in all County breakrooms. This policy is required by law to be posted and is verified by our Labor Unions.

F2.
The Board disagrees with F2. The County has a purchasing policy from 2022 that was amended in 2023. This policy sets forth all guidelines. In addition, contracts are reviewed for legal form by County Counsel and the County Administrative office for procedures.

R1.
The Board agrees with R1. Training will be developed for all employees to understand how to utilize the existing procedures for grievances, whistleblowing, and reports of non-compliance.

R2.
The Board agrees with R2. The County Administrative office has been tasked with a robust review of contracts in the County.

Custodial Facility Tours

F1.
The Board agrees with F1. The County is assessing all issues related to the HVAC system so that a formal bid process can begin to complete the work. This work should be completed in the next 6 months.

F2.
The Board agrees with finding F2. Both the Sheriff's Office and Health and Human Services applied for grants to increase the office space for the Custodial Staff and Jail mental health services. Site plans have been completed and work is ready to begin when the grants are released. Currently, the grants were delayed by the State during their budget issuance. Both the Sheriff's office and HHSA have been pursing additional grants to complete this work. This remains a top priority for the next 12 months.

R1.
The Board agrees with R1.

R2.
The Board agrees with R2. As noted in F2, additional grant funding is being explored.

Continuity Report

F1.
The Board partially agrees with F1. The Board agrees that there is no training for County staff on how to respond to requests and/or inquiries from the Civil Grand Jury in compliance with the California Penal Code but disagrees that the lack of training leads to inconsistencies from year to year in responses to Civil Grand Jury final reports. Responses to a final report are necessarily prepared after the final report has issued. Responses to inquiries are given during Civil Grand Jury interviews.

F2.
The Board of Supervisors disagrees with F2. As in previous years, the Board of Supervisors maintains that as the body that oversees all unelected County department staff and advisory boards, it is unnecessary and redundant to provide individual responses from those invited. Also as in previous years, the Board has sought and incorporated feedback from those invited into this response. The Board response is the culmination of all requested responses.

R1.
The Board agrees with R1. The recommendation has not yet been implemented, but will be implemented in the future, within 6 months.

R2.
The Board disagrees with R2 and will continue to gather feedback from those invited and incorporate it into a single response letter.

This concludes the responses of the Mariposa County Board of Supervisors to the FY 2023-2024 Grand Jury Final Report. The Board of Supervisors is pleased with the progress that has been made in so many areas of our County, including several mentioned here. We are grateful to the Grand Jury for the opportunity to continue to address and improve the aspects of our operations discussed.

Sincerely,
Miles Menetrey, Chair
Mariposa County Board of Supervisors



Mariposa County Civil Grand Jury

2023-2024

FINAL REPORT



MARIPOSA COUNTY COURT HOUSE

Mariposa County Grand Jury

P.O. Box 789
Mariposa, California

June 26, 2024

Dear Judge Starchman Bryant:

The 2023-2024 Mariposa County Civil Grand Jury respectfully submits its final report for this term in compliance with §933 of the California Penal Code.

A little under a year ago 11 good citizens, plus alternates, of our county were sworn in to conduct the important business of a civil grand jury. These being inspecting the mandated facilities of confinement within the county, receiving and discussing all complaints sent to our attention and any special district or department within the county.

Some highlights of our term were the installation of a Grand Jury complaint form box at the Greeley Hill library to assist residents of our north county in hopefully with participating in the Civil Grand Jury process. We improved the Grand Jury procedures manual for future Grand Juries to follow and learn from some of our mistakes so they can benefit from our efforts.

I firmly believe this Civil Grand Jury accomplished the goals they set out for themselves. We couldn't have done this without the best efforts from each member. We especially want to thank the Court Admin staff, Sheriff Jeremy Briese and DA Walter Wall for their time and effort in assisting us in our work.

Lastly, we want to thank all the individuals who gave their time to come and talk with us, some multiple times, mostly without hesitation or reservations.

Finally, we all want to thank you, Your Honor, for selecting us to serve on this Grand Jury. It was humbling and educational at the same time.

Respectfully submitted,

M. R. Henderson

Mike Henderson

Foreperson
2023-2024 Mariposa Civil Grand Jury



Mariposa County Grand Jury

P.O. Box 789
Mariposa, California

June 26, 2024

We, the members of the 2023-2024 Mariposa County Civil Grand Jury respectfully submit our final report this 26th day of June 2024.

Michael Henderson, Foreman

Richard Crisp

Ronald Greenstein

Lisa Henderson

Frederick Libby

Polina Pivak

Dylan Shull

John Stewart

Susan Stonum

Daniel Wilson, Secretary

Superior Court of California
County of Mariposa

Michael A. Fagalde
Presiding Judge

Anita Starchman Bryant
Assistant Presiding Judge

5088 Bullion St.
Post Office Box 28
Mariposa, CA 95338
(209) 966-2005

July 1, 2024

Michael Henderson
Grand Jury Foreperson

Mr. Henderson:

I have read and reviewed the 2023-2024 Mariposa County Grand Jury Final Report.

At this time, I wish to personally thank you and the other grand jurors for your work on behalf of the citizens of Mariposa County. Without the dedication of those like you this vital part of our system would certainly fail.

Sincerely,

Honorable Anita Starchman Bryant
Assistant Presiding Judge

Mariposa County Civil Grand Jury
Final Report
2023-2024

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GLOSSARY

BOD	Board of Directors
BOS	Board of Supervisors
C-Suite	Executive Management of JCFHD
CAO	Chief Administrative Officer (Mariposa County)
CEO	Chief Executive Officer (JCFHD)
CFO	Chief Financial Officer (JCFHD
COB	Clerk of the Board
CNO	Chief Nursing Officer (JCFHD)
COO	Chief Operating Officer (JCFHD)
DPW	Department of Public Works
EH	Environmental Health
FY	Fiscal Year
HHSA	Health and Human Services Agency
HR	Human Resources
IDF	Interview Debrief Form
JCFHD	John C. Fremont Healthcare District
MCCGJ	Mariposa County Civil Grand Jury
MPUD	Mariposa Public Utility District
PCI	Pavement Conditions Index
REHS	Registered Environmental Health Specialist
RFI	Request for Investigation
SO	Sheriff's Office

BACKGROUND AND INTRODUCTION

The Mariposa County Civil Grand Jury (MCCGJ) is a volunteer body of eleven (11) Mariposa County citizens charged and sworn by a Presiding Judge of the Superior Court. The Grand Jury is an investigative body, created to examine the workings of County government, public officials, special districts, or joint power agencies. The Jury is impaneled to respond to citizen complaints, inquire into matters of civil concern, inquire into the condition and management of adult detentions centers, and investigate and report on the operations, accounts, and records of County officers, departments, and functions.

The Mariposa County Civil Grand Jury responds to citizen complaints, reviews, and evaluates procedures, methods and systems used by governmental agencies to determine whether they comply with the stated objectives of the agency and if their operation can be more efficient and effective. It has designated statutory authority to inquire into county government, including special districts and joint power agencies to ascertain whether the best interests of Mariposa County residents are being served.

The Mariposa County Civil Grand Jury functions lawfully only as a body; no individual juror acting alone has any power or authority. Meetings of the Civil Grand Jury are not open to the public. All matters discussed by the Civil Grand Jury and votes taken are required by law to be kept private and confidential. At the beginning of the term each member of the Grand Jury is sworn to uphold the confidentiality of its proceedings both during and after service. Every decision the Civil Grand Jury makes requires concurrence of at least eight of the eleven jurors, called a supermajority. The Jury's

findings and recommendations are released to the public as a Final Report which is approved, prior to release, by the Presiding Judge of the Superior Court.

Per California Penal Code §933(c), governing boards and elected county officials must respond to the Grand Jury's report findings and recommendations that are directed at them within the timeframe prescribed – 60 days for elected officials and 90 days for governing boards. The additional time allotted to boards affords them adequate time to conduct a public meeting on the topic.

The Grand Jury may also invite responses from elected city official(s) and appointed official(s) of the local government entity, but they are not required to respond. An invitation to respond may only be requested of an employee, contractor, or vendor of the entity. These individuals are usually asked to respond within 60 days.

Civil Grand Jury candidates must meet all of the following qualifications:

- Be a citizen of the United States of America
- Be at least eighteen (18) years of age
- Be a resident of California and Mariposa County for at least one (1) year prior to selection
- Possess ordinary intelligence, sound judgement and good character
- Possess sufficient knowledge of the English language to communicate, both orally and in writing.

In addition, a candidate cannot:

- Be serving as a trial juror in any California court
- Have been discharged as a grand juror in any California court within one (1) year of the beginning date of service, July 1
- Have been convicted of malfeasance in office, any felony, or other high crime
- Be serving as an elected public official

Grand Jurors are paid $15 per meeting. Mileage is reimbursed for travel between jurors' residences and the Civil Grand Jury meeting place and for travel on Grand Jury business. Ten (10) percent of the 2023-2024 Civil Grand Jury jurors elected to not receive their reimbursements.

The 2023-2024 Mariposa County Civil Grand Jury (MCCGJ) began its term in July 2023. Two jurors had served at least once on a prior Grand Jury and nine jurors were new to the process. One juror resigned before the first scheduled meeting and two more jurors resigned within two months of the term. These jurors were replaced with three alternates. The Jury consisted of 11 jurors and complied with the mandate of eight votes constituting a supermajority for all actions. At the end of July, ten jurors participated in a two-day Civil Grand Jury training presented by the Civil Grand Jurors Association in Merced, CA. Seven jurors participated in a Report Writing workshop in December. The Grand Jury met weekly in addition to subcommittee meetings, interviews and other business.

New to this term, each juror was issued a Chromebook laptop for official jury use during the year.

County Counsel is most often used as legal advisory for civil matters to a Grand Jury. In Mariposa County there is concern that there may be a conflict of interest as that position is the only legal

counsel for the County. Because of this, the District Attorney serves as main counsel for the Civil Grand Jury.

The 2023-2024 MCCGJ completed the following actions:

- Reviewed 11 complaints
- Conducted tours of County correctional facilities as mandated by law
- Observed the election activities of March 5th, 2024, including site visits to operational polling locations in Mariposa, Lushmeadows and Greeley Hill
- Met with Sheriff on two separate occasions
- Met with District Attorney on four separate occasions
- Served five Subpoena Duces Tecums for documents
- Served three Subpoenas for interview
- Conducted 33 individual interviews
- Prepared and sent nine certified letters
- Served 21 letters for interview

The 2023-2024 MCCGJ is honored to present this report. A wide breadth of topics were researched during the MCCGJ's term, as detailed in the Methodology below, and the MCCGJ hopes the report is useful and informative to its readers, resulting in positive changes for our community.

METHODOLOGY

In addition to documents willfully submitted, the 2023-2024 Mariposa County Civil Grand Jury requested the following documents through Grand Jury Subpoena Duces Tecum from relevant special districts and departments for review in their term:

John C. Fremont Healthcare District

- Agendas, attendance records (noting whether director's presence was physical or remote) and printed meeting minutes for all regular, finance and special meetings for the JCFHD Board of Directors during a specified time period.
- Current JCFHD Healthcare District procurement policy.
- Current organizational chart for the hospital, including clinics, departments, and personnel. [not provided]
- Copies of all job offer letters extended to employees for positions over $75,000 annually for a specified time period for JCFHD.
- Name and tenure of the individuals holding the positions of Chief Executive Officer (CEO), Chief Financial Officer (CFO), Chief Operating Officer (COO), Chief Nursing Officer (CNO) and Director of Human Resources during a specified time period for JCFHD.

Mariposa County

- Copy of any and all complaints, requests for investigation, and investigation materials (active, pending, or closed), including any communications or progress reports for the Code Compliance Division of the Planning Department and Environmental Health Division for a designated property address and time period.

