MARIPOSA COUNTY

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5100 Bullion Street
http://www.mariposacounty.org/

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

ACTION SUMMARY MINUTES

January 24, 2023

A. 9:00 AM Called to Order

Attendee Name	Title	Status	Arrived
Danette Toso	Supervisor	Present	9:00 AM
Shannon Poe	Supervisor	Present	9:00 AM
Rosemarie Smallcombe	District I 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

None.

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

Chair Menetrey noted that E.1 was withdrawn from the agenda. He also noted for the listening public, he was able to vote on CA.10 because he listened to the whole recording of the December 20th, 2022, meeting.

Danielle Bondshu/Clerk of the Board, noted a correction CA.10; the last page of the December 22nd, 2022, minutes (packet page 62) states “Supervisor Forsythe and Chair Long,” and it will be corrected to read “Supervisor Forsythe and Chair Smallcombe”

Public comment was received by Dawn Wright/President of the Hornitos Historical Society who commented on CA.5 and CA.6 and asked that the Board look favorably on these items.

Supervisor Forsythe noted it is a pleasure to be in support of CA.5 and CA.6 and

noted it has been in the works for some time. He also noted the folks in Hornitos deserve this action. Supervisor Forsythe announced that he would like CA.24 pulled for a separate vote as he would need to recuse himself.

Supervisor Smallcombe requested CA.7 be pulled for further discussion and asked questions in regard to the emergency work items (CA.14 through CA.25) and asked for clarification. She noted the Board began with ratifying items and is now terminating some of those emergency repair items. Shannon Hansen/Public Works Director noted Public Contract Code states that if that section is used for Emergency Work, it must remain on the agenda until the work is complete. She also noted the items being terminated; the emergency work is complete. Dallin Kimble/County Administrative Officer noted in response to Supervisor Smallcombe that under the California Disaster Assistance Act (CDAA), our share is 25% and if the Federal Emergency Management Act (FEMA) stepped in our share would be roughly 6.25%.

Supervisor Smallcombe moved, and Supervisor Forsythe seconded the consent agenda. They later rescinded their prior votes due to CA. 8 through CA.10 needing to be pulled from consent for a separate vote. After the items were removed, Supervisor Smallcombe moved, and Supervisor Forsythe seconded the consent agenda with item CA.7 being pulled for discussion and CA.8, CA.9, CA.10, and CA.24 being removed for a separate vote.

RESULT: **ADOPTED [UNANIMOUS]**

MOVER: Rosemarie Smallcombe, District I Supervisor

SECONDER: Wayne Forsythe, District IV Supervisor

AYES: Toso, Poe, Smallcombe, Forsythe, Menetrey

CA1. **Health and Human Services** **RES-2023-35**

Resolution Continuing a Shelter Crisis Local Emergency in Mariposa County

CA2. **Health and Human Services** **RES-2023-36**

Resolution Continuing the Local Health Emergency Due to the Oak Fire

CA3. **Sheriff's Office** **RES-2023-37**

Resolution Continuing the Local Emergency Due to the Oak Fire

CA4. **Sheriff's Office** **RES-2023-38**

Resolution Continuing the Local Emergency Due to the 2022/2023 Meteorological "Atmospheric River" Event

CA5. **Administration** **RES-2023-39**

Approve a Certificate of Acceptance for a Quitclaim Deed at 7379 Hornitos Road in Hornitos; and Authorize the Board of Supervisors Chair to Sign the Certificate

CA6. **Administration** **RES-2023-40**

Approve an Agreement Conveying Real Property at 7379 Hornitos Road in Hornitos to the Hornitos Historical Society; and Authorize the Board of Supervisors Chair to Sign the Agreement

7. Pulled for further discussion

8. Removed for Seperate Vote

9. Removed for Seperate Vote

10. Removed for Seperate Vote

CA11. **Auditor RES-2023-41**

Approve FY 22-23 Budget Action Transferring Funds Within the Supplemental Law Enforcement Services Fund (SLESF) 3329 Budget to Allow for Transfers Out to General Fund ($178,228) 4/5ths Vote Required

CA12. **Clerk of the Board of Supervisors 2023-9**

Receive the List of Agreements Entered into by the County Administrative Officer (CAO) (Purchasing Agent) Pursuant to County Code Chapter 3.08, Entered Into, Received and Processed in December of 2022

CA13. **Clerk of the Board of Supervisors 2023-10**

Receive the List of Agreements Entered into by the Mariposa County Department Heads (Assistant Purchasing Agents) Pursuant to County Code Chapter 3.08 Entered Into, Received and Processed in December of 2022

CA14. **HHS/Behavioral Health & Recovery Services RES-2023-42**

Approve Amendment to Service Change Form Agreement to Purchase Revenue Cycle Management Services; and Authorize the Board of Supervisors Chair to Sign the Amendment

CA15. **HHS/Behavioral Health & Recovery Services RES-2023-43**

Approve Agreement with Genoa Healthcare, LLC to Provide Pharmaceutical Services in Support of County of Mariposa Jail Based Program; and Authorize the Board of Supervisors Chair to Sign the Agreement

CA16. **Public Works RES-2023-44**

Accept the Emergency Repair Work on Oak Road Bridge as Complete; and Terminate the Emergency Action Pursuant to Public Contract Code Section 22050 (C) (3) 4/5ths Vote Required

CA17. **Public Works RES-2023-45**

Accept the Emergency Repair Work on Triangle Road as Complete; and Terminate the Emergency Action Pursuant to Public Contract Code Section 22050 (C) (3) 4/5ths Vote Required

CA18. **Public Works RES-2023-46**

Review Emergency Repair Work on Jerseydale Road as Required by Public Contract Code Section 22050(C)(1); and Adopt a Finding that There is a Need to Continue the Emergency Action Pursuant to Public Contract Code Section 22050 4/5ths Vote Required

CA19. **Public Works** **RES-2023-47**

Accept the Emergency Repair Work on Allred Road as Complete; and Terminate the Emergency Action Pursuant to Public Contract Code Section 22050 (C) (3) 4/5ths Vote Required

CA20. **Public Works** **RES-2023-48**

Review Emergency Repair Work on Worman Road as Required by Public Contract Code Section 22050(C)(1); and Adopt a Finding that There is a Need to Continue the Emergency Action Pursuant to Public Contract Code Section 22050 4/5ths Vote Required

CA21. **Public Works** **RES-2023-49**

Review Emergency Repair Work on Indian Peak Road as Required by Public Contract Code Section 22050(C)(1); and Adopt a Finding that There is a Need to Continue the Emergency Action Pursuant to Public Contract Code Section 22050 4/5ths Vote Required

CA22. **Public Works** **RES-2023-50**

Approve an Agreement with Palmer Tractor for the Preston Road Emergency Repairs; Authorize the Board of Supervisors Chair to Sign the Agreement (Subject to Approval as to Legal Form by County Counsel); and Find the Project Meets All Emergency Requirements Pursuant to the Public Contract Code Section 22050 and that the Emergency Did Not Permit a Delay Resulting from a Competitive Solicitation for Bids, and that the Action was Necessary to Respond to the Emergency 4/5ths Vote Required

CA23. **Public Works** **RES-2023-51**

Approve an Agreement with Palmer Tractor for the West Westfall Road Emergency Repairs; Authorize the Board of Supervisors Chair to Sign the Agreement (Subject to Approval as to Legal Form by County Counsel); and Find the Project Meets All Emergency Requirements Pursuant to the Public Contract Code Section 22050 and that the Emergency Did Not Permit a Delay Resulting from a Competitive Solicitation for Bids, and that the Action was Necessary to Respond to the Emergency 4/5ths Vote Required

24. Removed for a Seperate Vote

CA25. **Sheriff's Office** **RES-2023-52**

Ratify Agreement Number 2023-26 with the United States Drug Enforcement Administration for Reimbursement for Marijuana and Drug Related Investigations

E. Items removed from Consent Agenda

1. **Administration/Community Development RES-2023-53**

Approve the Request for Proposals (RFP) to Conduct a Resort Hotel/Conference Center Feasibility Study

Supervisor Smallcombe noted that the current Request for Proposal (RFP) is clearer but still needs clarification. Tara Schiff noted that this is a blanket study to see what is and is not feasible for our community noted it is a blanket study to note what is feasible in Mariposa County and this will Economic Vitality Strategy. She also noted that this is not tied to a specific development or developers.

In response to a question from Supervisor Poe, Ms. Schiff noted that the funds are not coming out of General Fund; the study is being paid for from a grant award. Supervisor Forsythe and Chair Menetrey thanked Ms. Schiff for the explanation.

Public Comment was received from Jonathan Noel who noted he liked the idea but noted more low-income housing would be needed. Chair Menetrey noted the housing topic would be discussed at the 2:00 PM reconvene later that afternoon.

Jeanne Pine noted she went to the Creekside Terrace and asked if the "Brown Bear" is still coming in with a convention center. Chair Menetrey noted it is planned to have a conference center and noted that the project is still working its way through the Planning and Building Departments.

Supervisor Toso noted she feels better about this item, knowing the money isn't coming from the general fund. In a response to a question from Supervisor Poe, Mr. Kimble noted the work should begin on April 3rd, 2023, and be completed by December 31st, 2023.

RESULT: **ADOPTED AS AMENDED [UNANIMOUS]**

MOVER: Wayne Forsythe, District IV Supervisor

SECONDER: Rosemarie Smallcombe, District I Supervisor

AYES: Toso, Poe, Smallcombe, Forsythe, Menetrey

2. **Tuesday, December 06, 2022**

3. **Friday, December 09, 2022**

4. **Tuesday, December 20, 2022**

5. **Public Works RES-2023-54**

Approve an Agreement with ASI for the Hornitos Road Emergency Repairs; Authorize the Board of Supervisors Chair to Sign the Agreement (Subject to Approval as to Legal Form by County Counsel); and Find the Project Meets All Emergency Requirements Pursuant to the Public Contract Code Section 22050 and that the Emergency Did Not Permit a Delay Resulting

from a Competitive Solicitation for Bids, and that the Action was Necessary to Respond to the Emergency 4/5ths Vote Required

Supervisor Forsythe recused himself. No public comment.

RESULT: **ADOPTED [4 TO 0]**

MOVER: Rosemarie Smallcombe, District I Supervisor

SECONDER: Danette Toso, Supervisor

AYES: Danette Toso, Shannon Poe, Rosemarie Smallcombe, Miles Menetrey

RECUSED: Wayne Forsythe

F. Board Recognition

1. **Board of Supervisors (ID # 13725)**

Approve a Certificate of Appreciation to the Staff of Public Works, County Fire, and Sheriff's Office for Their Outstanding Service to the County and Community During Our Recent Storms

RESULT: **WITHDRAWN**

G. Departmental Presentation

Dr. Kristina Allen/Division Director of Health Services, noted in 2021 they were approached by the Environmental Health investigation branch for a study. That study was published on January 10th, 2023, on the topic of Prescribed Fire and Fire Smoke in which they surveyed the safe clients. He noted Dr. Eric Sergienko and herself are listed as co-authors.

Shannon Hansen gave an update on road closure and noted all roads should be completed this week. She also announced Joe Williams was hired as the new Roads and Bridges Manager. Supervisor Poe thanked her for sending the Pavement Condition Index (PCI) and noted those who have not looked at it should. Shannon Hansen noted that the study should be done every five years.

Gill Peirsol/Commander of California Highway Patrol noted in emergencies sometimes things get hung up on jurisdiction issues and noted the way everyone comes together in this community has made this event smooth. Commander Peirsol noted for Highway 140 the contractor has begun to clear the slide and one-way traffic control. The clearing could take two to four weeks based on conditions.

Steve Dahlem/County Counsel noted there was an item on the topic of a prescribed burn program on the December 20th, 2022 meeting which the Board directed County Counsel to come back in mid-January with the risks to the County. Mr. Dahlem noted he is working closely with the Farm Advisor and should have an item to the Board in February.

H. Public Comment on Non-Agenda Items

None.

Recess Board of Supervisors

9:57 AM Chair Menetrey recessed the Board of Supervisor meeting.

I. LOCAL TRANSPORTATION COMMISSION

9:57 AM Chair Forsythe called the Local Transportation Commission meeting to order.

Public Comment Period

None.

LTC Regular Agenda

1. **Public Works LTC-2023-4**

Approve a Request for Proposal (RFP) to Retain a Consultant to Update the Mariposa County Bicycle and Pedestrian Plan (BPTP) Adopted in 2011 and Create an Active Transportation Plan (ATP); and Authorize Local Transportation Commission (LTC) Executive Director to Award and Sign a Consulting Services Agreement (Subject to Approval as to Legal Form by County Counsel)

Jeannie Morvay-Clayton/Transportation Planning noted they are taking a previous plan that had not been updated as the County needs this in place to be eligible for funding. No public comment. In response to a question from Commissioner Smallcombe, Ms. Morvay-Clayton noted it is still a Transportation Plan even though it references a bicycle list.

RESULT: **ADOPTED [UNANIMOUS]**

MOVER: Rosemarie Smallcombe, District I Supervisor

SECONDER: Miles Menetrey, District V Supervisor

AYES: Toso, Poe, Smallcombe, Forsythe, Menetrey

Adjourn LTC

10:02 AM Chair Forsythe adjourned the LTC meeting.

J. VEHICLE PARKING DISTRICT NO. 1 OF MARIPOSA COUNTY

10:02 AM Chair Forsythe called to order the Vehicle Parking District meeting.

Public Comment Period

None.

Parking District Regular Agenda

1. **Clerk of the Board of Supervisors VPD-1-2023-1**

Selection of the 2023 Vehicle Parking District No. 1 Board Chair

No public comment.

ACTION: Wayne Forsythe was selected at the 2023 Vehicle Parking District (VPD) Chair.

RESULT: **ADOPTED [UNANIMOUS]**

MOVER: Miles Menetrey, District V Supervisor

SECONDER: Rosemarie Smallcombe, District I Supervisor

AYES: Toso, Poe, Smallcombe, Forsythe, Menetrey

2. **Clerk of the Board of Supervisors VPD-1-2023-2**

Selection of the 2023 Vehicle Parking District No. 1 of Mariposa County Board Vice-Chair

No public comment.

ACTION: Miles Menetrey was selected at the 2023 Vehicle Parking District (VPD) Vice-Chair.

RESULT: **ADOPTED [UNANIMOUS]**

MOVER: Rosemarie Smallcombe, District I Supervisor

SECONDER: Danette Toso, Supervisor

AYES: Toso, Poe, Smallcombe, Forsythe, Menetrey

3. **Public Works VPD-1-2023-3**

Approve Leases Within the Parking District Commencing on January 1, 2023, and Terminating on December 31, 2048; and Authorize the Parking District Chair to Sign the Agreements

Shannon Hansen gave the staff report. No public comment. Chair Forsythe noted this has been a long haul as his predecessor had worked on this item for 12 years.

RESULT: **ADOPTED [UNANIMOUS]**

MOVER: Rosemarie Smallcombe, District I Supervisor

SECONDER: Miles Menetrey, District V Supervisor

AYES: Toso, Poe, Smallcombe, Forsythe, Menetrey

Adjourn Parking District

10:09 AM Chair Forsythe adjourned the VPD meeting.

Reconvene as Board of Supervisors

10:09 AM Chair Menetrey reconvened the Board meeting.

K. Regular Agenda Items

1. **Board of Supervisors (ID # 13702)**

Receive a Presentation from the Rural County Representatives of California (RCRC) on Their Strategic Priorities

Danielle Bondshu noted a correction to the staff report, she announced it states Rural County Representatives of California (RCRC) has 34 member counties but it currently has 40 member counties.

Barbara Hayes/RCRC Economic Development gave a PowerPoint presentation. No public comment. Board discussion ensued.

RESULT: INFORMATION RECEIVED

2. **Planning 2023-ORD-1184**

Waive the Second Reading and Adopt an Ordinance Titled an "Ordinance Amending the Zoning Map of Mariposa County" for Assessor Parcel Number (APN) 001-030-038, APN 001-030-039 and APN 001-030-042 from the Mountain Home Zone (MHZ) And/Or Mountain General Zone (MGZ) to the Agricultural Exclusive Zone (AEZ) Pursuant to Zoning Amendment No. 2022-175, Ollimac Land and Cattle LP, Owner/Applicant; Robert Morelli, Agent

Steve Engfer/Interim Planning Director gave the staff report. No public comment.

RESULT: ADOPTED [UNANIMOUS]

MOVER: Wayne Forsythe, District IV Supervisor

SECONDER: Danette Toso, Supervisor

AYES: Toso, Poe, Smallcombe, Forsythe, Menetrey

3. **Administration (ID # 13724)**

Discussion and Direction Regarding Oak Fire Recovery

Wes Smith/Mariposa County Office of Emergency Services (OES) noted the County has moved forward with damage claims, noting these are claims of damage done during the debris removal process. No public comment.

RESULT: INFORMATION RECEIVED

4. **Administration (ID # 13520)**

Discussion and Direction on Alcoholic Beverage Licenses

Chair Menetrey noted the County approached legislation for 10 new licenses. The County released five and two are still available.

Mr. Kimble noted Chair Menetrey gave an excellent staff report. No public comment. Mr. Kimble noted two that have noted been claimed, but they are

aware of four interested parties which are all still in development. Board discussion ensued.

DIRECTION: The County currently has two that have been released and unclaimed. The Board asked that the three remaining licenses be held and not released.

RESULT: DIRECTION GIVEN

5. **Planning (ID # 13611)**

Receive a Presentation on the Status of the Mariposa Creek Parkway Phase IV Special Plan

Chair Menetrey announced that item K.6 would be moved up to K.5 and recessed the Board for a brief break at 10:57 AM.

11:03 AM Vice-Chair Forsythe reconvened the meeting, noting Chair Menetrey needed to leave for personal matters.

Steve Engfer thanked the Board for moving up the item and introduced Matt Arnold/Sierra Design, Mikey Goralnik/Senior Community Design Planner, and Ben Goger/Housing Development Specialist.

Mr. Goralnik began the presentation with a PowerPoint presentation.

Mr. Arnold noted phase 4 was a very large site with 2 portions that can accommodate further development. Mr. Goralnik noted that this has all been shared with the public.

Public comment was received by Jonathan Noel, who asked if low-income housing could be placed in areas along the trail as well as areas to stop and have a picnic. In response to Mr. Noel's question, Mr. Goralnik noted that the public also agrees that low-income housing is needed, and areas have been identified for housing. He also noted there would be areas for picnics.

Supervisor Smallcombe thanked them for the presentation and noted it is great to see it moving forward. She asked when they would have more conversations with the public, and Mr. Goralnik noted those conversations were currently happening.

In response to Vice-Chair Forsythe, Mr. Goralnik noted the public could contact Hannah Harrison at hharrison@mariposacounty.org <mailto:hharrison@mariposacounty.org> or view the survey on the County's social media sites to have their input heard. Vice-Chair Forsythe thanked him and noted it is amazing to see one project marry several goals and objectives the County has.

Mr. Goralnik noted in regard to the Southern Sierra Miwuk Nation; they engage formally with them to link parkway initiatives such as planting native species and using traditional removal methods of invasive species.

RESULT: INFORMATION RECEIVED

6. **Administration RES-2023-55**

Approve the Draft Mariposa County Strategic Communications Plan to Allow for a 2023 Implementation

Elizabeth Darcy/Public Information Officer gave the staff report and noted this is the first strategic communications plan. She announced the goal is to communicate proactively. No public comment. Board discussion ensued.

11:43 PM Vice-Chair Forsythe recessed the Board for lunch.

RESULT: ADOPTED [UNANIMOUS]

MOVER: Shannon Poe, Supervisor

SECONDER: Danette Toso, Supervisor

AYES: Danette Toso, Shannon Poe, Rosemarie Smallcombe, Wayne Forsythe

EXCUSED: Miles Menetrey

L. 2:00 PM Reconvene

Vice-Chair Forsythe called the meeting to order.

1. **Planning RES-2023-56**

Adopt a Resolution Approving the Integrated Mobility and Housing Strategy (IMHS), Finding the Project is Exempt from CEQA, and Authorizing County Departments and Agencies to Pursue Implementing Its Recommendations

Steve Engfer introduced the item. Mikey Goralnik gave an overview of the project and noted that the intent is to connect people with workforce centers and that this study looked at development locations that are in gateway communities with easily accessible services. Ben Goger noted that this item is at the behest of the Board and has been for many years.

Mr. Goger announced four amendments to the document.

Clerical Errors and Text Amendments:

Page 47. Word changed from “form” to “from.”

Page 80. - the last sentence, “workforce housing may diminish the sensitive character and isolated visitors center, a visitor experience of the vacation rental community” isn’t consistent with what has been heard from the Yosemite West population that lives there year-round. It will be amended to read “workforce investments in the community of Yosemite West could benefit the overall experience of visitors and residences alike.

Also, on Page 80 -The fuel project conducted on one of the parcels has been completed since this study, which could lead to this parcel ranking as the fire protection hirer on the parcel.

Page 68. - Partners were ranked at a high of five, not ten.

Andy Dawson/WRT Plan Consultant, thanked the committee members and

gave a PowerPoint Presentation.

Public comment was received by Joe Meyer/Chief of Staff, Jerry Edelbrock/Yosemite Conservancy, Kim Tucker/Mariposa Resident, and Mark Marshall/Steering Committee whom all noted this is needed in Mariposa County and are in favor of this plan. Some noted this wouldn't meet all the needs of the Park but it was a start for all partners.

Board discussion ensued with Supervisor Smallcombe requesting a change to Page 84. The Board adopted the IMHP with amendments.

Amendments:

Page 47. - Word changed from "form" to "from."

Page 68. - Change the text to make it clear that partners were ranked at a high of five, not ten.

Page 80. - the last sentence, "workforce housing may diminish the sensitive character and isolated visitors center, a visitor experience of the vacation rental community" isn't consistent with what has been heard from the Yosemite West population that lives there year-round. It will be amended to read "workforce, investments in the community of Yosemite West could benefit the overall experience of visitors and residences alike"

Also, on Page 80 -The fuel project conducted on one of the parcels has been completed since this study, which could lead to this parcel ranking as the fire protection hirer on the parcel.

Page 84- strike language "impact to neighbors".

RESULT: **ADOPTED AS AMENDED [UNANIMOUS]**

MOVER: Rosemarie Smallcombe, District I Supervisor

SECONDER: Danette Toso, Supervisor

AYES: Danette Toso, Shannon Poe, Rosemarie Smallcombe, Wayne Forsythe

EXCUSED: Miles Menetrey

M. Board Information

None.

N. Adjournment

3:04 PM Vice-Chair Forsythe adjourned the meeting in memory of Ron Iudice, Barbara Marie Appling, Darleen (Skelton) Asbury, Sal Maccarone, Robert Clarence Benson, Althea Stevens, and Robert E. Burgoyne.

Respectfully submitted,

Danielle Bondshu
Clerk of the Board
Rosemarie Smallcombe
Chair, Board of Supervisors

MARIPOSA COUNTY

Health and Human Services · (209) 966-2000

RESOLUTION - ACTION REQUESTED 2023-35

MEETING: January 24, 2023

TO: The Board of Supervisors

FROM: Joe Lynch, Health & Human Services Agency Director

RE: Continue 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.

RESULT: **ADOPTED BY CONSENT VOTE [UNANIMOUS]**
MOVER: Rosemarie Smallcombe, District I Supervisor
SECONDER: Wayne Forsythe, District IV Supervisor
AYES: Toso, Poe, Smallcombe, Forsythe, Menetrey

MARIPOSA COUNTY

Health and Human Services · (209) 966-2000

RESOLUTION - ACTION REQUESTED 2023-36

MEETING: January 24, 2023

TO: The Board of Supervisors

FROM: Joe Lynch, Health & Human Services Agency Director

RE: Continue the Oak Fire Local Health Emergency

RECOMMENDATION AND JUSTIFICATION:
Resolution Continuing the Local Health Emergency Due to the Oak Fire.

BACKGROUND AND HISTORY OF BOARD ACTIONS:
On July 22, 2022, the Oak Fire began in the Midpines area of Mariposa County and grew into a major wildfire.

The County Health Officer declared a local health emergency under California Health and Safety Code Section 101080 on July 22nd, 2022.

On July 26, 2022, the Board of Supervisors adopted Resolution 22-435 ratifying a Proclamation of the existence of a local health.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:
Do not continue the local emergency and the County will not be eligible for possible State or Federal disaster assistance.

FINANCIAL IMPACT:
Not Applicable.

RESULT: **ADOPTED BY CONSENT VOTE [UNANIMOUS]**
MOVER: Rosemarie Smallcombe, District I Supervisor
SECONDER: Wayne Forsythe, District IV Supervisor
AYES: Toso, Poe, Smallcombe, Forsythe, Menetrey

REF ID# 13694

MARIPOSA COUNTY

Sheriff's Office · 209 966-3615

RESOLUTION - ACTION REQUESTED 2023-37

MEETING: January 24, 2023

TO: The Board of Supervisors

FROM: Jeremy Briese, Sheriff

RE: Continue the Local Emergency Due to the Oak Fire

RECOMMENDATION AND JUSTIFICATION:
Resolution Continuing the Local Emergency Due to the Oak Fire.

BACKGROUND AND HISTORY OF BOARD ACTIONS:
On July 22, 2022, the Oak Fire began in the Midpines area of Mariposa County and grew into a major wildfire.

On July 23, 2022, Mariposa County received notification of the approval of a Federal Fire Management Assistance Grant (FMAG) to aid with the Oak Fire. Additionally, Gavin Newsom, Governor of the State of California, also proclaimed, on July 23, 2022, a state of emergency in Mariposa County due to the Oak.

On July 23rd, 2022, Sheriff Jeremy Briese, acting as the Director of Emergency Services pursuant to Mariposa County Code Section 2.80.040, issued a Proclamation declaring a local emergency.

On July 26, 2022, the Board of Supervisors adopted Resolution 22-435 ratifying a Proclamation of the existence of a local emergency.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:
Do not continue the local emergency and the County will not be eligible for possible State or Federal disaster assistance.

FINANCIAL IMPACT:
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RESULT: **ADOPTED BY CONSENT VOTE [UNANIMOUS]**
MOVER: Rosemarie Smallcombe, District I Supervisor
SECONDER: Wayne Forsythe, District IV Supervisor
AYES: Toso, Poe, Smallcombe, Forsythe, Menetrey

REF ID# 13696

MARIPOSA COUNTY

Sheriff's Office · 209 966-3615

RESOLUTION - ACTION REQUESTED 2023-38

MEETING: January 24, 2023

TO: The Board of Supervisors

FROM: Jeremy Briese, Sheriff

RE: Continue the Local Emergency Due to the 22/23 Meteorological "Atmospheric River" Event

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RECOMMENDATION AND JUSTIFICATION:

Resolution Continuing the Local Emergency Due to the 2022/2023 Meteorological "Atmospheric River" Event.

BACKGROUND AND HISTORY OF BOARD ACTIONS:

An extreme storm beginning on December 27th, 2022, caused ongoing damage to the County and other public and district facilities, including but not limited to roads, bridges, and structure/s/ within Mariposa County.

January 11th, 2023: The Board ratified the January 5th, 2023 Local Emergency Proclamation Due to the 2022/2023 Meteorological "Atmospheric River" Event. Additionally, the Board has ratified similar proclamations in the past during other emergencies.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:

If the Board does not continue the proclamation, the County will not be eligible for possible State or Federal disaster assistance.

FINANCIAL IMPACT:

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RESULT: **ADOPTED BY CONSENT VOTE [UNANIMOUS]**
MOVER: Rosemarie Smallcombe, District I Supervisor
SECONDER: Wayne Forsythe, District IV Supervisor
AYES: Toso, Poe, Smallcombe, Forsythe, Menetrey

REF ID# 13714

MARIPOSA COUNTY

Administration · 966-3222

RESOLUTION - ACTION REQUESTED 2023-39

MEETING: January 24, 2023

TO: The Board of Supervisors

FROM: Dallin Kimble, County Administrative Officer

RE: Hornitos Schools Quitclaim

RECOMMENDATION AND JUSTIFICATION:
Approve a Certificate of Acceptance for a Quitclaim Deed at 7379 Hornitos Road in Hornitos; and Authorize the Board of Supervisors Chair to Sign the Certificate.

This item clarifies ownership of the subject property in order to facilitate a donation of that property to the Hornitos Historical Society for historic preservation.

From about 1949 to 2008, Mariposa County Unified School District (MCUSD) operated a school at 7379 Hornitos Road in Hornitos. Over that period, MCUSD made several improvements including adding 1,300 square feet of new classroom space around 1960 and additional structures for a pump house, storage shed, and restroom in subsequent years. MCUSD discontinued operation and maintenance of the school in February 2008.

Ownership of the subject property has been uncertain. MCUSD would have worked directly with the town of Hornitos to establish the schools and some County records show MCUSD as the property owner, but MCUSD does not have a deed for the property. Other records indicate that the property belonged to the town of Hornitos, which was disincorporated in 1972. Any property that belonged to the town of Hornitos in 1972, likely including the subject property, became the property of the County at the time of disincorporation.

The quitclaim agreement attached to this item essentially gives any interest MCUSD may have in the property to the County and establishes the County as a clear owner of the property. MCUSD is willing to give its interest with the understanding that the County intends to donate the property to the Hornitos Historical Society.

The Hornitos Historical Society is comprised of Hornitos residents interested in maintaining the 9.7-acre schoolhouse property and its historic structures. All of the buildings on the site are significantly deteriorated and in need of repairs.

Finding no other County purpose for the site, and with gratitude for the opportunity to collaborate with MCUSD and the people of Hornitos to preserve these historic

structures, staff recommends approval of this item.

BACKGROUND AND HISTORY OF BOARD ACTIONS:
On February 1, 2022, the Board approved an action to accept the quitclaim deed of Sally Cheatham at 2975 Bear Valley Road in Hornitos. This item returned a possessory interest in the fire house lot to the County.

On December 8, 2022, MCUSD approved the attached quitclaim agreement.

Pursuant to California Government Code Section 25376, the County may convey any surplus real property of general historic interest to a nonprofit historical society. The conveyance must come with the condition that the historical nature of the property be restored, preserved, or both, for the benefit of the citizens of the county.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:
Do not approve. The County will not accept the quitclaim deed and it will not be able to be recorded. The County may need further legal action to use, transfer, sale, donate, or dispose of this property in the future.

ATTACHMENTS:
Draft Certificate of Acceptance - Hornitos School (PDF)
Hornitos School Quitclaim Deed w Exh A rev. doc (PDF)
School Agenda Item 12-8-22 (PDF)
1972HornitosDisolutionLegs (PDF)

RESULT: **ADOPTED BY CONSENT VOTE [UNANIMOUS]**
MOVER: Rosemarie Smallcombe, District I Supervisor
SECONDER: Wayne Forsythe, District IV Supervisor
AYES: Toso, Poe, Smallcombe, Forsythe, Menetrey

CERTIFICATE OF ACCEPTANCE

7379 Hornitos Road, Hornitos, California 95325

APN 011-190-005-000

This is to certify that the interest in real property conveyed by the Quitclaim Deed dated December 8, 2022, from Mariposa County Unified School District to the County of Mariposa, a political subdivision of the State of California, is hereby accepted by order of the Mariposa County Board of Supervisors pursuant to authority conferred by Resolution No. _____ adopted on January 24, 2023, and the Grantee consents to recordation thereof by its duly authorized officer.

Dated _____ By _____

Attachment: Draft Certificate of Acceptance - Hornitos School (RES-2023-39 : Hornitos Schools Quitclaim)

AGREEMENT BETWEEN THE MARIPOSA COUNTY UNIFIED SCHOOL DISTRICT AND THE COUNTY OF MARIPOSA

This Agreement ("Agreement") by and between the MARIPOSA COUNTY UNIFIED SCHOOL DISTRICT ("District") and the COUNTY OF MARIPOSA ("County") is entered into as of December 8, 2022, ("Effective Date").

RECITALS

WHEREAS, on March 29, 1870, the California legislature passed and Act to Incorporate the Town of Hornitos;

WHEREAS, the District operated a school in the Town of Hornitos on property owned by the Town of Hornitos on or about 1949 through 2008 located at 7379 Hornitos Road, Hornitos, CA 95325 (APN 011-190-005-000) ("Premises");

WHEREAS, on or about the year 1960, the District built a new 1-classroom school on the Premises which includes 1,316 square feet of building space ("1-Classroom School");

WHEREAS, a ground lease between the Town of Hornitos and the District for the District to construct the 1-Classroom School on the Premises has not been located;

WHEREAS, on August 9, 1972, the California legislature passed legislation to repeal the 1870 Act to Incorporate the Town of Hornitos and such legislation provided that "Any interest in real or personal property vested in the Town of Hornitos shall become the property of the County of Mariposa";

WHEREAS, on or about the year 1996, the District installed a wood frame pump shed ("Pump Shed") on the Premises;

WHEREAS, on or about the year 1998, the District installed a wood frame storage shed ("Storage Shed") on the Premises;

WHEREAS, on or about the year 2004 the District installed a steel frame restroom ("Restroom") on the Premises:

WHEREAS, the 1-Classroom School, Pump Shed, Storage Shed and Restroom ("Building and Improvements") are more fully described in Exhibit "A";

WHEREAS, a ground lease between the County and the District for the District to construct the Building and Improvements on the Premises has not been located;

WHEREAS, on or about February 2008 the District ceased operating a school at the Premises and has discontinued using the Building and Improvements;

WHEREAS, the County desires to clear title to the Premises by clarifying that the District does not claim an interest in the Building and Improvements; and

Attachment: Hornitos School Quitclaim Deed w Exh A rev. doc (RES-2023-39 : Hornitos Schools Quitclaim)

WHEREAS, this Agreement requires the District to transfer to County title to the Building and Improvements in AS-IS condition, with all faults and defects, without any representations as to the fitness or suitability of the Buildings for use and/or occupancy.

NOW, **THEREFORE**, in consideration of the mutual promises contained herein the Parties agree as follows:

1. The Recitals are true and correct and are hereby incorporated by reference.

2. The Parties approve the attached form of Quitclaim Deed for the transfer to County of any and all interest held by District in the Building and Improvements, in AS-IS condition, with all faults and defects, without any representations as to the fitness or suitability of the Building for use and/or occupancy as of the Effective Date. The Quitclaim Deed is attached hereto and hereby incorporated by reference as if fully setout herein.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as of the Effective Date.

County:	**District:**
By: _____	By: _____
[Insert Name and title]	Jeff Aranguena, Superintendent

Attachment: Hornitos School Quitclaim Deed w Exh A rev. doc (RES-2023-39 : Hornitos Schools Quitclaim)

RECORDING REQUESTED BY
AND WHEN RECORDED RETURN TO:
Mariposa County Unified School District
P.O. Box 8
5082 Old Highway North
Mariposa, CA 95338

APN: 011-190-005-000

(Space Above For Recorder's Use)

The undersigned grantor(s) declare(s):
This conveyance is exempt from the payment of a documentary transfer tax pursuant to Revenue and Taxation Code Section 11922.
This document is being recorded for the benefit of the Mariposa County Unified School District and is exempt from the payment of a recordation fee pursuant to Govt. Code Section 6103.

QUITCLAIM DEED

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, MARIPOSA COUNTY UNIFIED SCHOOL DISTRICT, a California public school district ("Grantor"), does hereby remise, release and forever quitclaim to the COUNTY OF MARIPOSA ("Grantee"), all the right, title, interest and claim that Grantor has or may have, whatsoever, in and to the real property located in the County of Mariposa, State of California, as described in the Building and Improvements Description and Map Depiction attached hereto as Exhibit "A," and incorporated herein by this reference.

The transfer by this Quitclaim Deed of any rights, title, interest and claim the Grantor has in the Building and Improvements, is made in AS-IS condition, with all faults and defects, without any warranties or representations as to the fitness or suitability of the Buildings for use and/or occupancy and shall be effective as of the date stated below.

Dated: December 8, 2022

MARIPOSA COUNTY UNIFIED SCHOOL DISTRICT

Jeff Aranguena, Superintendent

Attachment: Hornitos School Quitclaim Deed w Exh A rev. doc (RES-2023-39 : Hornitos Schools Quitclaim)

EXHIBIT "A" TO QUITCLAIM DEED

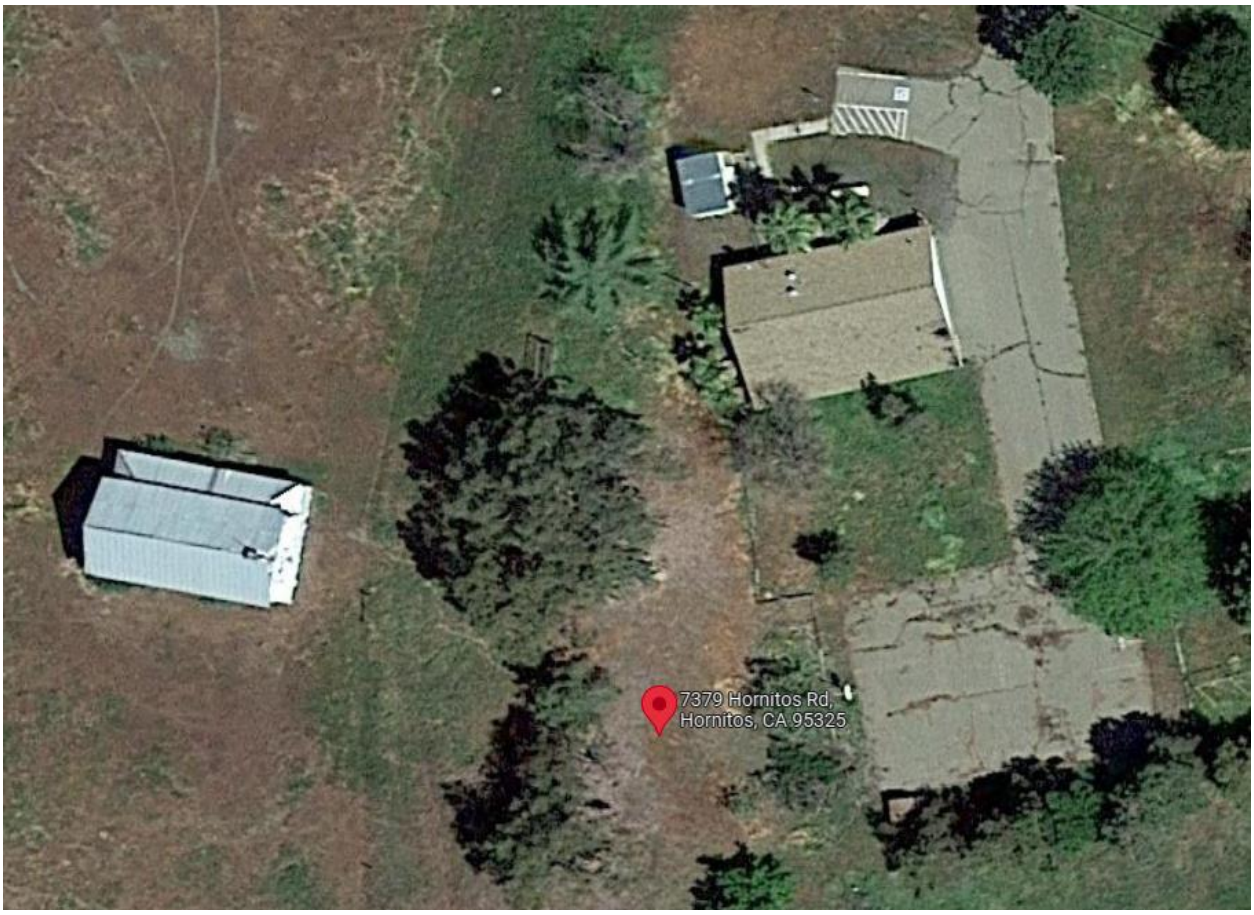
BUILDING AND IMPROVEMENTS DESCRIPTION AND MAP DEPICTION

7379 Hornitos Road, Hornitos, CA 95325

Buildings and Improvements are as follows:

1. **1-Classroom School**
2. **Wood Frame Pump Shed**
3. **Wood Frame Storage Shed**
4. **Steel Frame Restroom**

Map Depiction is as follows:



Attachment: Hornitos School Quitclaim Deed w Exh A rev. doc (RES-2023-39 : Hornitos Schools Quitclaim)

Agenda Item Details

Meeting	Dec 08, 2022 - MCUSD Regular Board Meeting Agenda
Category	8. Finance and Business
Subject	C. Hornitos Property Quitclaim Deed Agreement with the County of Mariposa
Type	Action
Recommended Action	Approval as presented

Background/History/Explanation of Agenda Item: Ownership of the Hornitos school site has been a topic of discussion for decades between the County of Mariposa and the Hornitos community. There is no deed on file that shows the District owns the buildings located on 9.7 acres at 739 Hornitos Road, Hornitos, CA 95325. This school site has not been in operation through Mariposa Unified School District since 2008 when it was named the Jesse Benton Fremont School. Since the expiration of operation, all buildings are showing significant deterioration. It is the Districts recommendation to file a Quitclaim Deed for the buildings shown in Exhibit A transferring to the County of Mariposa with the County of Mariposa's intent to Quitclaim Deed all property and buildings to the Hornitos Historical Society.

Additional information attached: Yes

Effects of Disapproval: The district would not be able to transfer this property.

Fiscal Impact: Approval of this item will result in neither income nor expenditures.

Submitted by: K. Wight, Chief Business Officer

Hornitos Quitclaim Agreement.pdf (2,112 KB)

Attachment: School Agenda Item 12-8-22 (RES-2023-39 : Hornitos Schools Quitclaim)

D.5.d

continue to hold it to sell it, in accordance with the provisions of the writ previously delivered to him. Such officer, unless an appeal from the judgment is waived, or the judgment has otherwise become final, shall continue to hold such property under attachment or execution, continuing the sale of any property held under execution until such judgment becomes final. However, if a claim to exemption under Section 690.6 is allowed by such judgment, the debtor shall be entitled to a release of the earnings so exempted at the expiration of three days, unless otherwise ordered by the court, or unless the levying officer shall have been served with a copy of a notice of appeal from the judgment.

(k) When any documents required hereunder are served by mail, the provisions of this code relating to service by mail shall be applicable thereto.

(*l*) Whenever the time allowed for an act to be done hereunder is extended by the court, written notice thereof shall be given promptly to the opposing party, unless such notice be waived, and to the levying officer.

(m) An appeal lies from any judgment under this section. Such appeal to be taken in the manner provided for appeals in the court in which the proceeding is had.

SEC. 3. This act is an urgency statute necessary for the immediate preservation of the public peace, health, or safety within the meaning of Article IV of the Constitution and shall go into immediate effect. The facts constituting such necessity are:

In order to avoid uncertainty in the meaning of the law relating to the filing of claims for exemption of earnings of persons that are attached or levied upon, and possible lengthy litigation of the matter, it is necessary that this act become law at the earliest possible opportunity.

CHAPTER 650

An act to repeal Chapter 354, Statutes of 1869–70, relating to the Town of Hornitos.

[Approved by Governor August 9, 1972. Filed with Secretary of State August 9, 1972.]

The people of the State of California do enact as follows:

SECTION 1. Chapter 354, Statutes of 1869–70 is repealed.

SEC. 2. The Town of Hornitos is hereby disincorporated.

SEC. 3. Any interest in any real or personal property vested in the Town of Hornitos shall become the property of the County of Mariposa.

SEC. 4. The Board of Supervisors of the County of Mariposa may, at its discretion, give preference to any person or persons who, on

Attachment: 1972HornitosDisolutionLegs (RES-2023-39 : Hornitos Schools Quitclaim)

Packet Pg. 27

D.5.d

April 15, 1972, resided on property owned by the Town of Hornitos, or made improvements on such property, should the board of supervisors elect to either sell or lease the property now owned by the Town of Hornitos. The board shall not dispose of the property or any portion thereof without first holding a public hearing on the matter.

CHAPTER 651

An act to amend Section 66622 of the Government Code, relating to the San Francisco Bay Conservation and Development Commission.

[Approved by Governor August 9, 1972. Filed with Secretary of State August 9, 1972.]

The people of the State of California do enact as follows:

SECTION 1. Section 66622 of the Government Code is amended to read:

66622. The members of the commission shall serve at the pleasure of their respective appointing powers. The members shall serve without compensation, but each of the members shall be reimbursed for his necessary expenses incurred in the performance of his duties.

A member, subject to confirmation by his appointing power, may authorize an alternate for attendance at meetings and voting in his absence. Each alternate shall be designated in a written instrument which shall include evidence of the confirmation by the appointing power and his name shall be kept on file with the commission. Each member may change his alternate from time to time, with the confirmation of his appointing power, but shall have only one alternate at a time. Each alternate shall have the same qualifications as are required for the member who appointed him, except that each county representative may designate as his alternate a public official whom his appointing power deems qualified to represent the county.

Attachment: 1972HornitosDisolutionLegs (RES-2023-39 : Hornitos Schools Quitclaim)

Packet Pg. 28

MARIPOSA COUNTY

Administration · 966-3222

RESOLUTION - ACTION REQUESTED 2023-40

MEETING: January 24, 2023

TO: The Board of Supervisors

FROM: Dallin Kimble, County Administrative Officer

RE: Convey Hornitos School to HHS

RECOMMENDATION AND JUSTIFICATION:
Approve an Agreement Conveying Real Property at 7379 Hornitos Road in Hornitos to the Hornitos Historical Society; and Authorize the Board of Supervisors Chair to Sign the Agreement.

This item conveys or transfers the Hornitos school property to the Hornitos Historical Society. Pursuant to California Government Code Section 25376, this conveyance comes with the condition that said property would revert back to the County if the Hornitos Historical Society attempted to transfer the property to anyone other than a nonprofit historical society in Mariposa County.

The Hornitos Historical Society is a nonprofit organization comprised of Hornitos residents interested in maintaining the 9.7-acre schoolhouse property and its historic structures. All of the buildings on the site are significantly deteriorated and in need of repairs.

Finding no other County purpose for the site, and with gratitude for the opportunity to collaborate with Mariposa County Unified School District (MCUSD) and the people of Hornitos to preserve these historic structures, staff recommends approval of this item.

BACKGROUND AND HISTORY OF BOARD ACTIONS:
On February 1, 2022, the Board approved an action to accept the quitclaim deed of Sally Cheatham at 2975 Bear Valley Road in Hornitos. This item returned a possessory interest in the fire house lot to the County.

On December 8, 2022, MCUSD approved a quitclaim agreement that transferred any interest the District may have had in the property to the County. An item to accept that interest is on the Board agenda for January 24, 2023.

Pursuant to California Government Code Section 25376, the County may convey any surplus real property of general historic interest to a nonprofit historical society. The conveyance must come with the condition that the historical nature of the property be restored, preserved, or both, for the benefit of the citizens of the county.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:
Do not approve. The County will not convey the property to the Hornitos Historical Society. The County may need further legal action to clarify ownership, use, transfer, sale, donate, or disposal of this property in the future.

ATTACHMENTS:
Hornitos School Conveyance and Quitclaim Deed (PDF)
Exhibit A APN 011-190-005 re Hornitos School (PDF)

RESULT: **ADOPTED BY CONSENT VOTE [UNANIMOUS]**
MOVER: Rosemarie Smallcombe, District I Supervisor
SECONDER: Wayne Forsythe, District IV Supervisor
AYES: Toso, Poe, Smallcombe, Forsythe, Menetrey

AGREEMENT FOR THE CONVEYANCE OF REAL PROPERTY

This Agreement for the Conveyance of Real Property ("Agreement"), dated for reference purposes only January 24, 2023, is entered into by and between the County of Mariposa, a subdivision of the State of California ("County"), and the Hornitos Historical Society ("Society"), and is predicated on the following facts:

RECITALS

WHEREAS, County is the owner of certain real property consisting of approximately 9.7 acres located at 7379 Hornitos Road in Hornitos, California, as described more fully in Exhibit "A" attached hereto ("the Property"); and

WHEREAS, County desires to convey the Property to Society for the restoration and/or preservation of the historical nature of the Property; and

WHEREAS, California Government Code Section 25376 permits the desired conveyance for historic preservation purposes.

NOW, THEREFORE, in consideration of the mutual promises and covenants herein contained, County and Society agree as follows:

1. The Recitals are true and correct and are hereby incorporated by reference.

2. The Parties approve the attached form of Quitclaim Deed for the immediate transfer to Society of any and all interest held by County in AS-IS condition, with all faults and defects, without any representations as to the fitness or suitability of the Property for use and/or occupancy. The Quitclaim Deed is attached hereto and hereby incorporated by reference as if fully setout herein.

3. Title will revert to County if Society conveys, or attempts to convey, the Property to any person or entity which is not a nonprofit corporation involved with preserving and researching the history of Hornitos and/or Mariposa County, pursuant to California Government Code Section 25376.

Attachment: Hornitos School Conveyance and Quitclaim Deed (RES-2023-40 : Convey Hornitos School to HHS)

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

COUNTY:

Miles Menetrey, Chair
Mariposa County Board of Supervisors

SOCIETY:

Dawn Wright, President
Hornitos Historical Society

ATTEST:

Danielle Bondshu
Clerk of the Board

APPROVED AS TO FORM:

Steven W. Dahlem
County Counsel

Attachment: Hornitos School Conveyance and Quitclaim Deed (RES-2023-40 : Convey Hornitos School to HHS)

RECORDING REQUESTED BY
AND WHEN RECORDED RETURN TO:
Mariposa County Board of Supervisors
5100 Bullion Street
P.O. Box 784
Mariposa, CA 95338

APN: 011-190-005

(Space Above for Recorder's Use)

The undersigned grantor(s) declare(s):
This conveyance is exempt from the payment of a documentary transfer tax pursuant to Revenue and Taxation Code Section 11922.
This document is being recorded for the benefit of the County of Mariposa and is exempt from payment of a recordation fee pursuant to Government Code Section 6103.

QUITCLAIM DEED

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, the COUNTY OF MARIPOSA, a subdivision of the State of California ("Grantor"), does hereby remise, release and forever quitclaim to the HORNITOS HISTORICAL SOCIETY ("Grantee"), all the right, title, interest and claim that Grantor has or may have, whatsoever, in and to the real property located in the County of Mariposa, State of California, as described in Exhibit "A" and incorporated herein by reference.

The transfer by this Quitclaim Deed of any rights, title, interest and claim the Grantor has is made in AS-IS condition, with all faults and defects, without any warrantees or representations as to the fitness or suitability of the Property for use and/or occupancy and shall be effective as of the date stated below.

Pursuant to California Government Code Section 25376, the Parties also hereby acknowledge that title will revert to County if Society conveys, or attempts to convey, the Property to any person or entity which is not a nonprofit corporation involved with preserving and researching the history of Hornitos and/or Mariposa County.

Dated: January 24, 2023

COUNTY OF MARIPOSA

Miles Menetrey, Chair
Mariposa County Board of Supervisors

Attachment: Hornitos School Conveyance and Quitclaim Deed (RES-2023-40 : Convey Hornitos School to HHS)

EXHIBIT A

(APN 011-190-005)

A tract of land situated in a portion of the Town of Hornitos, within a portion of the East half (E 1/2), Section 17, Township 5 South, Range 16 East, M.D.M. Mariposa County, State of California, said tract of land being more particularly described as follows:

Lot 107 of Block Ten, as said Lot 107 is delineated on that certain map entitled "Record of Survey for Mariposa County", prepared by the Mariposa County Surveyor, filed May 30, 1979 in the Book of Maps at Page 2030, Mariposa County Records, said Lot 107 also being delineated on that certain map entitled "Map of the Town of Hornitos", surveyed by S.J Harris, signed December 6th, 1898 and filed for Record December 20th 1898, currently filed as Map No. 214, Mariposa County Records.

The above-described tract of land contains 9.70 acres, more or less, as delineated on said Map No. 2030, and is subject to any rights-of-way or easements of record or legally acquired.

Prepared by:

Russell A Marks

Russell A. Marks, PLS No. 6377

Mariposa County Surveyor

Dated: 12/16/2022

PROFESSIONAL LAND SURVEYOR
RUSSELL A. MARKS
PLS6377
370
STATE OF CALIFORNIA

Attachment: Exhibit A APN 011-190-005 re Hornitos School (RES-2023-40 : Convey Hornitos School to HHS)

MARIPOSA COUNTY

Auditor · (209) 966-7606

RESOLUTION - ACTION REQUESTED 2023-41

MEETING: January 24, 2023

TO: The Board of Supervisors

FROM: Luis Mercado, Auditor

RE: FY 22-23 Budget Action Transferring Funds Within the SLESF Fund Budget to Allow for GF Transfers

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RECOMMENDATION AND JUSTIFICATION:

Approve FY 22-23 Budget Action Transferring Funds Within the Supplemental Law Enforcement Services Fund (SLESF) 3329 Budget to Allow for Transfers Out to General Fund ($178,228).

BACKGROUND AND HISTORY OF BOARD ACTIONS:

Departments are required to submit budget actions to the Board to ensure that expenses do not exceed the budgeted amount at the category level. On occasion, the Auditor's office has initiated budget actions on behalf of Departments.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:

The transfers out category in SLESF Fund 3329 will be insufficient to cover transfers to the General Fund required by government code.

FINANCIAL IMPACT:
Increase in General Fund Revenues and Expense of $178,228

ATTACHMENTS:
Signed SLESF BA (PDF)

RESULT: **ADOPTED BY CONSENT VOTE [UNANIMOUS]**
MOVER: Rosemarie Smallcombe, District I Supervisor
SECONDER: Wayne Forsythe, District IV Supervisor
AYES: Toso, Poe, Smallcombe, Forsythe, Menetrey

BUDGET ACTION FORM

FUND	DEP/DIV	ACCOUNT	DESCRIPTION	PROJECT	INCREASE	DECREASE
1001	212	60201	Miscellaneous Expense		5,062	
1001	216	60201	Miscellaneous Expense		168,104	
1001	220	60201	Miscellaneous Expense		5,062	
3329	0216	60201	Miscellaneous Expense			178,228
1001	212	49101	Transfer In - General		(5,062)	
1001	216	49101	Transfer In - General		(168,104)	
1001	220	49101	Transfer In - General		(5,062)	
3329	216	80111	Transfer Out - General		178,228	
				TOTALS	178,228	178,228

TRANSFER BETWEEN FUNDS					DEBIT	CREDIT
1001	212	49101	Transfer In - General			5,062
1001	216	49101	Transfer In - General			168,104
1001	220	49101	Transfer In - General			5,062
3329	216	80111	Transfer Out - General		178,228	
				TOTALS	178,228	178,228

ACTION REQUESTED: (Check all that apply)

(X) Budget appropriation by Board of Supervisors (4/5ths Vote Required): Amending the total amount available in the county budget, or in any one fund of the budget , or transferring appropriation from Contingencies

( ) Transfer by Board of Supervisors (3/5ths Vote Required): Moving existing appropriations from one budget to another, or between categories within a budget unit;

DEPT HEAD SIGNATURE _____ DATE 12/28/2022

APPROVED BY RES NO. CLERK DATE

DEPARTMENT

AUDITOR'S USE ONLY
BA #

Budget Revision Form Revised 07/2000

Attachment: Signed SLESF BA (RES-2023-41 : FY 22-23 Budget Action Transferring Funds Within the

MARIPOSA COUNTY

Clerk of the Board of Supervisors · (209) 966-3222

MEETING: January 24, 2023

TO: The Board of Supervisors

FROM: Danielle Bondshu, Clerk of the Board

RE: CAO (Purchasing Agent) Signed Agreements

RECOMMENDATION AND JUSTIFICATION:
Receive the List of Agreements Entered into by the County Administrative Officer (CAO) (Purchasing Agent) Pursuant to County Code Chapter 3.08, Entered into, Received and Processed in December of 2022.