- Copy of the Environmental Health Division current written policies and procedures for handling complaints and investigations.
- Copy of current Planning Department written policies and procedures for handling complaints and investigations.
- Copy of Mariposa County Planning Department Code Compliance Division complaint log(s) for designated time period.
- Copy of current Mariposa County Environmental Health Division written policies and procedures for handling complaints and investigations.
- Copy of Mariposa County Environmental Health Division complaint log(s) for a designated time period.
- Copy of any and all complaints, requests for investigation, and investigation materials (active, pending, or closed), including any communications and progress reports within Mariposa County Building Department for a designated property address and time period.
- Copy of current Mariposa County Building Department policies and procedures for handling complaints and investigations.
- Copy of Mariposa County Building Department complaint log for a designated time period.

The 2023-2024 Mariposa County Civil Grand Jury held 33 interviews with 30 individuals from the following entities:

- John C. Fremont Healthcare District
- Mariposa County Building Department
- Mariposa County Planning Department
- Mariposa County Environmental Health Division
- Mariposa County Department of Public Works
- Mariposa County Code Compliance Division
- Mariposa County Administration
- Mariposa County Specialists (individuals solely responsible for specialized work for the County)
- Mariposa County Elected Officials

Questions were developed for each interview specific to investigation/inquiry of the Grand Jury and included the following topics:

- Top four concerns as a Mariposa Resident
- Top four concerns as a County employee
- Audits
- Mariposa County Board of Equalization
- Employee Reviews
- Director Reviews
- Recusal
- Technology
- Accounting
- Complaints
- Advisory Committees
- County Advisory committees
- Written Policies
- Written Procedures

- Help Lines
- Landfill
- Biomass
- Interdepartmental collaboration/communication
- Organizational structure
- California State Gas Tax Reimbursement
- Rural inequity
- Communication and follow-up
- Meeting Management
- Staffing
- Hiring/Recruiting
- Admonishment
- 2022-2023 Civil Grand Jury Final Report
- Leadership Roles
- Board Management
- Board Officers
- Healthy Working Conditions
- Cell Phones
- Risk
- Retreats
- Strategic Planning
- Financial Review practices
- Minutes: how they are taken, stored, and shared
- Historical precedence
- Oracle
- Tyler
- BlueFin
- MegaByte
- GIS
- AS400
- Microsoft Office
- Roads
- Landfill
- Special Districts
- Yosemite National Park
- Training Opportunities
- County Budget
- JCFHD Budget
- Oaths of Office
- Election terms
- Re-election years

An average of 136 questions were administered during each interview. All interviews were recorded with the consent of the individual being interviewed and began and concluded with an admonishment of confidentiality. All interviews averaged 120 minutes. The shortest interview was 90 minutes and the longest interview was 200 minutes.

Immediately following each interview jurors completed a standardized "Interview Debrief Form" (IDF), listing factual information as it was presented during the interview. IDFs were collected, stored and used as a basis for the findings and subsequent recommendations in this report.

In addition to the above, the MCGGJ also attended and/or listened to several advisory committee meetings, Board of Supervisors meetings, and JCFHD Board of Directors meetings throughout the 2023-2024 term.

DISCUSSION

John C. Fremont Health Care District Investigation

Mariposa's first County hospital began operating in 1860 on a property purchased from L.A. Holmes and was referred to as "Rufus Lockwood's old house." In 1876 and 1882, additions were made to the hospital to better serve the patients. In September of 1900, the first women's ward was completed. On July 8th the Pine Hill Sanitarium was opened to treat maladies such as tuberculosis, as well as mental health. In February 1902, a "Pest House" was purchased on the Stanton ranch five miles below Mariposa for quarantine and care of those afflicted by Smallpox. The "Pest House" was closed by March 1st of the same year. In 1903, the Pine Hill Sanitarium was sold to the County and by August 29th, 1903, all patients were moved to the new hospital on the south side of Mariposa Creek. In 1907, the John C. Fremont Hospital District was established.

The Mariposa County Hospital closed in 1919 and care of patients was transferred to Merced County Hospital and later to Madera County. A new hospital was planned with a total estimated cost of $483,439.19. The John C. Fremont Hospital was completed and ready for dedication on September 30th, 1951, and officially opened on October 3rd. The hospital had private and semi-private rooms, an X-ray department, a clinical laboratory, newborn nursery, as well as surgical services. A solarium was constructed in August of 1958 for healing sunlight and fresh air. The Ewing Wing for long-term care was approved on April 13th, 1964. The Ewing Wing is unique in that it provides long-term care in a homelike environment unlike any other facility in California. John C. Fremont Hospital is a 34-bed facility with 18 acute care beds and 16 long-term beds.

At the origin of the John C. Fremont Hospital District in 1947, a Board of Directors (Board) was appointed by the Mariposa County Board of Supervisors. Directors were then elected by the voters in staggered terms. The Board officers are Chair, Vice-Chair/Secretary, and Treasurer. The JCFHD CEO reports to the Board and the CEO is the only position in the healthcare district that the Board oversees.

In 1994, John C. Fremont Hospital District evolved into the John C. Fremont Healthcare District. Mariposa voters have approved property and sales taxes to support the hospital numerous times over the years. Measure O was approved in 2022 by Mariposa citizens, which authorized a one percent sales tax for forty years to fund the construction of a new hospital. The hospital is required to meet earthquake standards and has until 2030 to comply at an estimated cost of 65 million dollars. The hospital provides much needed services to the citizens of Mariposa County.

John C. Fremont Healthcare District is governed by a five-member Board of Directors. Each position on the Board is normally held for a four-year term, however it may be shortened to two years in the event of a vacancy from resignations or other circumstances. In 2022, four (4) individuals were elected in the same election to begin service in January 2023. The main responsibility for the JCFHD Board of Directors is financial leadership, strategic planning, and oversight of the Chief Executive Officer. Board members receive a monthly stipend of $100. The Board of Directors meets twice monthly. Meetings are governed by Brown Act guidelines and are open to the public either by attendance in-person or via teleconference.

In its inquiry, the 2023-2024 MCCGJ held nine (9) interviews with individuals from the JCFHD and reviewed over 400 pages of documents that included contracts, budgetary journals, letters of correspondence, and Board agenda/minutes. Notably, minutes for three Board meetings were unavailable for three (3) Board meetings from March and April of 2023, which drew the attention of the Civil Grand Jury because these meetings occurred during a period of significant transition for the Healthcare District. The MCCGJ also attended a Board meeting via teleconference.

In their very first meeting together in January 2023, the newly elected board found the meeting full and over capacity because of an announcement that the JCFHD was dropping all hospice and home care services for the County. This announcement was received with great community interest and concern. The year of 2023 got even more challenging for the Board of Directors as they managed healthcare leave, appointed interim CEOs, C-suite resignations, incomplete mandated audit preparation, and palpable resistance from C-suite leadership to some of the Board's inquiries. The JCFHD received a lot of attention through social media and newspaper articles during this time. Over the course of the year there was a resignation from one Board member that led to the appointment of a new one. It wasn't until the end of 2023 that the Board of Directors were able to effectively address some the challenges they had faced earlier. Over the course of two years, beginning in January 2022, the JCFHD had six different Chief Executive Officers. The position was filled mostly on an interim basis and often for as short a time as two weeks or a weekend. By December 2023, the JCFHD completed a search for a new CEO. This search was completed by an outside consultant agency.

It was determined by the JCFHD Board of Directors in late March 2024 that a very large amount of money (~$4,000,000) had been spent on new hire contracts, union staff bonuses, housing contracts, moving relocation expenses and outside consultants. This led to the decision by the JCFHD Board of Directors to name a new CEO. That decision was effective in the middle of April 2024.

Some facts and points of concern that were discovered by the MCCGJ include ineffective board oversight, high rates of Board and JCFHD staff turnover, inconsistent management compliance with operational procedures, financial challenges, and delays in financial reporting. Additionally, policies and procedures have not been revised by Board in at least two terms.

	FINDINGS	RESPONSES
F1	Significant instability in Board leadership (3 board resignations, and 6 interim/new Chief Executive Officers	

	since 2022) and Executive C-Suite management led to the public's diminished confidence in the John C. Fremont Healthcare District.	
F2	The JCFHD Board of Directors withheld information between themselves leading to individual discontent and poor decision making.	
F3	The JCFHD Board of Directors did not have an opportunity to vet interim CEO which led to a longer period until issues could be legally responded to and resolved.	
F4	JCFHD Human Resources did not properly vet executive level positions leading to instability at C-suite level.	
F5	Multiple CEOs exceeded contractual spending limits without JCFHD Board notification eroding inherent checks and balances in organizational structure and straining the hospital financially.	
F6	The JCFHD found themselves behind in regular financial audits jeopardizing funding from governmental agencies.	
F7	Work and dialogue outside of regular, special, and emergency meetings between directors of the JCFHD puts the Board at risk of violating Brown Act practices.	
RECOMMENDATIONS		**RESPONSES**
R1	JCFHD Board should be more diligent in vetting CEO candidates.	
R2	JCFHD Board should be more diligent in financial review of the Healthcare District.	
R3	JCFHD should review existing vetting procedures for hiring C-suite level management within 6 months.	

R4	JCFHD Board of Directors should ensure adherence to existing vetting procedures for hiring C-suite level management.	
R5	Immediately, JCFHD should make it a priority to work together and function cohesively as a team.	
R6	Immediately, JCFHD Board of Directors should ensure procedures for financial oversight of CEO are being followed at all times.	
R7	JCFHD Board of Directors should review the organizational structure of the Healthcare District, specifically related to financial responsibilities of the CEO, COO and CFO with the intention of creating more financial oversight within their purview, within 9 months.	
R8	Immediately, JCFHD Board of Directors should review and establish mechanisms to guarantee timely production of accurate audits.	
R9	Immediately, the JCFHD Board of Directors should continue with the reimplementation of the JCFHD compliance hotline.	
R10	JCFHD Board of Directors should practice due diligence with the Board Clerk to make certain all meeting minutes are recorded and kept as required by law.	

The following governing boards are required to respond within 90 days pursuant to Penal Code sections §933 and §933.05:

JCFHD Board of Directors: F1, F2, F3, F4, F5, F6, F7, R1, R2, R3, R4, R5, R6, R7, R8, R9, R10

Per Penal Code §933.05(a)(1) and (2), responses must include acceptance, refutal, and/or clarification of the findings, and a commitment to implementing the recommendations, as appropriate, per Penal Code §933.5(b)(1)(2)(3) and (4).

Reports issued by the Grand Jury do not identify individuals interviewed. Penal Code section 929 requires that reports of the Grand Jury not contain the name of any person or facts leading to the identity of any person who provides information to the Grand Jury.

General Inquiry into County Operations

In the interest of inquiring into a wide breadth of topics regarding County government operations, the MCCGJ held many interviews with County employees and elected officials and asked an extensive range of questions. The MCCGJ discovered many repetitive themes and resultant findings, which are discussed further below. A Civil Grand Jury is authorized to initiate an independent inquiry even in the absence of a citizen complaint, per Sections 925-933 of the California Penal Code that delineates the powers and responsibilities of a Civil Grand Jury. To initiate an inquiry without relying on a citizen complaint, a Civil Grand Jury may select a topic of interest or concern based on their own research and observations. As a result, the MCCGJ was able to explore topics such as government efficiency, general process and procedure, fiscal accountability, transparency, and other matters within their jurisdiction (see "Methodology" section above).