Per Resolution 05-400, the Board is to receive a monthly informational item with a synopsis of agreements entered into for that particular month.

BACKGROUND AND HISTORY OF BOARD ACTIONS:
The Board receives a synopsis of CAO Executed Agreements each month.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:
The Board will be unaware of the contracts that the CAO has authorized.

ATTACHMENTS:
CAO Approved Agreements 1-24-23 (PDF)

RESULT: **ADOPTED BY CONSENT VOTE [UNANIMOUS]**
MOVER: Rosemarie Smallcombe, District I Supervisor
SECONDER: Wayne Forsythe, District IV Supervisor
AYES: Toso, Poe, Smallcombe, Forsythe, Menetrey

BOARD REPORT ON CAO EXECUTED CONTRACTS

Board Agenda Item for January 24, 2023

Contractor	Amount	Term	Service	Department
Nicholson Strategic Services, LLC	$60,000	11-27-22 to 6-30-23	Interim Human Resources Director Services	Admin/HR
CIS for Albert Network Monitoring	$15,207	12-5-22 to 12-4-23	Albert Network Monitoring	Admin/IT
ClientFirst	$40,000	1-1-23 to 12-31-23	Consulting and Support	Admin/IT
Mariposa Sign and Pring	$52,000	9-1-22 to 1-31-23	Marketing Services	HHSA
Santa Rosa Behavioral Healthcare Hospital	$50,000	7-1-22 to 6-30-23	Mental Health Inpatient Hospital	HHSA
Tyrosvoutis Family Revocable Trust	$18,000	11-1-22 to 10-31-23	Lease of 5618 French Camp Road	HHSA
Scott's Cleaning Service	$40,000	7-1-22 to 6-30-23	Cleaning Services	HHSA
Mach 8 Biological Consulting, Inc.	$23,120	12-1-22 to 6-30-23	Snow Removal Services in Foresta Area	PW
Dave Bang Associates, Inc.	$51,500	12-22-22 to 6-30-23	Coulterville Park Playground Structure	PW
Rado Custom Services	$41,200	12-1-22 to 6-30-23	Brush pile chipping at Landfill	PW

APA= Assistant Purchasing Agent (Department Head)

Attachment: CAO Approved Agreements 1-24-23 (2023-9 : CAO (Purchasing Agent) Signed Agreements)

MARIPOSA COUNTY

Clerk of the Board of Supervisors · (209) 966-3222

MEETING: January 24, 2023

TO: The Board of Supervisors

FROM: Danielle Bondshu, Clerk of the Board

RE: Department Head Signed Agreements

RECOMMENDATION AND JUSTIFICATION:
Receive the List of Agreements Entered into by the Mariposa County Department Heads (Assistant Purchasing Agents) Pursuant to County Code Chapter 3.08 Entered Into, Received and Processed in December of 2022.

Per Resolution 05-400, the Board is to receive a monthly informational item with a synopsis of agreements entered into for that particular month.

BACKGROUND AND HISTORY OF BOARD ACTIONS:
The Board receives a synopsis of Department Head Executed Agreements each month.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:
The Board will be unaware of the contracts that the Department Heads have authorized as Assistant Purchasing Agents.

ATTACHMENTS:
Dept Head Approved Agreements 1-24-23 (PDF)

RESULT: **ADOPTED BY CONSENT VOTE [UNANIMOUS]**
MOVER: Rosemarie Smallcombe, District I Supervisor
SECONDER: Wayne Forsythe, District IV Supervisor
AYES: Toso, Poe, Smallcombe, Forsythe, Menetrey

BOARD REPORT ON DEPARTMENT HEAD EXECUTED CONTRACTS

Board Agenda Item for January 24, 2023

Contractor	Amount	Term	Service	Department
California Reforestation	$17,000	12-15-22 to 6-30-23	Pest Control Service for Noxious Weeds	AG
Anthony J. Urquiza, Ph.D.	$3,200	11-21-22 to 11-20-25	Expert Witness Services	DA
Patsy Kuhlman	$10,000	12-1-22 to 2-28-23	Consultation	HHSA
The Southern Sierra Miwuk Nation	$8,500	10-1-22 to 6-30-23	Tree Removal	HHSA
Ranch Fence, Inc.	$15,000	5-4-22 to 5-3-23	Fencing Rental	HHSA
Stanislaus Appraisers	$10,000	12-1-22 to 4-30-23	Appraisal Services	HHSA
Merced Alarm Company	$1,000	10-7-22 to 10-6-23	Alarm/Monitoring	Probation
Kimberly Miller	$10,000	12-19-22 to 12-18-23	Pre-Employment Background Investigations	Probation
Chaney Painting	$15,000	11-1-22 to 6-30-23	Painting MPUD Building	PW
Hoffman Electronic Services	$1,151	1-1-23 to 12-31-23	Alarm/Monitoring at Firestation 22 and Hall of Records	PW
Bar Psychology	$10,000	7-1-22 to 6-30-23	Pre-Employment Psychological Evaluations	SO
PA= Purchasing Agent (CAO)			APA= Assistant Purchasing Agent (Department Head)	

Attachment: Dept Head Approved Agreements 1-24-23 (2023-10 : Department Head Signed Agreements)

MARIPOSA COUNTY

HHS/Behavioral Health & Recovery Services · (209) 966-2000

RESOLUTION - ACTION REQUESTED 2023-42

MEETING: January 24, 2023

TO: The Board of Supervisors

FROM: Joe Lynch, Health & Human Services Agency Director

RE: Approve Amendment to Agreement - Purchase of RCM Services

---

RECOMMENDATION AND JUSTIFICATION:
Approve Amendment to Service Change Form Agreement to purchase Revenue Cycle Management Services; and Authorize the Board of Supervisors Chair to Sign the Amendment.

InSync Healthcare Solutions, LLC (InSync) and the InSync software platform are now a part of Qualifacts Systems, LLC.

InSync Healthcare Solutions, LLC (InSync) provides extensive support and hosting of their Electronic Health Record Information System that is essential to the operation of Mariposa County Behavioral Health. It is more cost efficient for the County to contract with InSync for their software system and their associated services than attempt to duplicate their services. The costs for additional qualified Information Technology (IT) personnel, information security, client insurance eligibility updates, and electronic prescribing of medications would exceed the costs of this contract.

Revenue Cycle Management Services (RCMS) is a comprehensive, outsourced solution that will enable Mariposa County Health and Human Services Agency (HHSA) to act as Customer's Billing Department and provide payer interaction, batching, payment posting, and client statement services. Additional expenses include minimum monthly charge of $20,000 and one time charges of $85,000 for set up of RCMS. The desired benefits for HHSA include increased revenue and cash flow, comprehensive billing processes; and reduced coding errors.

BACKGROUND AND HISTORY OF BOARD ACTIONS:
Board of Supervisors approved the agreement on December 10, 2019 through Resolution Number 2019-692.

Board of Supervisors approved First Amendment to the agreement on December 1, 2020 through Resolution Number 2020-698.

Board of Supervisors approved Term Sheet with InSync on December 22, 2020 through Resolution Number 2020-740.

Board of Supervisors approved Second Amendment to the agreement on February 2, 2022 through Resolution Number 2022-126.

Board of Supervisors approved current agreement (under Qualifacts Systems,LLC) on October 11, 2022 through Resolution Number 2022-588.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:
If this Amendment is not approved, HHSA would experience difficulty in achieving the optimal level of support for its claiming and clinical documentation software.

FINANCIAL IMPACT:
The cost of this agreement will be spread over several budget units (Behavioral Health, Alcohol & Drug, and Mental Health Services Act) based on the benefit to each unit and is incorporated in the FY22-23 budget. There is no impact to the General Fund.

ATTACHMENTS:
Qualifacts Amendment - Wcsignature Dec 14 2022 (PDF)
Qualifacts, (Insync) - (A03) 2023 - Res. 2022-588 - EXECUTED (PDF)
InSync Solutions 2nd Amendment (PDF)
First Amendment - InSync Agreement (PDF)
InSync Term Sheets - February 2022 (PDF)
InSynch AddOn Products - 2022 (PDF)
InSync Purchase Agreement 2019 (PDF)

RESULT: **ADOPTED BY CONSENT VOTE [UNANIMOUS]**
MOVER: Rosemarie Smallcombe, District I Supervisor
SECONDER: Wayne Forsythe, District IV Supervisor
AYES: Toso, Poe, Smallcombe, Forsythe, Menetrey

QUALIFACTS™

SERVICE CHANGE FORM

Customer Name:	County of Mariposa
Contact Name:	Lynn Rumfelt
Address:	5362 Lemee Lane, Mariposa, CA 95338
Phone Number:	(209) 742-0821
Email Address:	lrumfelt@mariposacounty.org
Effective Date:	11/01/2022
Platform:	InSync

This Service Change Form is made as of the Effective Date set forth above between Qualifacts Systems, LLC ("Vendor"), a Delaware limited liability company having its principal place of business at 315 Deaderick Street, Suite 2300, Nashville, Tennessee 37238, and the Customer identified above. This Service Change Form is made pursuant to, and is governed by, the Terms and Conditions between Vendor and Customer for the InSync platform available on Vendor's website (the "Agreement"). Defined terms used but not defined in this Service Change Form are as defined in the Agreement.

MODIFICATION IN CUSTOMER'S MONTHLY RECURRING CHARGES

THE FOLLOWING MONTHLY RECURRING CHARGES HAVE BEEN ADDED TO CUSTOMER'S AGREEMENT:

#	Product	Term Start Date	Term End Date	Unit	Monthly Minimum Fee	Projected Monthly Fee
1.	Revenue Cycle Management Services	November 1, 2022	October 31, 2023	Per Customer	$20,000.00	$20,833.33

Total Minimum Monthly Charges:	**$20,000.00**

NON-RECURRING CHARGES

THE FOLLOWING ONE-TIME CHARGES HAVE BEEN ADDED TO CUSTOMER'S AGREEMENT:

#	Product	Invoice Date	Unit	Quantity	Sales Price	Total Price
2.	Revenue Cycle Management Services - Aged AR 1xFee	Upon Effective Date	Per Customer	1	$75,000.00	$75,000.00
3.	Revenue Cycle Management Services - Setup Fee	Upon Effective Date	Per Customer	1	$10,000.00	$10,000.00
				Total One-Time Charges:		**$85,000.00**

This SCF may be executed and delivered by electronic means in separate counterparts, including electronic mail PDF counterparts, each of which shall constitute an original, and all such counterparts shall constitute one and the same instrument.

The parties, through their undersigned authorized representatives, have entered into this SCF as of the Effective Date set forth above.

PRODUCT DESCRIPTIONS

1. **Revenue Cycle Management Services –** Revenue Cycle Management Services (RCMS) is a comprehensive, outsourced solution enabling Vendor to act as Customer's Billing Department and provide payer interaction, batching, payment posting, and client statement services.
   By deploying Vendor's Revenue Cycle Management Services (RCMS), Customer will receive the following benefits:
   - Increased revenue and cash flow;
   - Comprehensive billing processes;

Attachment: Qualifacts Amendment - Wcsignature Dec 14 2022 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

- Reduced denial rates;
- Reduction in vacation and employee churn inefficiencies;
- Thorough and accurate client statements;
- Reduced coding errors;
- Vendor managed payer interaction;
- Detailed and timely payment posting;
- Sufficient and efficient batching
- Billing Research, Configuration, Implementation, and TestingThe following services and features are included:
- Vendor will provide for electronic submission for Medicaid, Medicare, and Third-Party services, rate/service confirmation of data provided by Customer, rolling/summing/combining rules, authorization configuration, configuration needs for electronic submission of 837 files, and/or CMS 1500 capabilities, loading 835 files, and reconciliation of payments with services.
- Interact with payers to clarify disputes, non-payments, and partial payments. However, Customer is responsible for interacting with Customer clients to clarify disputes, non-payments, and partial payments.
- Configuration of state-specific 270/271 functionality.
- Billing related configuration and testing services.
- Vendor will assist Customer in providing a specific Revenue/GL export to Customer's Accounting software.
- Vendor will generate and mail monthly statements for clients.

2. **Revenue Cycle Management Services – Aged AR 1xFee –**One-Time setup fee for working Aged AR.

3. **Revenue Cycle Management Services - Setup Fee –** One-Time setup fee for Revenue Cycle Management Services. For avoidance of doubt, one-time setup fee is non-refundable in any instance.

COUNTY OF MARIPOSA

By: _____

Print: _____

Title: _____

Date: _____

QUALIFACTS SYSTEMS, LLC

By: _____

Print: JEREMY LANDA

Title: CFO

Date: 12/10/2022

Attachment: Qualifacts Amendment - Wcsignature Dec 14 2022 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

Vendor's Revenue Cycle Management Services (RCMS) is a comprehensive, outsourced solution that provides payer interaction, batching, payment posting, and client statement services.

I. Configuration & Implementation (*Standard Timeline for Completion is Sixty (60) Days)*

A. RCMS Configuration Review & Analysis Phase

1. Vendor will provide a detailed audit and needs analysis to review billing matrix and payer configurations, system workflow, and denial trending. Vendor will review with Customer the Configuration Action Plan for improvement to provide Customer with the ability to maximize collections for all services Vendor will be responsible for billing.
2. For the sake of clarity, Customer is responsible for signing off on this milestone prior to Vendor updating Customer's domain.
    a. Customer CEO/Executive Director agrees to sign off on RCMS Configuration Review & Analysis within five (5) business days of receipt.
3. Customer is responsible for submitting accurate data prior to configuration. Failure to do so may result in a delay and suspend Customer's RCMS implementation. Inaccurate data could result in decrease in clean claim submission. Should this occur, Customer will be responsible for all additional fees to correct configuration.
4. RCMS Configuration Review & Analysis Phase is only applicable to Customers currently utilizing one of the Qualifacts EHR software platforms. Customers newly implementing a Qualifacts EHR software will engage with the RCMS team during the Testing phase of the software implementation.

B. Payer Access & Billing Responsibilities Transition Phase

1. Customer will authorize Vendor's access to Customer's Payer portals and relay Vendor's authorization directly to Customer's Payers.
2. Utilizing the Configuration Action Plan, Vendor will update Customer's configuration to reflect the changes outlined therein.
    a. Customer will review all billing and payer configuration changes and confirm that the billing engine is calculating rates/units as expected for each payer and services are bundling appropriately (when applicable). Customer is responsible for the confirmation of accuracy and approval of initial configuration and ongoing configuration maintenance.
3. Should Customer not currently be utilizing the State specific 270/271 for Medicaid payers, Vendor will configure Customer's domain to support this functionality.
4. Vendor will assist Customer in establishing the necessary EDI relationships with a Qualifacts supported clearinghouse. Customer is responsible for submitting the data necessary to complete applications.
    b. Vendor will provide EDI testing for any new payers that will be billed electronically.
    c. Customer will maintain administrative rights to all Customer's EDI relationships. Vendor will maintain administrative rights to all Vendor EDI relationships.
    d. Customer agrees to complete the EDI process within two (2) weeks of signing this LOI.
    e. Customer acknowledges, that Vendor RCMS team will not engage in manually 'keying' claims into a payer portal. Should 'keying' claims manually into a payer portal be required until EDI is established and tested, Customer will be responsible for the data entry. Should Customer require Vendor's assistance in manually 'keying' claims to a payer, additional fees may apply.
5. Vendor will provide Customer's Billing Point of Contract and one of Customer's C-Level Executives training on Vendor RCMS Standard Operating Procedures. & Customer Responsibilities. This remote training is one (1) hour.
6. To ensure comprehensive knowledge transfer as it relates to Customer's current billing practices, Vendor will complete a Batching & Reconciliation Review with Customer. This enables Vendor to verify all appropriate payer system access and nuances were conveyed to Vendor.
7. Vendor will provide Customer with a Revenue Cycle Timeline & Responsibilities Plan, which outlines Customer's billing expectations as it relates to billing cycle, billing services, payer nuances, and clarification and operationalization of Customer/Vendor shared responsibilities.
    a. Customer CEO/Executive Director will sign off on Customer's Revenue Cycle Timeline & Responsibilities Plan within five (5) business days of receipt.

C. Vendor Billing Services GoLive Phase

1. At GoLive, Customer will review and sign off on Customer's current baseline Key Performance Indicators (KPIs), which will be utilized for transparency and monitoring of overall Customer's billing health.

Attachment: Qualifacts Amendment - Wcsignature Dec 14 2022 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

2. Customer acknowledges that any changes to the Billing Configuration made by the Customer inhibit Vendor's ability to complete revenue cycle management services on Customer's behalf and void Vendor's responsibility under this agreement. Additional fees will apply for any corrections and additional analysis and verification Vendor may have to do in order to verify the impact and address the changes as a result of Customer's action.

D. Vendor RCMS Process & Ongoing Maintenance

1. Vendor will update fee schedules per payer and confirm that the billing configuration adheres to each payer's requirements, including rolling/summing/combining rules, Authorization configuration, and 837P/837I and/or CMS 1500/1450 capabilities during the implementation of Revenue Cycle Management Services. The configuration of new modules, reconfiguration of existing modules after Go Live, or reporting metrics, such as building a Revenue Code Matrix, MIPS/MACRA, Custom Reports, Payroll Reporting, Balance Forward Imports, Primary Integrated Care or Inpatient is not included in Revenue Cycle Management Services, and additional fees may apply.
2. Vendor will bill claims through the Customer's Vendor domain. Vendor will not bill from 'legacy' software.
3. Vendor will provide EDI testing for any new payers that will be billed electronically.
4. Customer will notify Vendor through the submission of a Support Ticket immediately upon notification of changes/additions to payer requirements, adding additional service types, and programs and provide detailed documentation of the changes/additions to ensure timely implementation of configuration changes and testing. Vendor will have up to 30 business days upon receipt of the Support Ticket to review, apply, and test configuration changes. The Support Ticket entries related to Revenue Cycle Management Services Configuration Maintenance are not included against a Customer's Support hours.
5. Vendor will post all cash receipts from an 835 or paper remit to AR and reconcile services. The Customer is responsible for providing copies of paper remits to Vendor within five (5) business days from date of receipt.
6. Vendor will post all cash receipts as of the effective date of the contract. Should Customer request Vendor to address aged AR prior to the effective date of the contract, additional fees will apply.
    a. If contracted for assistance working aged AR, Customer understands that addressing aged AR will not take priority over addressing claims generated within the contract terms. Customer also understands that the recoupment of aged AR is not guaranteed as it is dependent upon the billing activities that occurred prior to Vendor Revenue Cycle Management Services.
    b. Aged AR Services are available to Customers who are actively using a Qualifacts EHR software. Vendor will not address AR from a 'legacy' software.
7. Vendor will interact with payers to clarify disputes, non-payments, and partial payments. However, Customer is responsible for interacting with your clients to clarify disputes, non-payments, and partial payments. Should Customer require assistance with client billing inquiries, RCMS Support Services are avaible. Additional fees will apply.
8. Vendor will interact with Customer staff to clean all services on pre-billing reports, such as: non-approve, blocked services, claim errored services, duplicates, and incomplete or unsigned services.
9. Customer will confirm rate/unit calculations, modifiers, authorizations, incident to supervisor sign off, rendering provider credentialing, clinical documentation, and diagnoses are accurate on services upon approval of a billable service. Customer is responsible for ensuring the accuracy of claim level data outlined above prior to releasing the claim to Vendor for billing.
10. Vendor RCMS team do not code claims, but rather leverage the billing engines of the software platforms utilized by the Customer for claim generation.
11. Vendor will assist Customer staff with identifying authorization issues. Customer will be responsible for updating/adding/or removing client authorizations. Should Customer require assistance with obtaining and tracking authorizations, Authorization Management Services are available. Additional fees will apply.
12. Vendor will assist Customer staff with identifying insurance eligibility issues. Customer will be responsible for reviewing the eligibility information and adding/maintaining client insurance records. For the purposes of clarification, Vendor will submit a 270 Eligibility request to the Medicaid Payers and retrieve the corresponding 271 results file(s). Customer will need to utilize the data in the results file to make decisions as it relates to client eligibility and client care.
13. Vendor will provide a weekly summary of any rejections/denials received from a Payer. Customer is responsible for correcting clinical, clinical approval, or data entry errors related to the denial within in seven (7) business days of the receipt of the weekly summary. Such denials include but are not limited to errors in the client's insurance record or authorization, employee credentialing, demographic information, diagnosis, incident to billing signature, and medical necessity.
14. Vendor will provide the Customer with Vendor Revenue Cycle Management Services Standard Operating Procedures for the exchanges of information. Customer will comply with Vendor Revenue Cycle Management Services Standard Operating Procedures to ensure HIPAA compliance and the standard format for transfer of information. For example, Customer will utilize Vendor's standard template for completing a weekly deposit slip.
15. As part of the Vendor Revenue Cycle Management Services Standard Operating Procedures, the Customer will communicate with Vendor Revenue Cycle Management Team Members through the submission of support tickets. Support Tickets allow both the Customer and Vendor Management the transparency into the

Attachment: Qualifacts Amendment - Wcsignature Dec 14 2022 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

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communication regarding the weekly Revenue Cycle. Customer is to submit a weekly list of Agenda items and questions via a support ticket which will be addressed on the weekly meeting.

16. Patient Statements are available to the Customer. Vendor will generate and mail monthly client liability statements. Customer will be responsible for identifying and maintaining settings for clients whom should not receive a statement and/or client whose statements are sent to a guarantor, as well as, maintaining accurate client insurance records for balance billing, and adding/updating/maintaining client liability records.
    a. For the purposes of clarification, Vendor will only mail client statements to those clients with a current balance unless otherwise requested in writing by Customer.
17. As applicable based on Customer's EHR platform's available functionality, Vendor will assist Customer in closing each accounting period and Revenue/GL export to Customer's Accounting software. Vendor will also offer monthly A/R aging reports and 3rd Party payment reports. While Vendor provides the data to the Customer needed to close an accounting period, it is the Customer's responsibility to interpret the data into actionable information. Should the Customer require assistance in interpreting the data provided, additional fees may apply.
18. Major changes to a Customer's EDI file submission, i.e., transitioning to a new clearinghouse, adding new EDI agreements, transitioning from another 3rd Party Billing Company could result in an initial delay of receivables during the transition. All efforts to minimize the effect of a cash flow delay are taken; however, the Customer understands that clear communication, transfer of Payer Portal permissions, transitioning to Vendor Best Practice Workflows, and utilizing Vendor's Operating Procedures are essential in reducing delays.
19. As Vendor is an integrated solution with Clinical and Billing functionality; the Customer understands that any major changes in staffing by the Customer could result in an increase in denials, rejections, blocked claims, and incomplete services. The Customer agrees to quickly onboard staff to ensure use of Vendor's Best Practice Workflows and Standard Operating Procedures.
20. While every effort is made to limit denials and rejections, within normal billing business practice there may be a need to file an appeal with a payer. Vendor will file an appeal within the Payer's guidelines, with the following exceptions:
    a. Denials were not corrected by the Customer within the Payer's allowed time frame for correcting claims.
    b. Services were not submitted into the Customer domain within the Payer's allowed time frame for correction.

II. Credentialing Services:

A. As an add-on offering to RCMS, Vendor provides the following credentialing services that customer can purchase on an ala carte basis:
- Individual and/or Group Medicare Enrollment
- Individual and/or Group Medicaid Enrollment
- Commercial Insurance Enrollment/credentialing
- Telemedicine credentialing
- CAQH Registration and maintenance
- Annual Support & Maintenance/Maintaining existing credentialing for providers that are currently enrolled

B. Vendor utilizes a partnership with Change Healthcare and Medversant to provide Credentialing expertise and software for expedited enrollment processing. Vendor reserves the right to change partnerships with 3rd parties at no notice.
C. New enrollments apply to any clinician/provider being added to a Tax ID/EIN that they are currently not enrolled under
D. Customer is responsible for application fees required by the payor(s)
E. Customer will submit a credentialing request to vendor via submission of a support ticket.
F. Customer will submit supporting documentation, signed documents (as needed) and data required to complete the application within 30 business days of the request.
G. Vendor will provide customer a weekly update as to the status of outstanding credentialing applications and maintenance activities
H. Vendor will submit completed applications within five (5) business days from the receipt of the completed application or as defined by the payer.
I. Vendor will provide follow-up on applications in process weekly or as defined by the payer's application processing timelines.
J. Vendor will notify payer(s) of provider demographic, certification, licensing, termination, and other updates after receiving the updated information from Customer within five (5) business days.
K. CAQH re-attestation and directory updates are completed within seven (7) business days from receiving the CAQH notification.
L. Following the receipt of successful enrollment of the provider/facility, Vendor will notify Customer and assign the appropriate credentialing configuration within the Vendor's EHR platform utilized by the Customer.

III. Authorization Management:

A. As an add-on offering to RCMS, Authorization Management Services include:
- Submission of authorization request as defined by the payor(s)
- Submission of authorization renewals as defined by the payor(s)

- Submission of Level 1 grievances and reconsideration of denied authorizations
- Retrieval of authorization determinations and data entry of the authorization into the client's electronic health record.
- Tracking the utilization and monitoring for expiring authorizations.
- Submission of additional documentation required by the payor to support the request for authorization

B. For purposes of clarification, Prior Authorizations for medication related prescriptions are not supported.
C. Customer will provide Vendor access to payer portal(s) for submission and retrieval of authorizations. Customer will maintain administrative rights to payer portal(s).
D. Customer is responsible for postage should a payor require paper submission of medical records.
E. Customer will submit a new authorization request to vendor via submission of a support ticket.
F. Vendor will monitor authorizations for exhaustion and expiration on a weekly basis.
G. Vendor will provide customer a weekly update as to the status of outstanding Authorization requests and maintenance activities
H. Vendor will provide follow-up on authorization requests in process weekly or as defined by the payer's processing timelines.
I. Vendor will process retroactive authorization requests as defined by payor guidelines.
J. Upon receipt of an approved authorization, Vendor will enter the authorization and attach supporting documentation as appropriate to the client's clinical record.

IV. Billing Support Services:

A. As an add-on offering to RCMS, Billing Support Services include:
- Providing Customer's clients with a Billing Hot Line to contact with questions regarding their invoice.
- Addressing questions regarding the client's account, statement/invoice directly with the client and/or guarantor.
- Taking client payment information to update the client's clinical record
  - This requires agency to have integrated credit card processing

B. Vendor will not engage in Dunnings activities on behalf of the Customer
C. Vendor will refer the client to the Customer for scheduling, client satisfaction, and clinical service needs.
D. Vendor team members will complete Mental Health First Aid Training annually.
E. Vendor and Customer will define and agreeable method to transferring customer call in which the customer is in crisis and in need of intervention by the customer.
F. Vendor will log and document Client calls for date of call, duration, individual who called, account addressed, and details regarding the discussion.
G. Vendor will provide customer with a report monthly regarding call volume and trends
H. Vendor will inform customer weekly of customer follow up needed.

V. General Terms for Revenue Cycle Management Services

A. Vendor will complete the billing for Customer of all Medicaid, Medicare, and commercial payers. Customer will retain the billing for state funds, county contracts and grants.

B. Customer hereby represents and warrants to Vendor that during the Term of the Agreement it will utilize the HHS/OIG List of Excluded Individuals/Entities (LEIE) and any corresponding state lists to ensure that its employees and contractors are not excluded from participation in the federal healthcare programs, including Medicare, Medicaid, CHIP and TRICARE.

C. The terms of Vendor's Standard Revenue Cycle Management Services Task Responsibility List set forth below in Exhibit B are incorporated herein.

D. All of Customer's support inquiries, updates and/or issues must be submitted through Vendor's support ticketing system.

E. If purchased, Vendor will generate and mail monthly statements and at times CMS1500/1450 claims for clients; Customer is responsible for all postage. Postage will be invoiced monthly as a pass-through cost.

F. Notwithstanding anything to the contrary in the Agreement, the term of this Service Change Form for Revenue Cycle Management Services begins on the Term Start Date set forth above and is for an initial term of one year with automatic renewal terms of one year each.

G. Payment Schedule. The Payment Schedule is as follows:
1. One-Time Fee will be due upon Effective Date.
2. Monthly billing commences upon Customer's Revenue Cycle Management Services GoLive date.
3. Notwithstanding anything to the contrary in the Agreement, Revenue Cycle Management Services are subject to suspension if invoices are more than 60 days past due.

Attachment: Qualifacts Amendment - Wcsignature Dec 14 2022 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

QUALIFACTS™

Exhibit A

Vendor Revenue Cycle Management Services Customer Specific Pricing Guidelines and Hours Allocation

VENDOR REVENUE CYCLE MANAGEMENT SERVICES PRICING	FEES
Revenue Cycle Management Services - Setup Fee	$10,000.00
Revenue Cycle Management Services Collections Percentage Fee RCMS Yearly Net Revenue $5,000,000	5.00 %
Revenue Cycle Management Services Aged AR Collections Assistance	Yes
Revenue Cycle Management Services - Aged AR 1xFee	$75,000.00
Aged AR Collections Assistance – Date Span	05/01/2020- 10/31/2022

Monthly Fee Invoicing: For purposes of clarification, the Revenue Cycle Management Services Monthly Fee is defined as a percentage of total applied payments posted within the given accounting period. (For example, Customer receives $100.00 in Medicaid, Medicare, Commercial insurance payments in January. The amount invoiced is the contracted % of $100.00). The minimum monthly fee is invoiced monthly. Billings in excess of the minimum monthly fee are invoiced in arrears of services provided as excess usage. For Customers currently utilizing Vendor, the Collections total is determined by utilizing the Analytics platform available in the EHR searching for All Payments Applied within the desired timeframe.

Currently Customer is billing $X (Current Year Net Revenue). Vendor charges X% of Net Collected Revenue or $X per month, whichever is greater, to arrive at the RCMS Monthly Fee.

Attachment: Qualifacts Amendment - Wcsignature Dec 14 2022 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

QUALIFACTS™

Exhibit B

Vendor' s Standard Revenue Cycle Management Services Task Responsibility List

Task	Task Description	Who	Frequency	Clarification
1	Running Batches – Includes both electronic and paper claim submissions.	Vendor	Weekly	Excludes contract & grant invoicing.
2	Get Current Billing Production Reports	Vendor	Weekly	
3	Revenue Cycle Reports	Vendor	Weekly & Monthly	Frequency to be set at beginning of engagement between Vendor and Customer as its dependent upon billing cycle.
4	Reconcile Payments Electronically	Vendor	Daily	
5	Reconcile Payments Manually	Shared	Daily	Customer will provide a scanned copy of all paper EOBs to Vendor.
6	Billing Secondary payers	Vendor	Weekly	Excludes contract & grant invoicing.
7	Resubmission of Claims	Vendor	Weekly	
8	Clean up previous 12 months, including, resubmit as needed	Shared	Weekly	If purchased, Customer will provide data needed to complete resubmissions w/in 30 days of LOI signing.
9	Clean up on payments/unapplied payments	Vendor	During Billing Services Implementation	If purchased, Customer responsible for providing materials needed to apply payments.
10	Verify insurance that has not billed	Vendor	Weekly	Vendor will not provide billing functions in Customer's legacy EHR software.
12	Credentialing (If purchased)	Shared	As Needed	If purchased, Vendor will complete and submit credentialing applications. Customer will provide the data, application fees, and signatures needed to complete the applications
13	Pre-Authorization for services requiring clinical presentation (If purchased)	Shared	Daily	If purchased, Vendor will complete and submit authorization requests. Customer will provide clinical data needed for submission or appeal.
14	All client and/or care provider interaction	Customer	Daily As Needed	
15	Check for retro coverage on existing services	Customer	Daily As Needed	Vendor will assist if needed
16	Editing of billing signed services and resubmit to Payers.	Shared	Weekly	Vendor will not edit/change clinical data associated on a claim/service.
17	Unapplied payment reports	Vendor	Weekly	
18	Update fee schedules in billing tables yearly or as needed.	Vendor	As Needed	Customer will provide payer update information to Vendor in a timely manner. Customer will confirm accuracy of configuration.
19	Review and approve configuration changes made as a result of a Payer change.	Customer	Monthly	
20	Field phone calls to and from clients (if purchased)	Shared	Daily As Needed	If purchased, Vendor will address client inquiries regarding invoices and payments. Customer will address client inquiries regarding service delivery, intake, scheduling and clinical needs.
21	Run Pre-Month End Closing Reports	Vendor	Monthly	
22	Close Accounting Periods	Customer	Weekly/Daily	
23	Provide Month End Closing Reports	Vendor	Monthly	Customer is responsible for interpreting the data provided.
24	Client Approval of Billable Services	Customer	Weekly/Daily	Customer is responsible for approving all billable services to ensure accuracy of claim data to include but not limited to clinical documentation, diagnosis, rates/units, client insurance, etc.
25	Bed Assignments	Customer	Daily	Customer is responsible for maintaining Bed Board/Residential/Inpatient Bed Assignments and data required for billing

Attachment: Qualifacts Amendment - Wcsignature Dec 14 2022 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

26	Client Episodes, Value Codes, Occurrence Span Codes, and Condition Codes	Customer	Daily	Customer is responsible for maintaining the Client's Episode data required for Billing.

Attachment: Qualifacts Amendment - Wcsignature Dec 14 2022 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

MARIPOSA COUNTY

HHS/Behavioral Health & Recovery Services · (209) 966-2000

RESOLUTION - ACTION REQUESTED 2022-588

MEETING: October 11, 2022

TO: The Board of Supervisors

FROM: Joe Lynch, Health & Human Services Agency Director

RE: Approve the Agreement to Purchase 16 Additional InSync User Licenses

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RECOMMENDATION AND JUSTIFICATION:
Approve the Service Change Form Agreement to purchase 16 additional user licenses for our InSync Software platform from Qualifacts Systems, LLC at a cost of $49,307 plus ongoing Support, Maintenance, and Hosting at $27 per license per month; and Authorize the Board of Supervisors Chair to Sign the Agreement.

InSync Healthcare Solutions, LLC (InSync) and the InSync software platform are now a part of Qualifacts Systems, LLC.

InSync Healthcare Solutions, LLC (InSync) provides extensive support and hosting of their Electronic Health Record Information System that is essential to the operation of Mariposa County Behavioral Health. It is more cost efficient for the County to contract with InSync for their software system and their associated services than attempt to duplicate their services. The costs for additional qualified Information Technology (IT) personnel, information security, client insurance eligibility updates, and electronic prescribing of medications would exceed the costs of this contract.

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Board of Supervisors approved First Amendment to the agreement on December 1, 2020 through Resolution Number 2020-698.

Board of Supervisors approved Term Sheet with InSync on December 22, 2020 through Resolution Number 2020-740.

Board of Supervisors approved Second Amendment to the agreement on February 2, 2022 through Resolution Number 2022-126.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:
If this Agreement is not approved, Health and Human Services would experience difficulty in achieving the optimal level of support for its claiming and clinical documentation software.

FINANCIAL IMPACT:

REF ID# 13205

Attachment: Qualifacts, (Insync) - (A03) 2023 - Res. 2022-588 - EXECUTED (RES-2023-42 : Approve Amendment to Agreement - Purchase of

The cost of this agreement will be spread over several budget units (Behavioral Health, Alcohol & Drug, and Mental Health Services Act) based on the benefit to each unit and is incorporated in the FY22-23 budget. There is no impact to the General Fund.

ATTACHMENTS:
First Amend. InSync TandC Wallsignatures (PDF)
SCF - InSync Platform - AddOn Products for County of Mariposa- September 9, 2022 v2 (PDF)
InSync EHR - Purchase Agreement - Mariposa County (Res 2019-692) - 20191210 (1) (PDF)
MCBH InSync Term Sheet 12 Additional Providers 2022 - Feb 16 2022 (PDF)
InSync Healthcare Solutions 2nd Amendment - Wsignatures - Res. #2022-126 (PDF)

RESULT: **ADOPTED BY CONSENT VOTE [UNANIMOUS]**
MOVER: Marshall Long, District III Supervisor
SECONDER: Wayne Forsythe, District IV Supervisor
AYES: Rosemarie Smallcombe, Marshall Long, Wayne Forsythe, Miles Menetrey

Attachment: Qualifacts, (Insync) - (A03) 2023 - Res. 2022-588 - EXECUTED (RES-2023-42 : Approve Amendment to Agreement - Purchase of

SERVICE CHANGE FORM

Customer Name:	County of Mariposa
Contact Name:	Randy Ridenhour
Address:	5362 Lemee Lane, PO Box 99, Mariposa, CA 95338
Phone Number:	(209) 742-0822
Email Address:	rridenhour@mariposacounty.org
Effective Date:	September 1, 2022
Platform:	InSync

This Service Change Form is made as of the Effective Date set forth above between Qualifacts Systems, LLC ("Vendor"), a Delaware limited liability company having its principal place of business at 315 Deaderick Street, Suite 2300, Nashville, Tennessee 37238, and the Customer identified above. This Service Change Form is made pursuant to, and is governed by, the Terms and Conditions between Vendor and Customer for the InSync platform available on Vendor's website (the "Agreement"). Defined terms used but not defined in this Service Change Form are as defined in the Agreement.

MODIFICATION IN CUSTOMER'S MONTHLY RECURRING CHARGES

THE FOLLOWING PURCHASED PROVIDERS & MONTHLY RECURRING CHARGES ARE BEING ADDED TO CUSTOMER'S AGREEMENT:

#	Product	Term Start Date	Term End Date	Unit	Quantity	Sales Price	Total Price
1.	InSync Core Software - Named Perpetual	September 1, 2022	TBD	Per Provider	16	$2,500.00	$40,000.00
						Total Purchased Licenses:	**$40,000.00**
Add-On Products:							
2.	InSync - EPCS	September 1, 2022	December 31, 2022	Per Prescriber	1	$0.00	$0.00
3.	InSync - eRx	September 1, 2022	December 31, 2022	Per Prescriber	1	$25.00	$25.00
4.	InSync Hosting - Monthly	September 1, 2022	December 31, 2022	Per Provider User	16	$9.00	$144.00
5.	InSync Maintenance - Monthly	September 1, 2022	December 31, 2022	Per Provider User	16	$9.00	$144.00
6.	InSync Support - Monthly	September 1, 2022	December 31, 2022	Per Provider User	16	$9.00	$144.00
7.	Telemedicine Module	September 1, 2022	December 31, 2022	Per Provider	20	$39.00	$780.00
						Total Monthly Charges:	**$1,237.00**

THE FOLLOWING ONE-TIME CHARGES HAVE BEEN ADDED TO CUSTOMER'S AGREEMENT:

#	Product	Invoice Date	Unit	Quantity	Sales Price	Total Price
8.	InSync - EPCS - Setup Fee	Upon Effective Date	Per Prescriber	1	$150.00	$150.00
9.	InSync Purchased License 1x Fee	Upon Effective Date	Per Provider	16	$495.00	$7,920.00
					Total One-Time Charges:	**$8,070.00**

Quantities included herein are contractual minimums regardless of actual usage. If actual usage exceeds contracted amounts in a given month, Customer will be invoiced for the actual peak number of Transactions or applicable products for that month. Invoicing will begin upon effective date and will be reflected on the next invoicing cycle if not otherwise noted in the product language.

Attachment: Qualifacts, (Insync) - (A03) 2023 - Res. 2022-588 - EXECUTED (RES-2023-42 : Approve Amendment to Agreement - Purchase of

The original or copies, including facsimile transmissions, of this SCF may be executed in counterparts, each of which shall be an original against any party whose signature appears on such counterpart and all of which together shall constitute one and the same agreement.

Authorized representatives of the parties have executed this SCF, effective upon the last date below ("SCF Effective Date").

PRODUCT DESCRIPTIONS

1. **InSync Core Software - Named Perpetual** – Core Software is the web-based Electronic Health Record and Practice Management software, hosted and maintained by the Vendor for the Customer. The Customer is responsible for notifying the Vendor of any changes to active and inactive providers on a monthly basis. Should the Customer purchase any module and/or feature requiring unique Named User counts (e.g., eRx, EPCS, Telehealth, etc.), the Customer shall assume all responsibility fo managing its Named User counts.

   Provider User fees are billed based on the total count of providers and clinical users documenting within the system. These users are defined as those administering or delivering direct patient care, or providers requiring a National Provider Identification (NPI) Number for payment or reimbursement. This typically includes, but is not limited to, the following: Physicians, Physician Assistants, Midwives, Nurse Practitioners, Registered Nurse, Nurse Anesthetists, Dentists, Denturists, Chiropractors, Clinical Social Workers, Psychologists, Psychiatrists, Physical Therapists, Occupational Therapist, Speech Language Pathologists/Therapist, etc.

   For purposes of this Term Sheet, the Vendor's normal support business hours are Monday through Friday, 7:30 AM – 7:00 PM Eastern time. "Customer Training" is defined by options outlined later in this document within the Project Plan if applicable.

2. **InSync – EPCS** – Vendor allows the prescriber to prescribe EPCS (Electronic Prescription for Controlled Substance) drugs. EPCS provider should have been DEA certified. As a part of regulatory requirement, EPCS module needs 2-factor authentication for the prescribers to electronically prescribe controlled substance.

   Vendor supports 2 types of tokens for 2-factor authentication: Hard Token and Soft Token (Authy app).

   - 1st level authentication can be completed through an online identity verification process which requires hard token for ID proofing.
   - 2nd level authentication can be completed through soft token (authy app) via mobile phone (iOS and Android).
   - A key fob is available for purchase at a cost of $50.00. Replacement key fobs are subject to the $50.00 purchase fee. Setup and Training on e-prescribing and prescription management for controlled substances. Requires Identity Proofing and two-factor authentication. NOTE: This service also requires an annual $100.00 Identity Proofing fee payable directly to Exostar.

3. **InSync – eRx** — Vendor's eRx module allows providers to prescribe medications for their patients. Vendor has developed its own in-house module that allows practices to prescribe medications for their patients/consumers.

   Patient/Consumer hand-outs in eighteen (18) languages and comprehensive doctor's drug reference from GSDD.Allergy, Drug and Pregnancy interaction review from GSDD. Comprehensive managed care formularies from SureScripts, including Medicare Part D and Medicaid. RxHub: managed care interface for all-doctor drug history and electronic mail-order. Below are the key features that Vendor offers with the eRx module.

   - Full integrated drug database
   - Drug-Drug Interactions, Drug-Allergy Interactions, Drug-Disease Interactions, Food Caution
   - Electronic transmitting drug to pharmacies
   - Ability to transmit generic medications
   - Drug Benefit Card
   - Coverage details based on patient's eligibility
   - Medications History – Rx History & PDMP History
   - Electronic Prior Authorization
   - NCPDP Formulary
   - Ability to receive refill requests from pharmacy
   - Pharmacy change requests
   - Schedule medications

4. **InSync Hosting - Monthly** – Core Software monthly hosting fee for purchased licenses.

5. **InSync Maintenance - Monthly** – Core Software monthly maintenance fee for purchased licenses.

Attachment: Qualifacts, (Insync) - (A03) 2023 - Res. 2022-588 - EXECUTED (RES-2023-42 : Approve Amendment to Agreement - Purchase of

6. **InSync Support - Monthly** – Core Software monthly support fee for purchased licenses.
7. **Telemedicine Module** – Vendor offers an integrated telehealth solution as an add on service per provider. We partner with Zoom for HIPAA compliant video/telehealth services. It includes access to group sessions and a waiting room.
8. **InSync – EPCS – Setup Fee** - One-Time setup fee per Prescriber for EPCS.
9. **InSync Purchased License 1x Fee** – One-Time setup fee for Provider purchased license.

COUNTY OF MARIPOSA

By: Rosemarie Smallcombe

Print: Rosemarie Smallcombe

Title: Board Chair

Date: 10-31-22

QUALIFACTS SYSTEMS, LLC

By:

Print: JEROME LANIER

Title: CEO

Date: 10/18/22

APPROVED AS TO FORM:
STEVEN W. DAHLEM
COUNTY COUNSEL

Attachment: Qualifacts, (Insync) - (A03) 2023 - Res. 2022-588 - EXECUTED (RES-2023-42 : Approve Amendment to Agreement - Purchase of

MARIPOSA COUNTY

HHS/Behavioral Health & Recovery Services · (209) 966-2000

RESOLUTION - ACTION REQUESTED 2022-126

MEETING: February 22, 2022

TO: The Board of Supervisors

FROM: Joe Lynch, Acting Health & Human Services Agency Director

RE: Second Amendment - InSync Healthcare Solutions, LLC EHR Agreement with Behavioral Health

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RECOMMENDATION AND JUSTIFICATION:
Approve the Second Amendment to an Agreement with InSync Healthcare Solutions, LLC to Increase the Amount Not to Exceed $266,147; Include an Additional Twelve (12) Licenses for Services; and Authorize the Board of Supervisors Chair to Sign the Amendment.

InSync Healthcare Solutions, LLC (InSync) provides extensive support and hosting of their Electronic Health Record Information System that is essential to the operation of Mariposa County Behavioral Health. It is more cost efficient for the County to contract with InSync for their software system and their associated services than attempt to duplicate their services. The costs for additional qualified Information Technology (IT) personnel, information security, client insurance eligibility updates, and electronic prescribing of medications would exceed the costs of this contract.

BACKGROUND AND HISTORY OF BOARD ACTIONS:
Board of Supervisors approved the agreement on December 10, 2019 through Resolution Number 2019-692.

Board of Supervisors approved First Amendment to the agreement on December 1, 2020 through Resolution Number 2020-698.

Board of Supervisors approved Term Sheet with InSync on December 22, 2020 through Resolution Number 2020-740.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:
If this Amendment is not approved, Health and Human Services would experience difficulty in achieving the optimal level of support for its claiming and clinical documentation software.

FINANCIAL IMPACT:
The cost of this agreement will be spread over several budget units (Behavioral Health, Alcohol & Drug, and Mental Health Services Act) based on the benefit to each unit and is incorporated in the FY21-22 budget. There is no impact to the General Fund.

Attachment: InSync Solutions 2nd Amendment (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

ATTACHMENTS:
First Amend. InSync TandC Wallsignatures (PDF)
InSync EHR - Purchase Agreement - Mariposa County (Res 2019-692) - 20191210 (1) (PDF)
MCBH InSync Term Sheet 12 Additional Providers 2022 - Feb 16 2022 (PDF)

RESULT: **ADOPTED BY CONSENT VOTE [UNANIMOUS]**
MOVER: Wayne Forsythe, District IV Supervisor
SECONDER: Marshall Long, District III Supervisor
AYES: Smallcombe, Sweeney, Long, Forsythe, Menetrey

Attachment: InSync Solutions 2nd Amendment (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

PM/EMR Software & Services Term Sheet (12 Additional Providers)

Number of Providers:	12	Practice Legal Name:	Mariposa County Behavioral Health
		Practice Name:	Mariposa County Behavioral Health
		Date of Term Sheet:	02/09/2022
		Price Validity:	90 Days
TOTAL NUMBER OF PROVIDERS:	12	1st 3rd Party Invoice date:	02/01/2022

Client Initials RS

Package, Licensing & Term Options

	InSync® PM	InSync® EMR	InSync® PM+EMR	InSync® PM+EMR plus RCM
	License Purchase	License Purchase	License Purchase	Subscription
License Term			Purchase	
Total Upfront Cost			$42,312	
Total Upfront License Costs			$39,504	
License Cost $2,500 Per Provider			$30,000	
Set Up and Configuration $495 per Provider			$5,940	
Annual Support $108 per Provider (02/01/2022-12/31/2022)			$1,188	
Annual Maintenance $108 per Provider (02/01/2022-12/31/2022)			$1,188	
Annual Hosting $108 per Provider (02/01/2022-12/31/2022)			$1,188	
Annual Telehealth License Cost (6 Annual Licenses from 10/01/2021-09/30/2022)			*$2,808*	

	InSync® PM	InSync® EMR	InSync® PM+EMR	InSync® PM+EMR plus RCM
EMR		•	•	•
Practice management (Billing)	•		•	•
Scheduler	•	•	•	•
Patient registration	•	•	•	•
Document management	•	•	•	•
Secure messaging	•	•	•	•
Meaningful Use tools		•	•	•
Reporting	•	•	•	•
Patient portal		•	•	•

Professional Services Included

Set Up and Configuration Of License	•	•	•	•
RCM (Medical Billing) Service				•

Support, Maintenance & Hosting Subscription

(For license purchase customers only - All included in first year of term and billed annually each year thereafter)

		Unit Price	QTY	Client Initials
Support, Maintenance & Hosting Fees	Per provider/month	$27	12	RS

Attachment: InSync Solutions 2nd Amendment (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

Additional Terms

• Customer's access to and continued use of the Software and Services (including RCM Services, if applicable) is subject to acceptance of InSync HCS's Terms and Conditions of Use and Account Agreement and, if applicable, the InSync HCS RCM Terms and Conditions Agreement. The General Terms and Conditions and the RCM Terms and Conditions are incorporated into this term sheet. ***Customer will be required to accept such terms and conditions online upon login and should review such documents in detail to ensure compliance all terms and conditions.**

• Third party add-on software modules and services may be subject to such additional terms and conditions, fees, and limitations that may be made available to Customer in writing from time to time. Such fees will be billed separately by InSyncHCS.

• Total Upfront Costs are due upon execution of this Term Sheet. All reoccurring fees (and third party fees) are subject to increase from time to time are due and payable on the first calendar day of each month and must be paid by ACH (auto-debit) or credit card only. **CUSTOMER AGREES AND ACKNOWLEDGES THERE ARE NO REFUNDS FOR ANY UPFRONT COSTS (INCLUDING LICENSE PURCHASE FEES), RECURRING FEES, OR THIRD PARTY FEES.**

• Service Exclusivity (If using InSync RCM services). Practice acknowledges that InSync RCM Services will have the exclusive rights to perform all components of billing and collections for services rendered by the Practice to their patients and/or clients on or after the acceptance of this Agreement. Practice acknowledges that it will not outsource or perform inhouse or within another department of the Practice any components of its billing and collections for all services rendered by the Practice during the effective term of this Agreement.

• Customer and InSyncHCS expressly agree that: (1) the exclusive jurisdiction for any dispute between the Parties (whether relating to this Agreement or otherwise) shall be the court of record for Hillsborough County, Florida; and (2) prior to filing any cause of action, or legal proceeding, the Parties agree that they will first be required to attend in-person mediation in Tampa, FL. Both Parties agree to send a representative with full settlement authority to the mediation. All mediation costs (excluding a party's travel costs) shall be split between the Parties. The foregoing, the pre-suit mediation requirement will be waived and not required in the event InSyncHCS brings an action against Customer for unpaid fees

• Financing options for license purchases are available through InSyncHCS's capital funding partner(s) and are subject to credit approval.

• additional licenses will incur additional costs

• InSync can only recreate and deploy Assessment Tools such as the Patient Specific Functional Score if the publishers of the Assessment Tool give written permission to InSync. At times, publishers may give free permission but at other times they can also require a fee per user that would most likely be passed over to our users. There is no guarantee that a publisher will give permission for InSync to recreate these Assessment Tools within the EHR so InSync cannot assure that these will be recreated and deployed within the InSync EHR.