Workplace Culture, Training, and Organization

There is no doubt that Mariposa County employs hard working and dedicated individuals. However, many County Departments experience high turnover rates, limited access to resources, and small, uncomfortable office spaces. Employees tend to endure heavy and broad workloads with minimal training. County positions can go unfilled for long periods of time, which puts additional pressure on current employees. MCCGJ found that County employees are discouraged from directly contacting County Supervisors and Administration (Human Resources is housed in the Administration Department), further isolating the employee in their experience, and thereby increasing workplace dissatisfaction. Department heads undergo a "sink or swim" culture and struggle to find time and resources for sufficient training and management guidance. Further, the Board of Supervisors does not require department heads to provide regular presentations or formal updates on their work, limiting accountability and regular progress reviews. All of this creates a negative feedback loop that makes it challenging for Mariposa County to hire and retain qualified employees, and causes a loss of institutional knowledge which leads to government dysfunction.

Part of the problem can be attributed to the historical rural inequity that is caused by an unbalanced supply of public services, which is not within the control of County leadership. Population distribution and mobility trends, as well as State-level decisions, are complicated sociological issues.[1] It can be difficult for leadership to adequately allocate funds, provide sufficient training opportunities, and build capacity for change when there is little support and external forces exacerbate the problem. However, there are structures and procedures that can be modified to ensure that County staff are able to be as successful as possible in their positions.

For example, there is a general lack of written policies and procedures for County operations across County departments. Procedures that are written, tend to be outdated. There has been recent

[1] Pan et. al

progress in this regard, like the adoption of a Code of Conduct and Ethics policy for the Board of Supervisors. However, crucial policies to guide County staff, such as a centralized purchasing policy and complaint management procedures (see "Complaints and Code Compliance" section below), are highly needed for effective government functionality. When a lack of written policies and procedures is combined with minimal training opportunities and high turnover rates, there are frequent errors and unstructured decision-making in County services. This leads to the public receiving inconsistent quality in County services and a general lack of transparency in government functions. For instance, the Building and Planning Departments have historically received public feedback regarding their ambiguous requirements and inconsistent standards. Additionally, high value is placed on legacy or institutional knowledge and when individuals leave their job at the County, for retirement, another job, or otherwise; the remaining or new employee(s) are left to surmise how to proceed, essentially "starting over" in learning the position's challenges.

Workplace culture varies highly from department to department, each with their own strengths and opportunities for improvement. In terms of general Mariposa County government, the MCCGJ consistently heard that staff felt "accountable but not responsible" when it came to errors in government functions, particularly for operations between departments. While it is possible that responsibility is observed, treated, or taken differently in each situation, nobody has the luxury of being "hands free" from activities and outcomes that are within the scope of one's duty. A general "your problem, not mine" rhetoric pervades Mariposa County government workplace culture, and therefore its processes. This unhealthy philosophy perpetuates government dysfunction and discourages the integration of County services between departments. Government processes inherently require collaboration and continuity to ensure transparency and the delivery of high-quality services for the public. The strength of internal communication translates to the strength of the communication to the public.

There is a need for greater internal collaboration and communication between County departments, especially for processes that transcend department lines, such as the determination and collection of property taxes. Although a unified system exists through the Megabyte software, staff between departments have restricted access to information. Similarly, while each department is responsible for applying their own requirements during building permit review, sometimes there is inconsistency in communication with applicants and contradictory application requirements, often leading to confusion and frustration among the public. Lastly, the determination, allocation, and accounting of the County budget is a process that needs constant communication and an understanding among County staff of each department's contribution to the workflow. Organizational agility, the ability to work between different county positions and departments as needed, is an important factor in the delivery and quality of County services. Fostering partnerships between departments with intentional internal communication will empower staff to serve the public in an efficient manner. Though progress in changing the workplace culture is seen, MCCGJ reminds staff that all individuals must take ownership of their role in making the necessary changes to keep Mariposa County government viable, thriving, and evolving as one unit.

Another opportunity for improvement relates to how historical precedents in Mariposa County government have led to an illogical allocation of County functions between departments. Some examples include, the County Auditor is responsible for the distribution of staff benefits and management of payroll, when this is traditionally a function of Human Resources; the County Treasurer, Tax Collector, and Clerk are all responsibilities of one position; and the head of Human Resources is

also the Deputy County Administrative Officer. The MCCGJ found that County functions that seem to not belong in the designated department or position, have been the responsibility of that department or position for 20 years or more, therefore changing the organization is likely unfamiliar territory. Changes to existing systems can seem daunting but can help improve the efficiency of County services in the long-term. County staff would be better equipped to handle focused responsibilities of their department, rather than being burdened with learning broad and unrelated functions. Pairing the transfer of responsibilities with increased inter-departmental cooperation in County processes, will assist County staff in delivering the most efficient County services.

MCCGJ found that while there are standardized trainings during onboarding of new staff through Human Resources, there is a general lack of training for advancing staff professional skills. The training that does exist is informal, inconsistent, and tends to be "on the job," leaving little capacity for improving County functions. An additional consequence of a lack of training is a high frequency of consultant use, which presents a greater cost to the County. It was also found that training opportunities are not balanced between staff positions, whether for time or cost reasons. All positions require reliable training for effective and up-to-date County service, and should therefore improve workplace morale. Therefore, establishing consistent processes for training should be a high priority for County departments. "High quality practitioners" are the key to improving the quality of public services, especially in rural communities with minimal access to monetary resources.[1] Staff training can also build capacity for comprehensive change to existing systems so that County services become more efficient based on current industry best practices.

Budget cuts and high turnover rates are a few of the causes of staffing shortages in many County departments, which can have profound negative consequences on the citizens they serve by hindering the effectiveness and efficiency of essential services. Reduced staff availability leads to decreased service quality, and increased stress and burnout among employees. This can create a vicious cycle where overworked employees leave, further exacerbating the staff shortage problem. In critical areas such as public safety, health, and emergency services, slower response times due to staffing shortages can have serious consequences. Additionally, the economic impact can be significant, as delays in business permits and inspections deter new businesses and hinder economic growth. Higher caseloads in social services reduce the effectiveness of case management, leaving vulnerable populations without the support they need. Staffing shortages in County departments diminish the quality and availability of services, affect employee well-being, and jeopardize the community's health and prosperity.

	FINDINGS	RESPONSES
F1	Lack of written policies and procedures across multiple Mariposa County departments make it difficult for staff to perform duties efficiently and for new department managers to lead effectively.	
F2	Inconsistent communication between Mariposa County departments has led to a lack of continuity and transparency in County services.	

F3	Loss of and anticipated loss of institutional knowledge across multiple Mariposa County departments has created and is expected to continue to create large gaps in County operations and efficiency.	
F4	Lack of training opportunities across multiple Mariposa County departments and for all level of job classifications leads to work errors, department inefficiencies and missed opportunities to learn best practices.	
RECOMMENDATIONS		**RESPONSE**
R1	Board of Supervisors should direct all department directors and managers to provide a review of essential policies and procedures within six (6) months.	
R2	Board of Supervisors should identify a central point of contact for review of necessary written policies and procedures within six (6) months. This should include review of policies and procedures to guarantee compatibility and consistency across departments.	
R3	Working with the Chief Administrative Officer, the Board of Supervisors should develop procedures that establish regular communication between departments within six (6) months.	
R4	Board of Supervisors, working with Human Resources, should make efforts to minimize the loss of institutional knowledge by facilitating a transition period where outgoing staff overlap with their successors.	
R5	Board of Supervisors, working with Human Resources, should review and develop standardized training opportunities for all County employees within six (6) months.	

The following governing boards are required to respond within 90 days pursuant to Penal Code sections §933 and §933.05:

Board of Supervisors: F1, F2, F3, F4, R1, R2, R3, R4, R5

The following appointed officials are invited to respond within 60 days:

Chief Administrative Officer: F1, F2, R1, R2, R3

Assistant CAO/Human Resources: F3, F4, R4, R5

Per Penal Code §933.05(a)(1) and (2), responses must include acceptance, refutal, and/or clarification of the findings, and a commitment to implementing the recommendations, as appropriate, per Penal Code §933.5(b)(1)(2)(3) and (4).

Reports issued by the Grand Jury do not identify individuals interviewed. Penal Code section 929 requires that reports of the Grand Jury not contain the name of any person or facts leading to the identity of any person who provides information to the Grand Jury.

Perception of County Government and Importance of Transparency

How the community views County government is crucial for maintaining public trust and ensuring effective governance. Transparency is key to shaping this perception, as it creates an environment of openness and accountability. When County operations are transparent, citizens are better informed about how decisions are made, how resources are allocated, and how their local government functions overall.

Transparency means making information readily available to the public – like financial reports, meeting minutes, and policy decisions. This openness allows residents to engage in the governance process, provide feedback, and hold officials accountable. By promoting transparency, the County government shows its commitment to ethical practices and responsible management of public resources.

Transparency helps prevent corruption, reduces misunderstandings, and builds a stronger community. It enables citizens to see how their tax dollars are spent and ensures that government actions align with the community's needs and values. This fosters greater public confidence in county government, leading to increased civic participation and collaboration. How people perceive County government is greatly influenced by its transparency. By prioritizing openness and accountability, the County can enhance public trust, promote good governance, and build a more engaged and informed community.

One area that requires greater transparency is the roles, scope, and work of various County departments. Misunderstanding of identified departmental scope leads to confusion and a gap in communication between the government and the community. County departments are responsible for a wide range of services that impact daily life, from public health and safety to infrastructure and social services. However, many citizens are unaware of the specific functions and responsibilities of these departments, which can lead to unrealistic expectations and misconceptions about what the County can and cannot do. For example, residents might not fully understand the specialized nature of certain

departments, such as public health or social services, leading to confusion about the processes and limitations they face.

To address these issues, it's important for the County to improve communication and outreach efforts. Providing clear, accessible information about the functions and responsibilities of each department can help bridge the knowledge gap. Public forums, informational campaigns, and user-friendly online resources can all play a role in educating citizens about how their government works.

By increasing awareness and understanding, the County can foster a more informed and engaged community. When citizens have a clearer picture of how County departments operate, they are better equipped to interact with the government, seek appropriate services, and provide meaningful feedback.

Addressing the lack of awareness about County departments' roles and work is essential for improving the relationship between the government and the community. Through better communication and educational efforts, we can ensure that citizens have the knowledge they need to navigate and utilize County services effectively.

Understanding the Roles of the County Auditor, Assessor, and Tax Collector

All County government functions are vital to the well-being of our community. Each office of the County Auditor, Assessor, and Tax Collector plays a crucial part in maintaining financial integrity and supporting the County's fiscal health.

County Auditor

The County Auditor is responsible for overseeing the financial operations of the County. This includes conducting audits of County departments to ensure proper use of public funds, preparing, and maintaining accurate financial records and reports, monitoring, and reviewing financial transactions and expenditures, ensuring compliance with state and federal regulations, and providing financial analysis and recommendations to support County decision-making. One of the main functions of the Auditor's Office is to prepare the levy for all taxable properties in the County once assessed values have been provided by the Assessor's Office. The Auditor's Office calculates the tax rate for voter approved debt (considering debt service amounts), multiplies these rates times the assessed values and then adds any direct charges. This levy is used to create the tax bills mailed by the Tax Collector. In Mariposa County the Auditor an elected position that serves four years.

County Assessor

The County Assessor is tasked with determining the value of properties within the County for tax purposes. This role involves assessing the value of real estate and personal property, maintaining property records and assessment rolls, implementing property tax laws to ensure fair and equitable assessments, assisting property owners with assessment questions and appeals, and providing data on property values to other County departments and the public. In Mariposa County this is an elected position that serves four years and is a combined role with the County Recorder, who is responsible for recording documents like deeds and other documents nto the County Official Record and ensuring that all documents comply with California law.

County Tax Collector

The County Tax Collector is responsible for collecting taxes and other revenues owed to the County. Their duties include issuing tax bills and collecting property taxes, administering the collection of other County revenues such as business licenses and permit fees, enforcing tax laws to ensure timely payment of taxes, managing delinquent tax accounts, conducting tax sales, and providing taxpayer assistance and information. In Mariposa County, this is an elected position that serves four years. The County Tax Collector is a position that is combined with the County Clerk and Treasurer positions and includes the responsibilities of those roles, as well.

Explanation of Assessor/Auditor/Tax Collector Creation of the Yearly Tax Roll

The Assessor is responsible for assessment, assigning the value of how much to bill for tax collection, for all County property. This information is used to create a yearly tax roll. The Auditor assigns the amount of tax due based on assessment information from the Assessor. These billable property tax amounts are recorded into the tax roll. The Tax Collector is responsible for billing property tax based on the information in the tax roll. Usually in Mariposa County, property tax bills are sent out by the end of October.

As mentioned previously, each of these positions are elected for four-year terms in Mariposa County. Of these, the Assessor/Recorder position is the only one mandated by law (California Constitution Article 11) to be elected. These positions are all elected on the same four-year cycle, meaning that it could be possible for three brand new individuals to be elected to serve in these positions in one election. Additionally, because these positions are elected, they have no direct supervision. As discussed above, the lack of training and support for County leadership positions, means that turnover is a cause for concern regarding the management of the County's finances.

The Importance of Timely Audits

Audits are essential to ensuring the financial health and transparency of County operations. They hold County departments accountable for their financial practices, ensuring that public funds are used appropriately and effectively. Regular audits provide transparency, allowing citizens to see how their tax dollars are being spent and fostering trust in County government. Audits ensure compliance with state and federal regulations, preventing legal issues and potential penalties. They also help identify financial irregularities, inefficiencies, and areas for improvement, contributing to the overall financial health of the County. The absence of a fiscal year audit can affect budget projections, which can lead to undetected deficit outcomes midyear.

Impact on Grants and Funding Mechanisms

Timely completion of audits is critical for securing and maintaining grants and other funding mechanisms. Many grants require up-to-date financial audits as a condition of eligibility, so delays can result in the County being ineligible for important funding opportunities. Existing grants often require periodic financial reporting and audits; failure to meet these requirements can result in the loss of ongoing funding, impacting County programs and services. Additionally, delayed or incomplete audits can harm the County's financial reputation, making it harder to secure future funding and negotiate favorable terms with lenders and grantors.

Understanding the roles of the County Auditor, Assessor, and Tax Collector is essential for understanding how County government manages public funds and maintains financial integrity. Timely audits are crucial for accountability, transparency, compliance, and the financial health of the County. They also play a vital role in securing and maintaining grants and other funding mechanisms that support County operations and services. By ensuring these processes work effectively, we can foster a more transparent, accountable, and a financially stable County government, ultimately benefiting all citizens.

Analysis of Fiscal Year 2023-2024

The MCCGJ was able to identify a couple areas that contributed towards the necessary budget adjustments that occurred during the Fiscal Year (FY) 2023-2024. Adjustments were necessary to accommodate accounting mistakes, roughly in the amount of $6.8 million dollars.

One contributing factor is the installation of the Oracle software system for Mariposa County in 2022, which required all departments to learn how to enter their own budget information. Prior to this time period, all financial journal entry for the County was completed by the Auditors Office using AS400 and paper tracking. The change in software systems led to the Auditor's Office stepping in to cross-train County departments for the new system, see the "Technology" section below. Consequently, the Auditor's Office was required to designate limited personnel and time to training, leading to the hiring of additional Payroll Specialists. Ultimately, this led to the Auditor's Office falling behind on daily and essential tasks, such as financial reporting, specifically the Fiscal Year audit for the year 2021-2022.

A second component of the FY 23-24 budget issues is that two (2) contributions were made from the general fund to the County reserve accounts, roughly in the amount of $6.8 million. While the contributions were recorded on a balance sheet, these contributions were not correctly recorded on County operating sheets.

The precedent for creating a fiscal year budget for Mariposa County has been to establish a budget prediction for anticipated funds that will be available the first three (3) months of the fiscal year. The lack of a completed audit for FY 2021-22 and an error in reporting the transfer of reserve contributions, led to incorrect budget predictions.

	FINDINGS	RESPONSES
F1	The annual financial audit for FY 2021-22 has not been completed for Mariposa County leading to incorrect fiscal year budget projections for FY 2023-24.	
F2	Incorrect FY 2022-23 budget projections and untimely communication led to a later than normal mid-year budget review.	
F3	The accounting error of reserve contributions resulted in necessary emergency budget reconciliation and redistribution across County departments.	
F4	Daily activities not completed and left incomplete over a long time put the County at risk, as shown with the lack of a completed audit for FY 2021-22.	
F5	Working relationships between the Auditor's Office and County Administration were negatively affected by the combination of miscalculated budget for FY 23-24 projections and lack of completed FY 21-22 audit.	
	RECOMMENDATIONS	**RESPONSE**
R1	The Auditor should establish written procedures for how audits for the fiscal year shall be completed on a timely basis within the next three (3) months.	
R2	The Auditor should complete two (2) management/leadership trainings totaling a minimum of 16 hours within 12 months. Successful completion of this activity shall be documented with the 2024-25 Civil Grand Jury within 30 days of completion.	
R3	Board of Supervisors should establish procedures for regular financial review, including "check ins," for the completion of annual fiscal year audits within six (6) months.	

R4	Within six (6) months, the Auditor and Assistant CAO/Finance should participate in a facilitated debrief of activity and decisions reached between their offices over the last two (2) years.	
R5	After completion of R4, the Auditor and Assistant CAO/Finance will develop a plan to continue a strong working relationship	

The following governing boards are required to respond within 90 days pursuant to Penal Code sections §933 and §933.05:

Board of Supervisors: F1, F2, F3, F4, F5, R3

The following elected county official are required to respond within 60 days:

Assessor: Section Narrative

Auditor: F1, F4, F5, R1, R2, R4, R5

Tax Collector/Treasurer: Section Narrative

The following appointed officials are invited to respond within 60 days:

Chief Administrative Officer: F1, F2, F3, F4, F5, R3

Assistant CAO/Human Resources: F2, F3, F5, R4, R5

Per Penal Code §933.05(a)(1) and (2), responses must include acceptance, refutal, and/or clarification of the findings, and a commitment to implementing the recommendations, as appropriate, per Penal Code §933.5(b)(1)(2)(3) and (4).

Reports issued by the Grand Jury do not identify individuals interviewed. Penal Code section 929 requires that reports of the Grand Jury not contain the name of any person or facts leading to the identity of any person who provides information to the Grand Jury.

Continued Technology and Software Lessons

County uptake in current technology and purchasing of various software systems was a topic of research for the previous 2022-2023 Mariposa County Civil Grand Jury. Their report described a digital divide that affects different generations, as well as rural and urban communities. However, "while technology is a tool to help accomplish goals and to work more efficiently, it is only as good as those who manage and use it."[2]

The 2023-2024 Mariposa County Civil Grand Jury had similar findings in this regard. The MCCGJ would like to acknowledge that progress has been made in improving the accessibility and modernity of County technology, however there are still ongoing issues that affect the efficiency of County services, in addition to concerns with the implementation of new software.

Similar with specific investigations undertaken by the 2023-2024 MCCGJ, facts in the technology area emerged during the many interviews held with County employees, recognizing the use of computers throughout Mariposa County government.

Mariposa County uses various computer systems for different purposes. The legacy system is an IBM AS/400 system using "green screen" data terminals (IBM 3270). The AS/400 system is still in use in many County departments for essential functions. A newer system from Oracle was acquired several years ago and was intended to fully replace the AS/400 system, but thus far it has not. Other software products that have been procured by the County includes software from Megabyte, used for the accounting, auditing, and assessment of property taxes; and Tyler, which is a permitting software that is oriented to operate best with Apple client platforms and is currently in the implementation stage. Tyler is expected to go live this upcoming fall.

The Tyler software is intended to improve transparency, consistency, and tracking of development permits by allowing various users, including the public, to review the status of a permit and its outstanding requirements. One of the other key benefits offered by Tyler database products is improved efficiency and database integrity attained by moving databases to a cloud configuration versus using individual Excel spreadsheets spread around between various departments. The spreadsheet-based recordkeeping was developed on an as-needed basis over the years and has many vulnerabilities involving data loss, inconsistency in recordkeeping, and limited access to information between individual permit reviewers. Tyler is expected to increase the sharing of information and consolidate review processes when it comes to development permits. However, the process of implementing Tyler software within existing County systems will be integral to its success. The incomplete transition from AS/400 to Oracle offers a few lessons and forewarnings for Tyler implementation.

A number of obstacles have prevented a complete transition from AS/400 to Oracle from occurring. Based on the MCCGJ's research, one of the main issues is a lack of adequate training and experience in using the new Oracle system, especially at its initial implementation, which occurred during the COVID-19 pandemic and was largely missed. Training is generally provided to individuals on an as-needed basis, rather than a comprehensive one-time training on Oracle's modules. A weekly "office hours" and help line exist for County staff but these solutions do not address the lack of training within departments and incomplete implementation of Oracle's modules, such as the Accounts Receivable module. As a result, many County departments use both Oracle and AS/400, if not paper, for various functions, especially for the management of finances. This requires double entry of critical data, wasting valuable staff time and capacity, while also increasing the rate of human error.

These issues with Oracle offer some points of consideration for the implementation of Tyler. Training at the onset of software implementation will be critical. It will be important to allow for adequate time for County staff to become comfortable with the software before it becomes available to the public. It is possible that existing systems for processing development permits may have to change to adapt to the structure created by the software and this requires plenty of time to determine. Additionally, Tyler's

primary compatibility with Apple products is important to resolve when the majority of County employees rely on Microsoft technology.

	FINDINGS	RESPONSES
F1	Incomplete implementation of Oracle and continued use of multiple software systems has necessitated double entry of data, which has led to increased rates of error and time dedicated to data entry in County services	
F2	Tyler's platform limitations and rigorous schedule for release raises concerns about the success of implementation	
F3	Technology and software support, training and assistance is lacking, leading to a slow transition to Oracle.	
F4	Multiple County employees use personal phones for county work, Multiple Factor Authentication, and communication, which raises concerns about security.	
	RECOMMENDATIONS	**RESPONSE**
R1	Within six months, the Auditor, CAO and Assistant CAO/finance should complete a plan for elimination of AS400 from 90% of County activities by the end of FY 2025-26.	
R2	The County should examine methods of eliminating double entry in County functions within six (6) months.	
R3	The County should allow for ample time to implement Tyler while being aggressive about complete implementation of the new system.	
R4	The County should fully implement the Oracle Accounts Receivable module within one (1) year, in addition to any other areas of incomplete implementation.	

R5	The County should review use of private cell phones for work activities.	

The following governing boards are required to respond within 90 days pursuant to Penal Code sections §933 and §933.05:

Board of Supervisors: F1, F2, F3, F4, F5, R1, R2, R3, R4, R5,

The following elected county official is required to respond with 60 days:

County Auditor: F1, R1, R2, R4

The following appointed officials are invited to respond within 60 days:

Chief Administrative Officer: F1, F2, F3, F4, F5, R1, R2, R3, R4, R5, R6

Assistant CAO/Human Resources: F1, R1, R2, R4

Per Penal Code §933.05(a)(1) and (2), responses must include acceptance, refutal, and/or clarification of the findings, and a commitment to implementing the recommendations, as appropriate, per Penal Code §933.5(b)(1)(2)(3) and (4).

Reports issued by the Grand Jury do not identify individuals interviewed. Penal Code section 929 requires that reports of the Grand Jury not contain the name of any person or facts leading to the identity of any person who provides information to the Grand Jury.