Client Initials RS

Value-Added and Third-Party Products & Services

		Unit Price	QTY	Client Initials
Clearinghouse Fee				
Unlimited HCFA Electronic Claims, ERAs and Secondary Claims from Participating Payers.	**Per provider NPI/month**	$25	0	
Transaction based HCFA clearinghouse plan. Transaction defined as Claim submission, Rejection, Claim re-submission, and ERA.	**Per provider NPI/transaction**	$0.39	0	
NOTE: 90 day notice to change of provider plan between Transaction and Unlimited. Not all payers accept group NPI.				
Paper HCFA Claim Submission	**Per practice/transaction**	$0.89	0	
Worker's Comp HCFA claim submission with attached encounter notes	**Per practice/transaction**	$0.89	0	
UB-04 Submission plan with 500 transactions per month included under facility NPI for $29. Each additional 500 transactions under facility NPI billed at $29.	**Per facility NPI/month**	$29	0	
Real-Time Insurance Eligibility Check				
Unlimited monthly transactions per Provider NPI	**Per provider NPI/month**	$29	0	
Transaction based eligibility plan. Transaction defined as each patient eligibility check.	**Per provider NPI/transaction**	$0.39	0	
NOTE: 90 day notice for change of provider plan between Transaction and Unlimited. Not all payers accept group NPI.				
Group NPI plan with 500 eligibility transactions per month included under group NPI for $29. Each additional 500 transactions under group NPI billed at $29. Not all insurance companies accept group NPI.	**Per Group NPI/month**	$29	0	
ClaimStaker (Powered by Alpha II) for Claim Scrubber	**Per provider/month**	$65	0	
Medication Management Package (InSyncRx)	**Per provider/month**	$25	0	
Patient hand-outs in 18 languages and comprehensive doctor's drug reference from GSDD Allergy, Drug and Pregnancy interaction review from GSDD Comprehensive managed care formularies from SureScripts, including Medicare Part D and Medicaid RxHub: managed care interface for all-doctor drug history and electronic mail-order				
Integrated ePrescribing for Controlled Substances - EPCS (InSyncRx)	**Per provider/1 time setup**	$150	0	
Setup and Training on e-prescribing and prescription management for controlled substances. Requires Identity Proofing and two-factor authentication. NOTE: This service also requires an annual $100 Identity Proofing fee payable directly to Exostar in addition to the $150 InSync setup fee.				
Outsourced Patient Statement Submission	**Per statement fee (1st pg)**	$0.94	0	
Paper statements Monthly minimum of $20 applies.	**Each additional page**	$0.25		
E-Statements This service requires office to capture valid email addresses for statements to be sent electronically. If email address is invalid, office needs to send paper statement manually.	**Per statement**	$0.30	0	
Appointment Reminder Service (Powered by AlertSolutions)	**Per minute (phone)**	$0.14	0	
One-time set-up fee of $95 applies; Monthly minimum fee of $25 applies; by signing up for appointment reminders you will be set up for all three services Text Message Reminders are $0.14 for first 160 characters. Additional characters will be charged $0.14 for each additional page.	**Per text** **Per email**	$0.14 $0.07		
	Initial setup fee of $95	$95		
ASAM Form	**Per provider/year**	$24	0	
ASAM 6 Dimensions of Care. First year included in total upfront cost.				
Unlimited Telemedicine Integration (Powered By Zoom)	**Per provider/month**	$39	6	
Unlimited telemedicine visits.				
Scanner with Insurance Card & Driver's License OCR Integration	**Per scanner**	$1,095	0	
(SnapShell IDR w/.Net OCR Powered by Card Scanning Solutions Inc.)	Additional charges:			
Optical Character Recognition (OCR) for extracting discrete data elements from scanned Drivers License, IDs and Insurance Cards and populating them directly into fields available on Demographics and Insurance page. NOTE: All OCR devices are warranted by manufacturer for a maximum of 12 months from date of purchase. NOTE: Devices returned other than for defect will be refunded, subject to a 30% restocking fee. **Scanner only available for Windows Devices	Initial setup fee of $95/scanner $45 shipping/handling $149/scanner annual maintenance & support fee	$95 $45		

Attachment: InSync Solutions 2nd Amendment (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

Electronic Signature Pad with Integration *(SignatureGem Backlit LCD 1X5 Powered by Topaz Systems Inc.)* Electronic LCD signature pad to capture patients' signature on custom forms; eliminates the need to print and scan the forms back into the system **NOTE:** All signature pad devices are warranted by manufacturer for a maximum of 12 months from date of purchase.) **NOTE:** Devices returned other than for defect will be refunded, subject to a 30% restocking fee.	**Per signature pad** Additional charges: Initial setup fee of $95/scanner $45 shipping/handling $149/pad annual maintenance & support fee	$395 $95 $45	0 0	
InSyncHCS Direct - Organization Account (Powered by Secure Exchange Solutions) Practice email account using the DIRECT protocol for securely sharing healthcare information between referring providers; Required for Meaningful Use Stage 2 (one per practice)	**Per practice/ month**		0	
InSyncHCS Direct - Individual Account *(Powered by Secure Exchange Solutions)* Individual provider personal email account (or per practice organizational account for non-EMR customers) using the DIRECT protocol for securely sharing healthcare information between referring providers	**Per email address/ month**	$15	0	
Electronic Fax – Inbound (Powered by Interfax) Up to 500 inbound pages included per fax line per month	**Per fax line/month** **Toll-Free Number** **Port Current Number** Additional charges: 10 cents/each add'tl page over 500 One-time setup fee of $95 applies	$25 $19 $40 $95	0 0 0	
Electronic Fax – Outbound (Powered by Interfax)	**Per page**	$0.12	0	

Training Plan

			QTY		Client Initials
Onsite Discovery InSync certified trainer will spend a minimum of 2 days onsite at the practice to gain a full understanding of workflows, content, and all practice specific needs.	**2-Day Minimum**	***Included***	0	Days	
Onsite Training InSync certified trainer will spend a minimum of 3 days onsite at the practice training superusers and staff.	**3-Day Minimum**	***Included***	0	Days	
Onsite Trips Total number of trainer travel trips included in overall training plan	**Airfare Included**	***Included***	0	Trips	
Remote Training Remote training hours conducted by InSync certified trainer	**20-Hour Minimum**	***Included***	0	Hours	

Value-Added and Third-Party Products & Services (CONT)

			QTY	Client Initials
Data Import **Option A** Import of basic patient demographic, insurance master files, providers, and referring providers from .xlsx or pipe delimited .csv. • *Client will provide data in specified format.* • *Only fields provided will be converted*		***Included***	0	
		Included	0	
Option B Includes Option A plus the conversion of clinical data which includes patient charts, medical history, treatment history, lab results, insurance records and other documents. • *All Clinical Data must be provided to InSync in PDF format. Any other formats will not be converted. Data Index file may be required to name documents appropriately.* • *Clinical Data is converted as PDF attachments in the document manager.* • ***This option includes up to 50 GB of data storage. Anything over 50 GB will incur an additional cost of $5 per GB per month.*** ****NOTE: Any import/export of data in format other than .xlsx, pipe (|) delimited, or C-CDA will incur additional charges for data formatting.*** ***This fee is due to InSync. Your current software may charge for any data extractions. This is outside of the fees paid to InSync.** ****All Data Migration/Conversion services are provided as a convenience for our customers. InSyncHCS assumes no liability with regards to the accuracy, integrity or validity of migrated or extracted data.**				
Additional GB Cost Estimation: Information provided by practice.	$5 per GB over 50 GB		0	
HL7 Link to 3rd Party Software • *Upon development scope and confirmation*			0	
Client Registration API Website Link Link established on client website for patient registration.			0	
State Data Submission Practice agrees to use InSync's existing state data submission functionality. If additional development is required, project is subject to Statement of Work and any fees associated with it.			0	
MIPS Submission Service InSync will setup and train practice on MIPS submission though the InSync software. ***Client will incur an additional fee based on submission method and number of measures***	Request activation		0	
Medical Transcription	**Ask for quote**			
Scribe Service	**Ask for quote**			

Attachment: InSync Solutions 2nd Amendment (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

Comments:

This agreement serves to add 12 additional provider licenses to be used by Mariposa County Behavioral Health at their discretion.
Based on the current provider count, InSync will not increase Support, Maintenance, and Hosting by more than 5% in a given year.

Practice Legal Name:	**Mariposa County Behavioral Health**
DBA:	**Mariposa County Behavioral Health**
Address:	**5360 Lemee Lane**
City, State, Zip:	**Mariposa, CA, 95338**
Phone:	**209-742-0821**
Fax:	
Email:	lrumfelt@mariposahsc.org
Contact Name:	**Lynn Rumfelt**

Authorized Signature: 69A6C7C3D88 Rosemarie Smallcombe ZorroSign

(Please Note: By signing this document you are confirming that you are authorized to make commitments on behalf of the medical practice and affirm acceptance of the software "as-is", that the signor had satisfied themselves the software is suited for their intended purpose. If there are any exceptions they must be listed in the above comment section.)

Name: Rosemarie Smallcombe

Title: Board Chair

Date: 02/22/2022

Approved as to Legal Form: 69A6C7C3D5D Steven W. Dahlem ZorroSign

Steve W. Dahlem, County Counsel

InSync Healthcare Solutions, LLC

Company Name:	InSync Healthcare Solutions, LLC
Address:	8408 Benjamin Road
City, State, Zip:	Tampa, FL 33634
Phone:	973-404-9289
Fax:	732-200-3308
Sales Person:	Tony Spino

By: 69A6C7C3D99 Roland Therriault ZorroSign

Name:

Title:

Effective Date: 03/01/2022

Client Initials

Payment Options: Please Select one of the below payment options

Option 1:
I have Payment Information for the account already on file and wish to use that method for payment of this term sheet

Option 2:
I would like to receive an invoice via email for this purchase so that I may submit payment via InSyncHCS.com. PAYMENT IS DUE UPON RECEIPT OF THE INVOICE I understand that failure to submit payment within 14 days could result in licenses being deactivated

Option 3:
I would like to be sent an invoice via email so that I may mail a check for payment. PAYMENT IS DUE UPON RECEIPT OF THE INVOICE I understand that I will incur a $10 dollar check processing fee, and that if payment is not received within 14 days, licenses may be deactivated

Option 4:
I will provide payment information below to be used on a ONE TIME basis to pay for the full amount of this term sheet

ACH Authorization:

Customer's Financial Institution: _____ City/State: _____

Name on Account: _____ Account Type: □ Checking □ Savings

Routing / ABA No: _____ Account No: _____

Credit Card: Name on Card: _____

Card Type: □ Visa □ Master Card □ American Express Card No.: _____

Billing Address: _____ Expiration Date: _____ Security Code: _____

Version 2.043

Attachment: InSync Solutions 2nd Amendment (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

Additional Terms

• Customer's access to and continued use of the Software and Services (including RCM Services, if applicable) is subject to acceptance of InSync HCS's Terms and Conditions of Use and Account Agreement and, if applicable, the InSync HCS RCM Terms and Conditions Agreement. The General Terms and Conditions and the RCM Terms and Conditions are incorporated into this term sheet. ***Customer will be required to accept such terms and conditions online upon login and should review such documents in detail to ensure compliance all terms and conditions.**

• Third party add-on software modules and services may be subject to such additional terms and conditions, fees, and limitations that may be made available to Customer in writing from time to time. Such fees will be billed separately by InSyncHCS.

• Total Upfront Costs are due upon execution of this Term Sheet. All reoccurring fees (and third party fees) are subject to increase from time to time are due and payable on the first calendar day of each month and must be paid by ACH (auto-debit) or credit card only. **CUSTOMER AGREES AND ACKNOWLEDGES THERE ARE NO REFUNDS FOR ANY UPFRONT COSTS (INCLUDING LICENSE PURCHASE FEES), RECURRING FEES, OR THIRD PARTY FEES.**

• Service Exclusivity (If using InSync RCM services). Practice acknowledges that InSync RCM Services will have the exclusive rights to perform all components of billing and collections for services rendered by the Practice to their patients and/or clients on or after the acceptance of this Agreement. Practice acknowledges that it will not outsource or perform inhouse or within another department of the Practice any components of its billing and collections for all services rendered by the Practice during the effective term of this Agreement.

• Customer and InSyncHCS expressly agree that: (1) the exclusive jurisdiction for any dispute between the Parties (whether relating to this Agreement or otherwise) shall be the court of record for Hillsborough County, Florida; and (2) prior to filing any cause of action, or legal proceeding, the Parties agree that they will first be required to attend in-person mediation in Tampa, FL. Both Parties agree to send a representative with full settlement authority to the mediation. All mediation costs (excluding a party's travel costs) shall be split between the Parties. The foregoing, the pre-suit mediation requirement will be waived and not required in the event InSyncHCS brings an action against Customer for unpaid fees

• Financing options for license purchases are available through InSyncHCS's capital funding partner(s) and are subject to credit approval.

Client Initials KC

Value-Added and Third-Party Products & Services

		Unit Price	QTY	Client Initials
Clearinghouse Fee				
Unlimited HCFA Electronic Claims, ERAs and Secondary Claims from Participating Payers.	**Per provider NPI/month**	$25	2	KC
Transaction based HCFA clearinghouse plan. Transaction defined as Claim submission, Rejection, Claim re-submission, and ERA.	**Per provider NPI/transaction**	$0.39	0	
NOTE: 90 day notice to change of provider plan between Transaction and Unlimited. Not all payers accept group NPI.				
Paper HCFA Claim Submission	**Per practice/transaction**	$0.89	0	
Worker's Comp HCFA claim submission with attached encounter notes	**Per practice/transaction**	$0.89	0	
UB-04 Submission plan with 500 transactions per month included under facility NPI for $29. Each additional 500 transactions under facility NPI billed at $29.	**Per facility NPI/month**	$29	0	
Estimated numbers of monthly claims batches based on data supplied by customer			0	
Real-Time Insurance Eligibility Check				
Unlimited monthly transactions per Provider NPI	**Per provider NPI/month**	$29	2	KC
Transaction based eligibility plan. Transaction defined as each patient eligibility check.	**Per provider NPI/transaction**	$0.39	0	
NOTE: 90 day notice for change of provider plan between Transaction and Unlimited. Not all payers accept group NPI.				
Group NPI plan with 500 eligibility transactions per month included under group NPI for $29. Each additional 500 transactions under group NPI billed at $29. Not all insurance companies accept group NPI.	**Per Group NPI/month**	$29	0	
Estimated numbers of eligibility monthly batches based on data supplied by customer			0	
ClaimStaker (Powered by Alpha II) for Claim Scrubber	**Per provider/month**	$65	0	
Medication Management Package (InSyncRx)	**Per provider/month**	$25	0	
Patient hand-outs in 18 languages and comprehensive doctor's drug reference from GSDD Allergy, Drug and Pregnancy interaction review from GSDD Comprehensive managed care formularies from SureScripts, including Medicare Part D and Medicaid RxHub: managed care interface for all-doctor drug history and electronic mail-order				
Integrated ePrescribing for Controlled Substances - EPCS (InSyncRx)	**Per provider/1 time setup**	$150	0	
Setup and Training on e-prescribing and prescription management for controlled substances. Requires Identity Proofing and two-factor authentication. **NOTE**: This service also requires an $100 Identity Proofing fee payable directly to Exostar in addition to the $150 InSync setup fee.				
Outsourced Patient Statement Submission	**Per statement fee (1st pg)**	$0.94	0	
Paper statements Monthly minimum of $20 applies.	**Each additional page**	$0.28		
E-Statements	**Per statement**	$0.30	0	
Appointment Reminder Service (Powered by AlertSolutions) One-time set-up fee of $95 applies; Monthly minimum fee of $25 applies; by signing up for appointment reminders you will be set up for all three services Text Message Reminders are $0.14 for first 160 characters. Additional characters will be charged $0.14 for each additional page.	**Per minute (phone)** **Per text** **Per email**	$0.14 $0.14 $0.07	0	
	Initial setup fee of $95	$95		
ASAM Form ASAM 6 Dimensions of Care. First year included in total upfront cost.	**Per provider/year**	$24	0	
Unlimited Telemedicine Integration (Powered By Zoom) Unlimited telemedicine visits.	**Per provider/month**	$39	0	
Scanner with Insurance Card & Driver's License OCR Integration *(SnapShell IDR w/.Net OCR Powered by Card Scanning Solutions Inc.)* Optical Character Recognition (OCR) for extracting discrete data elements from scanned Drivers License, IDs and Insurance Cards and populating them directly into fields available on Demographics and Insurance page. NOTE: All OCR devices are warranted by manufacturer for a maximum of 12 months from date of purchase. NOTE: Devices returned other than for defect will be refunded, subject to a 30% restocking fee.	**Per scanner** Additional charges: Initial setup fee of $95/scanner $45 shipping/handling $149/scanner annual maintenance & support fee	$1,095 $95 $45	0	

Attachment: First Amendment - InSync Agreement (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

Electronic Signature Pad with Integration *(SignatureGem Backlit LCD 1X5 Powered by Topaz Systems Inc.)* Electronic LCD signature pad to capture patients' signature on custom forms; eliminates the need to print and scan the forms back into the system **NOTE:** All signature pad devices are warranted by manufacturer for a maximum of 12 months from date of purchase.) **NOTE:** Devices returned other than for defect will be refunded, subject to a 30% restocking fee.	**Per signature pad** Additional charges: Initial setup fee of $95/scanner $45 shipping/handling $149/pad annual maintenance & support fee	$395 $95 $45	0 0	
InSyncHCS Direct - Organization Account (Powered by Secure Exchange Solutions) Practice email account using the DIRECT protocol for securely sharing healthcare information between referring providers; Required for Meaningful Use Stage 2 (one per practice)	**Per practice/ month**		0	
InSyncHCS Direct - Individual Account *(Powered by Secure Exchange Solutions)* Individual provider personal email account (or per practice organizational account for non-EMR customers) using the DIRECT protocol for securely sharing healthcare information between referring providers	**Per email address/ month**	$15	0	
Electronic Fax – Inbound (Powered by Interfax) Up to 500 inbound pages included per fax line per month	**Per fax line/month** **Toll-Free Number** **Port Current Number** Additional charges: 10 cents/each add'tl page over 500 One-time setup fee of $95 applies	$25 $19 $40 $95	0 0 0	
Electronic Fax – Outbound (Powered by Interfax)	**Per page**	$0.12	0	

Training Plan

			QTY		Client Initials
Onsite Discovery InSync certified trainer will spend a minimum of 2 days onsite at the practice to gain a full understanding of workflows, content, and all practice specific needs.	**2-Day Minimum**	***Included***	0	Days	
Onsite Training InSync certified trainer will spend a minimum of 3 days onsite at the practice training superusers and staff.	**3-Day Minimum**	***Included***	0	Days	
Onsite Trips Total number of trainer travel trips included in overall training plan	**Airfare Included**	***Included***	0	Trips	
Remote Training Remote training hours conducted by InSync certified trainer	**20-Hour Minimum**	***Included***	0	Hours	

Value-Added and Third-Party Products & Services (CONT)

			QTY	Client Initials
Data Import				
Option A Import of basic patient demographic, insurance master files, providers, and referring providers from .xlsx or pipe delimited .csv. • *Client will provide data in specified format.* • *Only fields provided will be converted*		***Included***	0	
Option B Includes Option A plus the conversion of clinical data which includes patient charts, medical history, treatment history, lab results, insurance records and other documents. • *All Clinical Data must be provided to InSync in PDF format. Any other formats will not be converted. Data Index file may be required to name documents appropriately.* • *Clinical Data is converted as PDF attachments in the document manager.* • *This option includes up to 50 GB of data. Anything over 50 GB will incur an additional cost.*		***Included***	0	
******NOTE: Any import/export of data in format other than .xlsx, pipe (|) delimited, or C-CDA will incur additional charges for data formatting.*** ***This fee is due to InSync. Your current software may charge for any data extractions. This is outside of the fees paid to InSync.** ****All Data Migration/Conversion services are provided as a convenience for our customers. InSyncHCS assumes no liability with regards to the accuracy, integrity or validity of migrated or extracted data.**				
HL7 Link to 3rd Party Software • *Upon development scope and confirmation*			0	
State Data Submission Practice agrees to use InSync's existing state data submission functionality. If additional development is required, project is subject to Statement of Work and any fees associated with it.			0	
MIPS Submission Service InSync will setup and train practice on MIPS submission though the InSync software. ****Client will incur an additional fee based on submission method and number of measures***		Request activation	0	
Medical Transcription	**Ask for quote**			
General Consulting Services (Remote) Includes any IT related services required/requested by clients for maintenance and administration of onsite application servers.	**10-hour minimum**		0	

Attachment: First Amendment - InSync Agreement (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

Comments:

This agreement serves to add 10 total licenses, 2 of which are in use currently and an additional 8 to be used by the practice at a later date.
Based on the current provider count, InSync will not increase Support, Maintenance, and Hosting by more than 5% in a given year.

Practice Legal Name:	Mariposa County Behavioral Health
DBA:	Mariposa County Behavioral Health
Address:	5360 Lemee Lane
City, State, Zip:	Mariposa, CA, 95338
Phone:	209-742-0821
Fax:	
Email:	lrumfelt@mariposahsc.org
Contact Name:	Lynn Rumfelt

Authorized Signature: Kevin Cann

(Please Note: By signing this document you are confirming that you are authorized to make commitments on behalf of the medical practice and affirm acceptance of the software "as-is", that the signor had satisfied themselves the software is suited for their intended purpose. If there are any exceptions they must be listed in the above comment section.)

Name: Kevin Cann

Title: Chair

Date:

InSync Healthcare Solutions, LLC

Company Name:	InSync Healthcare Solutions, LLC
Address:	8408 Benjamin Road
City, State, Zip:	Tampa, FL 33634
Phone:	813-563-8130
Fax:	732-200-3308
Sales Person:	Tony Spino

By:

Name: Robert Thorpe II

Title: President + EVP of Sales

Effective Date: 1/20/2021

Customer hereby authorizes InSync Healthcare Solutions to initiate monthly debit entries for the amount due as per this agreement from the Customer's financial account or credit card account named below.

I understand and agree that payment will be withdrawn through an auto pay system monthly/anually. Client Initials

Initial One Option

I decline signing up for auto pay and accept the $10 check service fee per month for payment with check Client Initials KC

Desired Delivery of Invoice: **Paper (mailed USPS)**

ACH Authorization:

Customer's Financial Institution: _____ City/State: _____

Name on Account: _____ Account Type: ☐ Checking ☐ Savings

Routing / ABA No: _____ Account No: _____

Credit Card: Name on Card: _____

Card Type: ☐ Visa ☐ Master Card Card No.: _____

Billing Address: _____ Expiration Date: _____ Security Code: _____

Version 2.02

APPROVED AS TO FORM:
Steven W. Dahlem
STEVEN W. DAHLEM
COUNTY COUNSEL

Attachment: First Amendment - InSync Agreement (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

PM/EMR Software & Services Term Sheet (12 Additional Providers)

Number of Providers:	12	Practice Legal Name:	Mariposa County Behavioral Health
		Practice Name:	Mariposa County Behavioral Health
		Date of Term Sheet:	02/09/2022
		Price Validity:	90 Days
TOTAL NUMBER OF PROVIDERS:	12	1st 3rd Party Invoice date:	02/01/2022
		Client Initials	

Package, Licensing & Term Options

	InSync® PM	InSync® EMR	InSync® PM+EMR	InSync® PM+EMR plus RCM
	License Purchase	License Purchase	License Purchase	Subscription
License Term			Purchase	
Total Upfront Cost			$42,312	
Total Upfront License Costs			$39,504	
License Cost $2,500 Per Provider			$30,000	
Set Up and Configuration $495 per Provider			$5,940	
Annual Support $108 per Provider (02/01/2022-12/31/2022)			$1,188	
Annual Maintenance $108 per Provider (02/01/2022-12/31/2022)			$1,188	
Annual Hosting $108 per Provider (02/01/2022-12/31/2022)			$1,188	
Annual Telehealth License Cost (6 Annual Licenses from 10/01/2021-09/30/2022)			*$2,808*	

	InSync® PM	InSync® EMR	InSync® PM+EMR	InSync® PM+EMR plus RCM
EMR		•	•	•
Practice management (Billing)	•		•	•
Scheduler	•	•	•	•
Patient registration	•	•	•	•
Document management	•	•	•	•
Secure messaging	•	•	•	•
Meaningful Use tools		•	•	•
Reporting	•	•	•	•
Patient portal		•	•	•

Professional Services Included

Set Up and Configuration Of License	•	•	•	•
RCM (Medical Billing) Service				•

Support, Maintenance & Hosting Subscription

(For license purchase customers only - All included in first year of term and billed annually each year thereafter)

		Unit Price	QTY	Client Initials
Support, Maintenance & Hosting Fees	Per provider/month	$27	12	

Attachment: InSync Term Sheets - February 2022 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

Additional Terms

• Customer's access to and continued use of the Software and Services (including RCM Services, if applicable) is subject to acceptance of InSync HCS's Terms and Conditions of Use and Account Agreement and, if applicable, the InSync HCS RCM Terms and Conditions Agreement. The General Terms and Conditions and the RCM Terms and Conditions are incorporated into this term sheet. ***Customer will be required to accept such terms and conditions online upon login and should review such documents in detail to ensure compliance all terms and conditions.**

• Third party add-on software modules and services may be subject to such additional terms and conditions, fees, and limitations that may be made available to Customer in writing from time to time. Such fees will be billed separately by InSyncHCS.

• Total Upfront Costs are due upon execution of this Term Sheet. All reoccurring fees (and third party fees) are subject to increase from time to time are due and payable on the first calendar day of each month and must be paid by ACH (auto-debit) or credit card only. **CUSTOMER AGREES AND ACKNOWLEDGES THERE ARE NO REFUNDS FOR ANY UPFRONT COSTS (INCLUDING LICENSE PURCHASE FEES), RECURRING FEES, OR THIRD PARTY FEES.**

• Service Exclusivity (If using InSync RCM services). Practice acknowledges that InSync RCM Services will have the exclusive rights to perform all components of billing and collections for services rendered by the Practice to their patients and/or clients on or after the acceptance of this Agreement. Practice acknowledges that it will not outsource or perform inhouse or within another department of the Practice any components of its billing and collections for all services rendered by the Practice during the effective term of this Agreement.

• Customer and InSyncHCS expressly agree that: (1) the exclusive jurisdiction for any dispute between the Parties (whether relating to this Agreement or otherwise) shall be the court of record for Hillsborough County, Florida; and (2) prior to filing any cause of action, or legal proceeding, the Parties agree that they will first be required to attend in-person mediation in Tampa, FL. Both Parties agree to send a representative with full settlement authority to the mediation. All mediation costs (excluding a party's travel costs) shall be split between the Parties. The foregoing, the pre-suit mediation requirement will be waived and not required in the event InSyncHCS brings an action against Customer for unpaid fees

• Financing options for license purchases are available through InSyncHCS's capital funding partner(s) and are subject to credit approval.

• additional licenses will incur additional costs

• InSync can only recreate and deploy Assessment Tools such as the Patient Specific Functional Score if the publishers of the Assessment Tool give written permission to InSync. At times, publishers may give free permission but at other times they can also require a fee per user that would most likely be passed over to our users. There is no guarantee that a publisher will give permission for InSync to recreate these Assessment Tools within the EHR so InSync cannot assure that these will be recreated and deployed within the InSync EHR.

Client Initials

Value-Added and Third-Party Products & Services

		Unit Price	QTY	Client Initials
Clearinghouse Fee				
Unlimited HCFA Electronic Claims, ERAs and Secondary Claims from Participating Payers.	**Per provider NPI/month**	$25	0	
Transaction based HCFA clearinghouse plan. Transaction defined as Claim submission, Rejection, Claim re-submission, and ERA.	**Per provider NPI/transaction**	$0.39	0	
NOTE: 90 day notice to change of provider plan between Transaction and Unlimited. Not all payers accept group NPI.				
Paper HCFA Claim Submission	**Per practice/transaction**	$0.89	0	
Worker's Comp HCFA claim submission with attached encounter notes	**Per practice/transaction**	$0.89	0	
UB-04 Submission plan with 500 transactions per month included under facility NPI for $29. Each additional 500 transactions under facility NPI billed at $29.	**Per facility NPI/month**	$29	0	
Real-Time Insurance Eligibility Check				
Unlimited monthly transactions per Provider NPI	**Per provider NPI/month**	$29	0	
Transaction based eligibility plan. Transaction defined as each patient eligibility check.	**Per provider NPI/transaction**	$0.39	0	
NOTE: 90 day notice for change of provider plan between Transaction and Unlimited. Not all payers accept group NPI.				
Group NPI plan with 500 eligibility transactions per month included under group NPI for $29. Each additional 500 transactions under group NPI billed at $29. Not all insurance companies accept group NPI.	**Per Group NPI/month**	$29	0	
ClaimStaker (Powered by Alpha II) for Claim Scrubber	**Per provider/month**	$65	0	
Medication Management Package (InSyncRx)	**Per provider/month**	$25	0	
Patient hand-outs in 18 languages and comprehensive doctor's drug reference from GSDD Allergy, Drug and Pregnancy interaction review from GSDD Comprehensive managed care formularies from SureScripts, including Medicare Part D and Medicaid RxHub: managed care interface for all-doctor drug history and electronic mail-order				
Integrated ePrescribing for Controlled Substances - EPCS (InSyncRx)	**Per provider/1 time setup**	$150	0	
Setup and Training on e-prescribing and prescription management for controlled substances. Requires Identity Proofing and two-factor authentication. NOTE: This service also requires an annual $100 Identity Proofing fee payable directly to Exostar in addition to the $150 InSync setup fee.				
Outsourced Patient Statement Submission	**Per statement fee (1st pg)**	$0.94	0	
Paper statements Monthly minimum of $20 applies.	**Each additional page**	$0.25		
E-Statements This service requires office to capture valid email addresses for statements to be sent electronically. If email address is invalid, office needs to send paper statement manually.	**Per statement**	$0.30	0	
Appointment Reminder Service (Powered by AlertSolutions)	**Per minute (phone)**	$0.14	0	
One-time set-up fee of $95 applies; Monthly minimum fee of $25 applies; by signing up for appointment reminders you will be set up for all three services Text Message Reminders are $0.14 for first 160 characters. Additional characters will be charged $0.14 for each additional page.	**Per text** **Per email**	$0.14 $0.07		
	Initial setup fee of $95	$95		
ASAM Form	**Per provider/year**	$24	0	
ASAM 6 Dimensions of Care. First year included in total upfront cost.				
Unlimited Telemedicine Integration (Powered By Zoom)	**Per provider/month**	$39	6	
Unlimited telemedicine visits.				
Scanner with Insurance Card & Driver's License OCR Integration	**Per scanner**	$1,095	0	
(SnapShell IDR w/.Net OCR Powered by Card Scanning Solutions Inc.) Optical Character Recognition (OCR) for extracting discrete data elements from scanned Drivers License, IDs and Insurance Cards and populating them directly into fields available on Demographics and Insurance page. NOTE: All OCR devices are warranted by manufacturer for a maximum of 12 months from date of purchase. NOTE: Devices returned other than for defect will be refunded, subject to a 30% restocking fee. **Scanner only available for Windows Devices	Additional charges: Initial setup fee of $95/scanner $45 shipping/handling $149/scanner annual maintenance & support fee	 $95 $45		

Attachment: InSync Term Sheets - February 2022 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

Electronic Signature Pad with Integration *(SignatureGem Backlit LCD 1X5 Powered by Topaz Systems Inc.)* Electronic LCD signature pad to capture patients' signature on custom forms; eliminates the need to print and scan the forms back into the system **NOTE:** All signature pad devices are warranted by manufacturer for a maximum of 12 months from date of purchase.) **NOTE:** Devices returned other than for defect will be refunded, subject to a 30% restocking fee.	**Per signature pad** Additional charges: Initial setup fee of $95/scanner $45 shipping/handling $149/pad annual maintenance & support fee	$395 $95 $45	0 0	
InSyncHCS Direct - Organization Account (Powered by Secure Exchange Solutions) Practice email account using the DIRECT protocol for securely sharing healthcare information between referring providers; Required for Meaningful Use Stage 2 (one per practice)	**Per practice/ month**		0	
InSyncHCS Direct - Individual Account *(Powered by Secure Exchange Solutions)* Individual provider personal email account (or per practice organizational account for non-EMR customers) using the DIRECT protocol for securely sharing healthcare information between referring providers	**Per email address/ month**	$15	0	
Electronic Fax – Inbound (Powered by Interfax) Up to 500 inbound pages included per fax line per month	**Per fax line/month** **Toll-Free Number** **Port Current Number** Additional charges: 10 cents/each add'tl page over 500 One-time setup fee of $95 applies	$25 $19 $40 $95	0 0 0	
Electronic Fax – Outbound (Powered by Interfax)	**Per page**	$0.12	0	

Training Plan

			QTY		Client Initials
Onsite Discovery InSync certified trainer will spend a minimum of 2 days onsite at the practice to gain a full understanding of workflows, content, and all practice specific needs.	**2-Day Minimum**	***Included***	0	Days	
Onsite Training InSync certified trainer will spend a minimum of 3 days onsite at the practice training superusers and staff.	**3-Day Minimum**	***Included***	0	Days	
Onsite Trips Total number of trainer travel trips included in overall training plan	**Airfare Included**	***Included***	0	Trips	
Remote Training Remote training hours conducted by InSync certified trainer	**20-Hour Minimum**	***Included***	0	Hours	

Value-Added and Third-Party Products & Services (CONT)

			QTY	Client Initials
Data Import **Option A** Import of basic patient demographic, insurance master files, providers, and referring providers from .xlsx or pipe delimited .csv. • *Client will provide data in specified format.* • *Only fields provided will be converted*		***Included***	0	
		Included	0	
Option B Includes Option A plus the conversion of clinical data which includes patient charts, medical history, treatment history, lab results, insurance records and other documents. • *All Clinical Data must be provided to InSync in PDF format. Any other formats will not be converted. Data Index file may be required to name documents appropriately.* • *Clinical Data is converted as PDF attachments in the document manager.* • ***This option includes up to 50 GB of data storage. Anything over 50 GB will incur an additional cost of $5 per GB per month.*** ****NOTE: Any import/export of data in format other than .xlsx, pipe (|) delimited, or C-CDA will incur additional charges for data formatting.*** ***This fee is due to InSync. Your current software may charge for any data extractions. This is outside of the fees paid to InSync.** ****All Data Migration/Conversion services are provided as a convenience for our customers. InSyncHCS assumes no liability with regards to the accuracy, integrity or validity of migrated or extracted data.** **Additional GB Cost Estimation: Information provided by practice.**		$5 per GB over 50 GB	0	
HL7 Link to 3rd Party Software • *Upon development scope and confirmation*			0	
Client Registration API Website Link Link established on client website for patient registration.			0	
State Data Submission Practice agrees to use InSync's existing state data submission functionality. If additional development is required, project is subject to Statement of Work and any fees associated with it.			0	
MIPS Submission Service InSync will setup and train practice on MIPS submission though the InSync software. ***Client will incur an additional fee based on submission method and number of measures***		Request activation	0	
Medical Transcription	**Ask for quote**			
Scribe Service	**Ask for quote**			

Attachment: InSync Term Sheets - February 2022 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

Comments:

This agreement serves to add 12 additional provider licenses to be used by Mariposa County Behavioral Health at their discretion.
Based on the current provider count, InSync will not increase Support, Maintenance, and Hosting by more than 5% in a given year.

Practice Legal Name:	**Mariposa County Behavioral Health**
DBA:	**Mariposa County Behavioral Health**
Address:	**5360 Lemee Lane**
City, State, Zip:	**Mariposa, CA, 95338**
Phone:	**209-742-0821**
Fax:	
Email:	lrumfelt@mariposahsc.org
Contact Name:	**Lynn Rumfelt**

Authorized Signature: _____

(Please Note: By signing this document you are confirming that you are authorized to make commitments on behalf of the medical practice and affirm acceptance of the software "as-is", that the signor had satisfied themselves the software is suited for their intended purpose. If there are any exceptions they must be listed in the above comment section.)

Name: _____

Title: _____

Date: _____

InSync Healthcare Solutions, LLC

Company Name:	InSync Healthcare Solutions, LLC
Address:	8408 Benjamin Road
City, State, Zip:	Tampa, FL 33634
Phone:	973-404-9289
Fax:	732-200-3308
Sales Person:	Tony Spino

By: _____

Name: _____

Title: _____

Effective Date: _____

Client Initials

Payment Options: Please Select one of the below payment options

Option 1:
I have Payment Information for the account already on file and wish to use that method for payment of this term sheet _____

Option 2:
I would like to receive an invoice via email for this purchase so that I may submit payment via InSyncHCS.com. PAYMENT IS DUE UPON RECEIPT OF THE INVOICE I understand that failure to submit payment within 14 days could result in licenses being deactivated _____

Option 3:
I would like to be sent an invoice via email so that I may mail a check for payment. PAYMENT IS DUE UPON RECEIPT OF THE INVOICE I understand that I will incur a $10 dollar check processing fee, and that if payment is not received within 14 days, licenses may be deactivated _____

Option 4:
I will provide payment information below to be used on a ONE TIME basis to pay for the full amount of this term sheet _____

ACH Authorization:

Customer's Financial Institution: _____ City/State: _____

Name on Account: _____ Account Type: □ Checking □ Savings

Routing / ABA No: _____ Account No: _____

Credit Card: Name on Card: _____

Card Type: □ Visa □ Master Card □ American Express Card No.: _____

Billing Address: _____ Expiration Date: _____ Security Code: _____

Version 2.043

Attachment: InSync Term Sheets - February 2022 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

QUALIFACTS™

SERVICE CHANGE FORM

Customer Name:	County of Mariposa
Contact Name:	Randy Ridenhour
Address:	5362 Lemee Lane, Mariposa, CA 95338
Phone Number:	(209) 742-0822
Email Address:	rridenhour@mariposacounty.org
Effective Date:	
Platform:	InSync

This Service Change Form is made as of the Effective Date set forth above between Qualifacts Systems, LLC ("Vendor"), a Delaware limited liability company having its principal place of business at 315 Deaderick Street, Suite 2300, Nashville, Tennessee 37238, and the Customer identified above. This Service Change Form is made pursuant to, and is governed by, the Terms and Conditions between Vendor and Customer for the InSync platform available on Vendor's website (the "Agreement"). Defined terms used but not defined in this Service Change Form are as defined in the Agreement.

MODIFICATION IN CUSTOMER'S MONTHLY RECURRING CHARGES

THE FOLLOWING PURCHASED PROVIDERS & MONTHLY RECURRING CHARGES ARE BEING ADDED TO CUSTOMER'S AGREEMENT:

#	Product	Term Start Date	Term End Date	Unit	Quantity	Sales Price	Total Price
1.	InSync Core Software - Named Perpetual	September 1, 2022	TBD	Per Provider	16	$2,500.00	$40,000.00
						Total Purchased Licenses:	**$41,237.00**
Add-On Products:							
2.	InSync - EPCS	September 1, 2022	December 31, 2022	Per Prescriber	1	$0.00	$0.00
3.	InSync - eRx	September 1, 2022	December 31, 2022	Per Prescriber	1	$25.00	$25.00
4.	InSync Hosting - Monthly	September 1, 2022	December 31, 2022	Per Provider User	16	$9.00	$144.00
5.	InSync Maintenance - Monthly	September 1, 2022	December 31, 2022	Per Provider User	16	$9.00	$144.00
6.	InSync Support - Monthly	September 1, 2022	December 31, 2022	Per Provider User	16	$9.00	$144.00
7.	Telemedicine Module	September 1, 2022	December 31, 2022	Per Provider	20	$39.00	$780.00
						Total Monthly Charges:	**$1,237.00**

THE FOLLOWING ONE-TIME CHARGES HAVE BEEN ADDED TO CUSTOMER'S AGREEMENT:

#	Product	Invoice Date	Unit	Quantity	Sales Price	Total Price
8.	InSync - EPCS - Setup Fee	Upon Effective Date	Per Prescriber	1	$150.00	$150.00
9.	InSync Purchased License 1x Fee	Per Contract Terms	Due Upon Effective Date	16	$495.00	$7,920.00

Attachment: InSynch AddOn Products - 2022 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

QUALIFACTS™

Total One-Time Charges:	**$8,070.00**

Quantities included herein are contractual minimums regardless of actual usage. If actual usage exceeds contracted amounts in a given month, Customer will be invoiced for the actual peak number of Transactions or applicable products for that month. Invoicing will begin upon effective date and will be reflected on the next invoicing cycle if not otherwise noted in the product language.

The original or copies, including facsimile transmissions, of this SCF may be executed in counterparts, each of which shall be an original against any party whose signature appears on such counterpart and all of which together shall constitute one and the same agreement.

Authorized representatives of the parties have executed this SCF, effective upon the last date below ("SCF Effective Date").

PRODUCT DESCRIPTIONS

1. **InSync Core Software - Named Perpetual** – Core Software is the web-based Electronic Health Record and Practice Management software, hosted and maintained by the Vendor for the Customer. The Customer is responsible for notifying the Vendor of any changes to active and inactive providers on a monthly basis. Should the Customer purchase any module and/or feature requiring unique Named User counts (e.g., eRx, EPCS, Telehealth, etc.), the Customer shall assume all responsibility for managing its Named User counts.

   Provider User fees are billed based on the total count of providers and clinical users documenting within the system. These users are defined as those administering or delivering direct patient care, or providers requiring a National Provider Identification (NPI) Number for payment or reimbursement. This typically includes, but is not limited to, the following: Physicians, Physician Assistants, Midwives, Nurse Practitioners, Registered Nurse, Nurse Anesthetists, Dentists, Denturists, Chiropractors, Clinical Social Workers, Psychologists, Psychiatrists, Physical Therapists, Occupational Therapist, Speech Language Pathologists/Therapist, etc.

   For purposes of this Term Sheet, the Vendor's normal support business hours are Monday through Friday, 7:30 AM – 7:00 PM Eastern time. "Customer Training" is defined by options outlined later in this document within the Project Plan if applicable.

2. **InSync – EPCS** – Vendor allows the prescriber to prescribe EPCS (Electronic Prescription for Controlled Substance) drugs. EPCS provider should have been DEA certified. As a part of regulatory requirement, EPCS module needs 2-factor authentication for the prescribers to electronically prescribe controlled substance.

   Vendor supports 2 types of tokens for 2-factor authentication: Hard Token and Soft Token (Authy app).

   - 1st level authentication can be completed through an online identity verification process which requires hard token for ID proofing.
   - 2nd level authentication can be completed through soft token (authy app) via mobile phone (iOS and Android).
   - A key fob is available for purchase at a cost of $50.00. Replacement key fobs are subject to the $50.00 purchase fee. Setup and Training on e-prescribing and prescription management for controlled substances. Requires Identity Proofing and two-factor authentication. NOTE: This service also requires an annual $100.00 Identity Proofing fee payable directly to Exostar.

3. **InSync – eRx** - – Vendor's eRx module allows providers to prescribe medications for their patients. Vendor has developed its own in-house module that allows practices to prescribe medications for their patients/consumers.

   Patient/Consumer hand-outs in eighteen (18) languages and comprehensive doctor's drug reference from GSDD.Allergy, Drug and Pregnancy interaction review from GSDD. Comprehensive managed care formularies from SureScripts, including Medicare Part D and Medicaid. RxHub: managed care interface for all-doctor drug history and electronic mail-order. Below are the key features that Vendor offers with the eRx module.

   - Full integrated drug database
   - Drug-Drug Interactions, Drug-Allergy Interactions, Drug-Disease Interactions, Food Caution
   - Electronic transmitting drug to pharmacies
   - Ability to transmit generic medications
   - Drug Benefit Card
   - Coverage details based on patient's eligibility
   - Medications History – Rx History & PDMP History
   - Electronic Prior Authorization
   - NCPDP Formulary
   - Ability to receive refill requests from pharmacy

Attachment: InSynch AddOn Products - 2022 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

- Pharmacy change requests
- Schedule medications

4. **InSync Hosting - Monthly** – Core Software monthly hosting fee for purchased licenses.

5. **InSync Maintenance - Monthly** – Core Software monthly maintenance fee for purchased licenses.

6. **InSync Support - Monthly** – Core Software monthly support fee for purchased licenses.

7. **Telemedicine Module** – Vendor offers an integrated telehealth solution as an add on service per provider. We partner with Zoom for HIPAA compliant video/telehealth services. It includes access to group sessions and a waiting room.

8. **InSync – EPCS – Setup Fee** - One-Time setup fee per Prescriber for EPCS.

9. **InSync Purchased License 1x Fee** – One-Time setup fee for Provider purchased license.

Signature:

Email: jamie.gossen@qualifacts.com

Title: Mgr, Contracts

COUNTY OF MARIPOSA

By: _____

Print: _____

Title: _____

Date: _____

QUALIFACTS SYSTEMS, LLC

By: *Jeremy Landa*

Print: Jeremy Landa

Title: CFO

Date: Sep 12, 2022

Attachment: InSynch AddOn Products - 2022 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

MARIPOSA COUNTY

HHS/Behavioral Health & Recovery Services · (209) 9(

RESOLUTION - ACTION REQUESTED 2019-692

MEETING: December 10, 2019

TO: The Board of Supervisors

FROM: Chevon Kothari, Health and Human Services Director

RE: InSync Healthcare Solutions, LLC EHR Agreement with Behavioral Health

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RECOMMENDATION AND JUSTIFICATION:
Approve an Agreement with InSync Healthcare Solutions, LLC to Provide Electronic Health Record Information System software, technical support and all pay sources claiming services to Behavioral Health in an Amount Not to Exceed $190,835 for purchase of Software and Setup plus $2,746 per month "3rd Party Fees", plus $1,323 per month "Support, Maintenance, Hosting;" Approve the InSync Terms and Conditions Agreement; and Authorize the Board of Supervisors Chair to Sign the Agreements.

InSync Healthcare Solutions, LLC (InSync) provides extensive support and hosting of their Electronic Health Record Information System that is essential to the operation of Mariposa County Behavioral Health. It is more cost efficient for the County to contract with InSync for their software system and their associated services than attempt to duplicate their services. The costs for additional qualified Information Technology (IT) personnel, information security, client insurance eligibility updates, and electronic prescribing of medications would exceed the costs of this contract.

BACKGROUND AND HISTORY OF BOARD ACTIONS:
This is a new agreement with InSync. InSync will replace our previous EHR vendor, Kings View. These services are necessary to efficiently manage our client records and claiming processes.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:
If this Agreement is not approved, Behavioral Health would be without vital support for its claiming and clinical documentation software. An alternate contractor could be sought, or Behavioral Health could attempt to provide qualified IT and other staff to duplicate InSync's services. Behavioral Health would be at a loss to provide such technical services for the near term, and costs would likely exceed the InSync agreement costs.

FINANCIAL IMPACT:
The cost of this agreement will be spread over several budget units (Behavioral Health, Alcohol & Drug, Whole Person Care, Health, and Mental Health Services

Attachment: InSync Purchase Agreement 2019 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

Resolution - Action Requested 2019-692

Act) based on number of staff assigned to each unit and is incorporated in the FY19-20 budget. There is no impact to the General Fund.

ATTACHMENTS:
InSync Proposal - Purchase - Mariposa County 11.22 - Upfront - Comments Added(PDF)
InSync Terms and Conditions Signed (PDF)

RESULT: **ADOPTED BY CONSENT VOTE [UNANIMOUS]**
MOVER: Merlin Jones, District II Supervisor
SECONDER: Marshall Long, District III Supervisor
AYES: Smallcombe, Jones, Long, Cann, Menetrey

Attachment: InSync Purchase Agreement 2019 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

PM/EMR Software & Services Term Sheet

Number of Providers:	29	Customer Name (Legal Entity Name):	Mariposa County Behavioral Health
Number of Case Managers:	20	Practice Name:	Mariposa County Behavioral Health
		Date of Term Sheet:	11/22/2019
		Price Validity:	12/31/2019
TOTAL NUMBER OF PROVIDERS:	49	1st 3rd Party Invoice date:	2/1/2019

Client Initials

Package, Licensing & Term Options

	InSync® PM	InSync® EMR	InSync® PM+EMR	InSync® PM+EMR plus RCM
	License Purchase	License Purchase	License Purchase	Subscription
License Term			Purchase	
Total Upfront Costs			$190,835	
3rd Party Fees			*$2,746*	

	InSync® PM	InSync® EMR	InSync® PM+EMR	InSync® PM+EMR plus RCM
EMR		•	•	•
Practice management (Billing)	•		•	•
Scheduler	•	•	•	•
Patient registration	•	•	•	•
Document management	•	•	•	•
Secure messaging	•	•	•	•
Meaningful Use tools		•	•	•
Reporting	•	•	•	•
Patient portal		•	•	•

Professional Services Included

Implementation & Project Management	10 Hours	10 Hours	20 Hours	20 Hours
RCM (Medical Billing) Service				•
	License Purchase	License Purchase	License Purchase	License Purchase
Software Maintenance & Standard Updates	Year 1 Included	Year 1 Included	Year 1 Included	Included
Customer Support (Toll-free phone, email, web)	Year 1 Included	Year 1 Included	Year 1 Included	Included
Hosting	Year 1 Included	Year 1 Included	Year 1 Included	Included

Support, Maintenance & Hosting Fees

*(For license purchase customers only – **All included in first year of term** and billed annually in advance each year thereafter)*

		Unit Price	QTY	Client Initials
Support, Maintenance & Hosting Fees	Per provider/month	$27	49	

Attachment: InSync Purchase Agreement 2019 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

Additional Terms

• Customer's access to and continued use of the Software and Services (including RCM Services, if applicable) is subject to acceptance of InSync HCS's Terms and Conditions of Use and Account Agreement and, if applicable, the InSync HCS RCM Terms and Conditions Agreement. The General Terms and Conditions and the RCM Terms and Conditions are incorporated into this term sheet. ***Customer will be required to accept such terms and conditions online upon login and should review such documents in detail to ensure compliance all terms and conditions.**

• Third party add-on software modules and services may be subject to such additional terms and conditions, fees, and limitations that may be made available to Customer in writing from time to time. Such fees will be billed separately by InSyncHCS.

• Total Upfront Costs are due upon execution of this Term Sheet. All reoccurring fees (and third party fees) are subject to increase from time to time are due and payable on the first calendar day of each month and must be paid by ACH (auto-debit) or credit card only. **CUSTOMER AGREES AND ACKNOWLEDGES THERE ARE NO REFUNDS FOR ANY UPFRONT COSTS (INCLUDING LICENSE PURCHASE FEES), RECURRING FEES, OR THIRD PARTY FEES.**

• Service Exclusivity (If using InSync RCM services). Practice acknowledges that InSync RCM Services will have the exclusive rights to perform all components of billing and collections for services rendered by the Practice to their patients and/or clients on or after the acceptance of this Agreement. Practice acknowledges that it will not outsource or perform inhouse or within another department of the Practice any components of its billing and collections for all services rendered by the Practice during the effective term of this Agreement.

• Customer and InSyncHCS expressly agree that: (1) the exclusive jurisdiction for any dispute between the Parties (whether relating to this Agreement or otherwise) shall be the court of record for Hillsborough County, Florida; and (2) prior to filing any cause of action, or legal proceeding, the Parties agree that they will first be required to attend in-person mediation in Tampa, FL. Both Parties agree to send a representative with full settlement authority to the mediation. All mediation costs (excluding a party's travel costs) shall be split between the Parties. The foregoing, the pre-suit mediation requirement will be waived and not required in the event InSyncHCS brings an action against Customer for unpaid fees

• Financing options for license purchases are available through InSyncHCS's capital funding partner(s) and are subject to credit approval.

Client Initials MSM

Value-Added and Third-Party Products & Services

		Unit Price	QTY	Client Initials
Clearinghouse Fee				
Unlimited HCFA Electronic Claims, ERAs and Secondary Claims from Participating Payers.	**Per provider NPI/month**	$25	49	MSM
Transaction based HCFA clearinghouse plan. Transaction defined as Claim submission, Rejection, Claim re-submission, and ERA.	**Per provider NPI/transaction**	$0.39	0	
NOTE: 90 day notice to change of provider plan between Transaction and Unlimited. Not all payers accept group NPI.				
Paper HCFA Claim Submission	**Per practice/transaction**	$0.89	0	
Worker's Comp HCFA claim submission with attached encounter notes	**Per practice/transaction**	$0.89	0	
UB-04 Submission plan with 500 transactions per month included under facility NPI for $29. Each additional 500 transactions under facility NPI billed at $29.	**Per facility NPI/month**	$29	0	
Real-Time Insurance Eligibility Check **Unlimited** monthly transactions per Provider NPI	**Per provider NPI/month**	$29	49	MSM
Transaction based eligibility plan. Transaction defined as each patient eligibility check.	**Per provider NPI/transaction**	$0.39	0	
NOTE: 90 day notice for change of provider plan between Transaction and Unlimited. Not all payers accept group NPI.				
Group NPI plan with 500 eligibility transactions per month included under group NPI for $29. Each additional 500 transactions under group NPI billed at $29.	**Per Group NPI/month**	$29	0	
ClaimStaker (Powered by Alpha II) for Claim Scrubber	**Per provider/month**	$65	0	
Medication Management Package (InSyncRx) Patient hand-outs in 18 languages and comprehensive doctor's drug reference from GSDD Allergy, Drug and Pregnancy interaction review from GSDD Comprehensive managed care formularies from SureScripts, including Medicare Part D and Medicaid RxHub: managed care interface for all-doctor drug history and electronic mail-order	**Per provider/month**	$25	4	MSM
Integrated ePrescribing for Controlled Substances - EPCS (InSyncRx) Setup and Training on e-prescribing and prescription management for controlled substances. Requires Identity Proofing and two-factor authentication. **NOTE:** This service also requires an $100 Identity Proofing fee payable directly to Exostar in addition to the $150 InSync setup fee.	**Per provider/1 time setup**	$150	4	MSM
Outsourced Patient Statement Submission Paper statements Monthly minimum of $20 applies.	**Per statement fee (1st pg)**	$0.94	0	
	Each additional page	$0.28		
E-Statements	**Per statement**	$0.30	0	
Appointment Reminder Service (Powered by AlertSolutions) One-time set-up fee of $95 applies; Monthly minimum fee of $25 applies; by signing up for appointment reminders you will be set up for all three services	**Per minute (phone)**	$0.14	1	MSM
	Per text	$0.14		
	Per email	$0.07		
	Initial setup fee of $95	$95		
Telemedicine Integration	**Per minute**	$0.10	0	
Scanner with Insurance Card & Driver's License OCR Integration *(SnapShell IDR w/.Net OCR Powered by Card Scanning Solutions Inc.)* Optical Character Recognition (OCR) for extracting discrete data elements from scanned Drivers License, IDs and Insurance Cards and populating them directly into fields available on Demographics and Insurance page. NOTE: All OCR devices are warranted by manufacturer for a maximum of 12 months from date of purchase. NOTE: Devices returned other than for defect will be refunded, subject to a 30% restocking fee.	**Per scanner**	$1,095	1	MSM
	Additional charges:			
	Initial setup fee of $95/scanner	$95		MSM
	$45 shipping/handling	$45		
	$149/scanner annual maintenance & support fee			MSM

Attachment: InSync Purchase Agreement 2019 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

Electronic Signature Pad with Integration *(SignatureGem Backlit LCD 1X5 Powered by Topaz Systems Inc.)* Electronic LCD signature pad to capture patients' signature on custom forms; eliminates the need to print and scan the forms back into the system **NOTE:** All signature pad devices are warranted by manufacturer for a maximum of 12 months from date of purchase.) **NOTE:** Devices returned other than for defect will be refunded, subject to a 30% restocking fee.	**Per signature pad** Additional charges: Initial setup fee of $95/scanner $45 shipping/handling $149/pad annual maintenance & support fee	$395 $95 $45	0	
InSyncHCS Direct - Organization Account (Powered by Secure Exchange Solutions) Practice email account using the DIRECT protocol for securely sharing healthcare information between referring providers; Required for Meaningful Use Stage 2 (one per practice)	**Per practice/ month**		0	
InSyncHCS Direct - Individual Account *(Powered by Secure Exchange Solutions)* Individual provider personal email account (or per practice organizational account for non-EMR customers) using the DIRECT protocol for securely sharing healthcare information between referring providers	**Per email address/ month**	$15	0	
Electronic Fax – Inbound (Powered by Interfax) Up to 500 inbound pages included per fax line	**Per fax line/month** **Toll-Free Number** **Port Current Number** Additional charges: 10 cents/each add'tl page over 500 One-time setup fee of $95 applies	$25 $19 $40 $95	0 0 0	
Electronic Fax – Outbound (Powered by Interfax)	**Per page**	$0.12	0	

Training Plan

			QTY		Client Initials
Onsite Discovery InSync certified trainer will spend a minimum of 2 days onsite at the practice to gain a full understanding of workflows, content, and all practice specific needs.	**2-Day Minimum**	***Included***	4	Days	MSW
Onsite Training InSync certified trainer will spend a minimum of 3 days onsite at the practice training superusers and staff.	**3-Day Minimum**	***Included***	20	Days	MSW
Onsite Trips Total number of trainer travel trips included in overall training plan	**Airfare Included**	***Included***	6	Trips	MSW
Remote Training Remote training hours conducted by InSync certified trainer	**20-Hour Minimum**	***Included***	20	Hours	MSW

Value-Added and Third-Party Products & Services (CONT)

			QTY	Client Initials
Data Import **Option A** Import of basic patient demographic, insurance master files, providers, and referring providers from .xlsx or pipe delimited .csv. • *Client will provide data in specified format.* • *Only fields provided will be converted*		***Included***	0	
Option B Includes Option A plus the conversion of clinical data which includes patient charts, medical history, treatment history, lab results, insurance records and other documents. • *All Clinical Data must be provided to InSync in PDF format. Any other formats will not be converted. Data Index file may be required to name documents appropriately.* • *Clinical Data is converted as PDF attachments in the document manager.* • *This option includes up to 50 GB of data. Anything over 50 GB will incur an additional cost.*		***Included***	1	MSW
***This fee is due to InSync. Your current software may charge for any data extractions. This is outside of the fees paid to InSync.** ****All Data Migration/Conversion services are provided as a convenience for our customers. InSyncHCS assumes no liability with regards to the accuracy, integrity or validity of migrated or extracted data.**				
HL7 Link to 3rd Party Software • *Upon development scope and confirmation*			0	
Lab/ Imaging/ Radiology Integration **Upon Lab/ Imaging/ Radiology Company Approval* Electronically send lab orders and receive results with the ability to interface with over 50 labs across the country, including LabCorp and Quest Diagnostics; Auto-delivery reduces need for faxing, scanning and uploading attachments	Request activation		0	
MIPS Submission Service InSync will setup and train practice on MIPS submission though the InSync software. ****Client will incur an additional fee based on submission method and number of measures***	Request activation		0	
Medical Transcription	**Ask for quote**			
General Consulting Services (Remote) Includes any IT related services required/requested by clients for maintenance and administration of onsite application servers.	**10-hour minimum**		0	

Attachment: InSync Purchase Agreement 2019 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

Comments:

Based on the current provider count, InSync will not increase Support, Maintenance and Hosting by more than 5% in a given year.
InSync has committed to employ, as soon as possible, a dedicated resource to stay up to date with California mental health behavioral health and substance abuse regulations.

Authorized Signature: MS Mur

(Please Note: By signing this document you are confirming that you are authorized to make commitments on behalf of the medical practice and affirm acceptance of the software "as-is", that the signor had satisfied themselves the software is suited for their intended purpose. If there are any exceptions they must be listed in the above comment section.)

Customer Legal Name:	County of Mariposa
Address:	
City, State, Zip:	
Phone:	
Fax:	
Email	
Contact Name:	

Name: MILES MENETREY

Title: Chair of Board

Date: Dec 13 2019

InSync Healthcare Solutions, LLC

Address:	Insync Healthcare Solutions, LLC 8408 Benjamin Road
City, State, Zip:	Tampa, FL 33634
Phone:	813-563-8130
Fax:	732-200-3308
Sales Person:	Matt Lewis

By:

Name:

Title:

Effective Date:

Customer hereby authorizes InSync Healthcare Solutions to initiate monthly debit entries for the amount due as per this agreement from the Customer's financial account or credit card account named below.

I understand and agree that payment will be withdrawn through an auto pay system monthly/anually. **Client Initials** ☐

Initial One Option

I decline signing up for auto pay and accept the $10 check service fee per month for payment with check **Client Initials** ☐

Desired Delivery of Invoice: **Paper (mailed USPS)**

ACH Authorization:

Customer's Financial Institution: _____ City/State: _____

Name on Account: _____ Account Type: ☐ Checking ☐ Savings

Routing / ABA No: _____ Account No: _____

Credit Card: Name on Card: _____

Card Type: ☐ Visa ☐ Master Card Card No.: _____

Billing Address: _____ Expiration Date: _____ Security Code: _____

Attachment: InSync Purchase Agreement 2019 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

IMPORTANT- READ CAREFULLY: USE OF THE EMR/PM SERVICES AND ONLINE SYSTEM OF INSYNC HEALTHCARE SOLUTIONS, LLC, A DELAWARE LIMITED LIABILITY COMPANY ("INSYNC HCS") IS CONDITIONED UPON THE COMPLIANCE AND ACCEPTANCE OF THESE TERMS AND CONDITIONS BY THE PRACTICE AND ITS USERS, AS DEFINED HEREIN. THESE TERMS APPLY TO ALL EXISTING CUSTOMERS OF INSYNC HCS AND SHALL SUPERSEDE ANY TERMS AND CONDITIONS PREVIOUSLY ACCEPTED BY THE EXISTING CUSTOMERS OF INSYNC HCS.

DEFINITIONS

"Agreement" refers to these Terms and Conditions, which are incorporated into the INSYNC HCS Software and Services Term Sheet.

"EMR/PM Services" means the electronic medical record/practice management services offered by INSYNC HCS.

"EMR/PM Value Added Services" means certain third party applications, or third party services, offered by INSYNC HCS to Provider to enhance the EMR/PM Services.

"INSYNC HCS Support" means the support helpline for the Practice and Users. Requests for support will be given a case number to track the request for assistance. The phone number is 1-877-246-8684 and email is emrsupport@insynchcs.

"INSYNC HCS System" means the web based INSYNC HCS software and online system.

"Practice" means the healthcare practice that executed the INSYNC HCS Software and Services Term Sheet which incorporates these Terms and Conditions by reference, and the Users. The Practice is specifically referred to as Customer within the INSYNC HCS Software and Services Term Sheet.

"Protected Health Information" ("PHI") shall have the meaning given to such term at 45 C.F.R. §160.103, limited to the information that

Attachment: InSync Purchase Agreement 2019 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

INSYNC HCS creates, receives, maintains or transmits from or on behalf of Practice.

"Provider" means any healthcare professional or individual who is recognized under HIPAA as administering or delivering direct patient care and who CMS identifies as requiring a National Provider Identification (NPI) number for payment or reimbursement. This typically includes (but is not limited to): physicians, physician assistants, midwives, nurse practitioners, nurse anesthetists, dentists, denturists, chiropractors, clinical social workers, psychologists, psychiatrists, physical therapists, athletic trainers.

"Required by Law" shall have the meaning given to such term at 45 C.F.R. §164.103.

"Secretary" shall mean the Secretary of the Department of Health and Human Services or his/her designee.

"User(s)" means the Providers, Employees, Contractors and other Agents of a Practice who have been authorized by the Practice to use the EMR/PM Services and INSYNC HCS System.

TERMS AND CONDITIONS

These Terms and Conditions are part of and fully incorporated by reference into the INSYNC HCS Software and Services Term Sheet (the "INSYNC HCS Term Sheet") that has separately been agreed to by the Practice and INSYNC HCS ("INSYNC").

INSYNC HCS and the Practice will each be known as a "Party" and will collectively be known as the "Parties". In the event of a conflict between the terms of the INSYNC HCS Term Sheet and this Agreement, the terms of this Agreement shall control.

INSYNC HCS provides electronic medical record services ("EMR/PM Services") through its web based INSYNC HCS online system ("INSYNC HCS System").

BY REQUESTING PERMISSION (OR CONTINUED PERMISSION) TO ACCESS AND/OR USE THE INSYNC HCS SYSTEM AND/OR

Attachment: InSync Purchase Agreement 2019 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

THE EMR/PM SERVICES, THE PRACTICE AGREES TO ACCEPT AND BE FULLY BOUND BY THESE TERMS AND CONDITIONS.

INSYNC HCS RESERVES THE RIGHT TO REVISE THESE TERMS AND CONDITIONS AT ANY TIME. BY ACCESSING AND/OR USING THE INSYNC HCS SYSTEMS AND/OR THE EMR/PM SERVICES, THE PRACTICE AGREES TO ACCEPT AND BE FULLY BOUND BY ANY SUCH REVISIONS WHEN THEY BECOME EFFECTIVE, WHETHER OR NOT THE PRACTICE HAS ACTUALLY REVIEWED THEM. IF THE PRACTICE DOES NOT AGREE TO ACCEPT AND BE FULLY BOUND BY THIS AGREEMENT, THE PRACTICE SHOULD NOT AND IS EXPRESSLY PROHIBITED FROM HAVING ANY USERS ACCESS THE INSYNC HCS SYSTEMS AND/OR USE THE INSYNC HCS SERVICES.

1. INSYNC HCS Services.

1.1 EMR/PM Services are provided directly by INSYNC HCS.

1.2 INSYNC HCS may offer the Practice the ability to purchase EMR/PM Value Added Services. In addition, INSYNC HCS or select third party providers (through the EMR/PM Services) may offer links to other websites, resources, third party applications or services which the Practice may purchase. INSYNC HCS does not provide any warranties with respect to any such EMR/PM Value Added Services whether or not such EMR/PM Value Added Services are offered or designated by INSYNC HCS as "certified," "approved," "recommended" or otherwise. Any purchase by a Practice of any EMR/PM Value Added Services is solely between the Practice and the applicable third party.

1.3 INSYNC HCS is not responsible for the availability or the quality, accuracy, integrity, fitness, safety, reliability, legality, or any other aspect of any EMR/PM Value Added Services that the Practice may purchase or connect to through the EMR/PM Services, or any descriptions, promises or other information related to the foregoing. If the Practice orders or enables an EMR/PM Value Added Service for use with the EMR/PM Services, the Practice agrees that INSYNC HCS may allow such third party providers to access the Practice's

Attachment: InSync Purchase Agreement 2019 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

data or information as required for the interoperation of such EMR/PM Value Added Services with the EMR/PM Services, and any exchange of data or other interaction between Practice and a third party provider is solely between the Practice and such third party provider. INSYNC HCS shall not be responsible for any disclosure, modification or deletion of data or information resulting from any such access provided to EMR/PM Value Added Services. No purchase of EMR/PM Value Added Services is required to use the EMR/PM Services.

1.4 The EMR/PM Services being provided by INSYNC HCS primarily consist of the sale of a software product license to the Practice. As such, INSYNC HCS shall not be responsible in any manner for providing training services to the Practice or any of its employees, contractors, or Providers as related to the billing, collection, or adjustments for any medical services provided by the Practice to its patients. This includes but is not limited to INSYNC HCS not having any responsibility for the Practice's workload, including charting. It is the sole responsibility of the Practice to ensure that its billing staff has the adequate training for billing the Practice's medical services and INSYNC HCS shall have no responsibility in this regard unless the Practice has specifically hired INSYNC HCS to provide RCM Services pursuant to the executed Term Sheet between the Practice and INSYNC HCS.

1.5 Under no circumstances, shall InSync HCS be held responsible or liable for any amounts of prescription medication prescribed by either the Practice or any Provider whether such prescribed amount is over or under the limits set by either the DEA or the Practice. The Practice and any Provider shall be solely responsible and liable for any amounts they prescribe and InSync HCS expressly disclaims all liability in this regard as InSync HCS has no control over the amounts which are prescribed by the Practice or any Provider. It should be noted by the Practice that the Suboxone Patient Count Tracker is used as a tool to help prevent over prescription of medication but does not explicitly prevent the Practice or any Provider from prescribing amounts of prescription medicines which are over DEA limits or limits set by the Practice.

Attachment: InSync Purchase Agreement 2019 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

2. The Practice's Responsibilities.

2.1 The Practice is responsible for notifying INSYNC HCS of the number of Providers within the Practice. The Practice must notify INSYNC HCS within five (5) days of a Provider leaving the Practice or a new Provider joining the Practice by calling INSYNC HCS Support. The Practice will not be able to add or delete a Provider without contacting INSYNC HCS Support and providing the name of the Provider to be deleted or added.

2.2 The Practice is bound by the terms and conditions of this Agreement, the Business Associate Agreement, and the INSYNC HCS Term Sheet. It is the Practice's responsibility to ensure that each User has reviewed this Agreement and understands the applicable terms and conditions.

2.3 Periodically, INSYNC HCS may incorporate product updates and new releases with respect to the software of the INSYNC HCS Systems. All product updates and new releases shall be governed by the same terms and conditions of this Agreement. The Practice may be required periodically to upgrade to a new version of its operating system or other third-party software used in connection with the INSYNC HCS System and/or the INSYNC HCS Services at their current prices or to a release level compatible with and required to run new releases or updates of the Software, in order to continue to access and/or use the INSYNC HCS System and/or the INSYNC HCS Services. The Practice may also be required to procure additional memory or disk capacity in order to be able to access and use the INSYNC HCS System and/or the INSYNC HCS Services or to run new releases, versions or updates of the Software. The Practice shall be responsible for procuring any such operating system, hardware upgrades or other third-party software, at its sole expense. INSYNC HCS SHALL HAVE NO OBLIGATION TO CONTINUE TO INCLUDE PRIOR VERSIONS OF THE SOFTWARE.

2.4 If INSYNC HCS offers additional, optional services to the Practice during the term of this Agreement, the Practice may be required to provide certain information either to INSYNC HCS or

Attachment: InSync Purchase Agreement 2019 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

certain third parties in connection with some services that may be offered.

3. Compensation.

3.1 The Practice will pay all applicable fees, costs and charges (the "EMR/PM Fees") associated with the EMR/PM Services and such EMR/PM Fees will be in accordance with the INSYNC HCS Term Sheet. EMR/PM Fees will consist of upfront fees for implementation as well as monthly fees for the EMR/PM Services and EMR/PM Value Added Services.

3.2 The Practice agrees that all EMR/PM Fees, including any applicable taxes, for which it is responsible for, will be debited from a bank account, charged to a credit card or paid by check. **FOR BANK DEBIT OR CREDIT CARD PAYMENT, THE PRACTICE HEREBY AUTHORIZES INSYNC HCS TO DEBIT THE BANK ACCOUNT OR CHARGE THE CREDIT CARD, AS THE CASE MAY BE, THAT HAS BEEN DESIGNATED BY THE PRACTICE IN ACCORDANCE WITH THE SIGNED CREDIT CARD/ACH AUTHORIZATION FORM, THE TERMS OF WHICH FORM ARE EXPRESSLY INCORPORATED HEREIN.** INSYNC HCS shall charge the Practice's bank debit or credit card the upfront EMR/PM Fees for implementation at the time the Practice executes the INSYNC HCS Term Sheet. INSYNC HCS shall charge the Practice's bank debit or credit card the monthly EMR/PM Fees on or around the first business day of each month during the term of this Agreement. The Practice may be assessed additional fees and costs if the Practice's bank debit or credit card are declined for any reason.

3.3 For payments by check, INSYNC HCS shall invoice the Practice the monthly EMR/PM Fees as listed by the Practice's in executed INSYNC HCS Term Sheet. The invoice shall be emailed to the Practice at the email address listed on the Practice's executed INSYNC HCS Term Sheet. Such invoice shall be due and payable by the Practice within twenty (20) days of the date thereof. Invoices not paid when due shall accrue late payment charges from the day on which payment was due until the day on which it is paid. Late payment

Attachment: InSync Purchase Agreement 2019 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

charges shall be computed as the lesser of the rate of one and half percent (1.5%) per month calculated on a daily basis or the highest rate allowed by law. The Practice may be assessed additional fees and costs if Practices check is returned due to insufficient funds.

3.4 INSYNC HCS shall have the right to suspend the Practice's access to any or all INSYNC HCS Services in the event any amounts due to INSYNC HCS by the Practice are overdue beyond thirty (30) days and until such time as the Practice is current on its account. INSYNC HCS reserves the right to charge the Practice a Reactivation Fee if the Practice's access has been suspended under this provision. In addition, the Practice shall be responsible for all fees and costs of collection incurred by INSYNC HCS related to unpaid EMR/PM Fees.

THE PRACTICE HAS NO RIGHT TO THE REFUND OF ANY EMR/PM FEES PAID TO INSYNC HCS AS RELATED TO EMR/PM SERVICES OR EMR/PM VALUE ADDED SERVICES PROVIDED UNDER THIS AGREEMENT.

3.5 If the Practice has financed the purchase of the INSYNC HCS EMR/PM License through an INSYNC HCS approved lending partner, INSYNC HCS shall have the right to suspend the Practice's access to any or all INSYNC HCS Services in the event any amounts due to the lending partner are overdue beyond sixty (60) days and until such as the Practice is current on its account with lending partner.

3.6 INSYNC HCS reserves the right to increase the EMR/PM Fees as listed on the INSYNC HCS Term Sheet after the Practice's first year term. After the Practice's first year term, if INSYNC HCS increases the EMR/PM Fees by a sum greater than five percent (5%) per year, the Practice shall have the ability to terminate this Agreement and the EMR/PM Services. If the Practice wishes to terminate this Agreement and the EMR/PM Services due to an applicable fee increase it must provide written notice of termination within thirty (30) days of receiving the EMR/PM Fee increase notice. If the Practice fails to provide timely notice, it waives the right to terminate due to a fee increase.

Attachment: InSync Purchase Agreement 2019 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

3.7 Since a portion of the Practice's EMR/PM Fees are determined based on the number of Providers within the Practice, INSYNC HCS reserves the right to audit the Practice's activity to ensure that it has reported to INSYNC HCS the proper number of Providers within the Practice (and to ensure that the Practice is paying the proper EMR/PM Fees). If INSYNC HCS wishes to audit a Practice, INSYNC HCS is responsible for all costs associated with the audit, unless the audit indicates a shortage of 5 percent (5%) or more between the total EMR/PM Fees the Practice paid to INSYNC HCS during the twelve (12) months prior to the audit compared to the total EMR/PM Fees the Practice should have paid to INSYNC HCS during the twelve (12) months prior to the audit. If there such a shortage, the Practice can be required to pay for all fees and costs associated with the audit. If an audit indicates a shortage, the Practice will pay the shortage to INSYNC HCS within ten (10) days of conclusion of the audit.

4. Term and Termination.

4.1 The EMR/PM Services shall commence on the Effective Date. The term of this Agreement shall be one (1) year from the Effective Date, terminable without cause at the end of the first year by either Party to this Agreement upon ninety (90) days prior written notice, unless terminated earlier for cause as provided herein. Thereafter, this Agreement shall automatically renew for additional one (1) year terms, unless either Party provides the other Party with written notice of its intent not to renew no less than ninety (90) days prior to the end of the then-current term.

4.2 Either Party may terminate this Agreement immediately for cause without liability or penalty of any kind in the event of the material breach or default of any of the terms or provisions of this Agreement by the other Party, provided that such breach or default is not cured within thirty (30) days after written notice thereof. However, the cure period shall be ten (10) days in the event of the Practice's failure to pay EMR/PM Fees owed as provided in Section 3.

4.3 In the event of any legislative or regulatory change or determination, whether federal or state, which has or would prior to

Attachment: InSync Purchase Agreement 2019 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

the end of the Term have a material adverse impact on INSYNC HCS' ability to provide the Practice with EMR/PM Services, as determined by INSYNC HCS, this Agreement may be terminated by INSYNC HCS without liability or penalty with sixty (60) days notice to the Practice.

4.4 Upon the occurrence of any of the following events, INSYNC HCS shall have the right, at its option, to terminate this Agreement for cause immediately without liability or penalty of any kind:

4.4.1 The Practice repeatedly fails to compensate INSYNC HCS in a timely manner and in accordance with the terms of this Agreement or repeatedly fails to cooperate with INSYNC HCS and/or perform the responsibilities set forth in this Agreement.

4.4.2 The Practice, or any User violates Section 5 of this Agreement.

4.4.3 If voluntary or involuntary bankruptcy, receivership, insolvency, dissolution, or assignment of assets for the benefit of creditors proceedings are commenced against the Practice and is not dismissed within sixty (60) days.

4.4.4 If any right of the Practice under this Agreement is subject to any levy, seizure, assignment, application or sale for or by any creditor or governmental agency

4.4.5 If information given by the Practice with respect to its size, type, specialty, or configuration is substantially inaccurate or incomplete.

4.5 In the event that the Practice terminates this Agreement prior to the end of the current term and termination is not made pursuant to Sections 3.5, 4.2, 4.3, or 4.6 (collectively the "Exempt Sections"), the Parties agree that the actual damages likely to result from termination are difficult to estimate and difficult for INSYNC HCS to prove. The Parties agree that in the event of early termination by the Practice except pursuant to an Exempt Section, the Practice agrees to pay INSYNC HCS an Early Termination Fee equal to the higher of 1.5 times the total of the monthly EMR/PM Fees to be paid by the Practice for the remaining months left in the current term; or the average monthly EMR/PM Fees paid during the preceding six months times

Attachment: InSync Purchase Agreement 2019 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

the remaining months left in the current term. The Parties intend that the Early Termination Fee serve as Liquidated Damages to compensate INSYNC HCS for the Practice's early termination, and the Parties do not intend for it to serve as punishment for any such breach by the Practice.

4.6 The Practice may terminate this Agreement and use of the INSYNC HCS Services if any revision by INSYNC HCS to these Terms and Conditions materially and adversely affect the services that the Practice receives, provided that the Practice give such notice within ten (10) days after the Practice is first informed of such revision, determined by the date on which the first User for the Practice accesses the INSYNC HCS System.

4.7 Upon termination or expiration in accordance with the terms set forth herein, the Practice will immediately cease use of the EMR/PM Services and will immediately pay INSYNC HCS all compensation otherwise due and payable to INSYNC HCS in accordance with the terms of this Agreement for all EMR/PM Services and EMR/PM Value Added Services through the effective date of termination or expiration.

5. INSYNC HCS Systems Access: License Grant

5.1 Access to the INSYNC HCS Systems is provided solely to facilitate access to the EMR/PM Services in connection with the Practice's business operations. The Practice's license to access the INSYNC HCS Systems is on a limited, revocable, non-exclusive, non-transferable basis only during the term of this Agreement. Practice agrees that it will access the INSYNC HCS Systems only to use the INSYNC HCS EMR/PM Services for its own internal use in accordance with the terms and conditions of this Agreement.

5.2 The Practice will not : (i) access or use the INSYNC HCS Systems except through its own authorized Users acting within the scope of their service to the Practice; (ii) use the INSYNC HCS Systems or any part thereof for any purpose other than for accessing and using the INSYNC HCS EMR/PM Services in accordance with this Agreement; (iii) sell, resell, transfer, sublicense, rent, lease, convey, encumber, copy, modify, distribute, publish, exhibit, transmit,

Attachment: InSync Purchase Agreement 2019 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

provide access to, or provide use of the INSYNC HCS System to any third party (other than its own authorized Users acting within the scope of their service to the Practice) nor use it or allow it to be used in any public system, public electronic bulletin board, or multiple computer or user arrangement or network that includes access by any third party (other than its own authorized Users acting within the scope of their service to the Practice); (iv) translate, convert to another programming language, decompile, derive specifications from, reverse engineer, reverse compile, record, disassemble or create derivative works based on the INSYNC HCS Systems for any purpose; (v) export the EMR/PM Software outside of the United States of America or make use of the EMR/PM Software at any location other than the geographic area(s) identified by the Practice as the Practice's office location(s) when purchasing the INSYNC HCS Services or as such other location(s) as INSYNC HCS consents to such use; (vi) use the INSYNC HCS Systems in a manner that delays, impairs or interferes with system functionality for others or that compromises the security or integrity of any data, equipment, software or system input or output; (vii) use the INSYNC HCS Systems or the EMR/PM Services for any unlawful purpose or to mislead or to harass anyone; (viii) violate or attempt to violate the security of the INSYNC HCS Systems or any INSYNC HCS server, database or network infrastructure, including but not limited to, by: (a) accessing data not intended for Practice; (b) logging into an account Practice is not authorized to access, (c) testing, "hacking", scanning or probing the INSYNC HCS Systems to identify or detect any vulnerabilities, or (d) attempting to interfere with other users' use of the INSYNC HCS Systems.

5.3 Use of or access to the INSYNC HCS Systems and the EMR/PM Services not in accordance with this Agreement is strictly prohibited. Permission to access or use the INSYNC HCS System and/or the INSYNC HCS Services may be limited or suspended immediately in INSYNC HCS's discretion if this Section 5 is violated.

6. INSYNC HCS Copyright.

6.1 Except for the limited right to access and/or use the INSYNC HCS Systems and/or INSYNC HCS EMR/PM Services subject to the

Attachment: InSync Purchase Agreement 2019 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

terms and conditions contained herein, this Agreement does not confer on or vest in the Provider a license in, ownership of or interest in the INSYNC HCS Systems or the INSYNC HCS EMR/PM Services. The Provider acknowledges and agrees that the INSYNC HCS Systems and the INSYNC HCS EMR/PM Services and all parts of them are protected by copyrighted material owned exclusively by INSYNC HCS and all right, title and interest in any aspect of them and all edits, improvements, additions, modifications and derivative works prepared from or relating to them are and will remain the exclusive property of INSYNC HCS. INSYNC HCS will have the unrestricted and permanent right to use and implement all ideas, advice, recommendations or proposals of the Provider with respect to the INSYNC HCS EMR/PM Services in any manner and in any media.

6.2 All the content, design and supporting documentation of the INSYNC HCS Systems is protected by United States copyright laws and international treaty provisions. Provider may not copy the written materials, images, trademarks, and/or logos set forth within or accompanying the INSYNC HCS Systems without INSYNC HCS's prior written authorization. The Provider will not remove, change or deface any copyright notice or proprietary markings in or on any part of the INSYNC HCS Systems. The Provider acknowledges that the content and design of the INSYNC HCS Systems and the INSYNC HCS EMR/PM Services contain trade secrets proprietary to INSYNC HCS, the American Medical Association, and such other third party licensors incorporated into the INSYNC HCS EMR/PM Services and that the loss of such trade secret status would cause irreparable damage to INSYNC HCS for which monetary damages may not adequately compensate either INSYNC HCS, the American Medical Association, or such other third party licensors incorporated into the INSYNC HCS EMR/PM Services. The Provider agrees to take at least the same precautions to maintain the confidentiality of this information as it does with respect to its own proprietary information, but in no case shall such precautions be less than those considered objectively reasonable in light of the nature of such information

7. **Data Disclaimer.** The data that is available to the Practice through the INSYNC HCS Systems and use of the INSYNC EMR/PM

Attachment: InSync Purchase Agreement 2019 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

Services ("Data") has been received by INSYNC HCS from Payers and other third party sources. INSYNC HCS DOES NOT ASSUME ANY RESPONSIBILITY OR, WARRANT, GUARANTEE OR VERIFY THE ACCURACY OR RELIABILITY OF THE DATA. The Practice's reliance upon the Data obtained by it through the INSYNC HCS Systems and/or INSYNC EMR/PM Services is solely at the Practice's own risk.

8. Registration and Practice Contact

8.1 The Practice agrees in order to access and/or use the INSYNC HCS Systems and/or the EMR/PM Services, the Practice has in the past provided, or upon activation will provide, email and facsimile contact information to enable INSYNC HCS to communicate with the Practice concerning the INSYNC HCS EMR/PM Services currently being provided to the Practice, together with marketing communications concerning other products and services offered by INSYNC HCS from time to time.

The Practice's acceptance of this Agreement and any continued access of the INSYNC HCS Systems and/or use of the INSYNC HCS EMR/PM Services constitutes the Practice's retroactive and prospective express consent to any such email and/or facsimile communications from INSYNC HCS; provided, however, the Practice may at any time "opt-out" of receiving future email and/or facsimile marketing communications from INSYNC HCS on any or all facsimile numbers or email addresses by contacting INSYNC HCS at 888-499-5465 or faxing an opt-out request to INSYNC HCS at 10 Lanidex Plaza West, 2nd Floor, Parsippany, NJ 07054 or emailing an opt-out request to info@insychcs.com. Failure by INSYNC HCS to comply with an opt-out request within thirty (30) days is unlawful and subject to penalty.

In the event that the Practice is already accessing and/or using the INSYNC HCS Systems and/or INSYNC HCS EMR/PM Services, the Practice, on behalf of itself and its Users, principals, shareholders, members, owners, directors, , hereby unconditionally and absolutely waives, releases and discharges

Attachment: InSync Purchase Agreement 2019 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

any and all suits, causes of action and claims of any type that the Practice may have, known or unknown, arising from or related to any and all past marketing communications to the Practice and any and all alleged violations of (i) the United States of America CAN-SPAM Act of 2003 or any law amendatory thereof; (ii) the United States of America Telephone Consumer Protection Act (TCPA) of 1991 or any law amendatory thereof; or (iii) any other state or federal ordinance, regulation or statute relating to communicating, distributing, publishing, sending or transmitting of content, information or material. The Practice acknowledges and agrees that such waiver and release is a material consideration for its continued access to and use of the INSYNC HCS Systems and/or the INSYNC HCS EMR/PM Services and this provision is to be read to afford INSYNC HCS the broadest protection permitted by law.

9. **Independent Contractor.** Neither INSYNC HCS nor any person performing services hereunder shall be deemed by this Agreement an agent or employee of Practice. The services hereunder of INSYNC HCS and its employees and/or others shall be those of an independent contractor. It is further understood that nothing in this Agreement shall be construed to create a joint venture, partnership, association or other obligation or like relationship between the Parties.

10. **Access to Records; Disclosure of Records.** The Parties to this Agreement, until the expiration of seven (7) years subsequent to the furnishing of Services under this Agreement, shall make available upon written request of the Secretary of the Department of Health and Human Services, the U.S. Comptroller General, or the Secretary's or Comptroller's delegate, or any of their duly authorized representatives this Agreement, and the books, documents, and records of the Parties that are necessary to certify the nature and extent of the costs of the services provided under this Agreement. In the event that either Party, or its successor or assigns, is requested to provide or disclose any books, documents or records relevant to this Agreement for the purpose of an audit or investigation, the Party subject to the request shall notify in writing, to the extent permitted by law, the other Party of the nature and scope of such request and shall make available, to the

Attachment: InSync Purchase Agreement 2019 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

extent permitted by law, to the other Party, upon request, all such books, documents or records. The provisions of this paragraph shall survive the termination of this Agreement.

11. Compliance with Law and Corporate Compliance Programs. If the performance by either Party of any provision of this Agreement is or becomes in the future a violation of any statute or regulation or otherwise is deemed illegal, the provision(s) of this Agreement affected thereby shall be amended to remove the terms that are in violation of laws or regulations so that both Parties are in compliance with applicable laws and regulations.

12. Indemnification.

12.1 THE PRACTICE ACKNOWLEDGES THAT THE INSYNC HCS SYSTEMS AND THE EMR/PM SERVICES ARE SUBJECT TO POTENTIAL MISUSE BY USERS. THEREFORE, THE PRACTICE SHALL INDEMNIFY AND HOLD INSYNC HCS COMPLETELY HARMLESS FROM AND AGAINST ANY AND ALL CLAIMS, DEMANDS, OR LIABILITY (INCLUDING ALL COSTS, EXPENSES AND REASONABLE ATTORNEY'S FEES IN DISPOSING OF AND DEFENDING ANY SUCH CLAIMS, DEMANDS OR LIABILITY) ARISING OUT OF ANY ACTION OR INACTION OF A USER, EXCEPT TO THE EXTENT A RESULT OF INSYNC HCS'S OWN GROSS NEGLIGENCE OR WILLFUL MISCONDUCT. THIS INDEMNIFICATION PROVISION IS TO BE READ TO AFFORD INSYNC HCS THE BROADEST PROTECTION PERMITTED BY LAW.

12.2 THE PRACTICE HEREBY AGREES TO INDEMNIFY AND HOLD INSYNC HCS HARMLESS FROM AND AGAINST ANY CLAIMS, LOSSES, COSTS, DAMAGES, LIABILITIES, JUDGMENTS, SETTLEMENTS OR REGULATORY ACTIONS, INCLUDING COSTS, FINES, EXPENSES AND REASONABLE ATTORNEYS' FEES ARISING FROM OR IN ANY MANNER RELATING TO ACTIONS BROUGHT BY A USER AGAINST INSYNC HCS REGARDING THE INSYNC HCS SYSTEMS AND/OR THE EMR/PM SERVICES EXCEPT TO THE EXTENT THE CLAIM

Attachment: InSync Purchase Agreement 2019 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

ARISES FROM INSYNC HCS'S OWN GROSS NEGLIGENCE OR WILLFUL MISCONDUCT. THIS INDEMNIFICATION PROVISION IS TO BE READ TO AFFORD INSYNC HCS THE BROADEST PROTECTION PERMITTED BY LAW.

12.3 THE PARTIES AGREE THAT THE OBLIGATIONS CONTAINED WITHIN THIS SECTION WILL SURVIVE ANY TERMINATION OF THIS AGREEMENT.

13. Warranties.

13.1 INSYNC HCS warrants that: (i) no contractual obligations exist that would prevent INSYNC HCS from entering into this Agreement; (ii) it has the requisite authority to execute, deliver, and perform its obligations under this Agreement; and (iii) it will comply with all regulatory requirements applicable to EMR/PM Services and INSYNC HCS's System.

13.2 INSYNC HCS further warrants that in the event of an error or omission caused directly by INSYNC HCS, INSYNC HCS will use reasonable efforts to attempt to timely correct the error or omission. The Practice shall use its reasonable efforts to timely report errors or omissions to INSYNC HCS Support.

13.3 The Practice represents and warrants that: (i) no contractual obligations exist that would prevent the Practice from entering into this Agreement; (ii) it has the requisite authority to execute, deliver, and perform its obligations under this Agreement; and (iii) it will comply with all regulatory requirements and these Terms and Conditions applicable to its use of EMR/PM Services and the INSYNC HCS System, and its operations as a healthcare provider.

13.4 THE WARRANTIES STATED ABOVE ARE LIMITED WARRANTIES AND ARE THE ONLY WARRANTIES MADE BY THE PARTIES. INSYNC HCS DOES NOT REPRESENT THAT THE INSYNC HCS SYSTEM OR THE EMR/PM SERVICES WILL MEET THE PRACTICE'S OR A PROVIDER'S REQUIREMENTS OR THAT THE OPERATION OF THE INSYNC HCS SYSTEM OR THE INSYNC HCS EMR/PM SERVICES WILL BE UNINTERRUPTED OR ERROR-

Attachment: InSync Purchase Agreement 2019 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

FREE. THE PRACTICE ACKNOWLEDGES THAT IT HAS INDEPENDENTLY EVALUATED THE INSYNC HCS SYSTEM AND THE INSYNC HCS EMR/PM SERVICES AND THEIR APPLICATION TO MEET THE NEEDS OF THE PRACTICE AND THE NEEDS OF THE PROVIDER'S WITHIN THE PRACTICE. INSYNC HCS DISCLAIMS, AND THE PRACTICE HEREBY EXPRESSLY WAIVES, ALL OTHER REPRESENTATIONS, CONDITIONS, OR WARRANTIES, EXPRESS AND IMPLIED, INCLUDING WARRANTIES OF MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE, NON-INFRINGEMENT, AND ANY CLAIMS ARISING FROM A COURSE OF DEALING OR USAGE OR TRADE. THE PRACTICE MAY NOT MAKE ANY WARRANTY OF ANY KIND, EXPRESS OR IMPLIED, ON BEHALF OF INSYNC HCS, ITS AFFILIATES OR THEIR RESPECTIVE THIRD PARTY PROVIDERS OR LICENSORS TO ANY AUTHORIZED USER OR ANY OTHER PARTY IN CONNECTION WITH THE EMR/PM SERVICES OR INSYNC HCS SYSTEM WITHOUT INSYNC HCS'S EXPRESS PRIOR WRITTEN CONSENT.

14. Limitation of Liability.

14.1 IN NO EVENT SHALL INSYNC HCS BE LIABLE FOR LOSS OF GOODWILL, OR FOR SPECIAL, INDIRECT, INCIDENTAL, CONSEQUENTIAL, PUNITIVE, EXEMPLARY, LOST PROFITS, OR TORT DAMAGES ARISING OUT OF OR RELATING TO THIS AGREEMENT, THE INSYNC HCS TERMS SHEET, THE INSYNC HCS SYSTEMS AND/OR INSYNC HCS EMR/PM SERVICES REGARDLESS OF WHETHER SUCH CLAIM ARISES IN TORT, CONTRACT, OR OTHERWISE. EXCEPT FOR CLAIMS RELATED TO PROPRIETARY RIGHTS OR PAYMENT OBLIGATIONS, NEITHER PARTY MAY ASSERT ANY CLAIM AGAINST THE OTHER RELATED TO THIS AGREEMENT, THE INSYNC HCS TERMS SHEET, THE INSYNC HCS SYSTEMS AND/OR INSYNC HCS EMR/PM SERVICES MORE THAN ONE (1) YEAR AFTER SUCH CLAIM ACCRUED. INSYNC HCS' AGGREGATE LIABILITY TO THE PRACTICE, ITS USERS AND ANY THIRD PARTY FOR ANY AND ALL CLAIMS OR OBLIGATIONS (INCLUDING BUT NOT LIMITED TO INDEMNIFICATION, ATTORNEY'S FEES, INTEREST,

Attachment: InSync Purchase Agreement 2019 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

COSTS, ETC.) RELATING TO THIS THIS AGREEMENT, THE INSYNC HCS TERMS SHEET, THE INSYNC HCS SYSTEMS AND/OR THE EMR/PM SERVICES SHALL BE LIMITED TO THE TOTAL FEES PAID BY THE PRACTICE TO INSYNC HCS IN THE NINE (9) MONTH PERIOD PRECEDING THE DATE THE CLAIM ACCRUED. HOWEVER, IN NO EVENT SHALL INSYNC HCS'S MINIMUM LIABILITY BE LESS THAN ONE THOUSAND DOLLARS ($1,000.00).

14.2 APPLICABLE LAW MAY NOT ALLOW THE LIMITATION OF LIABILITY, IMPLIED WARRANTIES OR THE EXCLUSION OR LIMITATION OF CERTAIN DAMAGES SET FORTH WITHIN THIS AGREEMENT; THUS, THE LIMITATION OF LIABILITY AND WARRANTIES MAY NOT APPLY TO PRACTICE'S LOCATED WITHIN THOSE JURISDICTIONS. NONETHELESS IF ANY PART OF THIS LIMITATION ON LIABILITY OR WARRANTIES ARE FOUND TO BE INVALID OR UNENFORCEABLE FOR ANY REASON, THEN THE AGGREGATE LIABILITY OF INSYNC HCS UNDER SUCH CIRCUMSTANCES FOR LIABILITIES THAT OTHERWISE WOULD HAVE BEEN LIMITED SHALL NOT EXCEED TWO THOUSAND AND FIVE HUNDRED DOLLARS ($2,500.00).

14.3 INSYNC HCS shall have no liability for any claim that the INSYNC HCS Systems or the EMR/PM Services violate or infringe upon the rights of any third party under a trademark, copyright or patent or allege trademark copyright or patent, if such claim is based upon (i) the combination, operation or use of the INSYNC HCS Systems or EMR/PM Services with software not supplied by INSYNC HCS, (ii) any alteration or modification of the INSYNC HCS Systems or (iii) INSYNC HCS's compliance with any of the Practice's request to modify or redesign the EMR/PM Software.

14.4 The Practice acknowledges that INSYNC HCS has not authorized any person to issue or make representations or warranties on behalf of INSYNC HCS in connection with INSYNC HCS's access to or use of the INSYNC HCS Systems and/or INSYNC HCS Services other than those expressly set forth in (i) this Agreement and (ii) the written materials provided by INSYNC HCS describing the capabilities

Attachment: InSync Purchase Agreement 2019 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

and functions of the INSYNC HCS System and/or the INSYNC HCS EMR/PM Services.

15. **Assignment, Benefit.** This Agreement may not be assigned by the Practice without the prior written consent of INSYNC HCS, which consent shall not be unreasonably withheld. Any attempted assignment, delegation or transfer of this Agreement by the Practice to a third party hereto in violation hereof shall be null and void. INSYNC HCS shall have the right to assign this Agreement and any or all of its rights and/or obligations under this Agreement to any parent, subsidiary, or other affiliate, or to any entity that is a successor in interest pursuant to a merger or acquisition with or of any division or all of INSYNC HCS without the Practice's written consent. Subject to the foregoing limitation upon assignment, this Agreement shall be binding upon and inure to the benefit of the Parties hereto and the respective heirs, personal and legal representatives, successors and assigns of the Parties.

16. **Updates.** During the term of this Agreement, INSYNC HCS may incorporate product updates and new releases with respect to the INSYNC HCS System on a periodic basis. All product updates and new releases that are available to the Practice shall be governed by the same terms and conditions of this Agreement. The Practice may be required periodically to upgrade to a new version of its operating system or other third-party software used in connection with the INSYNC HCS System and/or the EMR/PM Services at their current prices or to a release level compatible with and required to run new releases or updates of the Software, in order to continue to access and/or use the INSYNC HCS System and/or the EMR/PM Services. The Practice may also be required to procure additional memory or disk capacity in order to be able to access and use the INSYNC HCS Systems and/or the EMR/PM Services or to run new releases, versions or updates of the Software. Practice shall be responsible for procuring any such operating system, hardware upgrades or other third-party software, at its sole expense. INSYNC HCS SHALL HAVE NO OBLIGATION TO CONTINUE TO INCLUDE PRIOR VERSIONS OF THE SOFTWARE. If INSYNC HCS offers additional, optional services to Practice during the term of this Agreement, Practice may

Attachment: InSync Purchase Agreement 2019 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

be required to provide certain information either to INSYNC HCS or certain third parties in connection with some of the services that may be offered.

17. **Reliance.** The Practice is not relying on any statements or representations concerning the INSYNC HCS Systems or the EMR/PM Services made to Practice, other than those contained herein and in the written materials furnished to it by INSYNC HCS.

18. **Attorney-In-Fact.** The Practice hereby appoints INSYNC HCS as its attorney-in-fact for the limited purpose of using the information given by the Practice to deliver the INSYNC HCS EMR/PM Services.

19. **Business Associate Agreement.** In recognition of the sensitive nature of the information exchanged in the providing of EMR/PM Services and associated with the INSYNC HCS System, the Practice agrees to the following Business Associate Agreement terms:

19.1 In connection with providing services or products to Practice, INSYNC HCS may, on the Practice's behalf, access, use, create and/or disclose Protected Health Information.

19.2 The Parties intend to protect the privacy and provide for the security of PHI disclosed to INSYNC HCS pursuant to the regulations promulgated pursuant to the Health Insurance Portability and Accountability Act of 1996 ("HIPAA"), which privacy regulations are codified at 45 C.F.R. Part 160 and Part 164, Subparts A and E (the "Privacy Rule"), and which security regulations are codified at 45 C.F.R. Part 160 and Part 164, Subparts A and C (the "Security Rule"), as amended by the Health information Technology for Economic and Clinical Health Act of 2009 ("HITECH Act") and as each are amended by the related final regulations dated January 25, 2013 promulgated by the Secretary (the "HIPAA Final Rule").

19.3 OBLIGATIONS AND ACTIVITIES OF INSYNC HCS.

19.3.1 Uses and Disclosures of PHI Pursuant to the EMR/PM Services. INSYNC HCS will not access, use and/or disclose PHI other than as permitted or required by this Agreement or as required by Law.

Attachment: InSync Purchase Agreement 2019 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

19.3.2 Permitted Uses and Disclosures. INSYNC HCS may only use and disclose PHI created or received pursuant to these Terms and Conditions as follows:

(a) To carry out the purposes of this Agreement and Provide EMR/PM Services. INSYNC HCS may access, use and/or disclose PHI as necessary to perform its obligations under this Agreement and providing EMR/PM Services, provided that such access, use or disclosure would not violate the Privacy Rule if done by the Practice and provided further that all other uses and disclosures not authorized by these Terms and Conditions or other agreements with or written instructions from the Practice, are prohibited.

(b) Use for Management and Administration. INSYNC HCS may use PHI for the proper management and administration of INSYNC HCS, or to carry out the legal responsibilities of INSYNC HCS.

(c) Disclosure for Management and Administration. INSYNC HCS may disclose PHI for the proper management and administration of INSYNC HCS or to carry out the legal responsibilities of INSYNC HCS if (i) the disclosure is Required by Law or (ii) INSYNC HCS (a) obtains reasonable assurances from the person to whom the PHI is disclosed that it will be held confidentially and used or further disclosed only as required by law or for the purpose for which it was disclosed to the person and (b) the person agrees to notify INSYNC HCS in writing of any instances of which it becomes aware in which the confidentiality and security of the PHI is breached.

(d) Required by Law. INSYNC HCS may use or disclose PHI that is in its possession as required by Law.

(e) De-Identification of PHI. INSYNC HCS may de-identify PHI, provided that the de-identification process conforms to the requirements of 45 C.F.R. §164.514(b). De-identified information does not constitute PHI and is not subject to the terms of this Agreement. In such situations where INSYNC HCS is de-identifying data, INSYNC HCS will also comply with any further limitations on uses and disclosures agreed to by the Practice provided that such agreed upon limitations have been communicated to INSYNC HCS in writing.

Attachment: InSync Purchase Agreement 2019 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

(f) Data Aggregation and Analysis Activities. INSYNC HCS may provide Data Aggregation services, as permitted by 45 C.F.R. §164.504(e)(2)(i)(B).

19.3.3 Appropriate Safeguards. INSYNC HCS will implement appropriate safeguards and will comply with the Security Rule with respect to Electronic PHI, to prevent use or disclosure of such information other than as provided for by this Agreement.

19.3.4 HIPAA Transaction Standards. INSYNC HCS will comply with all applicable HIPAA standards and requirements (including, without limitation, those specified in 45 C.F.R. Part 162) with respect to the transmission of PHI in electronic form in connection with any transaction for which the Secretary has adopted a standard under HIPAA. INSYNC HCS shall comply with modifications to applicable HIPAA standards and requirements which become effective from time to time.

19.3.5 Reporting of Improper Use or Disclosure, Security Incident or Breach. INSYNC HCS will notify the Practice of any use or disclosure of PHI not permitted under this Agreement, Breach of Unsecured PHI or Security Incident, without unreasonable delay, and in no event later than twenty (20) business days following discovery; provided, however, that the Parties acknowledge and agree that this Section constitutes notice by INSYNC HCS to the Practice of the ongoing existence and occurrence of attempted but Unsuccessful Security Incidents (as defined below) for which notice to the Practice by INSYNC HCS shall be required only upon request. "Unsuccessful Security Incidents" shall include, but not be limited to, pings and other broadcast attacks on INSYNC HCS's firewall, port scans, unsuccessful log-on attempts, denials of service and any combination of the above, so long as no such incident results in unauthorized access, use or disclosure of PHI. INSYNC HCS's notification to Practice of a Breach shall include: (i) the identification of each individual whose Unsecured PHI has been, or is reasonably believed by INSYNC HCS to have been, accessed, acquired or disclosed during the Breach; and (ii) any particulars regarding the Breach that

Attachment: InSync Purchase Agreement 2019 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

Practice would need to include in its notification, as such particulars are identified in 45 C.F.R. §164.404.

19.3.6 Access to PHI. To the extent INSYNC HCS has PHI contained in a Designated Record Set, it agrees to make such information available to the Practice pursuant to 45 C.F.R. §164.524 within fifteen (15) business days of INSYNC HCS's receipt of a written request from the Practice; provided, however, that INSYNC HCS is not required to provide such access where the PHI contained in a Designated Record Set is duplicative of the PHI contained in a Designated Record Set possessed by the Practice. If an Individual makes a request for access pursuant to 45 C.F.R. §164.524 directly to INSYNC HCS, or inquires about his or her right to access, INSYNC HCS shall direct the Individual to the Practice.

19.3.7 Amendment of PHI. To the extent INSYNC HCS has PHI contained in a Designated Record Set, it agrees to make such information available to Practice for amendment pursuant to 45 C.F.R. §164.526 within twenty (20) business days of INSYNC HCS's receipt of a written request from the Practice. If an individual submits a written request for amendment pursuant to 45 C.F.R. §164.526 directly to INSYNC HCS, or inquires about his or her right to amendment, INSYNC HCS shall direct the Individual to the Practice.

19.3.8 Documentation of Disclosures. INSYNC HCS agrees to document such disclosures of PHI and information related to such disclosures as would be required for the Practice to respond to a request by an Individual for an accounting of disclosures of PHI in accordance with 45 C.F.R. §164.528. INSYNC HCS shall document, at a minimum, the following information ("Disclosure Information"): (i) the date of the disclosure, (ii) the name and, if known, the address of the recipient of the PHI, (iii) a brief description of the PHI disclosed, (iv) the purpose of the disclosure that includes an explanation of the basis for such disclosure, and (v) any additional information required under the HITECH Act and any implementing regulations.

19.3.9 Accounting of Disclosures. INSYNC HCS agrees to provide to the Practice, within twenty (20) business days of INSYNC HCS's

Attachment: InSync Purchase Agreement 2019 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

receipt of a written request from the Practice, information collected in accordance with the "Documentation of Disclosures" Section of this Agreement to permit the Practice to respond to a request by an Individual for an accounting of disclosures of PHI in accordance with 45 C.F.R. §164.528. If an Individual makes a request for an accounting of disclosures of PHI pursuant to 45 C.F.R. §164.528 directly to INSYNC HCS, or inquires about his or her right to an accounting of disclosures of PHI, INSYNC HCS shall direct the Individual to the Practice.

19.3.10 Performance of the Practice Obligations. To the extent INSYNC HCS is carrying out any of the Practice's obligations under the Privacy Rule pursuant to the terms of this Agreement or other agreements with or written instructions from the Practice, INSYNC HCS shall comply with the requirements of the Privacy Rule that apply to the Practice in the performance of such obligation(s).

19.3.11 Governmental Access to Records. INSYNC HCS will make its internal practices, books and records relating to the use and disclosure of PHI to the Secretary of the United States Department of Health and Human Services or the Secretary's designee, in a time and manner designated by the Practice or the Secretary, for purposes of determining the Practice's compliance with the Privacy Rule.

19.3.12 INSYNC HCS's Agents. In accordance with 45 C.F.R. §164.502(e)(1)(i) and 45 C.F.R. §164.308(b)(2), as applicable, INSYNC HCS shall enter into a written agreement with any agent or subcontractor that creates, receives, maintains or transmits PHI on behalf of INSYNC HCS for services provided to the Practice, providing that the agent agrees to restrictions and conditions that are no less protective of privacy and security than those that apply through this Agreement to INSYNC HCS with respect to such PHI.

19.3.13 Minimum Necessary. INSYNC HCS shall request, use and disclose the minimum amount of PHI necessary to accomplish the purpose of the request, use or disclosure, in accordance with 45 C.F.R. §164.514(d), and any amendments thereto.

19.4 OBLIGATIONS OF COVERED ENTITY

Attachment: InSync Purchase Agreement 2019 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

19.4.1 Consents and Authorizations. The Practice represents that it has obtained or will obtain all consents or authorizations that may be required by the Privacy Rule and applicable state law prior to furnishing INSYNC HCS the PHI.

19.4.2 Notice of Privacy the Practices. The Practice shall notify INSYNC HCS of any limitation(s) in the notice of privacy practices of the Practice under 45 C.F.R. §164.520, to the extent that such limitation may affect INSYNC HCS's use or disclosure of PHI. If requested by INSYNC HCS, the Practice shall provide INSYNC HCS with the Notice of Privacy the Practices that the Practice produces in accordance with 45 C.F.R. §164.520.

19.4.3 Notification of Changes Regarding Individual Permission. The Practice shall notify INSYNC HCS in writing promptly, but in no event later than two (2) business days, of any changes in, or revocation of, the permission by an individual to use or disclose his or her PHI, to the extent that such changes may affect INSYNC HCS's use or disclosure of PHI.

19.4.4 Notification of Restrictions on the Use of Disclosure of PHI. The Practice shall notify INSYNC HCS in writing of any restriction on the use or disclosure of PHI that the Practice has agreed to or is required to abide by under 45 C.F.R. §164.522, to the extent that such restriction may impact in any manner the use or disclosure of PHI by INSYNC HCS under this Agreement or other agreements with or written instructions from the Practice.

19.4.5 Permissible Requests by the Practice. The Practice shall not request INSYNC HCS to use or disclose PHI in any manner that would not be permissible under HIPAA if done by the Practice.

19.5 TERM AND TERMINATION

19.5.1 Effect of Termination.

(a) Upon termination of this Agreement for any reason, INSYNC HCS shall return or destroy all PHI received from the Practice, or created or received by INSYNC HCS on behalf of the Practice, and shall retain no copies of the PHI.

Attachment: InSync Purchase Agreement 2019 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

(b) If it is infeasible for INSYNC HCS to return or destroy the PHI upon termination of this Agreement, INSYNC HCS shall: (i) extend the protections of this BAA to such PHI; and (ii) limit further uses and disclosures of such PHI to those purposes that make the return or destruction infeasible, for so long as INSYNC HCS maintains such PHI.

19.6 MISCELLANEOUS

Construction of Terms. The terms of this Agreement shall be construed in light of any interpretation and/or guidance on the Security Rule and the Privacy Rule and its related regulations issued by the Secretary of Health and Human Services from time to time. Any ambiguity in this Agreement shall be interpreted to permit compliance with the Security Rule and the Privacy Rule. In the event of inconsistency between the provisions of this Agreement and mandatory provisions of the Privacy Rule, the Security Rule or the HIPAA Final Rule, or their interpretation by any court or regulatory agency with authority over INSYNC HCS or the Practice, such interpretation shall control; provided, however, that if any relevant provision of the Privacy Rule, the Security Rule or the HIPAA Final Rule is amended in a manner that changes the obligations of INSYNC HCS or the Practice that are embodied in terms of this Agreement, then the Parties agree to negotiate in good faith appropriate non-financial terms or amendments to this Agreement to give effect to such revised obligations.

20. Notices. Any notices or other communications provided for in this Agreement shall be in writing and shall be deemed given for all purposes when either served personally or mailed by certified or registered mail, return receipt requested, postage prepaid or by overnight courier and addressed to the respective Party at its last known address. All notices to INSYNC HCS shall also be emailed to its legal counsel at notices@hunterbusinesslaw.com.

21. Further Assurances. Upon the request of either Party to the other, each Party will take such other action and execute and deliver to the other Party such instruments or documents as may be

Attachment: InSync Purchase Agreement 2019 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

reasonably necessary to assure, complete, evidence or implement the provisions of this Agreement.

22. **Nonwaiver.** The failure of either Party to insist on strict performance of any of the covenants or conditions of the Agreement, or to exercise any option herein conferred in any one or more instances, shall not be construed as a waiver or a relinquishment for the future of such covenants, conditions, rights or options, but the same shall remain in full force and effect; and the doing by INSYNC HCS or the Practice of any act or thing which INSYNC HCS or the Practice is not obligated to do hereunder shall not be deemed to impose any obligation upon INSYNC HCS or the Practice to do any similar act or thing in the future or in any way change or alter any of the provisions of this Agreement.

23. **Confidentiality.** In as much as INSYNC HCS qualifies as a "Business Associate" and the Practice qualifies as a "Covered Entity" as defined in 45 C.F.R. 160.103, of the Health Insurance Portability and Accountability Act of 1996 (HIPAA), as amended, by requesting permission to access and use the INSYNC HCS System and the INSYNC HCS EMR/PM Services, the Practice agrees to the Business Associate Agreement terms provided in Section 19 as mandated under HIPAA for such agreements, and as may be amended pursuant to Section 19 hereof.

24. **Modifications.** IN THE EVENT INSYNC HCS MODIFIES ANY TERM OR CONDITION OF THIS AGREEMENT OR THE INSYNC HCS TERM SHEET, SUCH MODIFICATION SHALL ONLY BE EFFECTIVE IF SIGNED BY THE CHIEF EXECUTIVE OFFICER, PRESIDENT, CHIEF FINANCIAL OFFICER, OR GENERAL COUNSEL FOR INSYNC HCS. **NO OTHER EMPLOYEE OR OFFICER OF INSYNC HCS SHALL HAVE THE AUTHORITY TO MODIFY A TERM OF THIS AGREEMENT OR THE INSYNC HCS TERM SHEET.** IF THESE TERMS AND CONDITIONS ARE MODIFIED AND THE MODIFIED TERMS AND CONDITIONS ARE POSTED BY ONLINE BY INSYNC HCS, THEN THE PRACTICE MAY ASSUME THE MODIFIED TERMS AND CONDITIONS ARE

Attachment: InSync Purchase Agreement 2019 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

EFFECTIVE AND NO SIGNATURE OF AN INSYNC OFFICE IS REQUIRED.

25. **Partial Invalidity.** The invalidity of any portion of this Agreement shall not affect the validity of the remainder of this Agreement as long as the primary intent and purpose of this Agreement is not materially affected.

26. **Entire Agreement.** This Agreement, the executed INSYNC HCS Term Sheet, and any other Supplemental agreements entered into by the Practice constitutes the entire understanding and agreement between the Parties hereto. This Agreement replaces and supersedes all previous oral or written agreements, understandings, arrangements, discussions or negotiations between the Parties regarding the subject matter of this Agreement.