Complaints and Code Compliance

Multiple departments lack written procedures on how to handle, track, and respond to complaints. As a result, many citizens feel unheard and forgotten. The public is positioned to best understand the flaws of County processes; therefore, their complaints must be taken seriously. One of the County entities that handles the most complaints is the Code Compliance Division, housed under the Planning Department. The current Code Compliance Division processes and procedures illustrate some of the broader issues associated with complaint management across County departments.

The Code Compliance Division investigates complaints relating to code violations, for example, grading without a permit or structures built within setback areas, but life and safety issues are usually the primary concern with investigations. Investigations regarding code violations begin predominately with citizen complaints. A citizen can submit a Request for Investigation (RFI), anonymously or not. Reporting forms are available at the Planning Department and online. They can be mail, faxed, or emailed. Once an RFI is received, Code Compliance staff assigns an RFI number through the AS400/HTE system and tracks cases through an Excel spreadsheet with restricted access. The assigned RFI number does not necessarily carry through to other reviewing entities. Review of complaints by other County entities is generally completed via hard copy forms or over email.

Several County departments participate in the Code Compliance review process, like the Building Department, Assessor's Office, and Environmental Health Division. Processing RFIs properly takes time and adequate staff, however the Code Compliance Division currently has only two staff members, leading to delays in response time. Additionally, interdepartmental engagement can be slow, further preventing timely responses to potentially sensitive issues. Lastly, there are no clearly written processes and procedures for follow-through or enforcement of complaints, leading to approximately 400-500 active code cases in Mariposa County.

In an attempt to resolve issues associated with adequate functionality of and enforcement by the Code Compliance Division, the Mariposa County Board of Supervisors established a new Code Compliance Advisory Committee (CCAC) on June 8, 2021. The primary purposes of the committee are to 1) develop recommendations to the Board for an effective code compliance process and program, and 2) develop recommendations for innovative public policy and programs that address residents' needs while also mitigating alleged violations. The committee is also charged with 3) supporting the work of staff in the conduct of fact finding and data gathering, and 4) providing periodic assessment and evaluation of and feedback to the Board regarding the success of an amended process and program. The CCAC was intended to be temporary and disbanded once an appropriate system for code enforcement was established. The CCAC has yet to be disbanded. Although progress has been shown to the Board of Supervisors in terms of establishing an action plan for the CCAC, there have been limited results as of the release of this report.

Although other County departments do not have the same complaint-centered services as the Code Compliance Division, the MCCGJ found that complaints were inconsistently managed between departments. There are few established systems for recording and considering complaints that are received. This lack of standardized policies and procedures for complaint management has led to inconsistencies in how complaints are addressed and resolved, causing frustration and distrust among residents. When complaints are not managed uniformly, some may go unresolved or receive inadequate attention, undermining the confidence citizens have in their local government.

A transparent standardized system for handling complaints is essential for several reasons. Uniform procedures ensure that every complaint is treated with the same level of importance and urgency, promoting fairness and preventing any perception of bias or favoritism. Clear policies and procedures also hold departments accountable for their responses to complaints, ensuring that issues are addressed promptly and effectively, which maintains the integrity of County operations. A transparent process allows citizens to understand how their concerns are being handled, reassuring residents that their voices are heard and valued. Standardized procedures streamline the handling of complaints, making the process more efficient and reducing the likelihood of oversight or error, which helps resolve issues more quickly and improves overall service delivery.

It is crucial for the integrity and effectiveness of County government that citizen complaints are handled in a consistent and transparent manner across all County departments. A uniform approach to managing and resolving complaints will better ensure that all citizens receive fair and equitable treatment. By prioritizing the development of these policies and procedures, the County can enhance the way it handles citizen complaints, leading to improved trust, transparency, and overall satisfaction within the community. Addressing this issue is not only a matter of good governance but also essential for fostering a positive relationship between the county government and its residents.

FINDINGS		RESPONSES
F1	A lack of clearly written procedures and standards for management and enforcement of code compliance cases has led to an overwhelming number of active cases, inconsistent follow-through and compromised code enforcement.	
F2	Inconsistent management of complaints between County departments has led to public frustration and disempowerment in providing feedback on county processes.	
RECOMMENDATIONS		**RESPONSES**
R1	The County should codify code enforcement standards and provide clearly written procedures for case management through the Code Compliance Advisory Committee with one (1) year.	
R2	The Board of Supervisors should require that uniform standards for managing complaints specific to County operations be established within one (1) year.	

The following governing boards are required to respond within 90 days pursuant to Penal Code sections §933 and §933.05:

Board of Supervisors: F1, F2, R1, R2,

The following appointed officials are invited to respond within 60 days:

Planning Director: F1, R1

Per Penal Code §933.05(a)(1) and (2), responses must include acceptance, refutal, and/or clarification of the findings, and a commitment to implementing the recommendations, as appropriate, per Penal Code §933.5(b)(1)(2)(3) and (4).

Reports issued by the Grand Jury do not identify individuals interviewed. Penal Code section 929 requires that reports of the Grand Jury not contain the name of any person or facts leading to the identity of any person who provides information to the Grand Jury.

Development Services: Environmental Health Division, Building Department, and Planning Department

Development Services is an umbrella term used by Mariposa County to refer to the combination of the Building Department, Planning Department, and the Environmental Health Division. The primary focus for Development Services is to assist in all phases of development-related projects through enforcement of County and State regulations, processing applications, and assisting with questions or concerns in all formats. Aside from the name "Development Services" on the building where Building, Planning and Environmental Health exist, and a webpage on the County website, Development Services only exists as an umbrella term for all development work in the county. Development Services does not formally exist on an organizational chart or have its own budget.

Underneath this umbrella, lies the Building Department, the Planning Department and Environmental Health Division. Each of these entities has its own budget. The Building and Planning Departments are managed by a director. Environmental Health is a division and is led by a manager. The budgets for Planning and Building are managed and directed by the appointed directors. Environmental Health has a budget that is managed by the Health Services Division under Health and Human Services Agency.

Each of these entities have had staff shortages, management changes and budget concerns in the last two years, affecting their work and the ability to meet the needs of the County. While the work of each entity is specific, there is great overlap in their functions. Often there is need for interdepartmental communication and coordination with other entities like CalFire, Law Enforcement, Department of Public Works, and the Mariposa Public Utility District.

Environmental Health is a division that is led by a manager. Although this unit is led by a "manager" versus a "director" like in the Building and Planning Departments, the job description begins with, "The Environmental Health Manager shall work as director." It is believed that this wording is specific to allow designated managers the ability to join a statewide consortium of environmental health specialists that require the title of "director" to join. Regardless, it is clear that the position requires the scope and level of a director role, despite its designation as a manager under the County's organization.

The Environmental Health Division manager reports to the deputy director of Public Health. Environmental Health can be considered an "enforcement branch" of Public Health, although enforcement is a challenge. The responsibilities are vast and include all of the following for Mariposa County:

- Air Pollution (including permitting for control burns)
- Hazardous Material
- Hazardous Waste
- Above/Underground Storage Tanks
- Solid Waste Disposal

- Septic Systems
- Water Well Systems
- Pool Safety Inspections
- Food Inspection for all retail facilities, restaurants, bars, bakeries, delis, grocery, convenient & liquor stores, cottage food kitchens, bed & breakfasts and hotels, schools and community kitchens, fairs, festivals, and special events.

For five months, all of this work has been the responsibility of the one (1) licensed REHS. Four (4) positions have been vacant. In the last five years, the Public Health Department was combined with HHSA. Environmental Health may not have been served well by this change, as seen in the high rates of staff turnover and budget difficulties.

The Building Department is responsible for enforcement of California State and Mariposa County rules and regulations concerning the safety of structures. Public safety is a key component for the work of this department. Building permits are issued based on the current edition of the California Building Codes and local amendments, encompassing building, electrical, mechanical, plumbing, state energy requirements, and state accessibility laws. The stated goal of the permitting process is to ensure that development projects proceed according to safe building practices.

California Civil Code Section 55.53 requires local governments to employ or retain the services of at least one (1) Building Official. The Building Official shall be responsible for enforcement of the provisions of the California Building Code Standards for all projects within the Building Official's authority. In the last year, during the absence of an identified Building Department Director, Mariposa County contracted a Building Official, however that individual did not oversee anything that involved budget or personnel management. Mariposa County named an interim Building Department Director in April 2024. This interim Building Director serves as the Building Official and is responsible for managing budget and personnel.

County Ordinance #1173, adopted by the Board of Supervisors on May 10, 2022, became effective June 9, 2022. If a violation exists on a parcel, Mariposa County Building Department cannot accept any permit application for that parcel. No permit can be issued, no inspections can be requested or completed, and no approvals are given, except in the cases of life and safety concerns or if the requested permit is to correct the violation. This ordinance has had a vast effect on the work of building inspectors, County residents and interpretation of code enforcement in the county.

The Building Department, along with Solid Waste and Recycling, is one of two designated "enterprise" funded departments for Mariposa County. The "enterprise" designation implies that a department with a defined mission/goal is responsible for managing its own risks and performance, and therefore must accrue revenue to support the department. As an enterprise, the budget of the Building Department is separate from governance by the Administration Department. Building Department fees should be established to cover costs and maintain a budget that covers the work of the department. Despite an increase in fees, revenue the last year has been down, and there is a department deficit of about $300,000. Until the appointment of a new interim Building Director in April 2024, the Building Department was without an identified individual with budget oversight for a period of at least six (6) months.

Review of the Building Department budget shows that budgeting does not adequately reflect it as an enterprise fund. Line items of the budget are unclear. As an enterprise department, fees are collected to support development projects. Fees that are collected are used after collection to pay for county time, outside building consultants, retained contracts special to unique projects and other things. Currently, fees collected are reported as revenue without escrow. When fees that are collected are only identified as revenue, there must be an accountable balance with when they are later paid. It is very common for fees to be paid (and marked as income) in one fiscal year and be used in a later fiscal year. This makes for a revenue and expense imbalance between fiscal years. Distribution of fees such as this into an "escrow" account could minimize confusion and assist in making things clearer from an outside account audit situation.

The Planning Department Director was appointed by the Board of Supervisors in January 2023. This department, much like other County departments, has faced budget challenges and staff shortages. The Planning Department has been without a Deputy Director since the appointment of a new director in 2023. There have been multiple vacant staff positions over the last year.

The Departments of Building and Planning and Division of Environmental Health are combined under the umbrella term "Development Services," but each entity has separate policy and procedure practices, budgetary domains, and staff. There can be no doubt about the interconnectivity of this work on behalf of the County and therefore the importance of efficient processes and procedures within each entity. The problems associated with staff shortages and differing policies and procedures are discussed further in other sections of this final report (see "Complaints and Code Compliance," "Technology," and "Workplace Culture, Training, and Organization" sections).

	FINDINGS	RESPONSES
F1	Inconsistencies in the permitting process have led to confusion and complaints from the community.	
F2	Staff shortages in Environmental Health have created an overwhelming workload, putting the County at risk for timely identification of environmental hazards.	
F3	The continued vacancy in the position of Deputy Director and other staff positions for the Planning Department is having a direct effect on time management of County projects and timely department communications.	
F4	Building Department budget does not effectively reflect the department's revenue and expense streams as an enterprise fund, making the Building	

	Department budget unclear and confusing.	
F5	Although lumped together under the term Development Services, the Departments of Planning and Building, and the Division of Environmental Health have separate procedures for how work is managed leading to confusion, lack of efficiency and complaints from the community.	
F6	Lack of formal written policies and procedures for the Planning and Building Departments and the Division of Environmental Health has led to confusion in completing job tasks among employees, affecting quality and timeliness of work in Development Services.	
RECOMMENDATIONS		**RESPONSES**
R1	The Planning Department, Building Department, and Environmental Health Division should create informational resources to help the community understand permitting processes for Mariposa County within one (1) year.	
R2	Immediately, effort should be made to address staff shortages in the Environmental Health Division	
R3	Immediately, effort should be made to address the Planning Department Deputy Director and other staff vacancies.	
R4	Working with Administration, the interim Building Department Director should evaluate and establish an effective reflection of the department's budget as an enterprise within six (6) months.	
R5	Immediately, policies and procedures should be written for the Departments of Planning and Building and the Division of Environmental Health.	
R6	Within one (1) year, written policies and procedures for the Departments of Planning and Building and the Division	

	of Environmental Health should be reviewed for consistency and accuracy across the units.	