27. **Headings.** The headings or captions of the paragraphs of this Agreement are for convenience and reference only and are not to be considered in construing this Agreement.

28. **Dispute Resolution.** Prior to filing any cause of action, or legal proceeding, with the requisite court of law, the Parties agree that they will first be required to attend in-person mediation in Tampa, Florida. Both Parties agree that they will send a representative with full settlement authority to the mediation. The cost of the in-person mediation shall be split amongst the parties but shall not include travel costs of either party associated with attending the in-person mediation. Notwithstanding the foregoing, the pre-suit mediation requirement will be waived and not required in the event INSYNC HCS brings an action against the Practice for unpaid Services Fees or other unpaid fees.

29. **Governing Law & Venue.** This Agreement shall be governed and construed in accordance with the laws of the State of Florida applicable to agreements made and to be performed in Florida without reference to its principles of conflict of laws. The Practice expressly agrees that any legal action or proceeding between INSYNC HCS and the Practice for any purpose concerning or related to this Agreement, the EMR/PM Services, the EMR/PM Value Added Services, or the

Attachment: InSync Purchase Agreement 2019 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

INSYNC HCS EMR/PM System, or the parties' obligations hereunder shall be brought exclusively in a court of record for Hillsborough County, Florida or the United States District Court for the Middle District of Florida – Tampa division. Practice hereby agrees to consent to personal jurisdiction of the state and federal courts situated within State of Florida for purposes of enforcing this Agreement, and waive any objection that Practice might have to personal jurisdiction or venue in those courts. Neither the course of conduct and/or course of dealing between the parties nor trade practice shall act to modify any provision of this Agreement.

30. **Compliance with Dispute Resolution and Venue**. In the event that either Party fails to comply with the Dispute Resolution procedure set forth in Section 28 of this Agreement, and files a cause of action or legal proceeding prior to a required mediation taking place; or in the event either Party files any cause of action or legal proceeding in a court of law against the other Party in a court of law other than a court of law identified in Section 29 of this Agreement, the filing Party agrees to pay the non-filing Party's reasonable attorneys' fees and all costs and expenses incurred with respect to defending such improperly filed cause of action or legal proceeding.

31. **Injunctive Relief.** Notwithstanding the provisions of Section 28, the Practice agrees that violations of Sections 5, 6, and 23 will cause INSYNC HCS irreparable and immediate harm and that INSYNC HCS is entitled to seek immediate injunctive relief from a court of competent jurisdiction to prevent such violation.

32. **US. Government Rights.** INSYNC HCS Systems and INSYNC HCS EMR/PM Services include commercial technical data and/or computer data bases and/or commercial computer software and/or commercial computer software documentation (collectively, "Commercial Software/Data"), as applicable which were developed exclusively at private expense by INSYNC HCS. Additionally, the INSYNC HCS System and the INSYNC HCS Services, specifically EMR and PM, may include Commercial Software/Data, including CPT® code which is commercial technical data, which was developed exclusively at private expense by the American Medical Association,

Attachment: InSync Purchase Agreement 2019 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

330 North Wabash Avenue, Chicago, Illinois 60611. The American Medical Association does not agree to license CPT to the Federal Government based on the license in FAR 52.227-14 (Data Rights - General) and DFARS 252.227-7015 (Technical Data - Commercial Items) or any other license provision. The American Medical Association reserves all rights to approve any license with any Federal agency.

IN ORDER TO HAVE ACCESS TO (OR CONTINUED ACCESS TO) AND USE OF (OR CONTINUED USE OF) THE INSYNC HCS SYSTEMS AND INSYNC HCS EMR/PM SERVICES, YOU MUST CHECK THE ACCEPT BOX BELOW. BY DOING SO, YOU REPRESENT AND WARRANT THAT YOU ARE DULY AUTHORIZED TO ACCEPT ALL OF THE TERMS AND CONDITIONS OF THIS AGREEMENT ON BEHALF OF THE PRACTICE REGISTERED UNDER THIS LOG-IN ID. FAILURE TO ACCEPT THE TERMS AND CONDITIONS OF THIS AGREEMENT WILL PREVENT YOU FROM ACCESSING OR USING THE INSYNC HCS SYSTEM OR INSYNC HCS EMR/PM SERVICES. ANY ATTEMPT TO DO SO WITHOUT AGREEING TO THESE TERMS AND CONDITIONS IS EXPRESSLY PROHIBITED AND IS VIOLATIVE OF APPLICABLE LAW.

Attachment: InSync Purchase Agreement 2019 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

IN WITNESS WHEREOF, the parties have executed this Agreement as of _____, 2019.

COUNTY OF MARIPOSA

Miles Menetrey, Chair

Board of Supervisors

CONTRACTOR

(Signature)

ATTEST:

Rene LaRoche

Clerk of the Board

APPROVED AS TO FORM:

Steven W. Dahlem

County Counsel

Attachment: InSync Purchase Agreement 2019 (RES-2023-42 : Approve Amendment to Agreement - Purchase of RCM Services)

MARIPOSA COUNTY

HHS/Behavioral Health & Recovery Services · (209) 966-2000

RESOLUTION - ACTION REQUESTED 2023-43

MEETING: January 24, 2023

TO: The Board of Supervisors

FROM: Joe Lynch, Health & Human Services Agency Director

RE: Agreement with Genoa Healthcare, LLC

RECOMMENDATION AND JUSTIFICATION:
Approve Agreement with Genoa Healthcare, LLC to provide pharmaceutical services in support of County of Mariposa Jail Based program; and authorize the Board of Supervisors Chair to Sign the Agreement.

The Mariposa County Sheriff's Office (MCSO) and Health and Human Services Agency (HHSA) are two main partners in the County of Mariposa Jail Based program and have an agreement for HHSA to provide health services to inmates at the Mariposa County Adult Detention Facility. Under the agreement for this requested resolution, Genoa Healthcare, LLC (Genoa) will provide pharmacy products to County staff and clients, as applicable, in accordance with applicable laws. Genoa will also deliver pharmacy products to a location designated by County as mutually agreed by the parties. Pharmacy products and services shall be provided during pharmacy's regular business hours.

BACKGROUND AND HISTORY OF BOARD ACTIONS:

The Board does not have a prior history with Genoa Healthcare, LLC for this specific purpose.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:

Failure to ratify action and approve the Agreement poses dire consequences in the effort to provide vital services for this targeted population.

FINANCIAL IMPACT:
No impact to General Fund.
05/22/12 001-0401-621-0414 · Medical/Laboratory $3,575.00
05/22/12 001-0104-414-1090 · General Contingency ($3,575.00)
Total: $0.00

ATTACHMENTS:
Pharmacy Agreement - Mariposa County Jail - January 4 2023v2 (PDF)

REF ID# 13687

RESULT: **ADOPTED BY CONSENT VOTE [UNANIMOUS]**
MOVER: Rosemarie Smallcombe, District I Supervisor
SECONDER: Wayne Forsythe, District IV Supervisor
AYES: Toso, Poe, Smallcombe, Forsythe, Menetrey

PHARMACY AGREEMENT

THIS PHARMACY AGREEMENT (this "Agreement"), dated as of _____, 2023 (the "Commencement Date") is by and between **Genoa Healthcare LLC** ("Pharmacy"), and **County of Mariposa** ("Contracting Entity").

RECITALS

A. Contracting Entity operates, manages and/or provides a (check one):

___ Hospital
___ Assisted Living Facility
___ Independent Living Facility
___ Group Home
X Correctional Facility or Correctional Program
___ Substance Use Program
___ Outpatient Clinic
___ Other (Describe: _____); and

B. Contracting Entity and/or the individuals (i) who utilize Contracting Entity's facilities and services, or (ii) with respect to whom Contracting Entity has jurisdiction or supervisory responsibility (collectively, "Covered Individuals"), require pharmaceutical products, specifically, Sublocade™ ("Pharmacy Products") in accordance with applicable federal, state and local laws, rules and regulations ("Applicable Law"); and

C. Pharmacy is licensed and capable of providing Pharmacy Products to Contracting Entity and/or Covered Individuals.

In consideration of the mutual agreements and promises hereinafter set forth, the sufficiency and adequacy of which are hereby acknowledged, the parties hereto agree as follows:

1. RESPONSIBILITIES OF PARTIES

1.1 Pharmacy shall provide Pharmacy Products to Contracting Entity and/or Covered Individuals, as applicable, in accordance with Applicable Law. Pharmacy shall also deliver Pharmacy Products to a location designated by Contracting Entity as mutually agreed by the parties**.** Pharmacy Products shall be provided during Pharmacy's regular business hours.

1.1.1 **Sublocade Dispense and Bill**. Upon Pharmacy's receipt of a valid prescription (electronically or via fax) for Sublocade for a specific Covered Individual, Pharmacy shall order the Sublocade from its supplier for delivery to from its supplier for delivery to Contracting Entity at its DEA registered location. Upon delivery of the Sublocade, Contracting Entity shall accept and store the Sublocade in accordance with the manufacturer's guidelines, and applicable controlled substance policies and procedures. Contracting Entity shall be responsible for scheduling and providing the administration of the Sublocade to the Covered Individual.

1.2 Contracting Entity shall give Pharmacy access to medical records of Covered Individuals as requested to facilitate the provision of Pharmacy Products by Pharmacy to such Covered Individuals.

1.3 Contracting Entity shall notify Covered Individuals that Contracting Entity has selected Pharmacy as its preferred pharmacy provider, subject to the right of Covered Individuals to choose their own pharmacy provider.

1.4 Pharmacy shall bill and collect from third-party payers for the Pharmacy Products dispensed to the Covered Individuals. Contracting Entity shall be the payer of last resort for Covered Individuals without insurance coverage for the Pharmacy Products.

Attachment: Pharmacy Agreement - Mariposa County Jail - January 4 2023v2 (RES-2023-43 : Agreement with Genoa Healthcare, LLC)

2. BILLING AND COMPENSATION

2.1 **Compensation:** Pricing for Pharmacy Products for which Contracting Entity has agreed to be financially responsible ("CE-Pay Products") shall be at Pharmacy's standard rates as modified by Pharmacy from time to time).

2.2 **Billing and Collection:** Pharmacy shall bill and collect for Pharmacy Products provided to private pay residents or to be reimbursed by third party payers. Pharmacy shall bill Contracting Entity for CE-Pay Products. Pharmacy shall submit a monthly invoice to Contracting Entity for the fees and charges referred to in the previous sentence. Contracting Entity shall remit payment in full within 30 days of the date of such invoice. Contracting Entity shall notify Pharmacy of any amounts in dispute within 30 days following the date of an invoice.

3. TERM AND TERMINATION

The term of this Agreement shall commence on the Commencement Date and shall continue in effect, until terminated in accordance with the succeeding sentence. Either party may terminate this Agreement with or without cause with 30 days advance written notice to the other party. Sections 2.2, 3 and 4 shall survive the expiration or termination of this Agreement.

4. MISCELLANEOUS

(a) Each party represents and warrants to the other party that this Agreement has been duly authorized, executed and delivered by such party and constitutes its valid and binding obligation.

(b) Each party agrees to keep the terms of this Agreement and any confidential or proprietary information received by such party from the other party strictly confidential, subject to customary exceptions.

(c) This Agreement shall not be assigned, in whole or in part, by any party hereto without the prior written consent of the other party.

(d) Notices or communications to be given under this Agreement will be given to the respective parties in writing at the address for such party listed on the signature page hereof.

(e) The rights and obligations of the parties under this Agreement shall be governed by and construed and enforced in accordance with the substantive law of the state in which Contracting Entity is located.

(f) Waiver by either party of a breach or violation of any provision of this Agreement will not operate as, or be construed to be, a waiver of any prior, concurrent or subsequent breach.

(g) The parties to this Agreement shall be deemed to be independent contractors to each other.

(h) This Agreement and any amendments or addenda hereto or thereto constitute the entire agreement between the parties regarding the subject matter hereof, and supersede all prior or contemporaneous discussions, representations, correspondence and agreements, whether oral or written, pertaining thereto.

(i) This Agreement may be amended or modified only by a writing duly executed by both parties.

(j) If any term or provision of this Agreement is held invalid or unenforceable to any extent, the remainder of this Agreement will not be affected thereby unless doing so will materially alter the rights or obligations of either party.

(k) This Agreement may be executed in any number of counterparts, each of which shall be an original, but all of which, when taken together, shall constitute one and the same agreement.

Attachment: Pharmacy Agreement - Mariposa County Jail - January 4 2023v2 (RES-2023-43 : Agreement with Genoa Healthcare, LLC)

The undersigned represent that they are duly authorized to execute this Agreement on behalf of the party for whom they sign; and such party shall be bound by the terms of this Agreement.

County of Mariposa

By: _____

Name:

Title:

Date of Execution: _____

Contracting Entity Address:

Provider and POC: Erica Macfee
Phone: 209-761-8274 Fax: 209-742-2037
5379 Highway 49N
Mariposa, CA 95338
Email: emcafee@mariposacounty.org

Genoa Healthcare LLC

By: _____

Name: Amr Elebiary

Title: Divisional VP of Operations - West

Date of Execution: _____

Pharmacy Address:

Phone: (559) 860-2792 | Fax: (559) 549-5913
2550 West Clinton Ave, Suite 123
Fresno, CA 93705

Attachment: Pharmacy Agreement - Mariposa County Jail - January 4 2023v2 (RES-2023-43 : Agreement with Genoa Healthcare, LLC)

MARIPOSA COUNTY

Public Works · 209-966-2498

RESOLUTION - ACTION REQUESTED 2023-44

MEETING: January 24, 2023

TO: The Board of Supervisors

FROM: Shannon Hansen, Director of Public Works & Transportation

RE: Update on Oak Road Bridge Emergency Repairs (4/5Ths Vote Required)

RECOMMENDATION AND JUSTIFICATION:

Accept the Emergency Repair Work on Oak Road Bridge as Complete; and Terminate the Emergency Action Pursuant to Public Contract Code Section 22050 (C) (3).

An Atmospheric River storm event caused significant damage to the Oak Road Bridge in Midpines on Monday January 9, 2023. The road was immediately closed due to unsafe conditions.

George Reed of Modesto made the repairs and completed the work on Tuesday, January 17, 2023.

The County pays emergency work using a time and materials methodology with a fixed profit. Staff will return to the Board with an informational item of all emergency repair costs once invoicing is complete.

BACKGROUND AND HISTORY OF BOARD ACTIONS:

Pursuant to Public Contract Code section 22050(c)(1), the Board reviewed the emergency action at its regularly scheduled meeting on January 17, 2023, and determined by a four-fifths vote that there was a need to continue the action.

This is the second and final update.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:

If the Board does not review this action and determine, by a four-fifths vote, that there is a need for the emergency action, the emergency contracting procedures contained in Public Contract Code Sections 22050 may not be utilized.

FINANCIAL IMPACT:

These repairs are a part of the State and Federally declared Atmospheric River Event beginning on December 27, 2022. Local match will be paid from the Roads Fund.

RESULT: **ADOPTED BY CONSENT VOTE [UNANIMOUS]**
MOVER: Rosemarie Smallcombe, District I Supervisor
SECONDER: Wayne Forsythe, District IV Supervisor
AYES: Toso, Poe, Smallcombe, Forsythe, Menetrey

MARIPOSA COUNTY

Public Works · 209-966-2498

RESOLUTION - ACTION REQUESTED 2023-45

MEETING: January 24, 2023

TO: The Board of Supervisors

FROM: Shannon Hansen, Director of Public Works & Transportation

RE: Update on Triangle Road Emergency Repairs (4/5Ths Vote Required)

RECOMMENDATION AND JUSTIFICATION:

Accept the Emergency Repair Work on Triangle Road as Complete; and Terminate the Emergency Action Pursuant to Public Contract Code Section 22050 (C) (3).

An Atmospheric River storm event caused significant damage to the Triangle Road on Monday January 9, 2023. The road was immediately closed due to unsafe conditions.

George Reed of Modesto made the repairs and completed the work on Thursday, January 19, 2023.

The County pays emergency work using a time and materials methodology with a fixed profit. Staff will return to the Board with an informational item of all emergency repair costs once invoicing is complete.

BACKGROUND AND HISTORY OF BOARD ACTIONS:

Pursuant to Public Contract Code section 22050(c)(1), the Board reviewed the emergency action at its regularly scheduled meeting on January 17, 2023, and determined by a four-fifths vote that there was a need to continue the action.

This is the second and final update.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:

If the Board does not review this action and determine, by a four-fifths vote, that there is a need for the emergency action, the emergency contracting procedures contained in Public Contract Code Sections 22050 may not be utilized.

FINANCIAL IMPACT:

These repairs are a part of the State and Federally declared Atmospheric River Event beginning on December 27, 2022. Local match will be paid from the Roads Fund.

RESULT: **ADOPTED BY CONSENT VOTE [UNANIMOUS]**
MOVER: Rosemarie Smallcombe, District I Supervisor
SECONDER: Wayne Forsythe, District IV Supervisor
AYES: Toso, Poe, Smallcombe, Forsythe, Menetrey

MARIPOSA COUNTY

Public Works · 209-966-2498

RESOLUTION - ACTION REQUESTED 2023-46

MEETING: January 24, 2023

TO: The Board of Supervisors

FROM: Shannon Hansen, Director of Public Works & Transportation

RE: Update on Jerseydale Road Emergency Repairs (4/5Ths Vote Required)

RECOMMENDATION AND JUSTIFICATION:

Review Emergency Repair Work on Jerseydale Road as Required by Public Contract Code Section 22050(c)(1); and Adopt a Finding that There is a Need to Continue the Emergency Action Pursuant to Public Contract Code Section 22050

George Reed of Modesto continues emergency slope repairs to ensure the road remains open.

BACKGROUND AND HISTORY OF BOARD ACTIONS:

Pursuant to Public Contract Code section 22050(c)(1), the Board reviewed the emergency action at its regularly scheduled meeting on January 17, 2023, and determined by a four-fifths vote that there was a need to continue the action.

This is the second update. The next update to the Board of Supervisors will occur on February 7, 2023.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:

If the Board does not review this action and determine, by a four-fifths vote, that there is a need for the emergency action, the emergency contracting procedures contained in Public Contract Code Sections 22050 may not be utilized.

FINANCIAL IMPACT:

These repairs are a part of the State and Federally declared Atmospheric River Event beginning on December 27, 2022. Local match will be paid from the Roads Fund.

RESULT: **ADOPTED BY CONSENT VOTE [UNANIMOUS]**
MOVER: Rosemarie Smallcombe, District I Supervisor
SECONDER: Wayne Forsythe, District IV Supervisor
AYES: Toso, Poe, Smallcombe, Forsythe, Menetrey

MARIPOSA COUNTY

Public Works · 209-966-2498

RESOLUTION - ACTION REQUESTED 2023-47

MEETING: January 24, 2023

TO: The Board of Supervisors

FROM: Shannon Hansen, Director of Public Works & Transportation

RE: Update on Allred Road Emergency Repairs (4/5Ths Vote Required)

RECOMMENDATION AND JUSTIFICATION:

Accept the Emergency Repair Work on Allred Road as Complete; and Terminate the Emergency Action Pursuant to Public Contract Code Section 22050 (C) (3).

An Atmospheric River storm event caused significant damage to the Allred Road on Monday January 9, 2023. The road was immediately closed due to unsafe conditions.

Palmer Tractor of Catheys Valley made the repairs and completed the work on Thursday, January 12, 2023.

The County pays emergency work using a time and materials methodology with a fixed profit. Staff will return to the Board with an informational item of all emergency repair costs once invoicing is complete.

BACKGROUND AND HISTORY OF BOARD ACTIONS:

Pursuant to Public Contract Code section 22050(c)(1), the Board reviewed the emergency action at its regularly scheduled meeting on January 17, 2023, and determined by a four-fifths vote that there was a need to continue the action.

This is the second and final update.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:

If the Board does not review this action and determine, by a four-fifths vote, that there is a need for the emergency action, the emergency contracting procedures contained in Public Contract Code Sections 22050 may not be utilized.

FINANCIAL IMPACT:

These repairs are a part of the State and Federally declared Atmospheric River Event beginning on December 27, 2022. Local match will be paid from the Roads Fund.

RESULT: **ADOPTED BY CONSENT VOTE [UNANIMOUS]**
MOVER: Rosemarie Smallcombe, District I Supervisor
SECONDER: Wayne Forsythe, District IV Supervisor
AYES: Toso, Poe, Smallcombe, Forsythe, Menetrey

MARIPOSA COUNTY

Public Works · 209-966-2498

RESOLUTION - ACTION REQUESTED 2023-48

MEETING: January 24, 2023

TO: The Board of Supervisors

FROM: Shannon Hansen, Director of Public Works & Transportation

RE: Update on Worman Road Emergency Repairs (4/5Ths Vote Required)

RECOMMENDATION AND JUSTIFICATION:

Review Emergency Repair Work on Worman Road as Required by Public Contract Code Section 22050(c)(1); and Adopt a Finding that There is a Need to Continue the Emergency Action Pursuant to Public Contract Code Section 22050

SCCI of Catheys Valley continues culvert work to open the road.

BACKGROUND AND HISTORY OF BOARD ACTIONS:

Pursuant to Public Contract Code section 22050(c)(1), the Board reviewed the emergency action at its regularly scheduled meeting on January 17, 2023, and determined by a four-fifths vote that there was a need to continue the action.

This is the second update. The next update to the Board of Supervisors will occur on February 7, 2023.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:

If the Board does not review this action and determine, by a four-fifths vote, that there is a need for the emergency action, the emergency contracting procedures contained in Public Contract Code Sections 22050 may not be utilized.

FINANCIAL IMPACT:

These repairs are a part of the State and Federally declared Atmospheric River Event beginning on December 27, 2022. Local match will be paid from the Roads Fund.

RESULT: **ADOPTED BY CONSENT VOTE [UNANIMOUS]**
MOVER: Rosemarie Smallcombe, District I Supervisor
SECONDER: Wayne Forsythe, District IV Supervisor
AYES: Toso, Poe, Smallcombe, Forsythe, Menetrey

MARIPOSA COUNTY

Public Works · 209-966-2498

RESOLUTION - ACTION REQUESTED 2023-49

MEETING: January 24, 2023

TO: The Board of Supervisors

FROM: Shannon Hansen, Director of Public Works & Transportation

RE: Update on Indian Peak Road Emergency Repairs (4/5Ths Vote Required)

RECOMMENDATION AND JUSTIFICATION:

Review Emergency Repair Work on Indian Peak Road as Required by Public Contract Code Section 22050(c)(1); and Adopt a Finding that There is a Need to Continue the Emergency Action Pursuant to Public Contract Code Section 22050

Williams Excavation of Mariposa continues emergency slope repairs to open the road.

BACKGROUND AND HISTORY OF BOARD ACTIONS:

Pursuant to Public Contract Code section 22050(c)(1), the Board reviewed the emergency action at its regularly scheduled meeting on January 17, 2023, and determined by a four-fifths vote that there was a need to continue the action.

This is the second update. The next update to the Board of Supervisors will occur on February 7, 2023.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:

If the Board does not review this action and determine, by a four-fifths vote, that there is a need for the emergency action, the emergency contracting procedures contained in Public Contract Code Sections 22050 may not be utilized.

FINANCIAL IMPACT:

These repairs are a part of the State and Federally declared Atmospheric River Event beginning on December 27, 2022. Local match will be paid from the Roads Fund.

RESULT: **ADOPTED BY CONSENT VOTE [UNANIMOUS]**
MOVER: Rosemarie Smallcombe, District I Supervisor
SECONDER: Wayne Forsythe, District IV Supervisor
AYES: Toso, Poe, Smallcombe, Forsythe, Menetrey

MARIPOSA COUNTY

Public Works · 209-966-2498

RESOLUTION - ACTION REQUESTED 2023-50

MEETING: January 24, 2023

TO: The Board of Supervisors

FROM: Shannon Hansen, Director of Public Works & Transportation

RE: Approve Preston Road Emergency Repairs (4/5Ths Vote Required)

RECOMMENDATION AND JUSTIFICATION:

Approve an Agreement with Palmer Tractor for the Preston Road Emergency Repairs; Authorize the Board of Supervisors Chair to sign the Agreement (Subject to Approval as to Legal Form by County Counsel); and find the project meets all emergency requirements pursuant to the Public Contract Code Section 22050 and that the emergency did not permit a delay resulting from a competitive solicitation for bids, and that the action was necessary to respond to the emergency.

An Atmospheric River storm event caused significant damage on Preston Road on Monday January 9, 2023. A CMP culvert was washed downstream of its original location prohibiting motorist from traveling Preston Road. The road was immediately closed.

After a site inspection on Thursday January 12, 2023, it was determined that the road was damaged due to flooding and its condition was classified as emergency work. Palmer Tractor of Catheys Valley visited the site and mobilized a crew on Tuesday January 17, 2023. The Contractor continues to work on reestablishing the road.

The County pays emergency work using a time and materials methodology with a fixed profit. The contract includes a not to exceed maximum amount of $50,000.

This project is statutorily exempt from CEQA under Section 15269.

The scope of the emergency procurement must be limited to only what is necessary to address the needs of the emergency. Staff intends to terminate the emergency action upon securing the roadway and is resuming compliance with formal bidding requirements. A future project will be bid to construct a reinforced concrete headwall.

BACKGROUND AND HISTORY OF BOARD ACTIONS:

Public Contract Code Section 22050 (a)(1) states, “In the case of an emergency, a public agency, pursuant to a four-fifths vote of its governing body, may repair or replace a public facility, take any directly related and immediate action required by that emergency, and procure the necessary equipment, services, and supplies for those purposes, without giving notice for bids to let contracts.” Further, Public

Contract Code Section 22050 (c)(1) requires staff to report on the emergency at its next regularly scheduled meeting and every 14 days thereafter until the emergency is terminated.

This is the first update. The next update to the Board of Supervisors will occur on February 7, 2023.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:

If the Board does not review this action and determine, by a four-fifths vote, that there is a need for the emergency action, the emergency contracting procedures contained in Public Contract Code Sections 22050 may not be utilized.

FINANCIAL IMPACT:

These repairs are a part of the State and Federally declared Atmospheric River Event beginning on December 27, 2022. Local match will be paid from the Roads Fund.

RESULT: **ADOPTED BY CONSENT VOTE [UNANIMOUS]**
MOVER: Rosemarie Smallcombe, District I Supervisor
SECONDER: Wayne Forsythe, District IV Supervisor
AYES: Toso, Poe, Smallcombe, Forsythe, Menetrey

MARIPOSA COUNTY

Public Works · 209-966-2498

RESOLUTION - ACTION REQUESTED 2023-51

MEETING: January 24, 2023

TO: The Board of Supervisors

FROM: Shannon Hansen, Director of Public Works & Transportation

RE: Approve West Westfall Road Emergency Repairs (4/5Ths Vote Required)

RECOMMENDATION AND JUSTIFICATION:

Approve an Agreement with Palmer Tractor for the West Westfall Road Emergency Repairs; Authorize the Board of Supervisors Chair to sign the Agreement (Subject to Approval as to Legal Form by County Counsel); and find the project meets all emergency requirements pursuant to the Public Contract Code Section 22050 and that the emergency did not permit a delay resulting from a competitive solicitation for bids, and that the action was necessary to respond to the emergency.

An Atmospheric River storm event caused significant damage on West Westfall Road on Monday January 9, 2023. A CMP culvert was washed downstream of its original location prohibiting motorist from traveling West Westfall Road. The road was immediately closed.

After a site inspection on Thursday January 12, 2023, it was determined that the road was damaged due to flooding and its condition was classified as emergency work. Palmer Tractor of Catheys Valley visited the site and mobilized a crew on Tuesday January 17, 2023. The Contractor continues to work on reestablishing the road.

The County pays emergency work using a time and materials methodology with a fixed profit. The contract includes a not to exceed maximum amount of $100,000.

This project is statutorily exempt from CEQA under Section 15269.

The scope of the emergency procurement must be limited to only what is necessary to address the needs of the emergency. Staff intends to terminate the emergency action upon securing the roadway and is resuming compliance with formal bidding requirements. A future project will be bid to construct a reinforced concrete headwall.

BACKGROUND AND HISTORY OF BOARD ACTIONS:

Public Contract Code Section 22050 (a)(1) states, “In the case of an emergency, a public agency, pursuant to a four-fifths vote of its governing body, may repair or replace a public facility, take any directly related and immediate action required by that emergency, and procure the necessary equipment, services, and supplies for those purposes, without giving notice for bids to let contracts.” Further, Public

Contract Code Section 22050 (c)(1) requires staff to report on the emergency at its next regularly scheduled meeting and every 14 days thereafter until the emergency is terminated.

This is the first update. The next update to the Board of Supervisors will occur on February 7, 2023.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:

If the Board does not review this action and determine, by a four-fifths vote, that there is a need for the emergency action, the emergency contracting procedures contained in Public Contract Code Sections 22050 may not be utilized.

FINANCIAL IMPACT:

These repairs are a part of the State and Federally declared Atmospheric River Event beginning on December 27, 2022. Local match will be paid from the Roads Fund.

RESULT: **ADOPTED BY CONSENT VOTE [UNANIMOUS]**
MOVER: Rosemarie Smallcombe, District I Supervisor
SECONDER: Wayne Forsythe, District IV Supervisor
AYES: Toso, Poe, Smallcombe, Forsythe, Menetrey

MARIPOSA COUNTY

Sheriff's Office · 209 966-3615

RESOLUTION - ACTION REQUESTED 2023-52

MEETING: January 24, 2023

TO: The Board of Supervisors

FROM: Jeremy Briese, Sheriff

RE: Ratify 2023 Drug Enforcement Administration Agreement

RECOMMENDATION AND JUSTIFICATION:
Ratify Agreement Number 2023-26 with the United States Drug Enforcement Administration for Reimbursement for Marijuana and Drug Related Investigations.

The DEA is seeking an agreement with the Mariposa County Sheriff to reimburse the Sheriff's Office for Marijuana and Drug related investigations.

The proposed agreement identifies the continued need to investigate marijuana cultivation in general, and in particular illegal wilderness marijuana gardens being cultivated by Drug Trafficking Organizations in Mariposa County. The Sheriff's identified reimbursement targeted areas in this agreement are: helicopter services, related investigative equipment, and personnel over-time costs.

BACKGROUND AND HISTORY OF BOARD ACTIONS:
The Board of Supervisors has approved similar agreements with the Drug Enforcement Agency in past years.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:
If the agreement is not supported, Mariposa County will not be able to seek reimbursement from the DEA for drug related investigations and forfeit the allocated funding.

FINANCIAL IMPACT:
The appropriate revenue and appropriations have already been budgeted in the Fiscal Year 2022 and Fiscal Year 2023 Budget.

ATTACHMENTS:
2023-26 Mariposa Agreement (PDF)
FY 23 - Supporting Documents (PDF)

RESULT: **ADOPTED BY CONSENT VOTE [UNANIMOUS]**
MOVER: Rosemarie Smallcombe, District I Supervisor
SECONDER: Wayne Forsythe, District IV Supervisor
AYES: Toso, Poe, Smallcombe, Forsythe, Menetrey

REF ID# 13715

U.S. Department of Justice
Drug Enforcement Administration

www.dea.gov

Springfield, Virginia 22152

Agreement Number 2023-26

THE DRUG ENFORCEMENT ADMINISTRATION (DEA) OF THE UNITED STATES DEPARTMENT OF JUSTICE (DOJ), hereinafter referred to as DEA, provides funding and/or operational support to state and local law enforcement agencies in conducting marijuana eradication and suppression efforts. This program, known as DEA's Domestic Cannabis Eradication/Suppression Program (DCE/SP), provides funding under either or both of the below Option 1 and/or Option 2.

Under Option 1, DEA provides DCE/SP funding and operational support to state and local law enforcement agencies who demonstrate that such support will be used for marijuana eradication operations meeting one of the following criteria:

1. Marijuana is being cultivated by a drug trafficking organization or a transnational organized crime syndicate; or
2. Marijuana is being cultivated on federal land, including federally-recognized Tribal lands; or
3. Marijuana cultivation is causing environmental hazards, depleting or contaminating water, or otherwise harming public lands; or
4. Marijuana cultivation is suspected to involve other federal crimes, including money laundering and crimes impacting public health and safety.

Under Option 2, where the above criteria is not met by state and local law enforcement agencies, DEA will provide DCE/SP funding only to state and local law enforcement agencies who demonstrate that such funding will be used to eradicate large-scale illicit marijuana grows.

This Letter of Agreement (LOA) is entered into between the MARIPOSA COUNTY SHERIFFS OFFICE**,** hereinafter referred to as (***THE AGENCY),*** and the DEA, because DEA has determined that (***THE AGENCY)*** has satisfied the criteria under either and/or both **Option 1 or Option 2.** In that regard:

There is evidence that trafficking in marijuana (illicit cannabis) has a substantial and detrimental effect on the health and general welfare of the people of the ***State of California.*** The parties hereto agree that it is to their mutual benefit to cooperate in locating and eradicating illicit cannabis plants and to investigate and prosecute those cases before the courts of the United States (U.S.) and the courts of the ***State of California***. DEA, pursuant to the authority of 21 U.S.C. § 873, proposes to provide certain necessary funds and ***THE AGENCY*** is desirous of securing funds.

Attachment: 2023-26 Mariposa Agreement (RES-2023-52 : Ratify 2023 Drug Enforcement Administration Agreement)

Letter of Agreement 2023-26

As used in this Letter of Agreement, the terms "marijuana" and "illicit cannabis" only refer to cannabis or cannabis-derived materials that contain more than 0.3% delta-9-THC on a dry weight basis, in accordance with the definition of marihuana in the Controlled Substances Act (21 U.S.C. § 802(16)), as amended by the Agriculture Improvement Act of 2018, Pub. L. 115-334.

NOW, therefore, in consideration of the mutual covenants hereinafter contained, the parties hereto have agreed as follows:

1. ***THE AGENCY*** will, with its own law enforcement personnel and employees, as herein after specified, perform the activities and duties described below:

    a. Gather and report intelligence data relating to the illicit cultivation, possession, and distribution of illicit cannabis.
    b. Investigate and report instances involving the trafficking in controlled substances.
    c. Provide law enforcement personnel for the eradication of illicit cannabis located within the ***State of California***.
    d. Make arrests and refer to the appropriate prosecutorial authority cases for prosecution under controlled substances laws and other criminal laws.
    e. Send required samples of eradicated illicit cannabis to the National Institute on Drug Abuse (NIDA) Potency Monitoring Project.
    f. Capture, maintain, and share with DEA data and statistics on its marijuana eradication efforts.
    g. Follow all applicable state laws and guidelines.
    h. **FOR AGENCIES FUNDED UNDER OPTION 2** Certify, by signing this agreement, that funding provided under this agreement will only be used for operations to eradicate large-scale illicit marijuana grows.
    i. **MANDATORY requirement for *THE AGENCY* to utilize *the Web-based DEA internet Capability Endeavor (DICE) or if applicable the Firebird based DEA Analysis/Response Tracking System (DARTS) to report all statistics and seizures per incident, to include the submission of significant items for de-confliction and information sharing purposes.***
    j. Submit electronically a DEA monthly expenditure report, with a copy of ***THE AGENCY*** general ledger. If applicable, attach an invoice reflecting the expenditures for equipment in excess of $2,500, which was previously approved by DEA Headquarters, and the expenses associated with the rental or leasing of vehicles or aircraft.

2. It is understood and agreed by the parties to this Agreement that the activities described in paragraph one and its subparagraphs shall be accomplished with existing personnel, and that the scope of ***THE AGENCY's*** program with respect to those activities by such personnel shall be consistent with ***California*** law and solely at ***THE AGENCY's*** discretion, subject to appropriate limitations contained in the budget adopted by ***THE AGENCY***, except that ***THE AGENCY*** understands and agrees that DEA funds and the result of expended funds (e.g. equipment, supplies and other resources) must be directly related to and must only be used for marijuana eradication program activities in a manner consistent with the Controlled Substances Act (CSA), 21 U.S.C. § 801 et seq.

Attachment: 2023-26 Mariposa Agreement (RES-2023-52 : Ratify 2023 Drug Enforcement Administration Agreement)

3. DEA will pay to ***THE AGENCY*** Federal funds in the amount of **SEVENTY FOUR THOUSAND DOLLARS ($74,000.00)** for the period of October 1, 2022 to September 30, 2023, to defray costs relating to the eradication and suppression of illicit cannabis. These Federal funds shall only be used for the eradication of illicit cannabis as provided in this agreement. ***THE AGENCY*** understands and agrees that Federal funds provided to ***THE AGENCY*** under this Agreement will not be used to defray costs relating to herbicidal eradication of illicit cannabis without the advance written consent of DEA. DCE/SP funding is provided for the storage, protection, and destruction of illicit cultivated marijuana. Funding is not provided nor expenditures allowed for the development of technology to assist with the identification of indoor and/or outdoor growing sites. Additionally, funding and expenditures are not permitted for the eradication of "ditch weed".

   THE AGENCY understands and agrees that Federal funds will not be used to perform any of the following functions: (i) issuing licenses, permits, or other forms of authorization permitting the holder to manufacture, distribute, sell, or use marijuana in contravention of the CSA; (ii) conducting ancillary activities related to the issuance of such licenses and permits, such as background checks on applicants; (iii) collecting state or local tax or licensing revenue related to the manufacture, distribution, or sale of marijuana in contravention of the CSA; (iv) preparing or issuing regulations governing the manufacture, distribution, sale, or possession of marijuana in contravention of the CSA; (v) monitoring compliance with state or local laws or regulations that permit the manufacture, distribution, sale, or use marijuana in contravention of the CSA; or (vi) the purchase of evidence and the purchase of information. The result of expended funds (e.g. equipment, supplies and other resources) must be directly related to and must only be used for marijuana eradication activities. While using the Federal funds provided to ***THE AGENCY*** under this Agreement for activities on Federal land, ***THE AGENCY*** agrees to notify the appropriate local office of the U.S. Department of Agriculture, (Forest Service) and the U.S. Department of the Interior (Bureau of Land Management, National Park Service, Fish and Wildlife Service, Bureau of Indian Affairs, and/or Bureau of Reclamation) of ***THE AGENCY*'s** presence on Federal land.

4. The Federal funds provided to ***THE AGENCY*** are primarily intended for payment of deputies'/officers' overtime while those deputies and officers are directly engaged in the illicit cannabis eradication process, **(per DOJ policy, the annual maximum overtime reimbursement rate is based on the current year General Pay Scale / rest of the United States and cannot exceed 25% of a GS-12, Step 1; the funds shall only be used to pay the normal overtime rate, i.e. time and a half. The overtime reimbursement rate "shall not include any cost for benefits, such as retirement, FICA, or other expenses", which is specifically prohibited by DOJ)** and for per diem and other direct costs related to the actual conduct of illicit cannabis eradication. Examples of such costs includes rental of aircraft, fuel for aircraft, and minor repairs and maintenance necessitated by use to support illicit cannabis eradication. These Federal funds are not intended as a primary source of funding for the purchase of equipment, supplies, or other resources. When Domestic Cannabis Eradication Suppression Program (DCE/SP) funds are used to purchase supplies, equipment, or other resources, those items must be directly related to and must only be used for marijuana eradication activities and may not be used to perform any of the following functions: (i) issuing licenses, permits, or other forms of authorization permitting the holder to manufacture, distribute, sell, or use marijuana in contravention of the CSA; (ii) conducting ancillary activities related to the issuance of such

Attachment: 2023-26 Mariposa Agreement (RES-2023-52 : Ratify 2023 Drug Enforcement Administration Agreement)

licenses and permits, such as background checks on applicants; (iii) collecting state or local tax or licensing revenue related to the manufacture, distribution, or sale of marijuana in contravention of the CSA; (iv) preparing or issuing regulations governing the manufacture, distribution, sale, or possession of marijuana in contravention of the CSA; or (v) monitoring compliance with state or local laws or regulations that permit the manufacture, distribution, sale, or use marijuana in contravention of the CSA.

All purchases of equipment, supplies and other resources must be requested in writing, ***through*** the respective DEA Division, ***to the Investigative Support Section (ODS)***. Requests must include manufacturer specifications and pricing of the item (including tax, if applicable) to be purchased. The DEA Division personnel will notify the state/local agency whether or not the purchase has been approved. Expenditures for equipment, supplies, and other resources should not exceed 10% of the total Federal funds awarded. Although equipment, supplies, and other resources may be specifically itemized in the Operation Plan, they **are not automatically approved for purchase**. All requests for purchases must be received in HQ/ ODS by July 15th. Exemptions to any of these requirements must have prior HQ/ODS approval.

Per DOJ, none of the funds allocated to ***THE AGENCY*** may be used to purchase promotional items, gifts, mementos, tokens of appreciation, or other similar items. Prohibited purchases include items justified as training aids if they are embossed, engraved or printed with ***THE AGENCY*** orprogram logos. Additionally, the use of DCE/SP funds for Demand Reduction expenses is no longer authorized.

5. In compliance with Section 623 of Public Law 102-141, ***THE AGENCY*** agrees that no amount of these funds shall be used to finance the acquisition of goods or services unless ***THE AGENCY***:

   (a) Specifies in any announcement of the awarding of the contract for the procurement of the goods and services involved the amount of Federal funds that will be used to finance the acquisition; and

   (b) Expresses the amount announced pursuant to paragraph (a) as a percentage of the total cost of the planned acquisition.

   The above requirements only apply to procurements for goods or services that have an aggregate value of $500,000 or more. Any goods or services acquired under this provision of the agreement must be directly related to and must only be used for marijuana eradication activities and may not be used to perform any of the following functions: (i) issuing licenses, permits, or other forms of authorization permitting the holder to manufacture, distribute, sell, or use marijuana in contravention of the CSA; (ii) conducting ancillary activities related to the issuance of such licenses and permits, such as background checks on applicants; (iii) collecting state or local tax or licensing revenue related to the manufacture, distribution, or sale of marijuana in contravention of the CSA; (iv) preparing or issuing regulations governing the manufacture, distribution, sale, or possession of marijuana in contravention of the CSA; or (v) monitoring compliance with state or local laws or regulations that permit the manufacture, distribution, sale, or use marijuana in contravention of the CSA.

Attachment: 2023-26 Mariposa Agreement (RES-2023-52 : Ratify 2023 Drug Enforcement Administration Agreement)

6. If DEA approves the purchase of supplies (all tangible personal property other than "equipment" as defined by 2 C.F.R. § 200.1), and there is a residual inventory of unused supplies exceeding $5,000 in total aggregate fair market value upon termination or completion of this Agreement, and if the supplies are not needed for any other federally sponsored programs or projects, ***THE AGENCY*** shall compensate DEA for DEA's share and in any case the supplies will not be used directly or indirectly to support any state, county or local entity that authorizes cultivating marijuana or has direct oversight or regulatory responsibilities for a state authorized marijuana program, in accordance with 2 C.F.R. § 200.314. ***THE AGENCY*** agrees that any unused supplies not exceeding $5,000 in total aggregate fair market value upon termination or completion of this Agreement will either be used for the marijuana eradication activities, returned to DEA, or destroyed, but in any case will not be used to perform any of the following functions: (i) issuing licenses, permits, or other forms of authorization permitting the holder to manufacture, distribute, sell, or use marijuana in contravention of the CSA; (ii) conducting ancillary activities related to the issuance of such licenses and permits, such as background checks on applicants; (iii) collecting state or local tax or licensing revenue related to the manufacture, distribution, or sale of marijuana in contravention of the CSA; (iv) preparing or issuing regulations governing the manufacture, distribution, sale, or possession of marijuana in contravention of the CSA; or (v) monitoring compliance with state or local laws or regulations that permit the manufacture, distribution, sale, or use marijuana in contravention of the CSA.

7. If DEA approves the purchase of equipment (tangible, non-expendable personal property having a useful life of more than one year and an acquisition cost of $5,000 or more per unit) for the use of ***THE AGENCY***'s personnel engaged in illicit cannabis eradication under this Agreement, ***THE AGENCY*** will use, manage, and dispose of the equipment in accordance with 2 C.F.R. § 200.313, except that in no case, regardless of useful life and acquisition cost, will the equipment be used directly or indirectly to perform any of the following functions: (i) issuing licenses, permits, or other forms of authorization permitting the holder to manufacturedistribute, sell, or use marijuana in contravention of the CSA; (ii) conducting ancillary activities related to the issuance of such licenses and permits, such as background checks on applicants; (iii) collecting state or local tax or licensing revenue related to the manufacture, distribution, or sale of marijuana in contravention of the CSA; (iv) preparing or issuing regulations governing the manufacture, distribution, sale, or possession of marijuana in contravention of the CSA; or (v) monitoring compliance with state or local laws or regulations that permit the manufacture, distribution, sale, or use marijuana in contravention of the CSA.

8. Payment by DEA to ***THE AGENCY*** will be in accordance with a schedule determined by DEA and said payment will be made pursuant to the execution by ***THE AGENCY*** of a LOA and receipt of same by DEA. However, no funds will be paid by DEA to ***THE AGENCY*** under this Agreement until DEA has received to its satisfaction an accounting of the expenditures of all funds paid to ***THE AGENCY*** during the previous year Agreement. The final/closeout expenditure report will be documented on the September (FINAL) Accounting Form.

9. It is understood and agreed by ***THE AGENCY*** that, in return for DEA's payment to ***THE AGENCY*** for Federal funds, ***THE AGENCY*** will comply with all applicable Federal statutes, regulations, guidance, and orders, including previous OMB guidance under OMB **Circular A-102** (Grants and Cooperative Agreements with State and Local Governments), and **OMB Circular A-87** (Cost Principles for State, Local and Indian Tribal Governments) which have been combined

Attachment: 2023-26 Mariposa Agreement (RES-2023-52 : Ratify 2023 Drug Enforcement Administration Agreement)

in 2 C.F.R. Part 200, effective December 26, 2014. In addition, 2 C.F.R. Part 2867 (Non-Procurement Debarment and Suspension), 28 C.F.R. Part 83 (Drug-Free Workplace Act common rule), and 28 C.F.R. Part 69 (Byrd Anti-Lobbying Amendment common rule) apply. (Note: The LOA is a reimbursable agreement, not a grant; therefore, for purposes of the DCE/SP, DEA requires an audit completed regardless of the threshold amount listed in 2 C.F.R. Part 200. The DCE/SP does not have an assigned Catalog of Federal of Domestic Assistance (CFDA) number. Audits can be conducted without a CFDA number. The auditor must send an email to the Federal Audit Clearinghouse **erd.fac@census.gov** with their agency's name and EIN number and the information will be forwarded to them. In conjunction with the beginning date of the award, the audit report period of ***THE AGENCY*** under the single audit requirement is ***FY23*** **(10/01/2022** through **09/30/2023).**

10. ***THE AGENCY*** acknowledges that arrangements have been made for any required financial and compliance audits and audits will be made within the prescribed audit reporting cycle. ***THE AGENCY*** understands that failure to furnish an acceptable audit as determined by the cognizant Federal agency may be a basis for denial of future Federal funds and/or refunding of Federal funds and may be a basis for limiting ***THE AGENCY*** to payment by reimbursement on a cash basis. ***THE AGENCY*** further understands that its use of DEA funds or the result of expended DEA funds (e.g. equipment, supplies and other resources) for any use other than the marijuana eradication program activities, including but not limited to its use directly or indirectly to perform any of the following functions: (i) issuing licenses, permits, or other forms of authorization permitting the holder to manufacture, distribute, sell, or use marijuana in contravention of the CSA; (ii) conducting ancillary activities related to the issuance of such licenses and permits, such as background checks on applicants; (iii) collecting state or local tax or licensing revenue related to the manufacture, distribution, or sale of marijuana in contravention of the CSA; (iv) preparing or issuing regulations governing the manufacture, distribution, sale, or possession of marijuana in contravention of the CSA; or (v) monitoring compliance with state or local laws or regulations that permit the manufacture, distribution, sale, or use marijuana in contravention of the CSA, will be a basis for denial of future Federal funds and/or refunding of Federal funds and may be a basis for limiting ***THE AGENCY*** to payment by reimbursement on a cash basis.

11. ***THE AGENCY*** shall maintain complete and accurate reports, records, and accounts of all obligations and expenditures of DEA funds under this Agreement in accordance with generally accepted government accounting principles and in accordance with state laws and procedures for expending and accounting for its own funds. ***THE AGENCY*** shall further maintain its records of all obligations and expenditures of DEA funds under this Agreement in accordance with all instructions provided by DEA to facilitate on-site inspection and auditing of such records and accounts.

12. ***THE AGENCY*** shall permit and have available for examination and auditing by DEA, the DOJ Office of Inspector General, the Government Accountability Office, and any of their duly authorized agents and representatives, any and all investigative reports, records, documents, accounts, invoices, receipts, and expenditures relating to this Agreement. In addition, ***THE AGENCY*** will maintain all such foregoing reports and records for **six (6)** years after termination of this Agreement or until after all audits and examinations are completed and resolved, whichever is longer.

Attachment: 2023-26 Mariposa Agreement (RES-2023-52 : Ratify 2023 Drug Enforcement Administration Agreement)

13. ***THE AGENCY*** agrees that an authorized officer or employee will execute and return to the DEA Regional Contractor, the LOA; Electronic Funds Transfer Memorandum; Certifications Regarding Lobbying; Debarment, Suspension, & Other Responsibility Matters; Drug Free Workplace Requirements (OJP Form 406 1/6); and the Assurances (OJP Form 4000/3). ***THE AGENCY*** acknowledges that this Agreement will not take effect and that no Federal funds will be awarded by DEA until DEA receives the completed LOA package.

14. Employees of ***THE AGENCY*** shall at no time be considered employees of the U.S. Government or DEA for any purpose, nor will this Agreement establish an agency relationship between ***THE AGENCY*** and DEA.

15. ***THE AGENCY*** shall be responsible for the acts or omissions of ***THE AGENCY's*** personnel. ***THE AGENCY*** and ***THE AGENCY's*** employees shall not be considered as the agent of any other participating entity. Nothing herein is intended to waive or limit sovereign immunity under other federal or state statutory or constitutional authority. This Agreement creates no liability on the part of the DEA, its agents or employees, or the U.S. Government for any claims, demands, suits, liabilities, or causes of action of whatever kind and designation, and wherever located in the **State of California** resulting from the DCE/SP funded by DEA.

16. ***THE AGENCY*** shall comply with Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, the Age Discrimination Act of 1975, as amended, and all requirements imposed by or pursuant to DOJ regulations implementing those laws, 28 C.F.R. Part 42, Subparts C, F, G, H, and I.

17. Upon termination of the Agreement, ***THE AGENCY*** will prepare a September (FINAL) Accounting Form and a general ledger itemizing the breakdown of final expenditures and if applicable, attach invoices reflecting the expenditures for equipment in excess of $2,500, which was previously approved by DEA Headquarters, and the expenses associated with rental or leasing of aircraft. Report should be submitted electronically to the DEA Regional Contractor by October 31st.

18. The duration of this Agreement shall be as specified in Paragraph 3, except that this Agreement may be terminated by either party after thirty (30) day written notice to the other party. All obligations that are outstanding on the above prescribed termination date or on the date of any thirty (30) day notice of termination shall be liquidated by ***THE AGENCY*** within sixty (60) days thereof, in which event DEA will only be liable for obligations incurred by ***THE AGENCY*** before the notice of termination. In no event shall ***THE AGENCY*** incur any new obligations during the period of notice of termination. In the event that the agreement is terminated, any DEA funds that have been obligated or expended and the result of expended funds (e.g. equipment, supplies and other resources) will be used and disposed of in accordance with the provisions of this agreement.

19. ***THE AGENCY*** must be registered in the System for Award Management (SAM) to receive payment of Federal funds. ***THE AGENCY*** must have a unique entity identifier known as the Unique Entity ID (UEI). The UEI (formerly the Data Universal Numbering System (DUNS) Number) is a 12-character alphanumeric value assigned to all entities (public and private companies, individuals, institutions or organizations) who must register to do business with the federal government in SAM. The UEI is required when there is a need for more than one bank/electronic funds transfer account for a location.

Attachment: 2023-26 Mariposa Agreement (RES-2023-52 : Ratify 2023 Drug Enforcement Administration Agreement)

Letter of Agreement 2023-26

THE AGENCY may obtain the UEI via the internet (www.sam.gov) or for additional information, call by phone at 1-844-472-4111. Both the registration in SAM and the UEI are free of charge.

Note: It is *THE AGENCY*'s responsibility to update their SAM registration annually or whenever a change occurs.

***THE AGENCY*'s** current UEI is_____.

***THE AGENCY*'s** opportunity to enter into this Agreement with DEA and to receive the Federal funds expires ninety (90) days from date of issuance. Agreement issued on _____.

MARIPOSA COUNTY SHERIFFS OFFICE

Printed Name & Signature:_____

Title:_____ Date:_____

***Agency**, please submit original signed LOA & associated paperwork to your DEA Regional Contractor*

DRUG ENFORCEMENT ADMINISTRATION

Printed Name & Signature:_____

Special Agent in Charge, San Francisco Field Division Date:_____

***SAC**, please submit original signed LOA & associated paperwork to your Fiscal Office.*

DEA DIVISIONAL FISCAL CLERK MUST INPUT INTO UFMS & COMPLETE THE BOTTOM OF THIS SECTION

ACCOUNTING CLASSIFICATION/OBLIGATION NUMBER:

2023-AFF-B-OP-OD/8210000/DEA-JLE-JDCE-OD009

Click or tap here to enter text.

UFMS Input Date: _____ **DNC** No._____

DNO No. _____ **DDP** No._____

Printed Name: _____ Signature: _____

***Fiscal**, please submit original signed LOA & associated paperwork to your DEA Regional Contractor.*

Attachment: 2023-26 Mariposa Agreement (RES-2023-52 : Ratify 2023 Drug Enforcement Administration Agreement)

U. S. Department of Justice
Drug Enforcement Administration
Investigative Support Section (ODS)
DEA Headquarters

www.dea.gov

October 1, 2022

All Domestic Cannabis
Eradication/Suppression Program (DCE/SP)
Participating Agencies

Funding for the Domestic Cannabis Eradication/Suppression Program (DCE/SP) is only available by electronic transfer. Funds will be transferred directly into the Letter of Agreement (LOA) agency's bank account. In order to process electronic transfers, the following information must be provided:

Agency Name on Bank Account:	County of Mariposa / ACH Misc
Account Number:	168479376
Name of Bank/Financial Institution:	West America Bank
Address of Bank/Financial Institution:	5121 Highway 140, Mariposa, CA 95338
Telephone Number of Bank/Financial Institution:	209-966-7561
Contact Person of Bank/Financial Institution:	Chelsea Henderson
Bank/Financial Institution ABA Number:	121140218
State-Local Agency Name / LOA Number:	Mariposa County Sheriff's Office/2023-26
E-mail Address for Agency's Financial/ Accounting Section for Transfer Notifications:	cmendoza@mariposacounty.org

Jeremy Briese- Sheriff
Authorized Agency Representative (Name & Title)

Signature of Authorized Agency Representative

Date

Investigative Support Section (ODS)
DEA Headquarters

Attachment: FY 23 - Supporting Documents (RES-2023-52 : Ratify 2023 Drug Enforcement Administration Agreement)

U.S. Department of Justice
Office of Justice Programs
Office of the Comptroller

CERTIFICATIONS REGARDING LOBBYING; DEBARMENT, SUSPENSION AND OTHER RESPONSIBILITY MATTERS; AND DRUG-FREE WORKPLACE REQUIREMENTS

Applicants should refer to the regulations cited below to determine the certification to which they are required to attest. Applicants should also review the instructions for certification included in the regulations before completing this form. Signature of this form provides for compliance with certification requirements under 28 CFR Part 69, "New Restrictions on Lobbying" and 28 CFR Part 67, "Government-wide Debarment and Suspension (Nonpro-curement) and Government-wide Requirements for Drug- Free Workplace (Grants)." The certifications shall be treated as a material representation of fact upon which reliance will be placed when the Department of Justice determines to award the covered transaction, grant, or cooperative agreement.