The following governing boards are required to respond within 90 days pursuant to Penal Code sections §933 and §933.05:

Board of Supervisors: F1, F2, F3, F4, F5, F6, R1, R2, R3, R4, R5, R6,

The following appointed officials are invited to respond within 60 days:

Building Interim Director: F1, F4, F5, F6, R2, R5, R6

Chief Administrative Officer: F4, F6, R1, R5

HHSA, Interim Director: F2, F5, F6, R3, R6

Planning Director: F1, F3, F5, F6, R1, R4, R6

Per Penal Code §933.05(a)(1) and (2), responses must include acceptance, refutal, and/or clarification of the findings, and a commitment to implementing the recommendations, as appropriate, per Penal Code §933.5(b)(1)(2)(3) and (4).

Reports issued by the Grand Jury do not identify individuals interviewed. Penal Code section 929 requires that reports of the Grand Jury not contain the name of any person or facts leading to the identity of any person who provides information to the Grand Jury.

Evaluation of Department Directors

Individual performance reviews are a crucial part of supervision. They serve as an opportunity to summarize ongoing performance and develop conversations for work. Additionally, they can provide a record of measurable performance objectives used for comparative review in the future. They are an opportunity to ensure that directors are aware of county goals and that supervisors are aware of current work within individual departments.

Mariposa County is divided among eighteen (18) departments. Each department is led by a designated director. Reviews for department directors in Mariposa County are scheduled annually and occur in May or June of each fiscal year. These reviews are the only opportunity that the Board of Supervisors have to hear from directors, provide supervisorial feedback or ask questions of directors.

While the work of some departments (Building, DPW, Planning) puts those department directors in front of the Board regularly (to address agenda items), there is no requirement for directors to attend meetings or address the Board outside of their annual review. It is possible that a full year may take place without report from a director to the Board of Supervisors. Reviews are closed session with only the supervisors, the department director and the Clerk of the Board attending (the Clerk of the Board is required by law to be present at all Supervisor meetings).

Performance reviews should include:

- balanced feedback that acknowledges strengths and accomplishments while also identifying areas for improvement
- communication of objectives and goals for the County and how the department fits within
- progress reports for all completed and ongoing department activities
- measurable rating systems that differentiate between high and low performance.
- departmental needs review that provide a clear opportunity for supervisors to learn of shortfalls the departments may be experiencing

Consistent, measured performance evaluation of each department director should be a goal and desired outcome for the Board of Supervisors.

	FINDINGS	RESPONSES
F1	The Board of Supervisors does not have clear written procedure for consistent, measured performance evaluation of department directors.	
	RECOMMENDATIONS	**RESPONSES**
R1	The Board of Supervisors should create clear written procedures for the evaluation of department directors within the next 12 months.	

The following governing boards are required to respond within 90 days pursuant to Penal Code sections §933 and §933.05:

Board of Supervisors: F1, R1

The following appointed officials are invited to respond within 60 days:

Assistant CAO/Human Resources: F1, R1

Per Penal Code §933.05(a)(1) and (2), responses must include acceptance, refutal, and/or clarification of the findings, and a commitment to implementing the recommendations, as appropriate, per Penal Code §933.5(b)(1)(2)(3) and (4).

Reports issued by the Grand Jury do not identify individuals interviewed. Penal Code section 929 requires that reports of the Grand Jury not contain the name of any person or facts leading to the identity of any person who provides information to the Grand Jury.

Understanding Conflict of Interest and Employee Abstention

In the interest of maintaining integrity and transparency within the County government, it is essential for employees, and/or elected officials, to abstain from certain job functions if they may have a conflict of interest. This means that if an employee's/elected official's personal interests could potentially influence their professional duties, they should voluntarily withdraw from those specific tasks or decisions. However, a formal County policy or procedure for abstention does not exist.

Abstention ensures that all actions and decisions made by County employees and elected officials remain impartial and free from personal bias. By doing so, the County upholds ethical standards and promotes public trust in its operations. Employees and elected officials should be encouraged to identify and disclose any potential conflicts of interest to their supervisors and take the appropriate steps to withdraw from related duties. This practice not only protects the integrity of the County government but also fosters a culture of accountability and ethical behavior.

County employees may need to recuse themselves from a matter if they have a conflict of interest that could compromise their judgment or actions. A conflict of interest occurs when an individual's personal interests – family, friendships, financial, or social factors – could compromise his or her judgment, decisions, or actions in the workplace. For example, a public official may have a disqualifying conflict of interest if a decision they make could financially impact them or their family or if a reasonable person, knowing the situation, would conclude that the public officials may have bias in decision making regarding the situation. A standard test to determine whether a recusal is necessary is to ask if a reasonable person, knowing the situation, would conclude that the employee or elected official has a bias for the project or work at hand.

Recusal is often left up to ethical or moral standard of the employee rather than relying on a written policy. There are no set procedures for ensuring that the work continues if an individual needs to recuse. County employees and elected officials with decision making authority must recognize how not recusing themselves may appear to members of the public. Employees are strongly encouraged to document their recusals in writing to maintain transparency and accountability.

	FINDINGS	RESPONSES
F1	Lack of clear, concise policy and procedure regarding recusal and appearance of conflict of interest puts the County at risk for increased complaints, possible legal action, and overall poor appearance for County operations.	
	RECOMMENDATIONS	**RESPONSES**
R1	The County should create a written policy and procedure accurately	

	reflecting when any official or representative of the County must declare recusal.	

The following governing boards are required to respond within 90 days pursuant to Penal Code sections §933 and §933.05:

Board of Supervisors: F1, R1

The following appointed officials are invited to respond within 60 days:

County Counsel: F1, R1

Per Penal Code §933.05(a)(1) and (2), responses must include acceptance, refutal, and/or clarification of the findings, and a commitment to implementing the recommendations, as appropriate, per Penal Code §933.5(b)(1)(2)(3) and (4).

Reports issued by the Grand Jury do not identify individuals interviewed. Penal Code section 929 requires that reports of the Grand Jury not contain the name of any person or facts leading to the identity of any person who provides information to the Grand Jury.

Rural Disparity in Combination with State Reimbursements

As one of California's six entirely rural counties, Mariposa contends with an unbalanced supply of public service demands and federal/state reimbursement structures. While County leadership cannot fully control these imbalances, there are no reasons for not taking positive action that would have a measurable affect for the County.

For example, Mariposa County relies heavily on the tourism industry. A large percentage of this derives from visitors (4 million per year) to Yosemite National Park. Use of public roads by large number of visitors has an effect on public road conditions. In the past few years, investment in local maintenance of public road surfaces has continued to be a challenge for the County. MCCGJ found that road conditions are consistently the most significant concern for County staff and residents.

In recent years, the Pavement Conditions Index (PCI) for Mariposa County has become "Fair." The Pavement Condition Index (PCI) is a numerical rating that measures the condition of a road's pavement on a scale of 0 to 100. A score of 100 indicates a newly paved road, while 0 is the worst possible condition. The PCI is calculated based on the type and severity of distresses observed on the pavement surface, such as potholes, cracking, spalling, rutting, and scaling. This will not be going away in the near future. In order to maintain a "Fair" rating the State recommendations for Mariposa County are to invest a minimum of $8,000,000 annually. To be able to reach a higher rating of "Good" it is suggested $12,000,000 be spent annually.

Review of budgets from the last few years for DPW indicate that it was a challenge to even be able to budget $4,000,000 per year for this activity. California gas tax is a reimbursement given to local authorities specifically for road maintenance activities. This reimbursement is calculated by registered

car ownership (specific to gas-powered vehicles) in the County. The roughly 20,000 registered vehicles in Mariposa does not equate to the number of vehicles that use the public roadways within the County. Further, there is a percentage of registered vehicles that are "non-operational" or electric, for which no tax reimbursement is generated.

A lack of representation for rural counties such as Mariposa makes it difficult for leaders to allocate funds effectively. In the California State Assembly Mariposa County shares one elected representative with six other counties. In the State Senate, Mariposa County shares representation with twelve other counties. The existence of rural disparity is amplified when urban areas have multiple elected officials advocating for their concerns.

For Mariposa County's leadership, managing these challenges requires a nuanced approach that balances the needs of residents with the realities of its tourism-driven economy. The impact of millions of annual visitors on local government resources underscores the urgent need for sustainable planning and cannot go unrecognized.

Parallels Between County Government and JCFHD

The MCCGJ accepted the opportunity to examine two entities governed by an elected board during the 2023-2024 term. These entities, the John C. Fremont Healthcare District and Mariposa County, both experienced accounting issues that led to a budget shortfall, debt, and or ultimately, a mismanagement of the funds belonging to the institution. A common thread of systemic problems created the accounting issue, such as difficulties navigating the Brown Act, a lack of cooperation and accountability between Board members, inaccessible information, untimely action, and more.

Similar to the discussion on Mariposa County's workplace culture above, John C. Fremont board members were also observed to operate individually rather than a team. Opinions regarding operations were often withheld and board members accused others of inaction. Board members did not feel personally responsible for resolving issues. This lack of teamwork and responsibility is unacceptable when it comes to leadership, whether it be government, a special district, or organization. Leaders must make the effort to communicate with one another and make the attempt to understand all perspectives. When it comes to County operations, leaders must have a greater understanding of how different departments participate in processes by learning and accepting interdepartmental roles. In addition, both elected boards expressed concerns with obtaining information regarding the operations of their respective institutions, which should be resolved by regular communication between leaders.

The Brown Act is often used as an excuse for a lack of communication between elected board members. It is true that the Brown Act has strenuous noticing and quorum requirements that make it difficult for board members to discuss important issues outside of in-person scheduled meetings. It is understandable that the rules can slow down communication. Both County and JCFHD board members receive training(s) on the Brown Act and comply with the law, yet a lot of concern was expressed around violating the Brown Act. It is problematic that the Brown Act is cited as a reason for inadequate communication and subsequently, poor leadership, when the purpose of the Brown Act is to allow for transparent engagement.

There seems to be a general reticence to discuss controversial issues publicly during meetings. MCCGJ found that Board members wanted to be able to discuss situations privately prior to a public

meeting. However, the purpose of public meetings and the Brown Act is so that concerned citizens can participate in important deliberations and have transparency on board operations. A board should not be concerned that public deliberations will taint their image and subsequently risk mismanaging the organization by not having difficult conversations openly. There will always be members of the public that will have negative opinions of their leadership and avoiding difficult conversations will not resolve issues in a timely manner. The structure of public meetings also ensures that concerned citizens have a designated space for voicing their opinions and not interrupt potential discussions between board members. Additionally, there are staff members that can operate outside of the Brown Act to obtain necessary information in advance. Therefore, it is important that board members set aside their fear and need to perform for the public, especially when it comes to resolving difficult crises.

The relationship between elected County officials, accountability practices, and citizen participation is crucial for the long-term well-being of our County. When each of these elements function effectively, they create a strong foundation for good governance and community trust.

Elected county officials are entrusted with making decisions that impact the entire community. Their role requires a high level of integrity and a commitment to serving the public's best interests. When officials are transparent and accountable, they help build trust and ensure that decisions are made fairly and responsibly.

Accountability practices are essential for maintaining this trust. These practices include transparent decision-making processes, regular audits, and clear communication about the use of public resources. By holding officials accountable, we can prevent misuse of power and ensure that County operations are conducted ethically and efficiently.

An important aspect of accountability is having a transparent process for handling citizen complaints regarding county practices. When citizens can easily report issues and see that their concerns are taken seriously and addressed promptly, it reinforces their trust in the County government. On the other hand, when complaints go unaddressed, it undermines confidence in the County's ability to govern effectively and fairly.

Citizen participation is the third vital component. When citizens are actively involved in local government, they provide valuable feedback and help shape policies that reflect the community's needs and values. Public forums, community meetings, and accessible information channels all encourage greater civic engagement.

When elected officials, accountability practices, and citizen participation are all working well, they create a positive feedback loop that benefits the entire County. Transparent and accountable governance earns the trust of the public, which in turn encourages more citizens to participate. Active citizen participation provides officials with the insights they need to make informed decisions, further enhancing the quality of governance. In summary, the collaboration between elected county officials, robust accountability practices, and active citizen participation is fundamental to the long-term well-being of our county. By fostering transparency, accountability, and civic engagement, we can ensure a prosperous and thriving community for years to come.

It is imperative for elected officials and directors to move beyond merely acknowledging accountability and take decisive ownership of the challenges they face. Rather than spending extended

periods seeking outside consultants to analyze problems, it is essential to begin implementing effective solutions immediately. By proactively addressing issues and taking responsibility for resolving them, leadership can drive positive change and ensure the well-being of the community. The focus should be on swift, actionable steps that deliver tangible results, reinforcing a commitment to effective governance and public service.

It is essential for elected officials and directors to stop deferring problems for future leaders to handle. If a Capital Improvement Plan and line item had been included in the budget earlier, many current issues could have been mitigated. Instead of postponing solutions, it is crucial to take immediate action. Even if these actions do not lead to re-election, prioritizing what is best for the County's future should be the primary focus. By addressing problems now, elected officials can create a more stable and prosperous environment for the community.

The reliance of the John C Fremont Healthcare District and Mariposa County on external consultants is another parallel that exists between the two entities. Special projects deemed too complex or time-consuming for internal staff or that require very specialized knowledge make for the common practice of hiring outside consultants. While some consulting contracts prove beneficial, there are notable concerns regarding their management. Instances where projects consistently exceed both their designated timelines and allocated budgets underscore systemic challenges in oversight and planning.

Frequently, there is a lack of consultant familiarity with the needs and nuances specific to JCFHD and Mariposa County. This often results in deliverables that fail to meet objectives, or further delay completion. Often, this translates to money spent for an outcome that is less than ideal. Enhancing the vetting process for consulting firms ensures that hired entities possess the requisite expertise and understanding of local requirements. A more rigorous screening process will enable the selection of consultants equipped to deliver relevant and impactful outcomes aligned with the strategic goals of the Healthcare District and Mariposa County.

Under specific dollar amounts department directors ($20,000) for the county and the CEO ($25,000) for JCFHD are allowed to enter into consultant contracts without much review. Moving forward it is crucial for both entities to strengthen their oversight frameworks for external contracts. This includes establishing transparent guidelines for project milestones and deliverables, implementing regular progress review mechanisms, and ensuring rigorous budgetary controls to curb overspending.

Enhancing transparency and accountability in the management of external consultants will mitigate risks associated with project delays and budget overruns, ultimately improving operational efficiency and fiscal responsibility.
These proactive steps of outsourcing practice will ensure both JCFHD and Mariposa County better serve their constituents and stakeholders – the residents of Mariposa County.

	FINDINGS	RESPONSES
F1	JCFHD and Mariposa County do not have their own clearly defined whistleblower policies making it	

	difficult for staff to report issues of non-compliance.	
F2	JCFHD and Mariposa County do not have clear procedures for establishing, managing and reviewing contracts with external consultants which often leads to contract delays, deliverables that do not meet original objectives and excessive financial costs.	
RECOMMENDATIONS		**RESPONSES**
R1	JCFHD and Mariposa County Board of Supervisors should each create unique procedures for staff to report issues of non-compliance.	
R2	JCFHD and Mariposa County Board of Supervisors should establish procedures that create more strategic engagement practices with external consultants to include pre-contract negotiations, clear and timely project review mechanisms and post contract review.	

The following governing boards are required to respond within 90 days pursuant to Penal Code sections §933 and §933.05:

Board of Supervisors: F1, F2, R1, R2

JCFHD Board of Directors: F1, F2, R1, F2

The following appointed officials are invited to respond within 60 days:

County Counsel: F1, R1

Per Penal Code §933.05(a)(1) and (2), responses must include acceptance, refutal, and/or clarification of the findings, and a commitment to implementing the recommendations, as appropriate, per Penal Code §933.5(b)(1)(2)(3) and (4).

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Observations of Elections

The Civil Grand Jury was invited by County Clerk to observe the March 5th, 2024, California Primary Election. MCCGJ observed the elections staff process mail-in ballots, absentee ballots and persons who wanted to hand-deliver their ballot. In addition to the Mariposa County Elections Office, MCCGJ was also invited to observe the elections staff and processes at both the Lushmeadows and the Greeley Hill sites on election day. At least two Civil Grand Jury members were at each of the three locations.

These locations are:

· Mariposa County Elections Office, 4982 10th Street, Mariposa;

· Lushmeadows Fire Department, 6008 Monte Vista Ln, Mariposa;

· Greeley Hill Library, 10332 Fiske Rd, Coulterville.

The elections staff met every visitor with courtesy and professionalism and all concerns or questions were answered, regardless of the nature of the question. The Civil Grand Jury observers were treated with the same respect, courtesy and professionalism as everyone who came through the door.

All the staff members have a specific job in the ballot counting process, one member verifies signatures, another prepares the ballots for insertion into the into the voting machine, and a different staff member prepares the proper documentation for each batch of ballots. Staff reported that the formal training elections received is important for the smooth processing of each ballot. Each staff member was able to verify the signatures and confirm identities properly prior to having the ballots counted. There are many other examples of the elections staff responsibilities during elections. MCCGJ was shown each step in these processes and given explanations as why certain actions were done and so that each vote could be counted.

On election day, elections staff are expected to work 12+ hours. Each staff member is also expected to continue to provide County Clerk services amidst their election responsibilities. Despite the overwhelming tasks, Mariposa County elections staff are diligent, courteous, and pay attention to detail. It is important that we recognize the entire elections staff for their dedication to the very important work of conducting our elections in the secure and accurate manner. MCCGJ has no recommendations for elections operations at this time.

	FINDINGS	RESPONSES
F1	Elections in Mariposa County are administered professionally and are securely, enabling citizens to feel comfortable about election integrity.	*No Response Required*

Custodial Facility Tours

Mt. Bullion Conservation Camp (CC#39)

On April 15th, 2024, the Civil Grand Jury made it annual inspection of the Mt. Bullion (CC#39) Conservation Camp. The Mt. Bullion Conservation Camp is a minimum-security detention center jointly operated by the California Department of Corrections and Rehabilitation (CDRC) and the California Forestry and Fire Prevention. There are currently 32 such minimum correctional camps in California. The facility has been operating since 1957 and the facility changed from one that housed juveniles to only adults in 2004. The camp's primary mission is to provide incarcerated hand crews to support local, state, and federal agencies in their response to emergencies such as fires and floods. Camp participants also complete community service and conservation projects year-round. Current inmate population is 62.

The staff were stellar regarding their management of the inmates and the facilities. The MCCGJ found that the facility is well organized and is in good condition with just some wear and tear on the existing buildings from the length of service. One large dormitory room houses all the inmates. Each inmate is supplied with a cot and a storage locker. The mess hall and cooking facilities look well-organized and well-maintained. Minor medical needs are met onsite Those with illnesses requiring more extensive treatment are transferred to the Jamestown facility.

Inmates have the option to be trained for fighting wildfires and help the local CalFire Unit. They can also receive training in working with chainsaws and other outdoor equipment, which is helpful for keeping the growth of weeds and brush under control. Inmates have a variety of facilities for amusement, entertainment, and creative pursuits available to them.

If an inmate is sent to CC#39 but has family in the southern part of the state, there are procedures in place for qualifying the inmate for a transfer to a facility closer to their family. An open-air area with exercise and weight training equipment is open daily from 5 AM to 10 PM. The MCCGJ observed the kitchen and cafeteria area to be very clean and structured for easy clean-up. Inmates that have demonstrated good behavior over a period of time help run the camp. They generally work in the kitchen and laundry. Despite the minimal funding the camp is functioning at a high level.

The 2023-24 Mariposa Civil Grand Jury was charged with the oversight of the Mt. Bullion Conservation Camp #39. Civil Grand Jury oversight of the camp is required by California Penal Code. The Mariposa Civil Grand Jury performed a general overview of the facility and found no deficiencies in the care and maintenance of Camp #39. Therefore, no recommendations are made regarding the facility.

Mariposa County Adult Detention Facility

On February 16th, 2024, the Grand Jury went on its yearly visit to the Mariposa Adult Detention Facility. The current facility was opened in March of 1995 and is located on Hwy 49N about a mile north of the town of Mariposa. It has the capacity to house 58 inmates and is currently at about half capacity. The employees were efficient, knowledgeable, and very professional. Although the facility and the staff are consistently dealing with several financial budget cuts, the County incarceration facility is being run in a safe and secure manner. The staff are upbeat and vigilant in their jobs, and our County has every reason to feel confident and secure regarding the well-being of its inmates.

The HVAC system continues to be an area of concern for inmates, staff, and visitors. This is a costly repair and has been delayed due to the County budget cuts. As a result, staff and inmates experience discomfort with indoor temperatures in the winter cold and summer heat. Additionally, there are several areas where ceiling tiles have been removed for immediate repairs and have yet to be replaced. It is fair to say the staff may have some discomfort with their cramped office space. For example, office space fo one of the medical staff is located in the shared break room. Overall, the facility is clean and secure. The detention center needs some attention when it comes to space allocation and timely maintenance.

	FINDINGS	RESPONSES
F1	The detention center HVAC system poses a challenge to detention center management, contributing to uncomfortable environmental exposure for inmates, staff and visitors.	
F2	Available administration office space to staff ratio is small, creating cramped and shared quarters for staff.	
	RECOMMENDATIONS	**RESPONSES**
R1	Replace the HVAC system in all areas that are necessary as soon as possible.	
R2	Continue to investigate and pursue ways of maximizing shared staff space while maintaining professional best practice.	

The following governing boards are required to respond within 90 days pursuant to Penal Code sections §933 and §933.05:

Board of Supervisors: F1, F2, R1, R2

The following elected county official is required to respond with 60 days:

County Sheriff: F1, F2, R1, R2

Per Penal Code §933.05(a)(1) and (2), responses must include acceptance, refutal, and/or clarification of the findings, and a commitment to implementing the recommendations, as appropriate, per Penal Code §933.5(b)(1)(2)(3) and (4).

Reports issued by the Grand Jury do not identify individuals interviewed. Penal Code section 929 requires that reports of the Grand Jury not contain the name of any person or facts leading to the identity of any person who provides information to the Grand Jury.

Accessibility of Citizen Complaint Forms: Continuation of Civil Grand Jury Initiative

During the 2023-2024 term, the MCCGJ continued the initiative from the 2022-2023 MCCGJ to improve access to Civil Grand Jury complaint forms. The previous Civil Grand Jury made hard copy complaint forms available at the Mariposa County Library, since complaint forms were only available online. This way, anyone, regardless of internet access, is able to obtain a complaint form and provide their input to the MCCGJ. To take this initiative a step further, the MCCGJ made hard copy complaint forms available at the Coulterville library, known as Red Cloud Library/Greeley Hill Branch in northern Mariposa County.