1. LOBBYING

As required by Section 1352, Title 31 of the U.S. Code, and implemented at 28 CFR Part 69, for persons entering into a grant or cooperative agreement over $100,000, as defined at 28 CFR Part 69, the applicant certifies that:

(a) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the making of any Federal grant, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal grant or cooperative agreement;

(b) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal grant or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure of Lobbying Activities," in accordance with its instructions;

(c) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants, contracts under grants and cooperative agreements, and subcontracts) and that all subrecipients shall certify and disclose accordingly.

2. DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS (DIRECT RECIPIENT)

As required by Executive Order 12549, Debarment and Suspension, and implemented at 28 CFR Part 67, for prospective participants in primary covered transactions, as defined at 28 CFR Part 67, Section 67.510--

A. The applicant certifies that it and its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, sentenced to a denial of Federal benefits by a State or Federal court, or voluntarily excluded from covered transactions by any Federal department or agency;

(b) Have not within a three-year period preceding this application been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application had one or more public transactions (Federal, State, or local) terminated for cause or default; and

B. Where the applicant is unable to certify to any of the statements in this certification, he or she shall attach an explanation to this application.

3. DRUG-FREE WORKPLACE (GRANTEES OTHER THAN INDIVIDUALS)

As required by the Drug-Free Workplace Act of 1988, and implemented at 28 CFR Part 67, Subpart F, for grantees, as defined at 28 CFR Part 67 Sections 67.615 and 67.620--

A. The applicant certifies that it will or will continue to provide a drug-free workplace by:

(a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;

(b) Establishing an on-going drug-free awareness program to inform employees about--

(1) The dangers of drug abuse in the workplace;

(2) The grantee's policy of maintaining a drug-free workplace;

(3) Any available drug counseling, rehabilitation, and employee assistance programs; and

(4) The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace;

(c) Making it a requirement that each employee to be engaged in the performance of the grant be given a copy of the statement required by paragraph (a);

(d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant,

Attachment: FY 23 - Supporting Documents (RES-2023-52 : Ratify 2023 Drug Enforcement Administration Agreement)

(1) Abide by the terms of the statement; and

(2) Notify the employer in writing of his or her conviction for a violation of a criminal drug statute occurring in the workplace no later than five calendar days after such conviction;

(e) Notifying the agency, in writing, within 10 calendar days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction. Employers of convicted employees must provide notice, including position title, to: Department of Justice, Office of Justice Programs, ATTN: Control Desk, 810 7 th Street, N.W., Washington, D.C. 20531. Notice shall include the identification number(s) of each affected grant;

(f) Taking one of the following actions, within 30 calendar days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted--

(1) Taking appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or

(2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;

(g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f).

B. The grantee may insert in the space provided below the site(s) for the performance of work done in connection with the specific grant:

Place of Performance (Street address, city, county, state, zip code)

Check ___if there are workplaces on file that are not identified here.

Section 67, 630 of the regulations provides that a grantee that is a State may elect to make one certification in each Federal fiscal year. A copy of which should be included with each application for Department of Justice funding. States and State agencies may elect to use OJP Form 4061/7.

Check ___if the State has elected to complete OJP Form 4061/7.

DRUG-FREE WORKPLACE
(GRANTEES WHO ARE INDIVIDUALS)

As required by the Drug-Free Workplace Act of 1988, and implemented at 28 CFR Part 67, Subpart F, for grantees, as defined at 28 CFR Part 67; Sections 67.615 and 67.620--

A. As a condition of the grant, I certify that I will not engage in the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance in conducting any activity with the grant; and

B. If convicted of a criminal drug offense resulting from a violation occurring during the conduct of any grant activity, I will report the conviction, in writing, within 10 calendar days of the conviction, to: Department of Justice, Office of Justice

As the duly authorized representative of the applicant, I hereby certify that the applicant will comply with the above certifications.

1. Grantee Name and Address:

Mariposa County Sheriff's Office

2. Application Number and/or Project Name

2023-26

3. Grantee IRS/Vendor Number

94-6000880

4. Typed Name and Title of Authorized Representative

Jeremy Briese- Sheriff

5. Signature

6. Date

OJP FORM 4061/6 REPLACES OJP FORMS 4061/2, 4061/3 AND 4061/4 WHICH ARE OBSOLETE.

*U.S. Government Printing Office: 1996 - 405-037/40014

Attachment: FY 23 - Supporting Documents (RES-2023-52 : Ratify 2023 Drug Enforcement Administration Agreement)

OMB APPROVAL NO. 1121-0140

ASSURANCES

The Applicant hereby assures and certifies compliance with all Federal statutes, regulations, policies, guidelines and requirements, including OMB Circulars No. A-21, A-87, A-110, A-122, A-133; E.O. 12372 and Uniform Administrative Requirements for Grants and Cooperative Agreements - 28 CFR, Part 66, Common rule, that govern the application, acceptance and use of Federal funds for this federally-assisted project. Also the Applicant assures and certifies that:

1. It possesses legal authority to apply for the grant; that a resolution, motion or similar action has been duly adopted or passed as an official act of the applicant's governing body, authorizing the filing of the application, including all understandings and assurances containedtherein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application and toprovide such additional information may be required.

2. It will comply with requirements of the provisions of the Uniform Relocation Assistance and Real Property Acquisitions Act of 1970 (P.L. 91-646) which provides for fair and equitable treatment of persons displaced as a result of Federal and federally - assisted programs.

3. It will comply with provisions of Federal law which limit certain political activities of employees of a State or local unit of government whose principal employment is in connection with an activity financed in whole or in part by Federal grants. (5 USC 1501, et seq.)

4. It will comply with the minimum wage and maximum hours provisions of the Federal Fair Labor Standards Act if applicable.

5. It will establish safeguards to prohibit employees from using their positions for a purpose that is or gives the appearance of being motivated by a desire for private gain for themselves or others, particularly those with whom they have family, business, or other ties.

6. It will give the sponsoring agency or the Comptroller General, through any authorized representative, access toand the right to examine all records, books, papers, or documents related to the grant.

7. It will comply with all requirements imposed by the Federal sponsoring agency concerning special requirements of law, program requirements, and other administrative requirements.

8. It will insure that the facilities under its ownership, lease or supervision which shall be utilized in the accomplishment of the project are not listed on the Environmental Protection Agency's (EPA)list of Violating Facilities and that it will notify the Federal grantor agency of the receipt of any communication from the Director of the EPA Office of Federal Activities indicating that a facility to be used in the project is under consideration for listing by the EPA.

9. It will comply with the flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973, Public Law 93-234, 87 Stat. 975, approved December 31, 1976, Section 102(a) requires, on and after March 2, 1975, the purchase of flood insurance in communities where such insurance is available as a condition for the receipt of any Federal financial assistance for construction or acquisition purposes for usein any area that has been identified by the Secretary of the Department of Housing and Urban Development as an area having special flood hazards. The phrase "Federal financial assistance" includes any form of loan, grant, guaranty, insurancepayment, rebate, subsidy, disaster assistance loan or grant, or any other form of direct or indirect Federal assistance.

10. It will assist the Federal grantor agency in its compliance with Section 106 of the National Historic Preservation Act of 1966 as amended (16 USC 470), Executive Order 11593, and the Archeological and Historical Preservation Act of 1966 (16 USC 569 a-1 et seq.) by (a) consulting with the State Historic Preservation Officer on the conduct of investigations, as necessary, to identify properties listed in or eligible for inclusion in the National Register of Historic Places that are subject to adverse effects (see 36 CFR Part 800.8) by the activity, and notifying the Federal grantor agency of the existence of any such properties, and by (b) complying with all requirements established by the Federal grantor agency to avoid or mitigate adverse effects upon such properties.

11. It will comply, and assure the compliance of all its subgrantees and contractors, with the applicable provisions of Title I of the Omnibus Crime Control and Safe Streets Act of 1968, as amended, the Juvenile Justice and Delinquency Prevention Act, or the Victims of Crime Act, as appropriate; the provisions of the current edition of the Office of Justice Programs Financial and Administrative Guide for Grants, M7100.1; and all other applicable Federal laws, orders, circulars, or regulations.

12. It will comply with the provisions of 28 CFR applicable to grants and cooperative agreements including Part 18, Administrative Review Procedure; Part 20, Criminal Justice Information Systems; Part 22, Confidentiality of Identifiable Research and Statistical Information; Part 23, Criminal Intelligence Systems Operating Policies; Part 30, Intergove-rnmental Review of Department of Justice Programs and Activities; Part 42, Nondiscrimination/Equal Employment Opportunity Policies and Procedures; Part 61, Procedures for Implementing the National Environmental Policy Act; Part 63, Floodplain Management and Wetland Protection Procedures; and Federal laws or regulations applicable to Federal Assistance Programs.

13. It will comply, and all its contractors will comply, with the nondiscri-mination requirements of the Omnibus Crime Control and Safe Streets Act of 1968, as amended, 42 USC 3789(d), or Victims of Crime Act (as appropriate); Title VI of the Civil Rights Act of 1964, as amended; Section 504 of the Rehabilitation Act of 1973, as amended; Subtitle A, Title II of the Americans with Disabilities Act (ADA) (1990); Title IX of the Education Amendments of 1972; the Age Discrimination Act of 1975; Department of Justice Non-Discrimination Regulations, 28 CFR Part 42, Subparts C, D, E, and G; and Department of Justice regulations on disability discrimination, 28 CFR Part 35 and Part 39.

14. In the event a Federal or State court or Federal or State administrative agency makes a finding of discrimination after a due process hearing on the grounds of race, color, religion, national origin, sex, or disability against a recipient of funds, the recipient will forward a copy of the finding to the Office for Civil Rights, Office of Justice Programs.

15. It will provide an Equal Employment Opportunity Program if required to maintain one, where the application is for $500,000 or more.

16. It will comply with the provisions of the Coastal Barrier Resources Act (P.L. 97-348) dated October 19, 1982 (16 USC 3501 et seq.) which prohibits the expenditure of most new Federal funds within the units of the Coastal Barrier Resources System.

Signature

Date

Agency Name & LOA Number: Mariposa County Sheriff's Office /2023-26

OJP FORM 4000/3, ATTACHMENT TO SF 424

Attachment: FY 23 - Supporting Documents (RES-2023-52 : Ratify 2023 Drug Enforcement Administration Agreement)

MARIPOSA COUNTY

Administration/Community Development · 966-3222

RESOLUTION - ACTION REQUESTED 2023-53

MEETING: January 24, 2023

TO: The Board of Supervisors

FROM: Dallin Kimble, County Administrative Officer

RE: Request for Proposal to Conduct a Resort Hotel/Conference Center Feasibility Study

---

RECOMMENDATION AND JUSTIFICATION:

Approve the Request for Proposals (RFP) to Conduct a Resort Hotel/Conference Center Feasibility Study.

The Mariposa County Economic Vitality Strategy (EVS), approved by the Board of Supervisors in July 2017, directs staff to investigate the feasibility of locating a hotel and conference facility in Mariposa. Interest in a conference facility to bring visitors in the shoulder and off-season months has simmered for decades and the Mariposa County Economic Development Corporation (EDC) even issued a formal Request for Information (RFI) in 2016 that received responses from several major brands in the industry.

In July 2021, Mariposa County applied for a $40,000 Community Development Block Grant (CDBG) grant to fund a resort hotel/conference center feasibility study as directed in the EVS. The Board approved the application with the condition that the Board would review the Request for Proposals (RFP) prior to accepting funding. The grant was awarded in September 2022. This item is intended to meet the condition of the Board, collect any feedback from the public or the Board, accept the CDBG funds, and prepare the RFP to be publicly released.

The RFP, as presently drafted, requests a hotel market survey to identify supply and demand for lodging and any gaps in the market. It calls for an analysis of market demand for a conference facility, the size and requirements for a facility meeting that demand, and an inventory of possible locations. Finally, proposals are requested to deliver a prospectus to relay the results of the study to possible developers.

An approved RFP will be advertised on the County's website, through the California Association of Local Economic Developers (CALED), and directly with known consultants able and eligible to complete the work.

BACKGROUND AND HISTORY OF BOARD ACTIONS:

On July 13, 2021, a public hearing was held to approve an application for a CDBG

grant to fund a resort hotel/conference center feasibility study. The application was approved with the condition that the Board would review the RFP prior to accepting funding.

In September 2022, CDBG awarded a $40,000 grant to Mariposa County for a resort hotel/conference feasibility study.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:
Do not approve the RFP. The County will not conduct the hotel / conference center feasibility study at this time. The grant award will be declined.

Amend the RFP or direct staff to amend the RFP. The amended RFP will be used to find a qualified contractor and complete the study.

FINANCIAL IMPACT:
The project will be funded by a $40,000 CDBG grant that was awarded in September 2022.

ATTACHMENTS:
Resort Hotel_Conference Center Feasibility Study Request for Proposal (PDF)

RESULT: **ADOPTED AS AMENDED [UNANIMOUS]**
MOVER: Wayne Forsythe, District IV Supervisor
SECONDER: Rosemarie Smallcombe, District I Supervisor
AYES: Toso, Poe, Smallcombe, Forsythe, Menetrey

Attachment: Resort Hotel_Conference Center Feasibility Study Request for Proposal (RES-2023-53 : Request for Proposal to Conduct a Resort

PUBLIC NOTICE

REQUEST FOR PROPOSALS (RFP)

FOR PROFESSIONAL SERVICES TO PROVIDE A FEASIBILITY STUDY FOR MARIPOSA COUNTY

Release Date: January 24, 2023

Deadline for Digital Submission: 8 A.M. Monday, March 6, 2023

Contact person:

Tara G. Schiff, Economic Development Specialist

(209) 742-1214

tschiff@mariposacounty.org

Attachment: Resort Hotel_Conference Center Feasibility Study Request for Proposal (RES-2023-53 : Request for Proposal to Conduct a Resort

Mariposa County Resort Hotel/Conference Center Feasibility Study

RELEASE DATE: Tuesday, January 24, 2023

CLOSING DATE: Monday, March 6, 2023, at 8:00 AM PST
Late proposals will not be accepted

CONTACT PERSON:

Tara G. Schiff
Economic Development Specialist
Phone: (209)742-1214
Fax: (209)966-5147
tschiff@mariposacounty.org

County of Mariposa
P.O. Box 784
Mariposa, CA 95338

Hours: Monday–Friday 8:00AM– 5:00PM

Attachment: Resort Hotel_Conference Center Feasibility Study Request for Proposal (RES-2023-53 : Request for Proposal to Conduct a Resort

Overview

As the home of Yosemite National Park, Mariposa County's economy experiences sometimes severe seasonality. From late spring thru early autumn, millions of visitors stay in hotels, vacation rentals, bed and breakfasts, glamping sites, and other accommodations in and around the Park. Lodging businesses regularly enjoy full occupancy with relatively high average daily rates during this peak season and restaurants, retail establishments, gas stations, tour guides, and others benefit greatly from the traffic.

When the weather gets colder and children go back to school, the traffic to Yosemite slows down considerably. Many local businesses struggle during the slower winter months and rely on savings from a busy summer and good luck to survive. Wildfires that disturb the profitable months strain local business resources to the breaking point and, unfortunately, some businesses are forced to close.

This Request for Proposals (RFP) seeks to identify a suitable, qualified contractor to study the feasibility of locating a resort hotel and conference center in Mariposa County that could help local businesses bridge the gap between peak visitor seasons. As a secondary goal, the study should assess the sustainability of additional hotels or other lodging facilities (vacation rentals, glamping, bed and breakfasts, etc.) in Mariposa County.

Project Background

The County of Mariposa is one of the original 27 California counties with a temperate climate and a rich gold rush and agricultural history. It extends over 1,463 square miles of the Sierra Nevada mountains and the surrounding foothills, which are home to just over 17,000 residents. There are no incorporated cities. The economy is driven by tourism and government industries with 47 percent of the workforce employed in service and hospitality jobs specifically.

Lodging and tourism have always been a primary economic engine for Mariposa County. Hotel Jeffrey, established in 1851 in the unincorporated town of Coulterville, once served fortune seekers flocking to the Sierras in search of gold. While most visitors today are flocking instead for an adventure in Yosemite, hotels ranging from 30 to 130 years old host millions of annual visitors. The newest hotel in Mariposa County was completed in the early 1990s and many hotel properties have recently been sold to investors interested in providing a higher level of service.

In 2016, the Economic Development Corporation of Mariposa County (EDC) distributed a Request for Information (RFI) to gauge interest in developing a resort hotel/conference center in Mariposa County. The RFI sought to implement several goals of the County's General Plan including extending the peak visitor season from five to nine months or longer, increasing the average length of stay and room rates, and making the County a major destination for visitor activities related to cultural tourism and agri-nature tourism. While the RFI did attract several responses, many from well-known lodging brands, no development has begun as a result.

Within the County's Economic Vitality Strategy (EVS), last updated in 2017, are the following action steps relevant to this RFP and intended to strengthen and enhance tourism (see Objective 1.4):

Attachment: Resort Hotel_Conference Center Feasibility Study Request for Proposal (RES-2023-53 : Request for Proposal to Conduct a Resort

- Conduct a Hotel Market Survey to identify the supply and demand for hotel rooms; number and size of lodging facilities, amenities, and occupancy rates by month to identify current capacity and market gaps.

- Investigate potential market demand for a Conference/Event Center by event type and assess potential competition from other facilities and comparable venues within the regional market.

- Develop preliminary Building Program Requirements to define the type and amount of space required for a high-quality conference facility that meets IACC standards for venue design, support services, technology, and equipment with the potential to attract meetings, training courses, and conferences year-round.

- Identify all Potential Hotel/ Conference Center Development Sites in the town of Mariposa that have sufficient land area with the proper zoning and access to sewer/water infrastructure.

- Prepare and distribute a Hotel/ Conference Center Development Prospectus including market study, potential sites, and local tourist assets to developer prospects to determine the level of interest by the private sector in developing and operating a conference center and what it would take for them to move forward.

This RFP seeks to meet the objectives of the EVS, and the intent of the EDC's 2016 RFI.

Additional Information

Several additional lodging facilities are at various stages of planning and development in Mariposa County. Some of the most notable of these facilities include the following:

- Autocamp, a luxury Airstream facility, broke ground in 2018 and opened in 2019. The high-end glamping hotel has attracted a new type of visitor to Mariposa County who can afford a higher lodging rate and has not had any difficulty booking to full capacity.

- Wildhaven, a smaller glamping facility with approximately 48 safari-style tents, is slated to open by 2023.

- KOA has purchased property for both a KOA resort (size not yet determined) and a separate glamping site with 60-100 safari-style tents. These projects are still in conceptual stages.

- Brown Bear Lodge, which would feature 50 individual, prefabricated cabins, is working toward a possible opening date in Summer 2023. This developer has considered adding conference capacity to this site if there is sufficient interest.

- Hyatt Regency has designed a 100+-room hotel that could be built as early as 2024.

- There are currently more than 800 vacation rental properties in Mariposa. More than 500 of those are new since 2016. The County is currently studying the impact of vacation rentals on housing and neighborhood quality.

Attachment: Resort Hotel_Conference Center Feasibility Study Request for Proposal (RES-2023-53 : Request for Proposal to Conduct a Resort

This RFP and the resulting study are funded by a Community Development Block Grant (CDBG).

Scope of Work

Project Goals

This study is intended to identify whether a new resort hotel and conference center is feasible in Mariposa County. As a secondary goal, the study should assess the sustainability of additional hotels or other lodging facilities (vacation rentals, glamping, bed and breakfasts, etc.) in Mariposa County.

Project Tasks

- Complete an inventory of all lodging facilities that exist in Mariposa County.
- Conduct a hotel market survey to identify current capacity and market gaps. The survey should include the supply and demand for hotel rooms, number and size of lodging facilities, amenities associated with lodging facilities, and occupancy rates by month.
- Investigate potential market demand for a conference/event center by event type and assess potential competition from other facilities and comparable venues within the regional market.
- Identify major strengths, weaknesses, opportunities and threats (SWOT) associated with locating a conference/event center in Mariposa County. Include impacts from and to Yosemite National Park, such as additional traffic or YARTS use, the possibility of a permanent reservation system, and so on.
- Develop preliminary building program requirements to define the type and amount of space required for a high-quality conference facility including support services, technology, and equipment with the potential to attract meetings, training courses, and conferences year-round.
- Identify all potential hotel/conference center development sites in the town of Mariposa that have sufficient land area with the proper zoning and access to sewer/water infrastructure and understand the entitlement process in our community. Develop a list of compliance requirements for potential developers including infrastructure, zoning, environmental restrictions, and so on.
- Prepare and distribute a hotel/conference center development prospectus including the market study, SWOT analysis, potential sites, and local tourist assets to developer prospects to determine the level of interest by the private sector in developing and operating a conference center and what it would take for them to move forward.
- Explore opportunities for additional hotels (with or without conference facilities) to address other local and regional objectives, including a vibrant downtown commercial environment and reducing congestion to and from Yosemite National Park.

Attachment: Resort Hotel_Conference Center Feasibility Study Request for Proposal (RES-2023-53 : Request for Proposal to Conduct a Resort

Deliverables

- A report summarizing the County's ability to support additional hotels/lodging facilities with or without conference center capabilities. The report should include the lodging facility inventory, hotel market survey, and other project task products as described.

Proposal Format

The following minimum information must be submitted. The County is seeking RFP responses in the following format:

Company Overview

Contain a brief description of the company's organizational structure, location of the principal office, number of years in business, number of employees and an explanation of past projects relevant to all phases of the project described in this RFP. Experience in rural areas is particularly interesting.

Provide a minimum of three references for similar projects. References should be able to verify your firm's performance and ability to provide services for the quoted price.

If a joint venture, please overview all firms involved in the project.

Project Approach

Based on the scope of services described above, outline the process and methodologies your firm will use for this project, if selected. The proposal should also include a description of how existing county data will be used and a timeline for completing the project. Inclusion of details about past experiences using the identified methodologies and the results of those efforts is encouraged.

Project Team

List all proposed team members and their qualifications (including resumes) and roles in completing the scope of work. If the proposal includes more than one firm/entity, please identify the responsibilities of each firm or entity involved.

Specifically identify the principal or project manager in the firm who will have direct and continued responsibility for the services provided to the County. This person will be the County's first point of contact on all matters dealing with services offered and will handle day-to-day activities through to completion.

Specifically identify the individual responsible for leading public engagement, if different from the project manager.

Attachment: Resort Hotel_Conference Center Feasibility Study Request for Proposal (RES-2023-53 : Request for Proposal to Conduct a Resort

Project Pricing

Provide an itemized budget for completing the scope of work that includes the proposed number of hours for each activity and an hourly rate for each team member. Provide sufficient detail that costs can be clearly identified, including those related to travel, production, and so on.

Evaluation Criteria

A review panel composed of County staff and officials will rate the initial proposals based upon standardized selection criteria, including the following:

- Understanding of the project as identified by the County;
- Basic understanding of the County of Mariposa and its opportunities and challenges;
- Understanding of and relevant experience providing the services required, especially for smaller counties in rural California;
- Experience and qualification of staff assigned to the project;
- Experience of the project manager;
- References and relevant work performed for those references;
- Accessibility of key personnel to County staff;
- Budget and fee structure;
- Willingness and ability to meet deadlines; and
- Ability to comply with insurance requirements.

It is anticipated that the most excellent proposals will be invited to interview prior to selection.

Key Action Dates/Timeline

The County desires to complete the following tasks by the associated deadlines:

RFP Released	January 24, 2023
Proposal Deadline	March 6, 2023 at 8:00 AM
RFP Interviews	March 10, 2023
Contract Negotiation	March 17, 2023
Begin Work	April 3, 2023
All Work Completed	December 31, 2023

General Terms & Conditions

Limitation: This RFP does not commit the County of Mariposa (County) to award a contract, to pay any cost incurred in the preparation of the firm's RFP response or to procure or contract for services or supplies. The County reserves the right to accept or reject any or all RFP responses received as a result of this request, to negotiate with all qualified sources or to cancel all or part of this RFP.

Award: The firm/entity selected may be required to participate in negotiations and to submit such revisions of their proposals as may result from negotiations. The County reserves the right to award a

contract/select a service provider without discussion based upon the initial proposals.

Insurance: The consultant shall maintain in full force and affect the insurance as outlined in Attachment A. The County reserves the right to waive or modify such insurance coverage. However, consultants meeting the insurance requirements will receive greater consideration during the selection procedure. All insurance shall be evidenced by a Certificate of Insurance and endorsement, acceptable to the Risk Manager, prior to execution of a contract. The consultant shall state their ability to meet the County's insurance requirements within their submittal.

Signature: The consultant's RFP response shall provide the following information: name, title, address and telephone number of individuals with authority to bind the service provider and also who may be contacted during the period of proposal evaluation. The consultant's RFP response shall be signed by an official authorized to bind the consultant, signifying complete understanding of and ability to comply with all requirements of the RFP, including those related to insurance as identified above.

Submission Instructions

Email digital proposal to: **tschiff@mariposacounty.org** no later than 8 AM PST on Monday, March 6, 2023.

Questions may be directed to Tara G. Schiff, Community Development/Grant Coordinator, by telephone **(209)742-1214** or email at **tschiff@mariposacounty.org.**

Late proposals will not be accepted.

Attachment: Resort Hotel_Conference Center Feasibility Study Request for Proposal (RES-2023-53 : Request for Proposal to Conduct a Resort

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Attachment A

Standard Insurance Requirements

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 $2,000,000 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.

Attachment: Resort Hotel_Conference Center Feasibility Study Request for Proposal (RES-2023-53 : Request for Proposal to Conduct a Resort

MARIPOSA COUNTY

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

ROSEMARIE SMALLCOMBE, CHAIR	**DISTRICT I**
MILES MENETREY, VICE-CHAIR	**DISTRICT V**
VACANT	**DISTRICT II**
MARSHALL LONG	**DISTRICT III**
WAYNE FORSYTHE	**DISTRICT IV**

ACTION SUMMARY MINUTES

December 6, 2022

A. 9:00 AM Called to Order

Attendee Name	Title	Status	Arrived
Rosemarie Smallcombe	District I Supervisor	Present	9:00 AM
Marshall Long	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 Smallcombe led the pledge.

C. Introductions

None.

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

No public comment. Chair Smallcombe commented on CA.4, noting that this property is 300+ acres and is a great opportunity for reducing the fuel load in that community. Supervisor Forsythe commented on CA.8, noting he was happy to sponsor this item as she has lived in this area for 52 years and has served the community youth.

RESULT: **ADOPTED [UNANIMOUS]**
MOVER: Marshall Long, District III Supervisor
SECONDER: Wayne Forsythe, District IV Supervisor
AYES: Rosemarie Smallcombe, Marshall Long, Wayne Forsythe, Miles Menetrey

CA1. **Health and Human Services** **RES-2022-664**

Resolution Continuing a Shelter Crisis Local Emergency in Mariposa County

CA2. **Health and Human Services** **RES-2022-665**

Minutes Acceptance: Minutes of Dec 6, 2022 9:00 AM (Items removed from Consent Agenda)

Resolution Continuing the Local Health Emergency Due to the Oak Fire

CA3. **Sheriff's Office RES-2022-666**

Resolution Continuing the Local Emergency Due to the Oak Fire

CA4. **Administration RES-2022-667**

Approve an Agreement with Cal Fire to Use County Property in Midpines for Training; and Authorize the Board of Supervisors Chair to Sign the Agreement

CA5. **Administration RES-2022-668**

Approve Full Reconveyance of Deed of Trust Associated with 6073 Highway 49 in Mount Bullion and 2757 Hwy 140 in Catheys Valley; and Authorize the Board of Supervisors Chair to Sign the Reconveyances (Subject to Approval as to Form by County Counsel)

CA6. **Administration/Community Development RES-2022-669**

Approve the Request for Proposals (RFP) to Conduct a Childcare Feasibility Study

CA7. **Administration/Community Development RES-2022-670**

Ratify the Signature of the County Administrative Officer on the Local Area Technical Assistance (LATA) Consent Form; and the Board of Supervisors Chair on the LATA Jurisdiction MOU with Golden State Connect Authority

CA8. **Board of Supervisors RES-2022-671**

Adopt a Resolution of Recognition for Judy Eppler on Her Retirement from the Mariposa County School District (Supervisor Forsythe)

CA9. **Clerk of the Board of Supervisors (ID # 13244)**

Receive Minutes of the Committees Established by the Mariposa County Board of Supervisors Pursuant to Resolution 22-115, Section 10.2

CA10. **Fire RES-2022-672**

Authorize an Increase in Extra-Help Hours for the Reserve Firefighter I/II Positions 860 Hours to 1,300 Hours

CA11. **HHS/Community Services RES-2022-673**

Approve a Two Year Agreement with California Department of Aging for Funding to the Access to Technology (ATT) Program in an Amount Not to Exceed $154,492; Authorize the Board of Supervisors Chair to Sign the Agreement; and Approve Budget Action Increasing Unanticipated Revenue and Appropriations in the Senior Services Budget to Correspond with Agreement Amount ($154,492) 4/5ths Vote Required

CA12. **HHS/Community Services RES-2022-674**

Approve the Area 12 Agency on Aging (A12AA) Nutrition Infrastructure Grant Agreement in an Amount Not to Exceed $101,522; Designate the Health and Human Services Agency Director as the Designee to Complete and Sign Documents Within the Agreement (As Instructed by A12AA); and Approve Budget Action Increasing Unanticipated Revenue and Appropriations in the

Minutes Acceptance: Minutes of Dec 6, 2022 9:00 AM (Items removed from Consent Agenda)

Senior Services Budget to Correspond with Agreement Amount (101,522) 4/5ths Vote Required

CA13. **HHS/Public Health** **RES-2022-675**

Approve Agreement with DPS Media to Provide Advertising for Health and Human Services Agency (HHSA), Effective January 1, 2023 through December 31, 2023; and Authorize the Board of Supervisors Chair to Sign the Agreement

CA14. **Public Works** **RES-2022-676**

Approve First Amendment with American Paving Co. for the Darrah Road Bridge Replacement Project Extending the Term of Agreement to December 31, 2023; and Authorize the Board of Supervisors Chair to Sign the Amendment

CA15. **Public Works** **RES-2022-677**

Declare Wreaths Across America an Annual County Sponsored Event

CA16. **Public Works** **RES-2022-678**

Approve Second Amendment with NCE for the Downtown Renovation Project Extending the Term of the Agreement to December 31, 2025; and Authorize the Board of Supervisors Chair to Sign the Amendment

E. Board Recognitions

1. **Board of Supervisors** **RES-2022-661**

Resolution and Tile Plaque Recognizing Sterling Cramer, Upon His Retirement as Undersheriff (Board Chair);

Chair Smallcombe introduced the item. Public comment was received from Russ Marks/Citizen, Jeremey Briese/Sheriff, Steve Ward/Cal Fire/County Fire Division Chief, and Pete Judy/Chief Probation Officer, all of whom wished Undersheriff Cramer a happy retirement and spoke of the calming presence he had on all. Chair Smallcombe and Supervisors Long, Menetrey, and Forsythe thanked him for his service and dedication to the community and wished him well in his retirement.

Chair Smallcombe presented Undersheriff Cramer with a resolution and tile plaque.

RESULT: **ADOPTED [UNANIMOUS]**
MOVER: Marshall Long, District III Supervisor
SECONDER: Wayne Forsythe, District IV Supervisor
AYES: Rosemarie Smallcombe, Marshall Long, Wayne Forsythe, Miles Menetrey

2. **Board of Supervisors** **RES-2022-662**

Resolution and Tile Plaque Recognizing Lisa Griffith, Upon Her Retirement from the Sheriff's Office (Board Chair)

Chair Smallcombe introduced the item. Sheriff Briese noted Ms. Griffith was not in attendance today. Public comment was received from Sheriff Briese and Codie Hart/Retired Sheriff Lieutenant who both wished her well in her retirement and thanked her for her service. Mr. hart noted she was his right hand and she was a rare

Minutes Acceptance: Minutes of Dec 6, 2022 9:00 AM (Items removed from Consent Agenda)

find. Chair Smallcombe and Supervisors Long, Forsythe and Menetrey thanked Lisa for her service and congratulated her on her retirement.

Chair Smallcombe presented the resolution and tile plaque to Sheriff Briese and Mr. Hart.

9:32 AM Chair Smallcombe recessed for a brief reception and reconvened at 9:46 AM.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Miles Menetrey, District V Supervisor
SECONDER:	Wayne Forsythe, District IV Supervisor
AYES:	Rosemarie Smallcombe, Marshall Long, Wayne Forsythe, Miles Menetrey

3. **Clerk of the Board of Supervisors 2022-107**

Approve a Certificate of Recognition to Tracy Gauthier for Achieving the Professional Designation of Certified Clerk of the Board (CCB)

Danielle Bondshu/Clerk of the Board introduced the item. No public comment. Chair Smallcombe and Supervisors Long, Forsythe, and Menetrey congratulated Ms. Gauthier on this incredible accomplishment and thanked her for being her and the effort she puts forth.

Chair Smallcombe presented Ms. Gauthier with a certificate of recognition.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Marshall Long, District III Supervisor
SECONDER:	Wayne Forsythe, District IV Supervisor
AYES:	Rosemarie Smallcombe, Marshall Long, Wayne Forsythe, Miles Menetrey

F. Departmental Presentation

Sheriff Briese announced another retirement, Eric Vogel dedicated 12 years to the County. Sheriff Briese noted he went to the Coulterville Christmas parade. He updated the Board on the critical incident that took place on November 30th, which involved a deputy-involved shooting and announced that later in the day, the critical incident footage would be released to the public and media. They thanked everyone for their support and noted that public safety is the focal point.

Joe Lynch/Health and Human Services Director updated the Board on homelessness in Mariposa. He noted that after the critical incident the Sheriff mentioned, one of the parents of the Baptist School called him. Mr. Lynch gave a few statistics, beginning with in January of 2022, 46 individuals were homeless, the school had it listed as 86 individuals, but those numbers include at-risk individuals. Mr. Lynch noted that as of today, eight individuals are at the Frank Wilson Encampment, there were 18, but 11 were put into the Creekside Terrace. He noted that his team regularly engages the individuals at the encampment, but they are self-determining and do not want assistance. In response to a question from Supervisor Long, Mr. Lynch noted that help could not be forced unless there is heavy psychosis. Supervisor Forsythe thanked Mr. Lynch and his team but noted he was frustrated with the situation and position the State has put counties in. Chair Smallcombe thanked Mr. Lynch and his team, and noted homelessness is a nationwide issue. In

Minutes Acceptance: Minutes of Dec 6, 2022 9:00 AM (Items removed from Consent Agenda)

response to a question from Supervisor Menetrey, Mr. Lynch noted the homeless individual involved in the critical incident had been in Mariposa for five days and was someone unknown to the other individuals in the encampment.

Dr. Eric Sergienko/County Health Officer gave an update on COVID, noting the County moved from a low to medium community level. Dr. Sergienko also noted the County is seeing a high number of Influenza and Respiratory Syncytial Virus (RSV) and recommended that high-risk individuals should wear a mask and asked all community members to stay home if they are sick.

Dr. Kristina Allen/Division Director of Health Services, announced that the County received the mobile clinic and noted most vaccine clinics will be done through the mobile clinic.

Keri Kisela/Mariposa Chamber of Commerce noted that today was the last day to register for the parade. She announced that a ribbon cutting is scheduled for Saturday, December 17th, at 3:00 PM for Uncle Bingo's Skate shop.

G. Public Comment on Non-Agenda Items

Mike Brusso/Bear Valley noted he has made a commitment to come to or listen to every Board meeting and noted some of the things said, people may not like. He expressed his thought that there are problems at all levels of government. He noted many changes since he was in school and noted its incumbent that people re-think what they are taught and told. Mr. Brusso gave kudos to the planning department as it is 100 times better than the coastal town he moved from. He noted he would continue to come to meetings and take the time given to speak.

Matt Areblo/Community Member thanked the Sheriff's Department for responding and noted he is the First Baptist Church Pastor and Principle. He noted the Sheriff's Department did a wonderful job working with the children, many did not know what was transpiring. Mr. Areblo did note one child did not return to school and another spent the first day back in tears. He noted he is sympathetic to the homeless situation but was questioning why the County moved them from the creek to next to a school. He asked the Board what was more important, people's homes being broken into or the safety of children. He expressed that this incident could have been a lot worse if it had taken place 4 to 5 minutes later as the children would have been at recess. He pled with the Board to put the children's safety first and find other solutions.

Jeanne Pine/Community Member wanted to bring attention to the potential crisis of eliminating the home hospice program at John C. Fremont Hospital. She noted it is illegal, immoral, and unethical as she had a friend released from a valley hospital with no assistance; she fell, hit her head, and passed away on her bathroom floor. She noted that could have been prevented if home health and hospice assisted people in the community. She urged the Board and the public to attend the upcoming Hospital Board meeting.

Scott Eastwood/Father of children at the First Baptist School stated "We are going to do something about the homeless". He thanked Mr. Areblo for his actions in protecting the children and noted the homeless people will be helped whether they want it or not. He expressed that by allowing this homeless encampment we are

Minutes Acceptance: Minutes of Dec 6, 2022 9:00 AM (Items removed from Consent Agenda)

putting children and Sheriff's Deputies at risk. He noted the individual was there because it is a known drug camp.

Xav Dubois/Bootjack Resident noted he is very passionate about entrepreneurs; he urged the Board to give forgivable loans and grants to businesses when available due to the impacts it could have on keeping businesses.

Sheriff Briese noted he appreciated the passion both Mr. Areblo and Mr. Eastwood have. He noted for the record the knife the individual had was a 12-inch butcher knife, not a 3-foot machete. He noted the future cannot be predicted and acknowledged that the location of the Frank Wilson Encampment may not be the best but there are rules and guidelines that need to be followed. He also acknowledged the bravery of Mr. Areblo who ran back to the school to place it on lockdown for the safety of the students and staff.

H. Regular Agenda Items

1. **Administration (ID # 13466)**

Discussion and Direction Regarding Oak Fire Recovery

Dr. Eric Sergienko noted that debris removal was moving well. He announced 128 properties were complete that including two last-minute properties. Dr. Sergienko noted they are still working through invoicing and two trailers have been given to survivors who had proper hook-ups. He announced that team RUBICON is working on waterways and trees, etc. and if there were individuals interested to call 209-966-3222.

Public comment was received by Steven Pratt/Oak Fire Survivor who asked what he would be stuck paying for and what he can re-build as he is getting mixed answers. He also noted Arbor Works was leaving a mess on his property

Jeremy Diaz Hunter/Oak Fire Survivor noted like Mr. Pratt they too had received misinformation and noted with debris removal, things are being removed that shouldn't be as his property is an original homestead from 1852.

Jonathan Noel/Community member noted his experience with tree crews has also been poor and he has had to stand over them and watch to ensure they aren't removing the wrong thing.

Supervisor Forsythe noted communication seems to be breaking down and hopefully the individuals will get he answers they need following this discussion.

Dr. Eric noted the permitting issue, we will get the information and discuss it with the individuals with questions.

Julie Simms/Division Director of Administration noted we had 22 trailers, half have been transferred, and HHSA will be purchasing seven more.

RESULT: INFORMATION RECEIVED

2. Item Continued to 2:00 PM

11:10 AM Debra Willis/Building Director, introduced the item noting there are a few changes that needed to be made to the attached Ordinance. No Public comment.

Minutes Acceptance: Minutes of Dec 6, 2022 9:00 AM (Items removed from Consent Agenda)

Supervisor Menetrey and Forsythe moved and seconded the item. After further discussion, they withdrew their item and continued the item to 2:00 PM which Ms. Willis was to provide a printout of the exact change being made.

3. **Building 2022-ORD-1182**

Waive the Second Reading and Adopt an Ordinance Titled "An Ordinance Creating Section 15.14 of County Code to Provide an Expedited and Streamlined Permitting Process for Electric Vehicle Charging Stations"

Debra Willis introduced the item. No public comment.

RESULT:	**INTRODUCED [UNANIMOUS] Next: 12/20/2022 9:00 AM**
MOVER:	Wayne Forsythe, District IV Supervisor
SECONDER:	Marshall Long, District III Supervisor
AYES:	Rosemarie Smallcombe, Marshall Long, Wayne Forsythe, Miles Menetrey

Recess

11:27 AM Chair Smallcombe recessed for a brief break and reconvened at 11:31 AM.

4. **District Attorney 2022-ORD-1183**

Waive the Second Reading and Adopt an Ordinance in Accordance with AB 481, Titled "An Ordinance Adopting the Mariposa County District Attorney's Office Military Equipment Use Policy"

Josh Keheley/District Attorney's Office noted this ordinance is being brought in accordance with Assembly Bill 481, which is similar to an ordinance the Sheriff's Office recently did. In response to a question from Supervisor Long, Mr. Keheley noted the one piece of equipment the DA's office has that is considered military equipment is a drone.

Public comment was received from Mike Brusso who noted he is concerned with militarizing the police and wanted assurance that the annual report and meeting would be occurring. Jonathan Noel asked if the drone could be given to the Sheriff's department since this ordinance has already been adopted for them.

Mr. Keheley noted the report would be given yearly and the report would remain on the county website permanently. In response to a question from Chair Smallcombe, Mr. Kehely noted the DA's office uses Lexipol for policies just as the Sheriff's office and noted if they are to purchase a piece of military equipment, they have to seek approval from the Board before purchase.

RESULT:	**INTRODUCED [UNANIMOUS] Next: 12/20/2022 9:00 AM**
MOVER:	Marshall Long, District III Supervisor
SECONDER:	Wayne Forsythe, District IV Supervisor
AYES:	Rosemarie Smallcombe, Marshall Long, Wayne Forsythe, Miles Menetrey

5. **Fire RES-2022-679**

Approve a Memorandum of Understanding (MOU) Between Mariposa County and Local CALFIRE Madera-Mariposa-Merced Unit (MMU),

Minutes Acceptance: Minutes of Dec 6, 2022 9:00 AM (Items removed from Consent Agenda)

Authorizing CALFIRE Heavy Equipment Operators (HFEO) Use and Provide Labor for Routine Maintenance of County Fuel Reduction Equipment as Identified in MOU; and Authorize the Board of Supervisors Chair to Sign the MOU

Chief Ward gave the staff report noting skid steers and masticator have been purchased. He noted this is to ensure the equipment is used to the benefit of the community. In response to a question from Supervisor Long, Chief Ward confirmed that all equipment will go to the Fleet Division of Public works, but Cal Fire will be able to do routine maintenance. No public comment. Chair Smallcombe and Supervisor Forsythe expressed their thanks for this being brought to fruition.

RESULT: **ADOPTED [UNANIMOUS]**
MOVER: Wayne Forsythe, District IV Supervisor
SECONDER: Miles Menetrey, District V Supervisor
AYES: Rosemarie Smallcombe, Marshall Long, Wayne Forsythe, Miles Menetrey

6. **Administration RES-2022-680**

Adopt a Resolution and Approve an Agreement to Hire Sarah Williams as a Retired Annuitant Extra Help Senior Planner at the Hourly Rate of $49.50; and Authorize the Board of Supervisors Chair to Sign the Agreement

Dallin Kimble/County Administrative Officer noted Ms. Williams was the County's planning director and noted this will not affect her retirement. No public comment. Chair Smallcombe expressed her excitement as the project Ms. Williams is to exclusively work on has been in the works since 2006.

RESULT: **ADOPTED [UNANIMOUS]**
MOVER: Marshall Long, District III Supervisor
SECONDER: Wayne Forsythe, District IV Supervisor
AYES: Rosemarie Smallcombe, Marshall Long, Wayne Forsythe, Miles Menetrey

7. **Administration/Community Development (ID # 13523)**

Discussion and Direction Regarding a Business Assistance Loan Application for Mountain Fitness, LLC

Dallin Kimble noted this is the latest round of support and introduced Tara Schiff/Economic Development Specialist noted we were awarded two grants from CDBG for $750,000 and noted this item is to discuss an application for $250,000 for 2% for 20 years to purchase the building the business is in. Ms. Schiff did note that the board item notes at 15-year loan however, after agenda generation the business owner asked for it to be a 20-year loan. Jenni Kiser/Mountain Fitness Owner gave a statement as to how she would like to expand her business as well as what the gym means to the community.

In response to a question from Supervisor Long, Ms. Kiser noted she plans to put up a climbing wall which would help bring in revenue. In response to a question from Supervisor Forsythe, Ms. Schiff noted in the past they have never used all the funds granted and it had to be returned to the State to be used in other jurisdictions. In response to a question from Supervisor Menetrey, Ms. Schiff noted we have one other application for these funds and the individual is okay with receiving whatever funds

Minutes Acceptance: Minutes of Dec 6, 2022 9:00 AM (Items removed from Consent Agenda)

are left.

Public comment was received by Dana Walton/Former Judge, Lester Bridges/Building Owner, Tammy Guenthart/Family member, Jenni's mom, Xav Dubois, and Pete Kiser whom all spoke in favor of the Board granting this loan. Kind words were given about Ms. Kiser as a person and the positive atmosphere she has brought to this community.

Board discussion ensued.

DIRECTION: Staff is to bring back the loan agreement for a $250,000 loan at 2% for 20 Years.

RESULT: INFORMATION RECEIVED

8. **Administration/Community Development (ID # 13549)**

Discussion and Direction Regarding a Micro Assistance Grant Application ($10,000) for Okie Dokie Retail Store

Tara Schiff gave the staff report. Noting we have the room to give a $10,000 grant and this would be a start-up grant. Derek Heely/Okie Dokie Owner noted it's been fun to work with Ms. Schiff. He noted their wood inventory was destroyed in the Oak Fire.

Public comment was received by Xav Dubois who noted he has seen the evolution of this company and supports a grant.

12:49 PM the bridge to the phone line went down and was not re-established until 2:00 PM.

Board discussion ensued.

DIRECTION: Gave staff direction to proceed with a $10,000 grant. This item is to come back to the board for final approval.

RESULT: INFORMATION RECEIVED

I. Items removed from Consent Agenda

None.

J. 2:00 PM Reconvene

1. **Building 2022-ORD-1181**

Waive the Second Reading and Adopt an Ordinance Titled "Amending Chapters 15.10 and 15.30 of the Mariposa County Code"

2:00 PM Chair Smallcombe reconvened the meeting and commenced this item.

Ms. Willis re-introduced the item and clarified the changes. The addition was the language "as amended by the California Building Standards Commission including the most current errata" placed in each section of the amended code.

No public comment was received after continuance.

Minutes Acceptance: Minutes of Dec 6, 2022 9:00 AM (Items removed from Consent Agenda)

RESULT: **INTRODUCED [UNANIMOUS] Next: 12/20/2022 9:00 AM**
MOVER: Marshall Long, District III Supervisor
SECONDER: Miles Menetrey, District V Supervisor
AYES: Rosemarie Smallcombe, Marshall Long, Wayne Forsythe, Miles Menetrey

2. **Board of Supervisors** **RES-2022-663**

Resolution and Tile Plaque Recognizing Sarah Williams, Upon Her Retirement as Planning Director (Board Chair)

Chair Smallcombe introduced the item. Public comment was received from Danielle Bondshu/Clerk of the Board, Dr. Eric Sergienko, Russ Marks, Margarita King/Public Health Nurse Manager, Tara Schiff, Gary Colliver/Resident, Mick Herman/Planning Commissioner, Keith Williams/Treasurer-Tax Collector-County Clerk, Joe Lynch, Vincent Kehoe/Assessor-Recorder, Steve Engfer/Planning, Carol Suggs/Executive Assistant to Sarah, Charles Lammers/Midpines Advisory Committee, Eileen Collins/Retiree from Planning, Corrina Miranda/Code Compliance Technician, Steve Dahlem/County Counsel, and Dallin Kimble all who spoke highly of Ms. Williams, many stories were told, and the sadness of losing a one of a kind individual was heavily expressed. Chair Smallcombe and Supervisors Long, Forsythe, and Menetrey thanked Ms. Williams for her dedication and service to this community, they each also expressed how much they appreciated her professionalism and thoughtfulness.

Chair Smallcombe presented Ms. Williams with a Resolution and tile plaque.

2:46 PM Chair Smallcombe recessed the Board for a reception.

RESULT: **ADOPTED [UNANIMOUS]**
MOVER: Marshall Long, District III Supervisor
SECONDER: Wayne Forsythe, District IV Supervisor
AYES: Rosemarie Smallcombe, Marshall Long, Wayne Forsythe, Miles Menetrey

K. Board Information

3:14 AM Chair Smallcombe reconvened the Board meeting and noted no board information was given.

L. Adjournment

3:15 PM Chair Smallcombe adjourned in memory of Jean Tavonatti, Florence Elizabeth Ernst, and Ronald Glen Smith.

Minutes Acceptance: Minutes of Dec 6, 2022 9:00 AM (Items removed from Consent Agenda)

Respectfully submitted,

Danielle Bondshu
Clerk of the Board

Rosemarie Smallcombe
Chair, Board of Supervisors

Minutes Acceptance: Minutes of Dec 6, 2022 9:00 AM (Items removed from Consent Agenda)

MARIPOSA COUNTY

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

ROSEMARIE SMALLCOMBE, CHAIR	**DISTRICT I**
MILES MENETREY, VICE-CHAIR	**DISTRICT V**
VACANT	**DISTRICT II**
MARSHALL LONG	**DISTRICT III**
WAYNE FORSYTHE	**DISTRICT IV**

ACTION SUMMARY MINUTES

December 9, 2022

SPECIAL MEETING

A. Call to Order and Roll Call

1:00 PM Chair Smallcombe called the meeting to order.

Attendee Name	Title	Status	Arrived
Rosemarie Smallcombe	District I Supervisor	Present	1:00 PM
Marshall Long	District III Supervisor	Present	1:00 PM
Wayne Forsythe	District IV Supervisor	Present	1:00 PM
Miles Menetrey	District V Supervisor	Present	1:00 PM

B. Pledge of Allegiance

Chair Smallcombe led the pledge.

C. Closed Session

1:03 AM Chair Smallcombe recessed the Board into closed session.

1. **Administration (ID # 13598)**

CLOSED SESSION: Public Employment, Title or Position to be Filled: (Government Code Section 54957 (B) (1)); Planning Director

No public comment.

RESULT: CLOSED SESSION HELD

2. **Administration (ID # 13597)**

CLOSED SESSION: Public Employment, Title or Position to be Filled: (Government Code Section 54957 (B) (1)); County Librarian

No public comment.

Minutes Acceptance: Minutes of Dec 9, 2022 1:00 PM (Items removed from Consent Agenda)

RESULT: CLOSED SESSION HELD

Report Out

3:26 PM Chair Smallcombe reconvened and noted for closed session item 1. Information was received and item 2. Information received and direction was given.

D. Adjournment

3:27 PM Chair Smallcombe adjourned the meeting.

Respectfully submitted,

Danielle Bondshu
Clerk of the Board

Rosemarie Smallcombe
Chair, Board of Supervisors

Minutes Acceptance: Minutes of Dec 9, 2022 1:00 PM (Items removed from Consent Agenda)

MARIPOSA COUNTY

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ROSEMARIE SMALLCOMBE, CHAIR	**DISTRICT I**
MILES MENETREY, VICE-CHAIR	**DISTRICT V**
VACANT	**DISTRICT II**
MARSHALL LONG	**DISTRICT III**
WAYNE FORSYTHE	**DISTRICT IV**

ACTION SUMMARY MINUTES

December 20, 2022

A. 9:00 AM Called to Order

Attendee Name	Title	Status	Arrived
Rosemarie Smallcombe	District I Supervisor	Present	9:00 AM
Marshall Long	District III Supervisor	Present	9:00 AM
Wayne Forsythe	District IV Supervisor	Present	9:00 AM
Miles Menetrey	District V Supervisor	Excused	

B. Resolution for Teleconference Meeting Per AB 361

1. **Clerk of the Board of Supervisors** **RES-2022-708**

Adopt a Resolution of the Mariposa County Board of Supervisors Proclaiming a Local Emergency, Ratifying the Proclamation of a State of Emergency by the Governor of the State of California on March 4, 2020 Regarding an Outbreak of Respiratory Illness Due to a Novel Coronavirus (A Disease Now Known as Covid-19), and Authorizing Remote Teleconference Meetings of the Legislative Bodies of the Board of Supervisors for the Period December 20, 2022 to January 18, 2023 Pursuant to Brown Act Provisions

Danielle Bondshu/Clerk of the Board gave the staff report. No public comment.

RESULT: **ADOPTED [UNANIMOUS]**
MOVER: Marshall Long, District III Supervisor
SECONDER: Wayne Forsythe, District IV Supervisor
AYES: Rosemarie Smallcombe, Marshall Long, Wayne Forsythe
EXCUSED: Miles Menetrey

C. Pledge of Allegiance

Chair Smallcombe led the pledge.

Minutes Acceptance: Minutes of Dec 20, 2022 9:00 AM (Items removed from Consent Agenda)

D. Introductions

None.

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

Chair Smallcombe noted CA.31 was pulled to be voted upon after 2:00 PM and CA.6 was withdrawn.

Public comment received from Shannon Hansen/Public Works Director, wanted to bring attention to CA.33 and noted they are going out to bid for phase one, and community outreach will be done. She noted that communication is key and public works had a plan.

Tara Schiff/Economic Development Specialist, added that they have reached out to the Public Information Office (PIO) to have a communication meeting, requesting an extension to 2024.

Colleen Rhodes/Community Member, requested CA.4 and CA.5 be pulled and discussed, noting there are community concerns.

Chair Smallcombe read item CA.4 and noted it was from the Administration Department. Dallin Kimble/County Administrative Officer, introduced Leigh Westerlund/Assistant County Administrative Officer, who noted this is an amendment for the last six months to bring county usage up to date. In response to a question from Chair Smallcombe, Ms. Westerlund noted what we are switching to should cover the County. Public comment was received by Colleen Rhodes, who noted this contract has never had a public review with a cost of $3 million to date, and it should be placed on the regular agenda for future review. Chair Smallcombe noted the contract would be up for renewal and it would be a good time for the administration to do a presentation on the ERP system.