Misunderstandings of a Civil Grand Jury

Throughout its term, the 2023-2024 MCCGJ found that there seemed to be a widespread misunderstanding regarding the jurisdiction of a Civil Grand Jury and its powers. Some of this discussion is included in the Introduction section above and the Continuity Report below, however the MCCGJ thought it would be pertinent to attempt to demystify opinions around a Civil Grand Jury and its purpose. During the 2023-2024 term, MCCGJ received multiple complaints that were not under the jurisdiction of a Civil Grand Jury. The MCCGJ was met with a general reticence, if not fear, of the implications of being interviewed or questioned by a Civil Grand Jury.

Per California Penal Code Section 888, Civil Grand Juries do not have jurisdiction over criminal matters, like extortion or embezzlement. Separate *Criminal* Grand Juries are formed for these situations. Civil Grand Juries are empaneled to evaluate the local government procedures, methods, and systems for efficiency as a "watchdog" of the community. Furthermore, case law, specifically the *Board of Trustees of Calaveras Unified School District v. Leach,* restricts the Civil Grand Jury from investigating or commenting on the wisdom or merit of policy decisions. MCCGJ's sole responsibility is to investigate the efficiency of current County process and procedures, such as how a building permit is processed or the procedure for training a staff member. Therefore, any criminal concerns that are uncovered during the course of an investigation or inquiry are forwarded to the District Attorney for further examination. Issues like staff misbehavior, code violations, or neighborly quarrels, are not under the jurisdiction of a Civil Grand Jury. The singular exemption is Penal Code Section 919(c) that mandates the grand jury to inquire into the willful or corrupt misconduct of any public officer or elected position. This accusation function of a Civil Grand Jury is further restricted by Government Code Section 3060 to 3075.

Per Penal Code Section 924.1, specific information discovered by the Civil Grand Jury, and not included in a report or validated, remains confidential for life. All Civil Grand Jury proceedings are conducted in secrecy to retain the integrity of the information that a Civil Grand Jury may uncover and protect interviewees. The report cannot name individuals or include "raw evidence." Therefore, if an individual chooses to offer potentially controversial information to the Civil Grand Jury, the individual should not experience backlash or repercussions. The report will not provide enough detail to identify the individual nor particular actions. Although a Civil Grand Jury is entitled receive the information that it requests, the unwillingness to offer information based on the potential for negative consequences is misguided.

It is never the intent of a Civil Grand Jury to disparage the hardworking staff in our County that are committed to public service. The objective is to provide clarity on some of the systemic process and procedure issues that prevent the effective delivery of County services and improve the public's trust in County government. County staff is likely already aware of the issues raised in this report. In fact, there

may already be solutions underway. By law, the intent of the report is to summarize the Civil Grand Jury's verified facts and findings discovered throughout the term of service; and present this information to the public as a third-party observer or "watchdog" of the community.

Continuity Report

This Continuity or Compliance Report is not intended to pass any judgement on the Board of Supervisors for their responses to the 2022-2023 Mariposa County Civil Grand Jury final report. The Civil Grand Jury would like to take the opportunity to express gratitude to the Board of Supervisors (BOS), their staff, and the Sheriff's Office (SO). While it is unfair to characterize the responses from the Board of Supervisors as anything but an honest effort to apply the correct Penal Code response (Section 933.05 (a)(b)) to all the findings and recommendations, more action is needed to comply with the Penal Code for all future responses to Civil Grand Jury reports. This will ensure that the Civil Grand Jury can continue to complete its job of recommending improvements to County Policies and Procedures with integrity and accuracy.

METHODOLOGY

The 2023-2024 MCCGJ reviewed the previous 2022-2023 Civil Grand Jury Final Report as well as the responses from the SO and the BOS. The MCCGJ also attended or listened to the August 15th, 2023, BOS meeting during which the BOS approved their response to the Civil Grand Jury Final Report and accepted public comment on the matter. In addition, MCCGJ reviewed a number of other counties' Civil Grand Jury final reports, the responses given, and other Grand Juries' Compliance/ Continuity Reports. This Compliance Report focuses only on the Penal Code requirements for responding to the Civil Grand Jury's findings and recommendations. In reviewing these responses, we used the following format to determine whether the responses met the word as well as the intent of the Penal Code Section 933.05; "for purposes of subdivision (b) of Section 933, as to each grand jury finding, the responding person or entity shall indicate one of the following: (1) The respondent agrees with the finding. (2) The respondent disagrees wholly or partially with the finding; in which case the response shall specify the portion of the finding that is disputed and shall include an explanation of the reasons thereof. For purposes of subdivision (b) of Section 933, as to each grand jury recommendation, the responding person or entity shall report one of the following actions: (1) The recommendation has been implemented, with a summary regarding the implemented action. (2) The recommendation has not yet been implemented, but will be implemented in the future, with a timeframe for implementation. (3) The recommendation requires further analysis, with an explanation and the scope and parameters of an analysis or study, and a timeframe for the matter to be prepared for discussion by the officer or head of the agency or department being investigated or reviewed, including the governing body of the public agency when applicable. This timeframe shall not exceed six months from the date of publication of the grand jury report. (4) The recommendation will not be implemented because it is not warranted or is not reasonable, with an explanation therefor. (c) However, if a finding or recommendation of the grand jury addresses budgetary or personnel matters of a county agency or department headed by an elected officer, both the agency or department head and the Board of Supervisors shall respond if requested by the grand jury, but the response of the Board of Supervisors shall address only those budgetary or personnel matters over which it has some decision-making authority. The response of the elected agency or department head shall address all aspects of the findings or recommendations affecting his or her agency or department."

DISCUSSION

MCGGJ reviewed the 2022-2023 MCCGJ Final Report which consisted of thirteen (13) individual reports and forty-eight (48) findings and fifty-eight (58) recommendations. We found the responses to be on-time from both the SO and the BOS. The format of the responses from the BOS were somewhat confusing and difficult to follow, whereas the responses from the SO were proper in format according to the California Penal Code (933.05 (a)(b)).

Our concerns involve the alleged widespread disregard and failure to honor admonishment and confidentiality requirements, as part of the BOS response(s), and a lack of training for County staff in the requirements of the California Penal Code, which dictate the rules and procedures surrounding Civil Grand Jury communications. MCCGJ became aware of the failure to honor admonishments and resulting confidentiality/secrecy agreements when the BOS wrote in their response that a County staff member stated they did not respond to the MCCGJ because "they learned that another department had received an identical request and provided the requested information." While this may have been an innocent discussion between colleagues, this type of communication regarding Civil Grand Jury proceedings is not allowed by the by the Penal Code and can result in a misdemeanor. It might have been averted if County staff were trained in the requirements of the Penal Code, especially when communicating with the Civil Grand Jury.

This Compliance Report is meant to discuss and recommend on what we perceive as some deficiencies in County government as it relates to confidential and clear communications with the Civil Grand Jury.

	FINDINGS	RESPONSES
F1	There is no training for County staff on how to respond to requests and or inquiries from the Civil Grand Jury in compliance with the California Penal Code leading to inconsistencies from year to year in responses to Civil Grand Jury final reports	
F2	Board of Supervisors has blocked invited responses from Civil Grand Jury giving an impression of not wishing to hear from other individuals.	
	RECOMMENDATIONS	**RESPONSES**
R1	County Counsel should develop and provide educational material for Board of Supervisors, Directors and staff for how to affectively work with civil grand jury in the next six months,	

R2	Board of Supervisors should welcome comment from any named invited responses.	

The following governing boards are required to respond within 90 days pursuant to Penal Code sections §933 and §933.05:

Board of Supervisors: F1, F2, R1, R2

The following appointed officials are invited to respond within 60 days:

County Counsel: F1, R1

Per Penal Code §933.05(a)(1) and (2), responses must include acceptance, refutal, and/or clarification of the findings, and a commitment to implementing the recommendations, as appropriate, per Penal Code §933.5(b)(1)(2)(3) and (4).

Reports issued by the Grand Jury do not identify individuals interviewed. Penal Code section 929 requires that reports of the Grand Jury not contain the name of any person or facts leading to the identity of any person who provides information to the Grand Jury.

BIBLIOGRAPHY

1. Pan, Muzhe, et al. "Problems and Strategies of Allocating Public Service Resources in Rural Areas in the Context of County Urbanization." *International Journal of Environmental Research and Public Health*, PubMed Central, 7 Nov. 2022, www.ncbi.nlm.nih.gov/pmc/articles/PMC9656279/.

2. 2022-2023 Mariposa County Civil Grand Jury Final Report

MARIPOSA COUNTY

Board of Supervisors

Agenda Item – No Resolution Requested

MEETING: September 17, 2024

TO: The Board of Supervisors

FROM: Miles Menetrey, District V Supervisor

RE: **CLOSED SESSION:** Public Employee Performance Evaluation: Position of Employee Under Review: Farm Advisor

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RECOMMENDATION AND JUSTIFICATION

CLOSED SESSION: Public Employee Performance Evaluation: Position of Employee Under Review: Farm Advisor

[ ] CONFERENCE WITH LEGAL COUNSEL:

[ ] Existing Litigation:
[ ] Disclosure will jeopardize existing settlement negotiations.

[ ] Anticipated Litigation
[ ] Significant exposure to litigation pursuant to subdivision (b) of Government Code section 54956.9.
Number of cases to be discussed:

[ ] Initiating of litigation pursuant to subdivision (c) of Government Code section 54956.9.
Number of cases to be discussed:

[ ] CONFERENCE WITH COUNTY LABOR NEGOTIATOR
Name of Employee Organization:
Name of County Designated Representative:
Title(s) of unrepresented individuals with whom negotiations are being conducted:

[ ] PUBLIC EMPLOYEE EMPLOYMENT TITLE OR POSITION TO BE FILLED:
(Government Code Section 54957 (b) (1))

[X] PUBLIC EMPLOYEE PERFORMANCE EVALUATION
Position of employee under review: Farm Advisor (Government Code Section 54954.5)

[ ] PUBLIC EMPLOYEE DISCIPLINE/DISMISSAL/RELEASE (Government Code Section 54954.5)

[ ] CONFERENCE WITH REAL PROPERTY NEGOTIATOR

Description of real property:
Agency negotiator:
Closed session will concern: ( ) price; ( ) terms of lease/purchase.

[ ] THREAT TO PUBLIC SERVICE FACILITIES
Name of the law enforcement agency involved:
Title of officer of a law enforcement agency:

[ ] LICENSE/PERMIT DETERMINATION
License or Permit applied for:
Number of license or permit applicants:
Name of applicant(s):

BACKGROUND AND HISTORY OF BOARD ACTIONS

Not applicable

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION

Not applicable

FINANCIAL IMPACT

Not applicable

ATTACHMENTS

None

MARIPOSA COUNTY

Board of Supervisors

Agenda Item – No Resolution Requested

MEETING:	September 17, 2024
TO:	The Board of Supervisors
FROM:	Danielle Bondshu, Clerk of the Board
RE:	Pre-Hearing Conference for Assessment Appeal Applications AA 19-02, AA 20-09, AA 21-01, AA 22-11 and AA 23-4

RECOMMENDATION AND JUSTIFICATION

Pre-Hearing Conference for Assessment Appeal Applications AA 19-02, AA 20-09, AA 21-01, AA 22-11 and AA 23-4

BACKGROUND AND HISTORY OF BOARD ACTIONS

The Board of Supervisors sits as the Board of Equalization. The applicant's agent has requested this pre-hearing conference.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION

Not Applicable.

FINANCIAL IMPACT

Not Applicable.

ATTACHMENTS

None