Chair Smallcombe read item CA.5. Public comment was received by Colleen Rhodes who asked Mr. Kimble to address the public concern as to why Matthew Johnson was selected as the County Librarian. Mr. Kimble noted the Board directed staff to recruit a Librarian upon the retirement of the former librarian. He noted no qualifying applications were received in the first round of recruitment, so the Board directed a description change to open it up further. Mr. Kimble noted this is the exact route taken and the opportunity given to the former librarian.

Supervisor Long noted on CA.11 that this item is to recognize employees and gave heartfelt thanks.

Supervisor Forsythe commented on CA.28 asking how it affects the Health and Human Services Budget. Joe Lynch/Health and Human Services Agency Director noted in the beginning they had to guess what was needed when taking over the Fire case managers. HHSA has seen an increase in contracts relating to the Oak Fire and noted the Alliance is doing an incredible. He also noted HHSA has flexible funding.

Chair Smallcombe noted on CA.30 noted that this is an incredible program that will help a number of individuals with rising food costs.

RESULT: **ADOPTED [UNANIMOUS]**
MOVER: Marshall Long, District III Supervisor
SECONDER: Wayne Forsythe, District IV Supervisor
AYES: Rosemarie Smallcombe, Marshall Long, Wayne Forsythe
EXCUSED: Miles Menetrey

CA1. **Health and Human Services** **RES-2022-709**

Resolution Continuing a Shelter Crisis Local Emergency in Mariposa County

Minutes Acceptance: Minutes of Dec 20, 2022 9:00 AM (Items removed from Consent Agenda)

CA2. **Health and Human Services RES-2022-710**

Resolution Continuing the Local Health Emergency Due to the Oak Fire

CA3. **Sheriff's Office RES-2022-711**

Resolution Continuing the Local Emergency Due to the Oak Fire

CA4. **Administration RES-2022-712**

Approve an Amendment to Agreement with DLT a Licensed Reseller of Oracle Software Licenses; and Authorize Board of Supervisors Chair to Sign

CA5. **Administration RES-2022-713**

Appoint Mr. Matt Johnson as the County Librarian Effective January 1, 2023, at an Annual Salary of $85,610.61; and Authorize Increases in Salary Contingent on Educational Progress and Achievement

6. Withdrawn from the agenda

CA7. **Administration/Community Development RES-2022-714**

Approve a Micro Grant for Okie Dokie Retail Store in the Amount of $10,000 ; and Authorize the Auditor to Submit Payment

CA8. **Administration/Community Development RES-2022-715**

Approve a Business Assistance Loan in the Amount of $250,000 for Mountain Fitness, LLC at 2% Interest with a 20 Year Term and Loan Review After One Year of Payments; Approve Loan Documents; Authorize the Board of Supervisors Chair to Sign the Documents (Subject to Approval as to Legal Form by County Counsel); and Authorize the Auditor to Submit Payment

CA9. **Administration/Community Development RES-2022-716**

Approve Micro Enterprise Loan for the Lemon Drop Retail Store in the Amount of $50,000 at a 2% Interest Rate for a 10 Year Term with Possible Loan Forgiveness After One Year of Payments; Approve Loan Documents; Authorize the Board of Supervisors Chair to Sign the Documents (Subject to Approval as to Legal Form by County Counsel); and Authorize the Auditor to Submit Payment

CA10. **Administration/Community Development RES-2022-717**

Approve Business Assistance Loan in the Amount of $100,000 for Where the Wild Things Play Preschool at 2% Interest with a 15 Year Term and Possible Forgiveness After One Year of Payments; Approve Loan Documents; Authorize the Board of Supervisors Chair to Sign the Documents (Subject to Approval as to Legal Form by County Counsel); and Authorize the Auditor to Submit Payment

CA11. **Administration/Human Resources RES-2022-718**

Recognize Mariposa County Employees for Their Years of Service

CA12. **Assessor-Recorder RES-2022-719**

Minutes Acceptance: Minutes of Dec 20, 2022 9:00 AM (Items removed from Consent Agenda)

Approve a Joint Powers Authority (JPA) Agreement with the "California Assessors' Association Information Technology"; and Authorize the Assessor/Recorder to Sign the Agreement

CA13. **Board of Supervisors**

Approve the Minutes of Tuesday, October 4, 2022

CA14. **Board of Supervisors**

Approve the Minutes of Wednesday, October 5, 2022

CA15. **Board of Supervisors**

Approve the Minutes of Tuesday, October 11, 2022

CA16. **Board of Supervisors**

Approve the Minutes of Tuesday, October 18, 2022

CA17. **Board of Supervisors**

Approve the Minutes of Tuesday, October 25, 2022

CA18. **Board of Supervisors**

Approve the Minutes of Tuesday, November 1, 2022

CA19. **Board of Supervisors**

Approve the Minutes of Tuesday, November 8, 2022

CA20. **Board of Supervisors**

Approve the Minutes of Tuesday, November 22, 2022

CA21. **Board of Supervisors**

Approve the Minutes of Tuesday, November 29, 2022

CA22. **Board of Supervisors**

Approve the Minutes of Tuesday, December 13, 2022

CA23. **Clerk of the Board of Supervisors (ID # 13623)**

Receive the Fiscal Year 2022-2023 Annual Report from the Yosemite/Mariposa County Tourism Bureau

CA24. **Clerk of the Board of Supervisors 2022-110**

Receive the List of Agreements Entered into by the County Administrative Officer (CAO) (Purchasing Agent) Pursuant to County Code Chapter 3.08, Entered Into, Received and Processed in November of 2022

CA25. **Clerk of the Board of Supervisors 2022-111**

Receive the List of Agreements Entered into by the Mariposa County Department Heads (Assistant Purchasing Agents) Pursuant to County Code Chapter 3.08 Entered Into, Received and Processed in November of 2022

CA26. **Fire RES-2022-720**

Minutes Acceptance: Minutes of Dec 20, 2022 9:00 AM (Items removed from Consent Agenda)

Approve Updated Mariposa County Fire Department Assistance by Hire Agreement with the Madera-Mariposa-Merced Unit of CAL FIRE; and Authorize the Board of Supervisors Chair to Sign the Agreement

CA27. **Health and Human Services** **RES-2022-721**

Approve a Lease Agreement with Bryan B Cooper for 5036 County Park Rd Unit A, Mariposa, California, to be Used for Transitional Housing; and Authorize the Board of Supervisors Chair to Sign the Agreement

CA28. **Health and Human Services** **RES-2022-722**

Approve Second Amendment to Agreement with the Alliance for Community Transformations Increasing Amount by $100,000 for a New Amount Not to Exceed $275,000 and Extending the Term of the Agreement through June 30, 2023; and Authorize the Board of Supervisors Chair to Sign the Amendment

CA29. **HHS/Behavioral Health & Recovery Services** **RES-2022-723**

Approve Addendum to Memorandum of Understanding with Blue Cross of California Partnership Plan, Inc. (Anthem) to Coordinate Patient Physical and Behavioral Health Care Services; and Authorize the Board of Supervisors Chair to Sign the Addendum

CA30. **HHS/Community Services** **RES-2022-724**

Approve First Amendment to Service Agreement with the Coulter Cafe to Provide a Senior Dining Services Program Operating in North County Mariposa, Increasing the Amount by $43,000 to a New Amount Not to Exceed $90,000; and Authorize the Board of Supervisors Chair to Sign the Agreement

31. Removed for seperate vote

CA32. **Public Works** **RES-2022-725**

Approve a Five-Year Agreement with Black Water Consulting Engineers for On-Call Water and Wastewater Services; Approve Task Order No. 1 for the FEMA Water Tanks Project in the Amount Not to Exceed $258,830; and Authorize the Board of Supervisors Chair to Sign the Agreement and Task Order No. 1

CA33. **Public Works** **RES-2022-726**

Approve Plans and Specifications for Construction of Phase I Downtown Revitalization Project; Authorize the Public Works and Transportation Director to Advertise and Award the Project to the Lowest Responsible Bidder; and Authorize the Board of Supervisors Chair to Sign the Agreement (Subject to Approval as to Legal Form by County Counsel)

CA34. **Sheriff's Office** **RES-2022-727**

Authorize the Sheriff to Apply for Financial Aid from the California State Parks and Recreation Boating Safety and Enforcement Program; Authorize the Sheriff to Sign the Application; Authorize the Sheriff to Sign the Department's Form for Each Reimbursement Claim; and Authorize the County Auditor to Certify the

Minutes Acceptance: Minutes of Dec 20, 2022 9:00 AM (Items removed from Consent Agenda)

Amount of Prior Year Vessel Taxes Received by the County (Subject to Approval as to Legal Form by County Counsel)

CA35. **Treasurer-Tax Collector-County Clerk RES-2022-728**

Rescind Resolution 2021-686; Approve the Conflict of Interest List of Filers and Disclosure Categories; and Adopt the Code of Regulations 18730 that Constitutes the Mariposa County Conflict of Interest Code

F. Board Recognitions

Danielle Bondshu made a statement regarding errors that occurred during agenda generation due to the current agenda management system. She apologized to the Board and public for any inconvenience it caused. She noted she is working on rectifying the issues.

1. **Board of Supervisors RES-2022-706**

Resolution and Tile Plaque Recognizing Keith Williams, Upon His Retirement as Treasurer – Tax Collector – County Clerk (Board Chair)

Chair Smallcombe introduced the item. Public comment was received from Danielle Bondshu, Pete Judy/Chief Probation Officer, Luis Mercado/Auditor, Jermey Briese/Sheriff, Vincent Kehoe/Assessor-Recorder, Leigh Westerlund, Tara Schiff, Joe Lynch, Walter Wall/District Attorney, Steve Engfer/Interim Planning Director, Rebecca Ramirez/Assistant Auditor, Sarah Jacobs/Assistant Treasurer, Dallin Kimble and Shari Fredenrich/Elected Treasurer and Tax Collector of the County of Orange all thanked Keith and wished him well in his retirement, it was noted many times how missed he will be.

Marvin Wells/Community Member, thanked Mr. Williams for all he has done for this county and also acknowledged Supervisor Long on his retirement.

Supervisors Forsythe and Long, and Chair Smallcombe thanked Mr. Williams for his dedication to this community and thanked him for training up incredible staff to keep the office going.

10:27 AM Chair Smallcombe recessed the board to participate in a reception to honor Mr. Williams.

RESULT: **ADOPTED [UNANIMOUS]**
MOVER: Marshall Long, District III Supervisor
SECONDER: Wayne Forsythe, District IV Supervisor
AYES: Rosemarie Smallcombe, Marshall Long, Wayne Forsythe
EXCUSED: Miles Menetrey

G. Departmental Presentation

10:49 AM Chair Smallcombe reconvened the board meeting.

Walter Wall informed the Board that on December 27th, he would leave the Country for two weeks.

Dallin Kimble updated the Board on the Short-term rental study stating that seven Request for Qualifications (RFQ) were received, the administration department had elected to do interviews of the top two candidates, and a recommendation will be brought to the board.

MaryAnn Huff/ Northern Mariposa County Visitors Center thanked the Board

Minutes Acceptance: Minutes of Dec 20, 2022 9:00 AM (Items removed from Consent Agenda)

and thanked them for stepping up for their district. She updated the Board on a rockslide that occurred on Highway 120 during the storm, and the visitors center assisted individuals with alternate routes to Yosemite National Park. She happily announced their Christmas Parade had roughly 200 people in attendance. Ms. Huff also noted the History Center received the grant they had been waiting on for the addition of a new building. She thanked Supervisor Long for his service and wished the Board a Merry Christmas and Happy New Year.

Jonathan Farrington/Executive Director of Tourism Bureau wished the Board happy holidays and noted they are pushing the holiday season for visitors as Badger pass is opening late in the season. He noted ahead of spring, international visitation is expected to be down. He congratulated Keith Williams and Supervisor Long on their retirement.

H. Public Comment on Non-Agenda Items

Mike Brusso/Bear Valley Resident, gave a quote from Hans Christen Anderson and then noted it needed to be rewritten due to social media and censorship. He continued by noting to the Board that taking opportunities, conserving money, and skin in the game is different for the government. He noted he is still trying to get to know politics and people in this community and is not qualified to accuse individuals of things. He ended by reminding the Board it is not their money they are spending.

Chair Smallcombe responded by addressing the skin in the game concept and noted her belief is most all employees think about the money as the residents, not their own.

I. Regular Agenda Items

1. **Building 2022-ORD-1181**

Waive the Second Reading and Adopt an Ordinance Titled "Amending Chapters 15.10 and 15.30 of the Mariposa County Code"

Debra Willis/Building Director gave the staff report. No public comment.

RESULT: **ADOPTED [UNANIMOUS]**
MOVER: Marshall Long, District III Supervisor
SECONDER: Wayne Forsythe, District IV Supervisor
AYES: Rosemarie Smallcombe, Marshall Long, Wayne Forsythe
EXCUSED: Miles Menetrey

2. **Building 2022-ORD-1182**

Waive the Second Reading and Adopt an Ordinance Titled "An Ordinance Creating Section 15.14 of County Code to Provide an Expedited and Streamlined Permitting Process for Electric Vehicle Charging Stations"

Debra Willis gave the staff report. No public comment.

RESULT: **ADOPTED [UNANIMOUS]**
MOVER: Wayne Forsythe, District IV Supervisor
SECONDER: Marshall Long, District III Supervisor
AYES: Rosemarie Smallcombe, Marshall Long, Wayne Forsythe
EXCUSED: Miles Menetrey

3. **District Attorney 2022-ORD-1183**

Minutes Acceptance: Minutes of Dec 20, 2022 9:00 AM (Items removed from Consent Agenda)

Waive the Second Reading and Adopt an Ordinance in Accordance with AB 481, Titled "An Ordinance Adopting the Mariposa County District Attorney's Office Military Equipment Use Policy"

Josh Keheley/District Attorney Investigator, gave the staff report.

Public comment was received by Mike Brusso, who noted he understands why it is being done but still disagrees with the militarization of local governments. He expressed that he hopes the annual meetings are provided by both the District Attorney and the Sheriff's Department. Mr. Brusso also noted that his other concern is the State and Federal Government drives this, and he believes the decisions should be made by the locals, not by the State and Federal Government.

Chair Smallcombe noted in response to Mr. Brusso that the County works through associations to get through to Sacramento to understand our rural realities. Mr. Keheley responded and noted this is in direct response to Assembly Bill 481 and assured the Board that the District Attorney's Office would bring the annual report to the Board but cannot speak for the Sheriff's Department.

RESULT: **ADOPTED [UNANIMOUS]**
MOVER: Marshall Long, District III Supervisor
SECONDER: Wayne Forsythe, District IV Supervisor
AYES: Rosemarie Smallcombe, Marshall Long, Wayne Forsythe
EXCUSED: Miles Menetrey

4. **HHS/Behavioral Health & Recovery Services** **RES-2022-729**

Adopt a Resolution and Approve an Agreement to Hire Jonathan Harry as a Retired Annuitant Extra Help Psychiatrist at the Hourly Rate of $270.86; and Authorize the Board of Supervisors Chair to Sign the Agreement

Dr. Kristina Allen/Division Director of Health Services gave the staff report who noted the hourly rate is reimbursed by Medi-Cal. No public comment.

RESULT: **ADOPTED [UNANIMOUS]**
MOVER: Marshall Long, District III Supervisor
SECONDER: Wayne Forsythe, District IV Supervisor
AYES: Rosemarie Smallcombe, Marshall Long, Wayne Forsythe
EXCUSED: Miles Menetrey

5. **HHS/Social Services** **RES-2022-730**

Approve a Memorandum of Understanding (MOU) Between the Mariposa County Health and Human Services Agency (HHSA), Mariposa County Sheriff's Office (MCSO), Mariposa County Child Abuse Prevention Council, Mariposa County District Attorney's Office, and Valley Children's Hospital to Delineate the Conditions for the Child Death Review Team; and Authorize the Director of HHSA, the Sheriff, and the District Attorney to Sign the MOU

Julianne Sims/Division Director of Administration Health and Human Services Agency noted this is a collaborative agreement, the goal of which is to meet quarterly to discuss child death. No public comment. In response to a question from Supervisor Smallcombe, Ms. Sims noted they have created a confidentiality form so information that should not be released to the public remains confidential.

Minutes Acceptance: Minutes of Dec 20, 2022 9:00 AM (Items removed from Consent Agenda)

RESULT: **ADOPTED [UNANIMOUS]**
MOVER: Marshall Long, District III Supervisor
SECONDER: Wayne Forsythe, District IV Supervisor
AYES: Rosemarie Smallcombe, Marshall Long, Wayne Forsythe
EXCUSED: Miles Menetrey

6. **Administration (ID # 13468)**

Discussion and Direction Regarding Oak Fire Recovery

Dr. Eric Sergienko/Local Disaster Recovery Coordinator, noted in general, debris removal is moving along well. Some properties are in the process of re-scrapes while half of the properties have been signed off and returned to their owners. Dr. Sergienko also noted nearly 1600 hazard trees have been removed.

Erica Cabrera/Government Liaison for Pacific Gas and Electric (PG&E), noted there are a lot of individual issues. Ms. Cabrera noted PG&E representative Kesha Blew is working in the area and with Alliance in regard to re-service on a case by case basis.

Matt Leedy/PG&E noted they have dedicated program managers and noted Mr. Donnati is working through feedback and complaints. Mr. Leedy handed a business card to the Clerk of the Board with the below information.

Matt Leedy
Integrated Public Affairs - Major Projects
559-263-5013
Mobile: 559-517-7579
Email: matt.leedy@pge.com <mailto:matt.leedy@pge.com>

He wrote the following information on the back of the card.

Wildfire Wood Management
1-800-687-5720
wildfirewoodmanagement@pge.com <mailto:wildfirewoodmanagement@pge.com>

Other Veg. Management Questions
1-800-564-5080
treesafety@pge.com <mailto:treesafety@pge.com>

No public comment.

Board discussion ensued, in response to questions from Supervisor Forsythe and Chair Smallcombe, Mr. Leedy gave the information written on the back of his business card (above).

RESULT: **INFORMATION RECEIVED**

7. **Administration (ID # 13628)**

Discussion and Possible Direction Related to Funding for Prescribed Burning

Dallin Kimble gave the staff report noting the Board directed staff to come back with a list of items needed to redirect funding from the non-claimed funds from the Fire Safe Council to this project. Fadzayi Mashiri/Farm Advisor UC Extension noted

Minutes Acceptance: Minutes of Dec 20, 2022 9:00 AM (Items removed from Consent Agenda)

that a Fire Advisor was recently hired and can use fire coordination to implement and lead the Prescribed Burn Association in low-risk burns to start with. No public comment. Board discussion ensued.

DIRECTION: County Counsel is to review what the risk and liabilities are to the County for a prescribed burn program, and Ms. Mashiri will look at what the risk and liabilities are for the UC Extension and bring this item back by the middle of January.

RESULT: DIRECTION GIVEN

J. Closed Session

12:23 AM Chair Smallcombe recessed the Board into closed session.

1. **Board of Supervisors (ID # 13626)**

CLOSED SESSION: Public Employee Performance Evaluation [Government Code Section 54954.5] -Building Director

No public comment.

RESULT: CLOSED SESSION HELD

2. **Administration (ID # 13633)**

CLOSED SESSION: Public Employee Performance Evaluation; Position of Employee Under Review: Interim County Librarian

No public comment.

RESULT: CLOSED SESSION HELD

K. 2:04 PM Reconvene

1. **Board of Supervisors RES-2022-707**

Resolution and Tile Plaque Recognizing Marshall Long, Upon His Retirement as District III Supervisor (Board Chair)

Chair Smallcombe introduced the item. Public comment was received by Luis Mercado, Joe Lynch, Sheriff Briese, Debbie Willis, Chief Judy, Monica Nielsen/Agricultural Commissioner, Steve Ward/Cal Fire/Mariposa County Fire Division Chief, Steve Engfer, Steven Dahlem, Leigh Westerlund, and Danielle Bondshu whom all expressed their thanks and congratulations to Supervisor Long.

Supervisor Forsythe and Chair Long thanked Supervisor Long and wished him well in retirement.

Chair Smallcombe presented Supervisor Long with a resolution and tile plaque. She also gave him a belt buckle, a gift from the other Supervisors as well as the County Counsel, County Administrative Officer, and the Clerk of the Boards Office.

2:31 PM recessed the board to participate in a reception in honor of Supervisor Long.

Minutes Acceptance: Minutes of Dec 20, 2022 9:00 AM (Items removed from Consent Agenda)

RESULT: **ADOPTED [UNANIMOUS]**
MOVER: Wayne Forsythe, District IV Supervisor
SECONDER: Marshall Long, District III Supervisor
AYES: Rosemarie Smallcombe, Marshall Long, Wayne Forsythe
EXCUSED: Miles Menetrey

2. **Health and Human Services (ID # 13596)**

Discussion and Direction Regarding the Possible Termination of a Shelter Crisis Local Emergency in Mariposa County

2:51 AM Chair Smallcombe reconvened the meeting.

Joe Lynch noted this is for discussion and direction and listed potential outcomes of terminating the local emergency. Mr. Lynch listed three possible directions the Board could give.

1) Terminate the local emergency; or
2) Set up a time to discuss this topic again; or
3) Do not discuss again and continue the local emergency.

Public comment was received by Kathy Delaney/Alliance Board of Directors who read Alison Tudor's statement, Wayne Eisenhart/Merced Resident, Adam McLane/Fire Case manager, and Jeanne Pine/Community Member, and Sheriff Briese whom all spoke in favor of continuing the local emergency and the pursuance of solutions.

Board discussion ensued. Supervisor Forsythe expressed his frustration with the situation. Supervisor Long expressed his like in Mr. Lynch's plan to come back in 90 days. Chair Smallcombe expressed her relief in hearing the other Board members do not want to terminate the local emergency, She noted it was easy to say 90 days to have a plan but knew it's not that simple. She encouraged Joe to come back when it was ready.

DIRECTION: Come back to the Board monthly for updates on the homelessness issue and start with the framework of how to proceed with partners.

RESULT: **DIRECTION GIVEN**

L. Board Information

Information received.

M. Items removed from Consent Agenda

1. **Public Works (ID # 13583)**

Approve Budget Action Recognizing Unanticipated Revenue and Increasing Revenue and Expense in the Airport Budget from State Fuel Flowage Fees for Cal Fire Helicopters During the Oak Fire ($82,000) 4/5ths Vote Required

RESULT: **WITHDRAWN AND RESCHEDULED** **Next: 1/10/2023 9:00 AM**

2. **Administration/Community Development (ID # 13603)**

Approve the Request for Proposals (RFP) to Conduct a Resort Hotel/Conference Center Feasibility Study

Minutes Acceptance: Minutes of Dec 20, 2022 9:00 AM (Items removed from Consent Agenda)

RESULT: WITHDRAWN

Report Out

4:01 PM Chair Smallcombe reported that during closed session item one, information was received and Direction Given, and closed session item two, information received direction given.

N. Adjournment

4:01 PM Chair Smallcombe adjourned in memory of Holly Warner, Margaret Mary Meuse, Mary Ann Johnson, and Ronald Glen Smith.

Respectfully submitted,

Danielle Bondshu
Clerk of the Board

Rosemarie Smallcombe
Chair, Board of Supervisors

Minutes Acceptance: Minutes of Dec 20, 2022 9:00 AM (Items removed from Consent Agenda)

MARIPOSA COUNTY

Public Works · 209-966-2498

RESOLUTION - ACTION REQUESTED 2023-54

MEETING: January 24, 2023

TO: The Board of Supervisors

FROM: Shannon Hansen, Director of Public Works & Transportation

RE: Approve Hornitos Road Emergency Repairs (4/5Ths Vote Required)

RECOMMENDATION AND JUSTIFICATION:

Approve an Agreement with ASI for the Hornitos Road Emergency Repairs; Authorize the Board of Supervisors Chair to sign the Agreement (Subject to Approval as to Legal Form by County Counsel); and find the project meets all emergency requirements pursuant to the Public Contract Code Section 22050 and that the emergency did not permit a delay resulting from a competitive solicitation for bids, and that the action was necessary to respond to the emergency.

An Atmospheric River storm event caused significant damage to four bridges on Hornitos Road at Bear Creek, Corbert Creek, El Dorado Creek and Burn Creek.

After a site inspection on Sunday January 15, 2023, it was determined that the road was damaged due to flooding and its condition was classified as emergency work. ASI of Mariposa visited the site and mobilized a crew on Tuesday January 17, 2023. The Contractor continues to work on reestablishing the road.

The County pays emergency work using a time and materials methodology with a fixed profit. The contract includes a not to exceed maximum amount of $300,000.

This project is statutorily exempt from CEQA under Section 15269.

The scope of the emergency procurement must be limited to only what is necessary to address the needs of the emergency. Staff intends to terminate the emergency action upon securing the roadway and is resuming compliance with formal bidding requirements. A future project will be bid to repair slopes, shoulders, and guardrails.

BACKGROUND AND HISTORY OF BOARD ACTIONS:

Public Contract Code Section 22050 (a)(1) states, “In the case of an emergency, a public agency, pursuant to a four-fifths vote of its governing body, may repair or replace a public facility, take any directly related and immediate action required by that emergency, and procure the necessary equipment, services, and supplies for those purposes, without giving notice for bids to let contracts.” Further, Public Contract Code Section 22050 (c)(1) requires staff to report on the emergency at its next

regularly scheduled meeting and every 14 days thereafter until the emergency is terminated.

This is the first update. The next update to the Board of Supervisors will occur on February 7, 2023.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:

If the Board does not review this action and determine, by a four-fifths vote, that there is a need for the emergency action, the emergency contracting procedures contained in Public Contract Code Sections 22050 may not be utilized.

FINANCIAL IMPACT:

These repairs are a part of the State and Federally declared Atmospheric River Event beginning on December 27, 2022. Local match will be paid from the Roads Fund.

RESULT: **ADOPTED [4 TO 0]**
MOVER: Rosemarie Smallcombe, District I Supervisor
SECONDER: Danette Toso, Supervisor
AYES: Danette Toso, Shannon Poe, Rosemarie Smallcombe, Miles Menetrey
RECUSED: Wayne Forsythe

MARIPOSA COUNTY

Board of Supervisors · 209-966-3222

MEETING: January 24, 2023

TO: The Board of Supervisors

FROM: Rosemarie Smallcombe, District I Supervisor

RE: Certificate of Appreciation to the Staff of Public Works, County Fire, and Sheriff's Office

---

RECOMMENDATION AND JUSTIFICATION:

Approve a Certificate of Appreciation to the Staff of Public Works, County Fire, and Sheriff's Office for Their Outstanding Service to the County and Community During Our Recent Storms.

BACKGROUND AND HISTORY OF BOARD ACTIONS:

The Board has approved similar Certificates of Appreciation in the past.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:

Miss the opportunity to recognize staff for their outstanding service to the County and the Community.

ATTACHMENTS:
PW, Co Fire, and SO (DOCX)

RESULT: WITHDRAWN

Certificate of Appreciation

to

the Staff of Public Works

The Mariposa County Board of Supervisors warmly recognizes our staff for their outstanding service to the communities and citizens of Mariposa County in providing emergency response to ensure public safety during the recent extreme storms.

Dated: January 24, 2023

ROSEMARIE SMALLCOMBE, District I Supervisor

SHANNON POE, District II Supervisor

DANETTE TOSO, District III Supervisor

WAYNE FORSYTHE, District IV Supervisor

MILES MENETREY, District V Supervisor

Attachment: PW, Co Fire, and SO (13725 : Certificate of Appreciation to the Staff of Public Works, County Fire, and Sheriff's Office)

Certificate of Appreciation

to

the Staff of County Fire

The Mariposa County Board of Supervisors warmly recognizes our staff for their outstanding service to the communities and citizens of Mariposa County in providing emergency response to ensure public safety during the recent extreme storms.

Dated: January 24, 2023

ROSEMARIE SMALLCOMBE, District I Supervisor

SHANNON POE, District II Supervisor

DANETTE TOSO, District III Supervisor

WAYNE FORSYTHE, District IV Supervisor

MILES MENETREY, District V Supervisor

Attachment: PW, Co Fire, and SO (13725 : Certificate of Appreciation to the Staff of Public Works, County Fire, and Sheriff's Office)

Certificate of Appreciation

to

the Staff of the Sheriff's Office

The Mariposa County Board of Supervisors warmly recognizes our staff for their outstanding service to the communities and citizens of Mariposa County in providing emergency response to ensure public safety during the recent extreme storms.

Dated: January 24, 2023

ROSEMARIE SMALLCOMBE, District I Supervisor

SHANNON POE, District II Supervisor

DANETTE TOSO, District III Supervisor

WAYNE FORSYTHE, District IV Supervisor

MILES MENETREY, District V Supervisor

Attachment: PW, Co Fire, and SO (13725 : Certificate of Appreciation to the Staff of Public Works, County Fire, and Sheriff's Office)

MARIPOSA COUNTY

Public Works · 209-966-2498

MEETING: January 24, 2023

TO: The Board of Supervisors

FROM: Shannon Hansen, Director of Public Works & Transportation

RE: Authorize Advertising and Consultant Selection for Active Transportation Plan

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RECOMMENDED ACTION AND JUSTIFICATION:
Approve a Request for Proposal (RFP) to Retain a Consultant to Update the Mariposa County Bicycle and Pedestrian Transportation Plan (BPTP) Adopted in 2011 and Create an Active Transportation Plan (ATP); and Authorize Local Transportation Commission (LTC) Executive Director to award and sign a Consulting Services Agreement (Subject to Approval as to Legal Form by County Counsel).

The County is required by Caltrans to submit an approved Active Transportation Plan in-order-to be eligible to receive ATP types of funding for County projects.

BACKGROUND AND HISTORY OF BOARD ACTIONS:
On May 24, 2022, Resolution LTC 2022-10, the Local Transportation Commission Approved the Transportation Planning Overall Work Program for FY 2022-23 which included updating the 2011 Bicycle and Pedestrian Transportation Plan as part of Work Element #3.

On June 28, 2011, Resolution LTC 2011-12, The Local Transportation Commission Approved the Final Bicycle and Pedestrian Plan.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:
Delay or no action will result in County being unable to meet the state requirements and therefore be ineligible to apply for ATP funding programs.

FINANCIAL IMPACT:
This project does not impact the General Fund as it is funded by the Transportation Planning Overall Work Program, as part of Work Element Three using Rural Planning Assistance (RPA) Funds.

ATTACHMENTS:
RFR - ATP 12-13-22 (PDF)

Local Transportation Commission 2023-4

RESULT: **ADOPTED [UNANIMOUS]**
MOVER: Rosemarie Smallcombe, District I Supervisor
SECONDER: Miles Menetrey, District V Supervisor
AYES: Toso, Poe, Smallcombe, Forsythe, Menetrey

REQUEST FOR PROPOSALS

MARIPOSA COUNTY ACTIVE TRANSPORTATION PLAN (ATP)

Work Items to Include:

1. Review Current County Documents
2. Collect Additional Data Needed
3. Public Outreach – Collect Community Input
4. Generate Draft ATP
5. Present the Draft ATP in a Public Meeting Before the MCLTC
6. Collect Public Comments, Prepare Responses & Modifications to Draft ATP
7. Present Final ATP to MCLTC for Approval

DATE ISSUED:	**January 26, 2023**
PROPOSALS DUE:	**February 23, 2023 (2pm Thursday)**
SUBMIT TO:	Mariposa County Public Works, Transportation Planning 4639 Ben Hur Road Mariposa, CA 95338
REFER QUESTIONS TO:	**Jeannie Morvay-Clayton, Transportation Planning**

Attachment: RFR - ATP 12-13-22 (LTC-2023-4 : Authorize Advertising and Consultant Selection for Active Transportation Plan)

MARIPOSA COUNTY
REQUEST FOR PROPOSALS

Mariposa County Active Transportation Plan (ATP)

Contents

SECTION I – GENERAL INFORMATION 3

I-1. Request for Proposals 3

I-2. Tentative Project Milestones 4

I-3. Official Contacts 4

I-4. Proposals Due Date 5

I-5. Addenda 5

I-6. Irregularities 5

I-7. Incurred Costs 5

I-8 Equal Opportunity Policy for Contractors 5

SECTION II – PROPOSAL FORM AND CONTENT 6

II-1 Proposal Submittal 6

II-2 Proposal Form and Content 6

SECTION III – BACKGROUND & SCOPE OF WORK 8

III-1. General Conditions 8

III-3. Scope of Work 9

III-4. Selection Procedure 9

Appendix

Appendix A - Active Transportation Plan for Disadvantaged Communities Guidance for Plans

Mariposa County Bicycle & Pedestrian Transportation Plan - 2011

Attachment: RFR - ATP 12-13-22 (LTC-2023-4 : Authorize Advertising and Consultant Selection for Active Transportation Plan)

MARIPOSA COUNTY
REQUEST FOR PROPOSALS
Mariposa County Active Transportation Plan (ATP)

SECTION I – GENERAL INFORMATION

I-1. Request for Proposals

The County of Mariposa is requesting proposals from qualified firms to update their previously adopted Bike and Pedestrian Plan (BPTP) from 2011 and create an Active Transportation Plan (ATP).

Mariposa County, under the guidance of the Mariposa County Local Transportation Commission (MCLTC), is required by Caltrans to submit an approved plan in-order-to be eligible to receive Active Transportation Plan types of funding.

Per the California Transportation Commission 2023 Active Transportation Program Guidelines "An active transportation plan must include, but not be limited to, the following components or explain why the component is not applicable." Required components: Mode Share, Description of Land Use/Destinations, Pedestrian Facilities, Bicycle Facilities, Bicycle Parking, Wayfinding, Non-Infrastructure, Collision Analysis, Equity Analysis, Community Engagement, Coordination, Prioritization, Funding, Implementation, Maintenance, and Resolution. (See Appendix A for complete details of components.)

Work Items:
(1) Review Current County Documents
(2) Collect Additional Data Needed
(3) Public Outreach – Collect Community Input
(4) Generate Draft ATP
(5) Present the Draft ATP in a Public Meeting before the MCLTC
(6) Collect Public Comments, Prepare Responses & Modifications to Draft ATP
(7) Present Final ATP to MCLTC for Approval

The selected firm will be expected to provide all described services - either through "In-House" or through the-use-of sub-consultants. In any case, the consultant under contract with the County will be expected to manage the project and be the sole point of contact on all items in the contract.

Proposals will be due by **2:00 P.M. on February 23, 2023.** To be considered, the submittal must be delivered to the Mariposa County Department of Public Works, 4639 Ben Hur Road, Mariposa, CA 95338. The County reserves the right to reject any or all Proposals submitted.

During the evaluation process Mariposa County reserves the right, where it may serve the County's best interest, to request additional information or clarification from proposers, or to allow corrections of errors or omissions. At the discretion of Mariposa County, firms submitting proposals may be requested to make oral presentations as part of the evaluation process.

The County reserves the right to retain all Proposals submitted and to use any idea(s) included in a proposal regardless of whether that proposal is selected.

Attachment: RFR - ATP 12-13-22 (LTC-2023-4 : Authorize Advertising and Consultant Selection for Active Transportation Plan)

MARIPOSA COUNTY
REQUEST FOR PROPOSALS
Mariposa County Active Transportation Plan (ATP)

It is anticipated the selection of the firm will be completed by **March 31, 2023**. Following the notification of the selected firm, their fixed fee schedule will be reviewed by Public Works Department and compared to the in-house estimate for the expected consulting fees.

Negotiation may result. Once pricing has been made acceptable to all parties the project will be awarded and the contract will be written. The County retains the right to waive any non-material irregularities or information in any proposal, and to accept or reject any items or combination of items. The proposals also become the property of Mariposa County.

I-2. Tentative Project Milestones

Project Advertised – January 26, 2023
Proposals Due – February 23, 2023 by 2:00 PM Local Time
Proposal Scoring Due – March 9, 2023
Project Awarded – March 10 – March 31, 2023
Project Start - April 10, 2023

Phase 1 (Current FY 22/23 April – June 30, 2023)
Kick Off Meeting – Set Future ATP Meeting Schedule
Item #1 – Review Current County Documents

Phase 2 (FY 23/24 July 1, 2023– June 30, 2024)
Item #2 –Collect Additional Data Needed
Item #3 –Hold Public Outreach Events to Collect Community Input
Item #4 – Generate Draft ATP
Item #5 –Present the Draft ATP in a Public Meeting before the MCLTC

Phase 3 (Final FY 24/25 July 1, 2024 – December 31, 2024)
Item #6 –Collect Public Comments, Prepare Responses, & Modifications to Draft ATP
Item #7 – Present Final ATP to MCLTC for Approval

Project End – December 31, 2024

I-3. Official Contacts

Questions by phone or in writing regarding the scope of services or other RFP related questions must be directed to:

Jeannie Morvay-Clayton
Mariposa County Public Works, Transportation Planning
(209) 966-5356
E-mail: jclayton@mariposacounty.org

Attachment: RFR - ATP 12-13-22 (LTC-2023-4 : Authorize Advertising and Consultant Selection for Active Transportation Plan)

MARIPOSA COUNTY
REQUEST FOR PROPOSALS

Mariposa County Active Transportation Plan (ATP)

I-4. Proposals Due Date

Four (4) print plus one (1) digital copy of the Proposals must be delivered to Mariposa County Department of Public Works, Transportation Planning at 4639 Ben Hur Road, Mariposa, CA 95338 no later than **February 23, 2023 at 2:00 P.M.** local time. Facsimile or electronically transmitted proposals **will not** be accepted. Late proposals will be kept by the County, but not considered for award**. Proposals to include a separate sealed envelope** with **Cost Proposal. Proposals must be sealed, clearly addressed, and marked with RFP title.**

Any proposal may be withdrawn at any time before the "Proposals Due" date and time, by providing a written request for the withdrawal of the proposal to the County Transportation Planning Department. A duly authorized representative of the firm shall execute the request. Withdrawal of a proposal will not prejudice the right of the qualifier to file a new proposal.

I-5. Addenda

The County may modify the RFP at any time prior to the RFP due date. It is recommended that proposers periodically check with the Department of Public Works at (209) 966-5356, via email to the Transportation Planning Department at jclayton@mariposacounty.org, and on the County Web Page https://www.mariposacounty.org/987/Transportation-Planning for any posted addenda. Proposers who have submitted proposals prior to the due date will also be notified through their contact information provided with their proposal. Addenda will be numbered consecutively. Verbal modifications to the RFP specifications shall not be binding upon the County.

I-6. Irregularities

The County reserves the right to waive any non-material irregularities or information in the RFP or in any proposal.

I-7. Incurred Costs

The County is not liable for any costs incurred by a proposer in the preparation and/or presentation of a proposal.

I-8 Equal Opportunity Policy for Consultants

Mariposa County requires all proposers to comply with Federal, State, Local Law and Ordinance with-regard-to equal opportunity practices that all programs, services, employment opportunities, and volunteer positions and contracts are open to all persons without regard to race, religion, color, national origin, sex, age, marital status, handicap, or political affiliation. Mariposa County does not require a business license.

Attachment: RFR - ATP 12-13-22 (LTC-2023-4 : Authorize Advertising and Consultant Selection for Active Transportation Plan)

MARIPOSA COUNTY
REQUEST FOR PROPOSALS

Mariposa County Active Transportation Plan (ATP)

SECTION II – PROPOSAL FORM AND CONTENT

II-1 Proposal Submittal

Proposals shall be prepared simply and economically, providing a straightforward, concise description of the proposer's capabilities to satisfy the requirements of the RFP, and should be easily reproducible. Emphasis will be on completeness and clarity of content and cost effectiveness of the proposal.

All pages of the proposal must be numbered consecutively. The proposal shall not be excessive but instead should be concise. The proposal must be organized in accordance with the list of proposal contents.

II-2 Proposal Form and Content

Proposals should minimally include the following items. All items must fall within the maximum page count 25 pages double sided not counting résumés.

A. All proposals must include a cover letter addressed to Transportation Planning, 4639 Ben Hur Road, Mariposa, CA 95338 and signed by a duly constituted official legally authorized to bind the applicant to the proposal. The cover letter must include name, address, and telephone number of the proposer submitting the Proposal and the name, title, address, telephone number, FAX number and email address of the person, or persons to contact whom are authorized to represent the proposer and to whom correspondence should be directed.

B. Table of Contents
Include a clear identification of the item by section and by page number.

C. Executive Summary
The proposer may use this section to introduce the proposal or to summarize the key provisions of the Proposal.

D. Statement of Understanding
The proposer shall include a detailed statement of understanding of the project.

E. Project Team and Qualifications
This portion should include the name of the person who will be responsible for the management and administration of the Active Transportation Plan (ATP) for the County with a résumé of that person's experience and qualifications, the names and résumés of their assigned staff, relevant technical experience, and the availability of staff for the services. After selection of a firm by the County, no substitution of key staff or sub-contractors may occur without the written approval of the County. Sub-consultants should be listed similarly.

Attachment: RFR - ATP 12-13-22 (LTC-2023-4 : Authorize Advertising and Consultant Selection for Active Transportation Plan)

1. A list of related, recent projects should be included with the name of the contact person and the telephone number for which the firm has recently or currently provides services under the scope of work.

2. Scope of Work: The firm shall describe the proposed work by task, including any tasks that had been performed by sub-contractors.

F. Similar Project Examples and References
The proposal should include a listing of public sector assignments that can support the proposer's abilities, to fulfill the services requested in this RFP. At a minimum, the listing should include project title, project location, project manager (with contact information), and range of project budget, and any other information that could be useful during the evaluation process.

G. Additional Information
Any other information that the proposer feels applicable to the evaluation of the proposal or their qualification for accomplishing the project should be included in this section. You may use this section to address those aspects of your services that distinguish your firm from other firms.

H. Fee Schedule
The project is funded through Mariposa County Local Transportation Commission (MCLTC) as part of the Overall Work Program. The Proposal's submittal should include a Cost Proposal that is separated into phases as follows:

Phases of Work - Schedule

Phase 1 (Current FY 22/23 April – June 30, 2023)
Kick Off Meeting – Set Future ATP Meeting Schedule
Item #1 – Review Current County Documents

Phase 2 (FY 23/24 July 1, 2023 – June 30, 2024)
Item #2 – Collect Additional Data Needed
Item #3 – Hold Public Outreach Events to Collect Community Input
Item #4 – Generate Draft ATP
Item #5 – Present the Draft ATP in a Public Meeting before the MCLTC

Phase 3 (Final FY 24/25 July 1, 2024 – December 31, 2024)
Item #6 – Collect Public Comments, Prepare Responses & Modifications to Draft ATP
Item #7 – Present Final ATP to MCLTC for Approval

The contract for consultant services with the selected firm will include this phasing so that each phase is approved individually – according to the respective yearly funding amounts of the Overall Work Program (OWP) and Overall Work Program Agreement(s).

Attachment: RFR - ATP 12-13-22 (LTC-2023-4 : Authorize Advertising and Consultant Selection for Active Transportation Plan)

MARIPOSA COUNTY
REQUEST FOR PROPOSALS
Mariposa County Active Transportation Plan (ATP)

The Cost Proposal should be written in the format of FIXED FEE that includes each of the required work items. The work items can be further detailed according to the firm's understanding of the necessary elements.

SECTION III – BACKGROUND & SCOPE OF WORK

III-1. General Conditions

The County of Mariposa shall not be liable for any pre-contractual expenses incurred by the consultant, nor shall any firm include such expenses as part to the proposed cost. Pre-contractual expenses include any expense incurred by a proposal and negotiation of any terms with the County.

The County reserves the right to withdraw this RFP at any time without prior notice and to reject any-and-all proposals submitted without indicating any reasons. Any award of contract for services shall be made to the firms best qualified and responsive in the opinion of the County.

Proposals may, at the County's option, be rejected if they contain any alterations, additions, conditions, alternatives, are incomplete, or contain erasures or irregularities of any kind. The County reserves the right to reject any-and-all proposals. The County expressly reserves the right to postpone submittal opening for its convenience and to reject any-and-all submittals responding to this RFP.

The selected firm(s) must agree to indemnify, hold harmless and defend the county, its officers, agents and assigns from any liability or loss resulting from suits, claims, or actions brought against the County which result directly or indirectly from the wrongful or negligent actions of the consultant in the performance of the contract.

The selected firm will be required to comply with all existing State and Federal labor laws including those applicable to equal opportunity employment provisions.

The County reserves the right to negotiate special requirements and proposed service levels using the selected proposal as a basis. Compensation for services will be negotiated with the selected firm.

All responses to this RFP shall become the property of the County of Mariposa and will be retained or disposed of accordingly.

No amendments, additions or alternates shall be accepted after the submission date and time.

All documents and records developed by the selected firm in-the-course-of providing services for Mariposa County shall be the property of the County. Anything considered to be proprietary should be so designated by the firm.

Attachment: RFR - ATP 12-13-22 (LTC-2023-4 : Authorize Advertising and Consultant Selection for Active Transportation Plan)

MARIPOSA COUNTY
REQUEST FOR PROPOSALS
Mariposa County Active Transportation Plan (ATP)

Acceptance by the County of any proposal submitted pursuant to this RFP shall not constitute any implied intent to enter-into a contract for services.

The County reserves the right to issue a written notice to all participating firms of any change in the proposal submission schedule should the County determine, in its sole discretion, that such changes are necessary.

III-3. Scope of Work

To deliver Work Items that will allow the completion of the Regional Transportation Plan Update according to the established schedule. The work items consist of:

Kick Off Meeting – Set Future ATP Meeting Schedule
(1) Review Current County Documents
(2) Collect Additional Data Needed
(3) Hold Public Outreach Events to Collect Community Input
(4) Generate Draft ATP
(5) Present the Draft ATP in a Public Meeting before the MCLTC
(6) Collect Public Comments, Prepare Responses & Modifications to Draft ATP
(7) Present Final ATP to MCLTC for Approval

The following documents are being provided for the development of the firm's proposal, as follows:

- Appendix A – Active Transportation Plan for Disadvantaged Communities Guidance for Plans
- Mariposa County Bicycle & Pedestrian Transportation Plan 2011

The project, which is funded through Mariposa County Local Transportation Commission (MCLTC) as part of the Overall Work Program (OWP), will update the existing Bicycle & Pedestrian Transportation Plan (BPTP) adopted in July of 2011 to create an Active Transportation Plan

The creation of the described ATP is scheduled to be completed by the selected firm no later than December 31, 2024.

III-4. Selection Procedure

The County intends to retain the selected firm evaluated to be the best qualified to perform the work for the County, cost and other factors considered. The County shall screen all applications and the top candidates may be selected for formal interviews. Proposals will be screened by a review panel of representatives from Mariposa County. The panel will determine the firms selected for interview if interviews are deemed necessary.

Attachment: RFR - ATP 12-13-22 (LTC-2023-4 : Authorize Advertising and Consultant Selection for Active Transportation Plan)

MARIPOSA COUNTY
REQUEST FOR PROPOSALS

Mariposa County Active Transportation Plan (ATP)

In reviewing the proposals, each member of the review panel will carefully score the following criteria, based on a maximum score 100 points, where each of the (5) Items are scored 1 through 20. If formal interviews are invited, the review panel will rank the results of the interview in a succeeding order. The winner will be the firm at the top of the sequence.

- Does Firm demonstrate a comprehensive review/understanding of scope of work?
- Does the Firm and their sub-consultants have specific experience relative to this project?
- Does the Firm propose a well-organized and detailed response to the RFP?
- Does the Firm's proposal indicate an ability to think creatively and innovatively about the project and does it seem like they can effectively problem-solve to meet the established deadlines and deliver the required project?
- The extent to which previous clients have found the firm's services acceptable

The county will require the firm selected to maintain general liability, automobile, workers' compensations, and errors and omissions insurance. The selected firm or individual will also be required to maintain relevant business licensure. The contract will contain provisions requiring the selected firm to indemnify the County and provide that the Consultant is an independent contractor serving at the will of the County. Other required provisions include County Board of Supervisors right to terminate the agreement, at its sole discretion, upon the provision of notice.

Attachment: RFR - ATP 12-13-22 (LTC-2023-4 : Authorize Advertising and Consultant Selection for Active Transportation Plan)

XII. Appendix A

Active Transportation Plan for Disadvantaged Communities Guidance for Plans

A city, county, county transportation commission, regional transportation planning agency, MPO, school district, or transit district may prepare an active transportation plan (bicycle, pedestrian, safe-routes-to-school, or comprehensive). An active transportation plan prepared by a city or county may be integrated into the circulation element of its general plan or a separate plan which is compliant or will be brought into compliance with the Complete Streets Act, Assembly Bill 1358 (Chapter 657, Statutes of 2008). An active transportation plan must include, but not be limited to, the following components or explain why the component is not applicable:

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 implementation of the plan.

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.

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.

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.

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.

F. Wayfinding: A description of existing and proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.

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G. Non-Infrastructure: A description of existing and proposed bicycle and pedestrian education and encouragement programs conducted in the area included within the plan.

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.

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 connectivity to key destinations, mobility challenges, public health concerns, and safety issues.

J. Community Engagement: A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.

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.

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.

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.

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.

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.

P. Resolution: A resolution showing 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

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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.

A city, county, school district, or transit district that has prepared an active transportation plan may submit the plan to the county transportation commission or transportation planning agency for approval. The city, county, school district, or transit district may submit an approved plan to Caltrans in connection with an application for funds for active transportation facilities which will implement the plan.

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MARIPOSA COUNTY
BICYCLE & PEDESTRIAN TRANSPORTATION PLAN

Prepared for: Mariposa County
Local Transportation Commission

Prepared by: FEHR & PEERS

2990 Lava Ridge Court
Suite 200
Roseville, CA 95661

June 2011

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TABLE OF CONTENTS

EXECUTIVE SUMMARY i
Purpose i
Development i
Contents i

1. INTRODUCTION 1
Purpose 1
Background 1
California Bicycle Transportation Act 1
Existing Levels of Bicycling and Walking 2
Bicycle Facilities 2
Bikeways 3
Support Facilities 4
Pedestrian Facilities 5
Sidewalks 5
Marked Crosswalks 6
Curb Ramps 7
Rules of the Road 7
For Bicyclists 7
For Pedestrians 8
Public Participation 8

2. RELATIONSHIP TO OTHER PLANS 10
Countywide Plans 10
2006 Bicycle Facilities Plan 10
County of Mariposa General Plan 10
Regional Transportation Plan 10
Mariposa County Improvement Standards 11
Statewide Initiatives and Legislation 13
Assembly Bill 32 and Senate Bill 375 13
Assembly Bill 1358 13
Traffic Signal Legislation 13
Caltrans Deputy Direction (DD) 64-R1 14

3. GOALS 15
Alternative Transportation Goals 15
Bicycle Goals 15
Pedestrian Goals 15

4. EXISTING CONDITIONS FOR BICYCLING 16
Existing Bicycle Facilities 16
Past Expenditures on Bicycle Facilities 16
Support Facilities 18
Multimodal Connections 18
Existing and Future Land Use Patterns 18
Bicycle Activity Centers 23
Bicycle Safety 23
Public Input 24

5. PROPOSED BICYCLE PROJECTS 25
Proposed Bicycle Projects 25
Class I Bike Paths 25

Attachment: RFR - ATP 12-13-22 (LTC-2023-4 : Authorize Advertising and Consultant Selection for Active Transportation Plan)

Class II Bike Lanes *30*
Class III Bike Routes *31*
Prioritization 32
Support Facilities 32
Bicycle Parking *32*
Shower/Locker Facilities *33*
Multimodal Connections 33

6. EXISTING CONDITIONS FOR PEDESTRIANS 34
Existing Pedestrian Facilities 34
Pedestrian Safety 34
Public Input 41

7. PROPOSED PEDESTRIAN PROJECTS 42
Proposed Pedestrian Projects 42
Prioritization 42

8. IMPLEMENTATION 46
Cost Estimates 46
Class I Bike Paths or Trails 47
Class II Bike Lanes 48
Class III Bike Routes 48
Bike Parking 49
Sidewalks 49
Short-Term Project Implementation 50
Bicycle and Pedestrian Advisory Committee 51
Pedestrian Facility Design Guidance 51
Crosswalks *51*
Sidewalks *54*
Curb Ramps *55*
Funding 55
Federal and State Programs *55*
Regional and Local Funding *56*

9. EDUCATION, ENCOURAGEMENT, AND ENFORCEMENT 58
Education Programs 58
School Programs *58*
Public Service Announcements *58*
Online Bicycle Maps *58*
Share the Road Campaign *58*
Enforcement Programs 59
Targeted Moving Violations *59*
Radar Speed Signs *59*
Sting Operations *60*

APPENDICES

Appendix A: Project Cost Estimates and Implementation Priority

Appendix B: Scoring Priority Methodology

Appendix C: Grant-Ready Fact Sheets

Attachment: RFR - ATP 12-13-22 (LTC-2023-4 : Authorize Advertising and Consultant Selection for Active Transportation Plan)

LIST OF FIGURES

Figure 1 – Study Area and Existing Bicycle Facilities 17
Figure 2 – Transit Routes and Station Locations 19
Figure 3A – Existing Land Uses and Public Facilities: Mariposa 20
Figure 3B – Existing Land Uses and Public Facilities: Coulterville and El Portal 21
Figure 3C – Existing Land Uses and Public Facilities: Other Areas 22
Figure 4A – Proposed Bicycle Facilities 26
Figure 4B – Proposed Bicycle Facilities: Mariposa 27
Figure 4C – Proposed Bicycle Facilities: Coulterville and El Portal 28
Figure 4D – Proposed Bicycle Facilities: Other Areas 29
Figure 5A – Existing Pedestrian Infrastructure: Mariposa 35
Figure 5B – Existing Pedestrian Infrastructure: Coulterville and El Portal 36
Figure 5C – Existing Pedestrian Infrastructure: Other Areas 37
Figure 6A – Pedestrian Collisions: November 2005 – October 2010 38
Figure 6B – Pedestrian Collisions: Mariposa, November 2005 – October 2010 39
Figure 7A – Proposed Pedestrian Infrastructure: Mariposa 43
Figure 7B – Proposed Pedestrian Infrastructure: Coulterville and El Portal 44
Figure 7C – Proposed Pedestrian Infrastructure: Other Areas 45

Attachment: RFR - ATP 12-13-22 (LTC-2023-4 : Authorize Advertising and Consultant Selection for Active Transportation Plan)

EXECUTIVE SUMMARY

PURPOSE

Bicycling and walking are affordable, healthy, sustainable, socially equitable, and fun forms of transportation. Many Mariposa County residents and visitors already enjoy walking or bicycling for transportation and recreational purposes. The Mariposa County Local Transportation Commission previously prepared a Bicycle Facilities Plan in 2006; this plan was never adopted by the Board of Supervisors. According to the California Streets and Highways Code, Sections 890 through 894.2, local agencies must complete a bicycle transportation plan to qualify for grant funds issued by the California Department of Transportation through the Bicycle Transportation Account (BTA). Conforming plans must be no more than five years old. To become eligible for BTA funding, the County is developing its first official Bicycle and Pedestrian Transportation Plan (BPTP).

The BPTP establishes goals, policies, implementation actions, and priorities for the development of bicycle and pedestrian facilities in Mariposa County. The ultimate goal of the BPTP is to increase the number of persons in Mariposa County that bike and walk for both utilitarian and recreational purposes by developing and maintaining an interconnected system of bicycle and pedestrian facilities.

DEVELOPMENT

The BPTP was developed through the Mariposa County Local Transportation Commission. Public participation was encouraged through two public workshops, held on February 2, 2011 and April 13, 2011, and through an online survey.

CONTENTS

The Bicycle and Pedestrian Transportation Plan includes eight chapters:

1. Introduction – discusses the project and setting and provides key definitions
2. Goals – sets forth the vision and objectives for the plan
3. Relationship to Other Plans – summarizes the policy context for bicycle planning throughout Mariposa County
4. Existing Conditions for Bicycling – examines existing levels of bicycle activity and existing bicycling infrastructure
5. Proposed Bicycle Projects – shows the proposed network of bicycle facilities and provides guidance for support facilities
6. Existing Conditions for Pedestrians – examines existing levels of walking, existing pedestrian infrastructure, and an assessment of pedestrian collisions
7. Proposed Pedestrian Projects – shows the proposed network of sidewalks
8. Implementation – includes cost estimates for proposed projects and guidance for next steps
9. Education, Encouragement, and Enforcement – describes programs to improve bicycle facility usage and safety

Attachment: RFR - ATP 12-13-22 (LTC-2023-4 : Authorize Advertising and Consultant Selection for Active Transportation Plan)

1. INTRODUCTION

PURPOSE

The Mariposa County Bicycle and Pedestrian Transportation Plan (BPTP) is intended to guide and influence bicycle and pedestrian infrastructure, policies, programs, and development standards to make bicycling and walking in Mariposa County more safe, comfortable, convenient, and enjoyable for all users. The ultimate goal of this plan is to increase the number of persons who bicycle or walk in Mariposa County for both utilitarian and recreational purposes.

BACKGROUND

In 2006, the Mariposa County Public Works Department developed a draft Bicycle Facilities Plan. The Board of Supervisors never officially adopted the Bicycle Facilities Plan. The 2011 Bicycle and Pedestrian Transportation Plan supersedes this plan.

CALIFORNIA BICYCLE TRANSPORTATION ACT

The Bicycle Transportation Account (BTA) is the primary state funding source for bicycling improvements. Caltrans allocates approximately $7 million in BTA funds annually. According to the California Streets and Highways Code, Sections 890 through 894.2 (known as the Bicycle Transportation Act), local agencies must complete a bicycle master plan to qualify for grant funds issued through the BTA. Conforming bicycle master plans must contain the minimum 11 key elements shown in Table 1 and must be no more than five years old.

TABLE 1: CALIFORNIA BICYCLE TRANSPORTATION ACT (BTA) REQUIRED ELEMENTS

Required Bicycle Transportation Plan Elements per the California Bicycle Transportation Act (1994)	Location Addressed within the Bicycle and Pedestrian Transportation Plan
A. Estimated number of existing and future bicycle commuters	Chapter 1
B. Map and description of land use and settlement patterns	Chapter 4, Figures 3A-3C
C. Map and description of existing and proposed bikeways	Chapter 4, Figures 3A-3C; Chapter 5, Figures 4A-4D
D. Map and description of bicycle parking facilities	Chapter 4, Figures 3A-3C
E. Map and description of multimodal connections	Chapter 4, Figure 2
F. Map and description of facilities for changing and storing clothes and equipment	Chapter 4, Figures 3A-3C
G. Description of bicycle safety and education programs	Chapter 9
H. Description of citizen and community participation	Chapter 1
I. Description of consistency with transportation, air quality, and energy conservation plans	Chapter 2
J. Description of proposed bicycle projects and implementation priority	Chapter 5; Appendix A
K. Description of past expenditures and future financial needs for bicycle facilities	Chapter 4; Chapter 8

Source: Fehr & Peers, 2011

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The bicycle component of this Bicycle and Pedestrian Transportation Plan includes each of the 11 key elements required by the Bicycle Transportation Act. Table 1 shows the location within the Bicycle and Pedestrian Transportation Plan that addresses each element.

EXISTING LEVELS OF BICYCLING AND WALKING

While Mariposa County is generally rural, bicycling and walking are viable modes of transportation within the County's communities. Communities such as Mariposa, Coulterville, and El Portal each have areas with higher density development. In some cases, residences are located close to commercial areas. Table 2 shows the existing percentage of home-work trips made by bicycling and walking in Mariposa County according to the United States Census 2000.

TABLE 2: EXISTING HOME-WORK BICYCLING AND WALKING MODE SPLIT

Mode	Home-Work Mode Split	
	Intracounty[1]	Overall[2]
Bicycling	1.7%	1.2%
Walking	13.6%	10.2%

Notes:
[1] Intracounty home-work trips account for residents of Mariposa County that work in Mariposa County
[2] Overall home-work trips account for all Mariposa County residents regardless of where they work
Source: 2000 Census Journey to Work

As shown in Table 2, the intracounty home-work bicycling and walking mode split are 1.7% and 13.6%, respectively. As expected, the overall home-work bicycling and walking mode splits are lower than the intracounty mode split because people are less likely to bicycle and walk to work when their destination is far away.

Home-work trips account for only a fraction of bicycling and walking trips. Trips for other purposes, such as school and shopping, area also commonly completed on foot.

Outside of the community areas, travelers are less likely to choose bicycling or walking as a mode of transportation. Because of the distance between origins and destinations, lack of sidewalks, lack of bike lanes, and automobile-oriented lifestyles, these areas see reduced levels of bicycling and walking.

The intracounty home-work mode split is likely affected by the populated areas of Yosemite National Park that occur within Mariposa County.

BICYCLE FACILITIES

Bicycle facilities can be classified into two types:

- Bikeways – facilities provided for bicycle travel
- Support facilities – facilities for use by bicyclists while en route or once they have reached their destination

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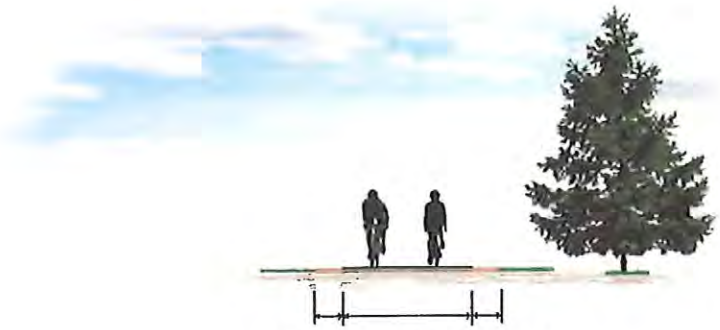
Bikeways

Chapter 1000 of the Caltrans *Highway Design Manual* identifies three types of bikeways:

Bike Path (Class I Bikeway)

Off-street bike paths are facilities for use exclusively by bicycles and pedestrians, with minimal cross-flow by motor vehicles. They are often located in a separate right of way.

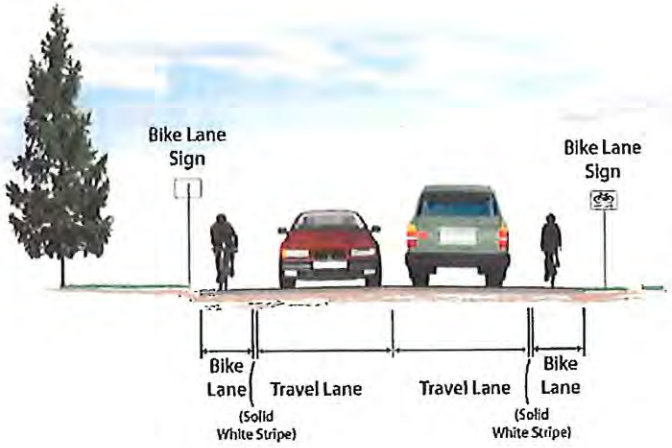


CLASS I - Multi-Use Path
Provides a completely separated right-of-way for exclusive use of bicycles and pedestrians with crossflow minimized.

MUTCD R44A (CA)

Bike Lane (Class II Bikeway)

Bike lanes are areas within paved streets that are identified with striping, stencils, and signs for preferential (semi-exclusive) bicycle use.



CLASS II - Bike Lane
Provides a striped lane for one-way bike travel on a street or highway.

MUTCD R81 (CA)

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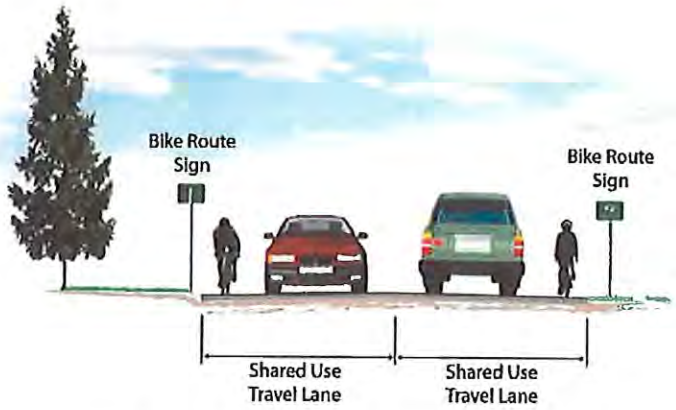
Bike Route (Class III Bikeway)

Class III bikeways are on-street routes intended to provide continuity to the bikeway system. Bike routes are designated by signs or permanent markings and are shared by motorists. Many bike routes provide shoulders that can be used by bicycles or pedestrians.



CLASS III - Bike Route
Provides a shared use with pedestrians or motor vehicle traffic, typically on lower volume roadways.

MUTCD D11-1

Support Facilities

Support facilities include Class I bike path amenities, directional signage, bicycle parking, shower and changing space, and secure storage for bicycle gear.

Class I Bike Path Amenities

Amenities on Class I bike paths include lighting; location and directional signage; and resting locations that can include benches, water fountains, restrooms.

Directional Signage

Directional signage can be used on all types of bikeways to direct bicyclists to other bikeways and major destinations, such as Mariposa or Yosemite National Park.

Shower and Locker Facilities

People are more likely to commute to work on bicycles if they have convenient access to showers and lockers; they are an important factor in encouraging regular commuting via bicycle. These types of bicycle support facilities are usually implemented as a component of new commercial building construction and are managed by the building owner; they are rarely publicly owned and operated.

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Short-Term Bicycle Parking

Short-term bicycle parking is typically provided via bike racks and is usually used when cyclists park their bikes for a couple of hours or less.

The best placement for bike racks is close to a building's entrance where it is easy to find

Long-Term Bicycle Parking

Major employment sites, schools, and transportation terminals typically provide long-term bicycle parking in the form of bike lockers, bike cages, or bike rooms. Because only users are allowed access, these facilities provide higher security so bicyclists feel comfortable leaving their bicycles for long periods. Electronic bicycle lockers offer a keyless alternative where a user pays for secure parking time.

Bike lockers at the YARTS park-and-ride in Mariposa

PEDESTRIAN FACILITIES

Common pedestrian facilities include sidewalks, marked crosswalks, and curb ramps. There are several different types of crosswalk enhancements that aim to improve safety for pedestrians.

Sidewalks

There are two types of sidewalks: adjacent and bifurcated.

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Adjacent Sidewalks

Adjacent sidewalks are next to vehicle lanes.

Bifurcated Sidewalks

Bifurcated sidewalks are separated from vehicle lanes by a landscaped buffer.

Marked Crosswalks

Marked crosswalks feature striping and other enhancements to delineate a street crossing for pedestrians. There are two types of crosswalks: controlled and uncontrolled. Drivers are required to stop at a controlled crosswalk regardless of whether or not a pedestrian is present (such as at a stop sign). At uncontrolled crosswalks, drivers are legally required to yield to pedestrians but do not have to stop when a pedestrian is not present. Pedestrians should exhibit caution whenever crossing the street, regardless of if the crosswalk is unmarked, marked, controlled, or uncontrolled.

Marked crosswalks feature varying types of striping

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Curb Ramps

Curb ramps provide wheelchair access to sidewalks. The yellow truncated domes alert blind pedestrians as they approach a street crossing.

Providing two curb ramps per corner directs blind pedestrians straight through a crosswalk

RULES OF THE ROAD

For Bicyclists

The California Vehicle Code (CVC) Division 11 contains the rules and regulations for operating a bicycle, commencing with Section 21200 through 21210. The CVC does not define bicycles as vehicles, but states that persons riding bicycles have all the rights and responsibilities of the drivers of vehicles. This means that bicycle riders must follow the basic traffic laws that all drivers follow, including but not limited to the following:

- *Ride on the right side of the roadway*
- *Obey traffic control devices (signs, signals)*
- *Yield to cross traffic*
- *Yield when changing lanes*
- *Yield to pedestrians in crosswalks*
- *Maintain speed positioning – the general principle is that the slowest traffic stays right. Bicycles are typically slower than auto traffic and are therefore usually found on the right side of the road (or within a bike lane, if provided). According to the CVC, bicycles may leave the right side of the road or a bike lane:*
    - *When overtaking and passing another bicycle or vehicle proceeding in the same direction.*
    - *When preparing for a left turn at an intersection or into a private road or driveway.*
    - *When reasonably necessary to avoid conditions (including, but not limited to, fixed or moving objects, vehicles, bicycles, pedestrians, animals, surface hazards, or substandard width lanes) that make it unsafe to continue along the right-hand curb or edge.*
    - *When approaching a place where a right turn is authorized.*

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If in any circumstance a bicyclist feels that it is unsafe to be passed in the curb lane, they are allowed to "take the lane"; common causes include debris near the curb, trash cans, parked cars, or narrow lane widths.

- *Maintain intersection positioning – at intersections, bicyclists should travel in the right-most lane that leads to their destination. This means that if a bicycle is preparing to make a left turn, they may leave the right side of the road, even if a bike lane is provided, to enter the left turn pocket or the innermost through lane if the road has no left turn pocket.*

For Pedestrians

The California Vehicle Code (CVC) Division 11 contains the rights and duties of pedestrians in Sections 21949 through 21971. The following is a summary of major laws for pedestrians; additional laws exist that are not included in this section:

- *The driver of a vehicle shall yield the right-of-way to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at an intersection*
- *Whenever any vehicle has stopped at a marked crosswalk or at any unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway the driver of any other vehicle approaching from the rear shall not overtake and pass the stopped vehicle*
- *No pedestrian may walk upon any roadway outside of a business or residence district otherwise than close to his or her left-hand edge of the roadway*
- *A pedestrian may walk close to his or her right-hand edge of the roadway if a crosswalk or other means of safely crossing the roadway is not available or if existing traffic or other conditions would compromise the safety of a pedestrian attempting to cross the road*

PUBLIC PARTICIPATION

Public participation was an important element in the development of the Bicycle and Pedestrian Transportation Plan. The County solicited input regarding existing conditions and desired locations for improvement. The process relied on the "Advocacy Planning" approach. The goal of this approach is to develop a community-support vision for bicycle and pedestrian improvements in Mariposa County. The planning process included the following public outreach activities:

- Public Workshops – the County hosted two public workshops in Mariposa on February 2, 2011 and on April 13, 2011.
    - February 2, 2011: The purpose of this workshop was to gather feedback from Mariposa County stakeholders and residents on existing barriers to bicycle and pedestrian travel and desired improvements. Attendees marked desired improvements on maps and addressed concerns directly with staff from the County and the consultant team. Over 50 residents attended this workshop. Comment cards were available at the workshop.
    - April 13, 2011: The purpose of this workshop was to present the draft proposed networks of bikeway and pedestrian facilities. Comments were received and the draft networks were revised accordingly. Over 30 residents attended this workshop. Comment cares were available at the workshop.

Attachment: RFR - ATP 12-13-22 (LTC-2023-4 : Authorize Advertising and Consultant Selection for Active Transportation Plan)

Residents recommend roadways for bicycle facilities at the February 2, 2011 public workshop

Residents review the proposed bicycle facilities at the April 13, 2011 public workshop

- Online survey – residents who were unable or did not wish to attend the public workshop completed an online survey. Over 60 people completed the online survey. The survey asked the following questions:
    - What do you like about bicycling in Mariposa County?
    - What keeps you from bicycling in Mariposa County?
    - What can the County do to improve conditions for bicyclists?
    - What do you like about walking in Mariposa County?
    - What keeps you from walking in Mariposa County?
    - What can the County do to improve conditions for pedestrians?
    - What other comments do you have for the Plan?
    - To help us track geographic diversity of survey responses, please provide your home zip code.

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2. RELATIONSHIP TO OTHER PLANS

This section summarizes the policy context for bicycle and pedestrian transportation in Mariposa County. The policies in the existing plans lay the groundwork for the Bicycle and Pedestrian Transportation Plan.

COUNTYWIDE PLANS

The Bicycle and Pedestrian Transportation Plan is consistent with plans for transportation facilities in Mariposa County.

2006 Bicycle Facilities Plan

In 2006, the Mariposa County Public Works Department developed a draft Bicycle Facilities Plan. The Board of Supervisors never officially adopted the Bicycle Facilities Plan. The 2011 Bicycle and Pedestrian Transportation Plan supersedes this plan.

County of Mariposa General Plan

The County of Mariposa General Plan includes several goals and policies relevant to bicycling and walking:

- ***Goal 9-1:*** *All development shall have safe and adequate access.*
- ***Goal 9-3:*** *Create a bicycle, pedestrian and equestrian system for recreational and transportation use.*
    - ***Policy 9-3a:*** *Adopt and implement the Bicycle, Pedestrian, and Equestrian Facilities Plan*
- ***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.*
- ***Goal 13-4:*** *Create visitor access to communities and points of interest.*

Regional Transportation Plan

The Regional Transportation Plan (RTP) provides a long-range transportation vision for Mariposa County for the years 2008 through 2028. The non-motorized transportation section includes lists of short-range and long-range non-motorized projects in Table 8 and Table 9, respectively. Additionally, the RTP includes several goals and policies relevant to bicycling and walking:

- ***Goal 1 Highways:*** *Develop an adequate, safe, and efficient regional roadway system to accommodate vehicular travel demand for a twenty-year time frame, while maintaining the rural character of Mariposa County.*
    - ***Policy 1.2:*** *Develop tourist transportation corridors and routes to provide high capacity and safety standards, for both vehicles and pedestrians.*

Attachment: RFR - ATP 12-13-22 (LTC-2023-4 : Authorize Advertising and Consultant Selection for Active Transportation Plan)

- ***Goal 4 Non-Motorized:*** *Develop an adequate, safe, and efficient regional system of bicycle, pedestrian, and equestrian facilities to accommodate and encourage non-motorized travel demand.*
    - ***Policy 4.1:*** *Develop and construct a regional bicycle, pedestrian, and equestrian system to complement existing transportation facilities.*
        - ***Objective 4.1.1:*** *Update the Mariposa County Bicycle, Pedestrian, and Equestrian Facilities Plan on a periodic basis, as required.*
        - ***Objective 4.1.2:*** *In Town Planning Areas, construct, improve, and maintain the pedestrian circulation system to provide safety and drainage control.*

Mariposa County Improvement Standards

The Mariposa County Improvement Standards include design standards, standard drawings, and zoning requirements for bicycle and pedestrian facilities:

Design Standards

- ***Section 11.5, Item B:*** *Shoulder Improvements, Curb Returns*
    - ***(3)*** *Curb returns shall have a twenty-five (25) foot minimum radius.*
        - ***(a)*** *Handicap ramps are required at all intersections, and other locations, as required, for continuity with other pedestrian ways. Where existing conditions do not warrant pedestrian crossing, appropriate pavement and curb construction joints shall be provided to allow future ramp installation.*
        - ***(b)*** *The handicap ramps shown in Standard Drawings are approved standard designs as set forth by the State Building Code (Title 24 of California Administrative Code) for handicap access onto sidewalks.*
        - ***(c)*** *Grooving: Where the ramp is located in the center of a curb return, it shall be grooved in a herringbone pattern. Also, the level edge at the top of the ramp required a groove detail as shown. Grooving shall be done with a pre-made tool meeting the groove specification. Ramps not located in a curb return do not require grooving on the ramp itself. In such cases, the surface of the ramp shall have a transverse broomed surface texture, rougher than the surrounding sidewalk.*
- ***Section 11.5, Item C:*** *Shoulder Improvements, Sidewalks – see Design Standards*
    - ***(1)*** *Minimum unobstructed sidewalk width shall be four (4) feet as shown on drawing R-20. Sidewalks shall be a minimum of 4 feet in width. Some commercial sidewalks may be required to be a minimum of 6 feet in width, as shown on drawing R-18.*
    - ***(2)*** *No obstructions, such as power poles, signs, fire hydrants, or surface mounted transformer boxes shall be placed within the normal sidewalk width.*
- ***Section 11.6, Item A:*** *Bikeways*

Attachment: RFR - ATP 12-13-22 (LTC-2023-4 : Authorize Advertising and Consultant Selection for Active Transportation Plan)

- *(A) The developer shall adhere to the requirements in "Caltrans Planning and Design Criteria for Bikeways." All bikeways ahll be striped and/or signed as required by the engineer.*

- ***Section 11.7, Item A:*** *Paths and Trails, Right-of-Ways*
  - *(1) Minimum pedestrian path right-of-way shall be ten (10) feet wide.*
  - *(2) Minimum equestrian trail right-of-way shall be twenty (20) feet wide.*
  - *(3) Lesser right-of-way widths shall be allowed in limited instances where it can be shown that safety will not be impaired, and that maintenance can still be performed.*
  - *(4) Rights-of-way shall be located to allow reasonable construction of trails or paths.*
- ***Section 11.7, Item B:*** *Paths and Trails, Construction*
  - *(1) Trails shall be constructed in accordance with established trail construction guides and as approved by the Engineer.*
  - *(2) Grade of paths shall be maintained under five (5) percent where handicapped use is likely.*

Standard Drawings

- **Standard Drawing R-18** shows the standards for sidewalks adjacent to and separated from the curb. In both cases, the drawing shows a minimum sidewalk width of four feet in residential areas and six feet in commercial areas.
- **Standard Drawing R-19** shows the standards for separated sidewalks or paths. The required width is four or six feet.
- **Standard Drawing R-20** shows the standards for handicap ramps, including the groove detail.
- **Standard Drawing R-23** shows the appropriate sign placement in relation to sidewalks separated from the curb and sidewalks adjacent to the curb.

Zoning

- ***Section 17.88.030 – Minimum setback standards:*** *The setback standards for a CG-1 zone shall be as specified in the approved PLAN but in no case shall the requirements be less stringent than the following:*
  - *A. One hundred (100) feet from all property lines. This requirement shall be reduced to fifty (50) feet when the adjacent parcels are of the same zoning.*
  - *B. When adjacent to or traversed by a public road, setbacks from the roadway for all buildings requiring a building permit shall be the greater of:*
    - *1. One hundred eighty (180) feet from the centerline of the dedicated public right of way; or*

Attachment: RFR - ATP 12-13-22 (LTC-2023-4 : Authorize Advertising and Consultant Selection for Active Transportation Plan)

- *2. One hundred eighty (180) feet from the centerline of the currently maintained public right of way.*

- *C. Setbacks shall be fifty (50) feet between structures requiring building permits.*
- *D. Parking or development: There shall be no parking or development within the setback area except as follows:*
  - *1. Wells and utilities;*
  - *2. Parking within setback areas contiguous to public roads*

- ***Section 17.88.030 (B)** 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.*
- ***Section 17.92.030 – Minimum setback standard:** The setback standards and parking or development within the setbacks for the CG-2 zone shall be as specified for the CG-1 zone listed in Section 17.88.030 of this Title. (Ord. 704 Sec.1, 1988).*

STATEWIDE INITIATIVES AND LEGISLATION

The BTMP is consistent with statewide programs that will affect the implementation of bicycle transportation facilities.

Assembly Bill 32 and Senate Bill 375

Senate Bill (SB) 375 is the implementation legislation for Assembly Bill (AB) 32. AB 32 requires the reduction of greenhouse gases (GHG) by 28 percent by the year 2020 and by 50 percent by the year 2050. Reducing automobile trips is one method of reducing GHG emissions. Using transportation modes other than the automobile, such as walking, bicycling, or riding transit achieves the reduction of GHG emissions.

Assembly Bill 1358

Assembly Bill 1358 is the Complete Streets Act. It calls for the inclusion of all modes (pedestrian, bicycles, transit, and automobile) into the design of roadways.

Traffic Signal Legislation

Mariposa County does not currently have any existing or planned traffic signals; however, the County should be familiar with this legislation.

Assembly Bill 1581

Assembly Bill 1581 provides direction that new actuated traffic signal construction and modifications to existing traffic signals include the ability to detect bicycles and motorcycles. It also calls for the timing of actuated traffic signals to account for bicycles.

Attachment: RFR - ATP 12-13-22 (LTC-2023-4 : Authorize Advertising and Consultant Selection for Active Transportation Plan)

Caltrans Traffic Operations Policy Directive 09-06

Traffic Operations Policy Directive 09-06 requires that bicycle and motorcycle detection be provided on all approaches to traffic-actuated signals in the State of California. Additionally, the directive requires that signal timings be modified to provide adequate clearance time for bicyclists.

Caltrans Deputy Direction (DD) 64-R1

Deputy Directive 64-R1 was issued to ensure that travelers of all ages and modes can move "safely and efficiently along and across a network of 'complete streets.'" The directive establishes responsibilities for Caltrans staff to safely accommodate bicyclists, pedestrians, and transit users.

Attachment: RFR - ATP 12-13-22 (LTC-2023-4 : Authorize Advertising and Consultant Selection for Active Transportation Plan)

3. GOALS

The following are the goals of this plan.

ALTERNATIVE TRANSPORTATION GOALS

Goal AT1: Provide a viable alternative to driving within and between the County's communities

Goal AT2: Encourage a multimodal transportation system

Goal AT3: Develop a safe, accessible transportation system for all users

Goal AT4: Secure resources from all available sources to fund ongoing bicycle and pedestrian improvements, education, and encouragement

BICYCLE GOALS

Goal B1: Develop a continuous, interconnected system of bikeways providing reasonably direct, enjoyable, and safe routes within and between neighborhoods and communities throughout the County

Goal B2: Develop a bikeway system that reflects community interests and incorporates aesthetics and the rural characteristics of the area

Goal B3: Provide a comfortable environment for bicyclists by enhancing safety

Goal B4: Maintain and construct bicycle facilities in a manner that promotes safety, increases convenience, and minimizes lifetime costs

Goal B5: Improve accessibility to transit and other transportation modes

Goal B6: Provide necessary bicycle system support facilities

PEDESTRIAN GOALS

Goal P1: Provide a connected network of pedestrian routes in the County and its communities that are, as much as possible, accessible to a variety of users

Goal P2: Prioritize pedestrian projects that provide access to key destinations such as schools, parks, and senior centers

Goal P3: Incorporate the construction of pedestrian facilities with new developments

Goal P4: Review collision data annually and work to reduce the rate of pedestrian collisions

Attachment: RFR - ATP 12-13-22 (LTC-2023-4 : Authorize Advertising and Consultant Selection for Active Transportation Plan)

4. EXISTING CONDITIONS FOR BICYCLING

This summary of existing conditions describes the status of bicycle facilities in Mariposa County.

EXISTING BICYCLE FACILITIES

Mariposa County is mostly rural, but does have developed communities such as Mariposa, Coulterville, and El Portal. A Class I bike path exists on the west side of the town of Mariposa. The bike path runs parallel to SR 140, beginning at Stroming Road, near Jessie Street and terminating just south of Sixth Street. The total length of the existing bike path is approximately 0.2 miles. Figure 1 displays the BPTP study area and the existing Class I bike path.

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. 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, State Route 140 between Mariposa, El Portal, and Yosemite National Park).

PAST EXPENDITURES ON BICYCLE FACILITIES

Based on the existing network, an estimate of past expenditures is possible. The existing Mariposa Creek Trail is approximately 0.2 miles long. Based on current cost estimates for Class I bike paths that range between $800,000 and $1,500,000 per mile of path, the present value of the Mariposa Creek Trail is $160,000 to $300,000. Other roadway investments, such as the widening of paved shoulders, surface repair, and roadway overlays have also benefited bicyclists.

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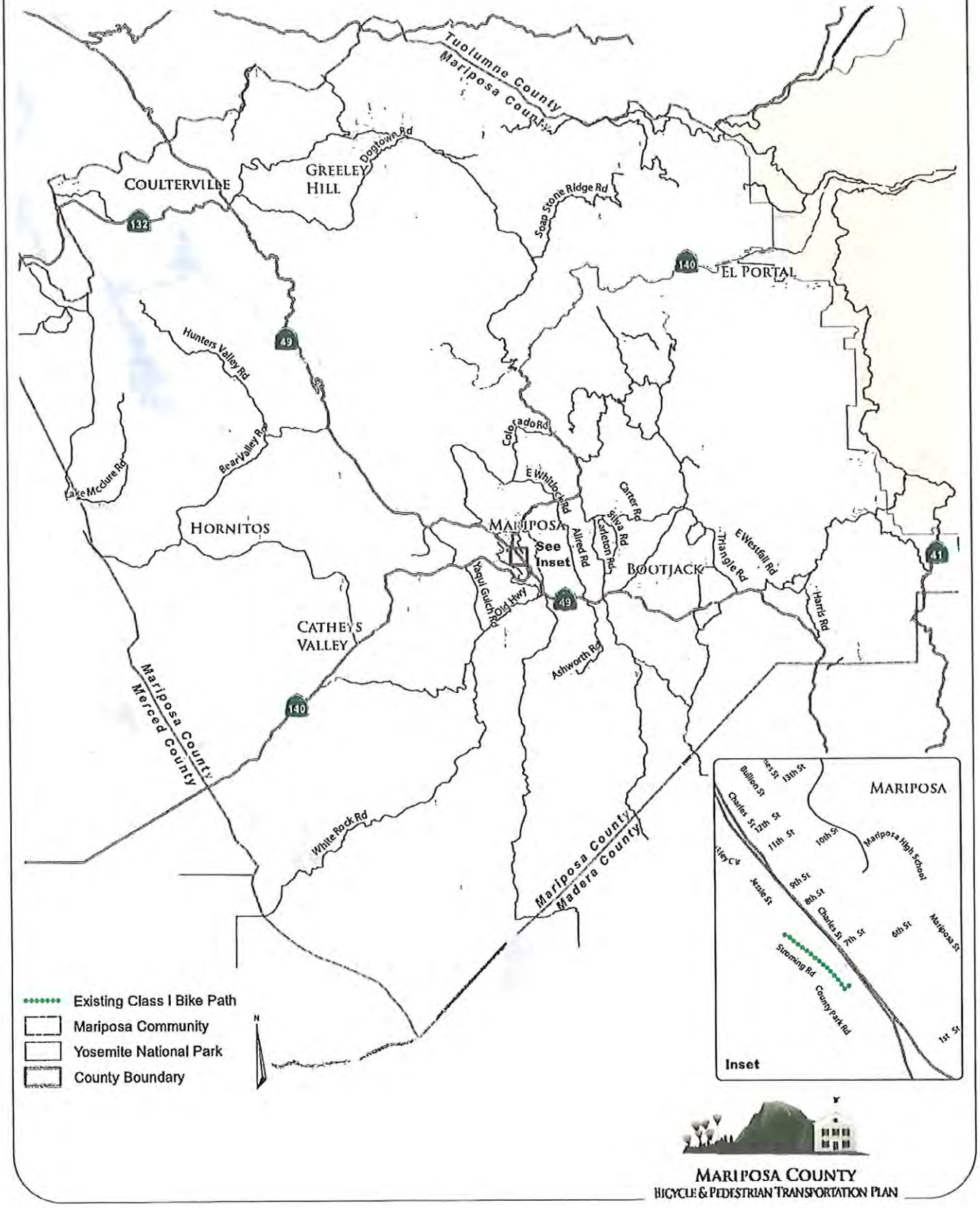
FIGURE 1 - STUDY AREA AND EXISTING BICYCLE FACILITIES



MARIPOSA COUNTY
BICYCLE & PEDESTRIAN TRANSPORTATION PLAN

Attachment: RFR - ATP 12-13-22 (LTC-2023-4 : Authorize Advertising and Consultant Selection for Active Transportation Plan)

SUPPORT FACILITIES

Support facilities include bicycle parking, showers and changing space, and secure long-term storage for bicycle gear. In general, very little short-term bicycle parking is available in Mariposa County.

Places of employment in Mariposa County do not typically provide showers, changing space, or long-term storage for bicycle gear. However, certain places of employment such as fire departments and roadway maintenance facilities are likely to have showers and changing space that employees could use for bicycle commuting purposes. It is likely that many places of employment allow employees to store bicycles in their workspace. Bicycle lockers are available at the Yosemite Area Regional Transportation System (YARTS) park-and-ride facility on Joe Howard Street in Mariposa.

MULTIMODAL CONNECTIONS

The primary public transportation providers serving Mariposa County are Mariposa Public Transit and YARTS. Mariposa Public Transit provides dial-a-ride service throughout the County. YARTS provides fixed route service between Merced and Yosemite National Park with multiple stops in Mariposa County.

YARTS allows bicycles on buses, provided there is space to accommodate them. Figure 2 displays the existing transit routes and stop locations.

EXISTING AND FUTURE LAND USE PATTERNS

In general, the Mariposa landscape is mountainous with long, windy, rural roads between developments. Development is primarily rural residential with clusters of commercial and public facilities, such as schools, parks, and community centers.

Other land uses within the community that generate bicycle trips include employment centers, public facilities (parks, open space areas) and government facilities. Figures 3A-3C shows these existing facilities.

Future land use patterns in the County are expected to develop in a manner similar to the existing land use pattern. The General Plan land use diagram shows the majority of land classified as Agriculture/Working Landscape or Natural Resources. The maximum density of dwelling units for these designations is one dwelling unit per 40 acres of land.

Other designations include Residential, Planning Study Areas, Town Planning Areas, and isolated pockets of Rural Economic land use. The County's General Plan discusses the importance of maintaining the rural and scenic character of the County and avoiding urban sprawl.

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FIGURE 2 - TRANSIT ROUTES AND STATION LOCATIONS

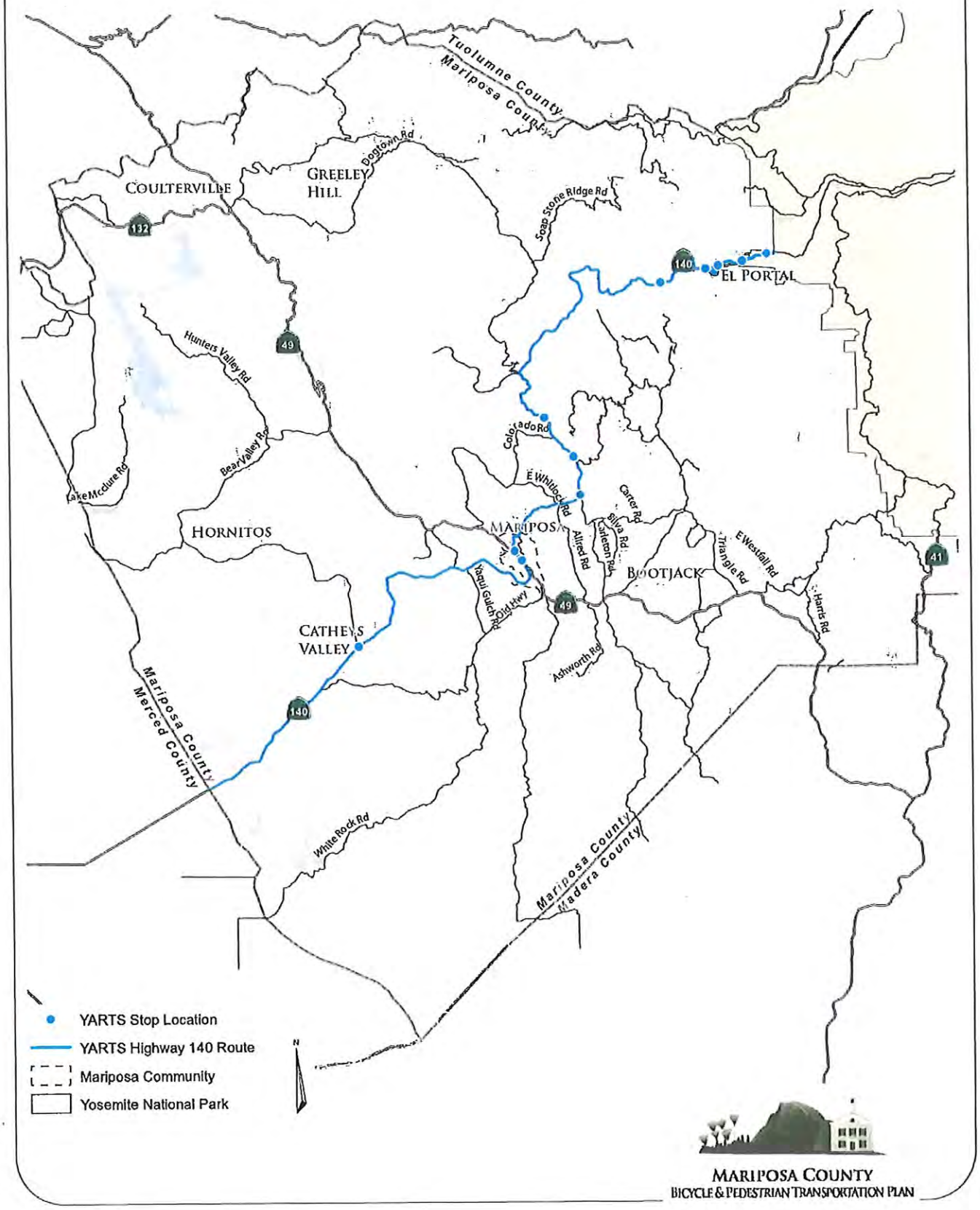

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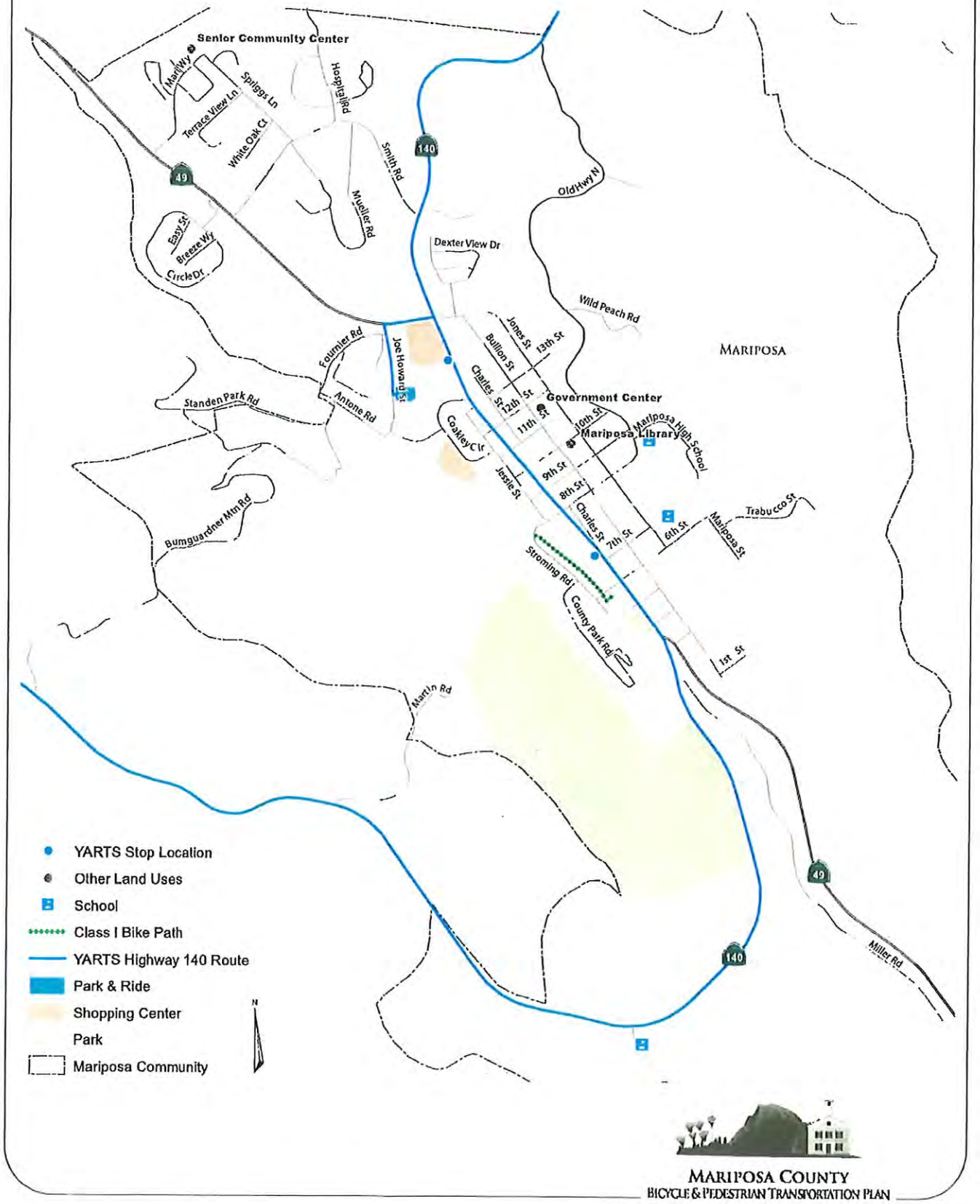
FIGURE 3A - EXISTING LAND USES AND PUBLIC FACILITIES
MARIPOSA



MARIPOSA COUNTY
BICYCLE & PEDESTRIAN TRANSPORTATION PLAN

Attachment: RFR - ATP 12-13-22 (LTC-2023-4 : Authorize Advertising and Consultant Selection for Active Transportation Plan)

FIGURE 3B - EXISTING LAND USES AND PUBLIC FACILITIES
COULTERVILLE AND EL PORTAL

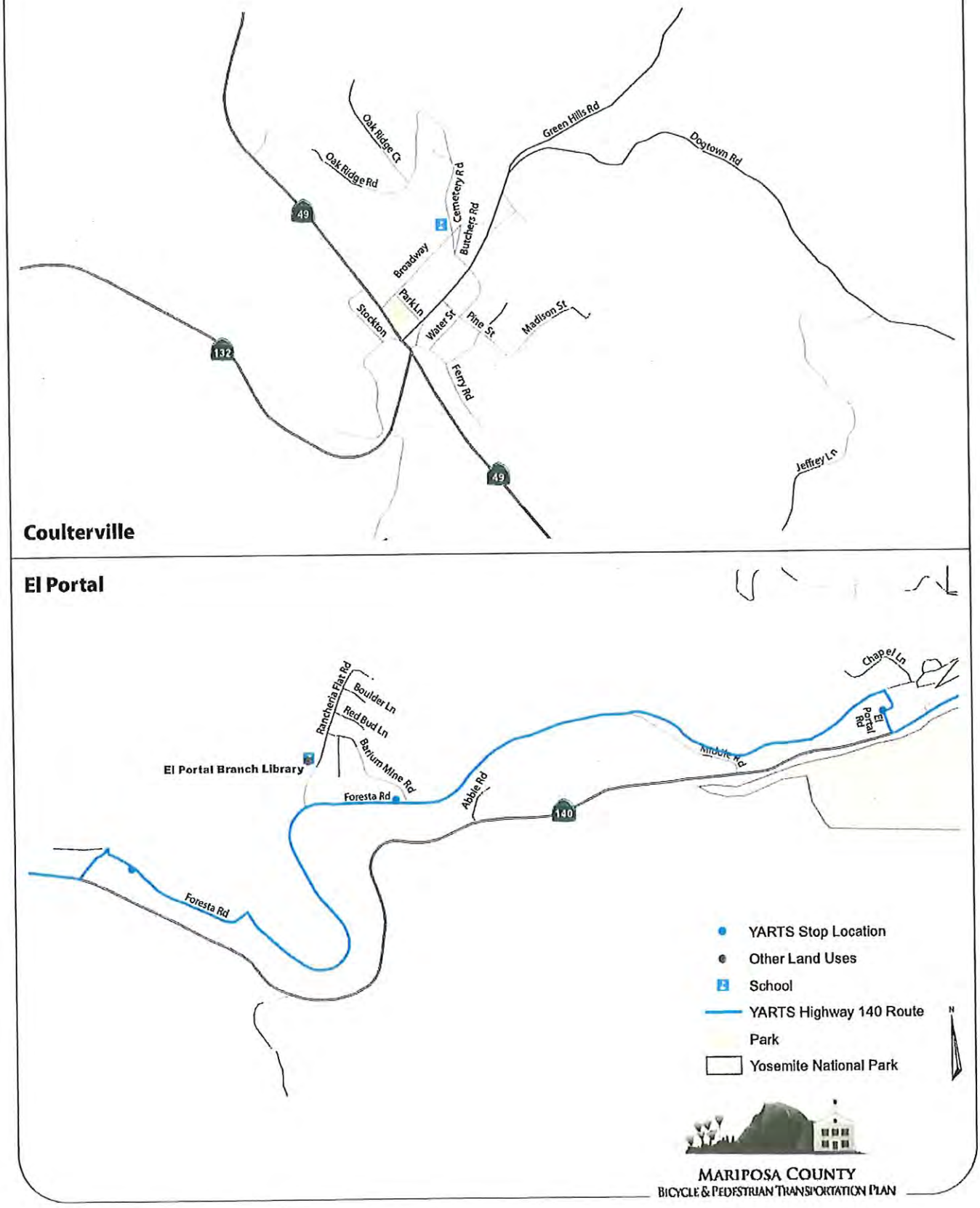


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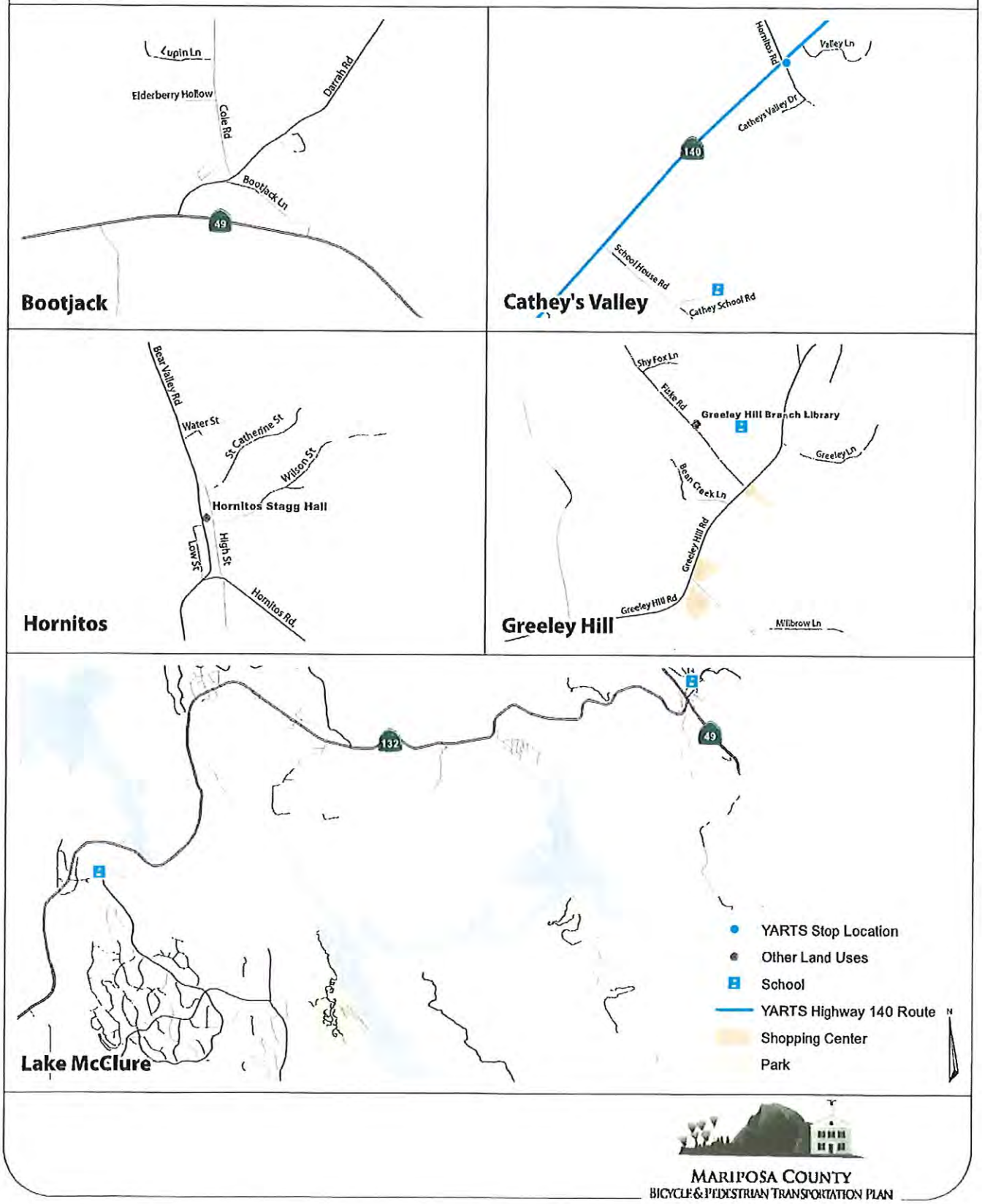
FIGURE 3C - EXISTING LAND USES AND PUBLIC FACILITIES
OTHER AREAS



MARIPOSA COUNTY
BICYCLE & PEDESTRIAN TRANSPORTATION PLAN

Attachment: RFR - ATP 12-13-22 (LTC-2023-4 : Authorize Advertising and Consultant Selection for Active Transportation Plan)

BICYCLE ACTIVITY CENTERS

Certain activity centers such as elementary, intermediate, and high schools, recreational areas, parks, and community centers (commercial, financial, and general employment) require special emphasis because of their potential to generate bicycle travel.

Currently, Mariposa County has 13 schools: seven elementary schools (grades K-6 or K-8), one middle school, three high schools, and two alternative schools. Enrollment at these schools ranges from five to 650 students. About half of the schools serve fewer than 100 students. Two of the County's largest schools, Mariposa County High School and Mariposa Elementary School, are located within the town of Mariposa.

Popular parks include:

- Mariposa Park
- Mariposa County Fairgrounds
- Coulterville Park
- Catheys Valley Park

School grounds often provide parks and playgrounds. Recreational areas are located throughout the County. Yosemite National Park generates bicycle travel from both recreational bicyclists and commuter bicyclists who live outside the park.

BICYCLE SAFETY

Preparers of the Bicycle and Pedestrian Transportation Plan reviewed bicycle collision data to identify the nature and type of collisions that have occurred.

The California Highway Patrol Statewide Integrated Traffic Records System (SWITRS) provided collision data. This data represents all reported bicycle/vehicle-related collisions occurring in Mariposa County during the five-year period from November 2005 through October 2010. Collisions that occur on off-street paths are not included in the SWITRS data. There were three reported bicycle-involved collisions in the five-year study period. Table 3 displays the year, severity, primary collision factor (PFC) and location of each collision.

TABLE 3: MARIPOSA COUNTY BICYCLE COLLISION SUMMARY (NOVEMBER 2005 – OCTOBER 2010)

Year		Severity	Primary Collision Factor	Area/Location
1	2007	Fatality	Unsafe Speed	Town of Mariposa
2	2007	Injury	Driving or Bicycling Under the Influence of Alcohol or Drug	El Portal
3	2008	Injury	Improper Turning	Town of Mariposa

Source: SWITRS Collision Data

Attachment: RFR - ATP 12-13-22 (LTC-2023-4 : Authorize Advertising and Consultant Selection for Active Transportation Plan)

Collisions that involve bicycles, whether they involve cars, other bicycles, or pedestrians, are generally underreported. Bicycles collisions may have occurred that were not included as part of the SWITRS data.

PUBLIC INPUT

At the February 2, 2011 public workshop, attendees marked desired improvements on maps and addressed concerns directly with staff from the County and the consultant team. They also participated in an exercise where they voted for their preferred types of bicycling infrastructure improvements. The most preferred infrastructure improvements were:

- Bikeways
  - Class I bike paths
  - Class II bike lanes
  - Class III bike routes
- Short-term bike parking
  - Inverted "U" rack
  - Swerve rack
- Bike lockers

Residents who were unable or did not wish to attend the public workshop completed an online survey. The following questions registered several commonly themed responses (shown in italics).

- What do you like about bicycling in Mariposa County?
  - *The scenery*
  - *Exercise*
  - *Environmental benefits*
- What keeps you from bicycling in Mariposa County?
  - *Safety concerns due to traffic*
  - *Insufficient shoulder width for bicyclists*
  - *Not enough paths or trails*
  - *Quality of pavement is poor*
- What can the County do to improve conditions for bicyclists?
  - *Add roadway width for use by bicyclists*
  - *Add more paths and trails*
  - *Education for motorists and bicyclists*

Attachment: RFR - ATP 12-13-22 (LTC-2023-4 : Authorize Advertising and Consultant Selection for Active Transportation Plan)

5. PROPOSED BICYCLE PROJECTS

This chapter describes the proposed bikeway network in Mariposa County and the criteria used to develop and prioritize facilities. The proposed bikeway network was established with input from the public at two public workshops. This chapter also discusses proposed bikeway support facilities.

PROPOSED BICYCLE PROJECTS

The proposed bikeway network was developed to increase utilitarian and recreational bicycling in Mariposa County by all levels of bicyclists. The proposed bikeway network includes Class I bike paths, Class II bike lanes, and Class III bike routes that connect to destinations likely to generate or attract bicycle travel. Table 4 shows the length of the proposed bikeway network by bikeway classification. Figures 4A-4D show the proposed Mariposa County bikeway network.

TABLE 4: LENGTH OF EXISTING AND PROPOSED BIKEWAYS BY BIKEWAY CLASSIFICATION

Bikeway Classification	Existing Mileage	Proposed Mileage	Total Mileage
Class I Bike Paths	0.2	4.4	4.6
Class I Bike Paths or Trails	0	76.0	76.0
Class II Bike Lanes	0	11.0	11.0
Class III Bike Routes	0	229.0	229.0
Total	0.2	320.4	320.6

Source: Fehr & Peers, 2011

As shown in Table 4, the total mileage of the proposed bikeway network is 320.6 miles.

Class I Bike Paths

Class I bike path projects include:

- Mariposa Creek Trail – the existing segment of the Mariposa Creek Trail runs along the Mariposa Greek and is 0.2 miles in length between 8th Street and 6th Street. Plans are currently in place to extend the trail northwards to Joe Howard Street. The proposed segments of the trail would connect it to SR 49 to the north and to the Mariposa Fairgrounds to the south. The total length of the proposed Mariposa Creek Trail is 3.2 miles.

- Merced River Trail –would use portions of the abandoned Yosemite Valley Railroad grade along the Merced River to connect Merced County to Yosemite National Park. The proposed network considers the Merced River Trail in three segments: between Yosemite National Park and Bull Creek Road, between Bull Creek Road and SR 49, and between SR 49 and Merced County. The total length of the proposed Mariposa Creek Trail is 62.3 miles. As proposed, the Merced River Trail would either be a paved, Class I bike path or an aggregate, multi-use trail.

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FIGURE 4A - PROPOSED BICYCLE FACILITIES

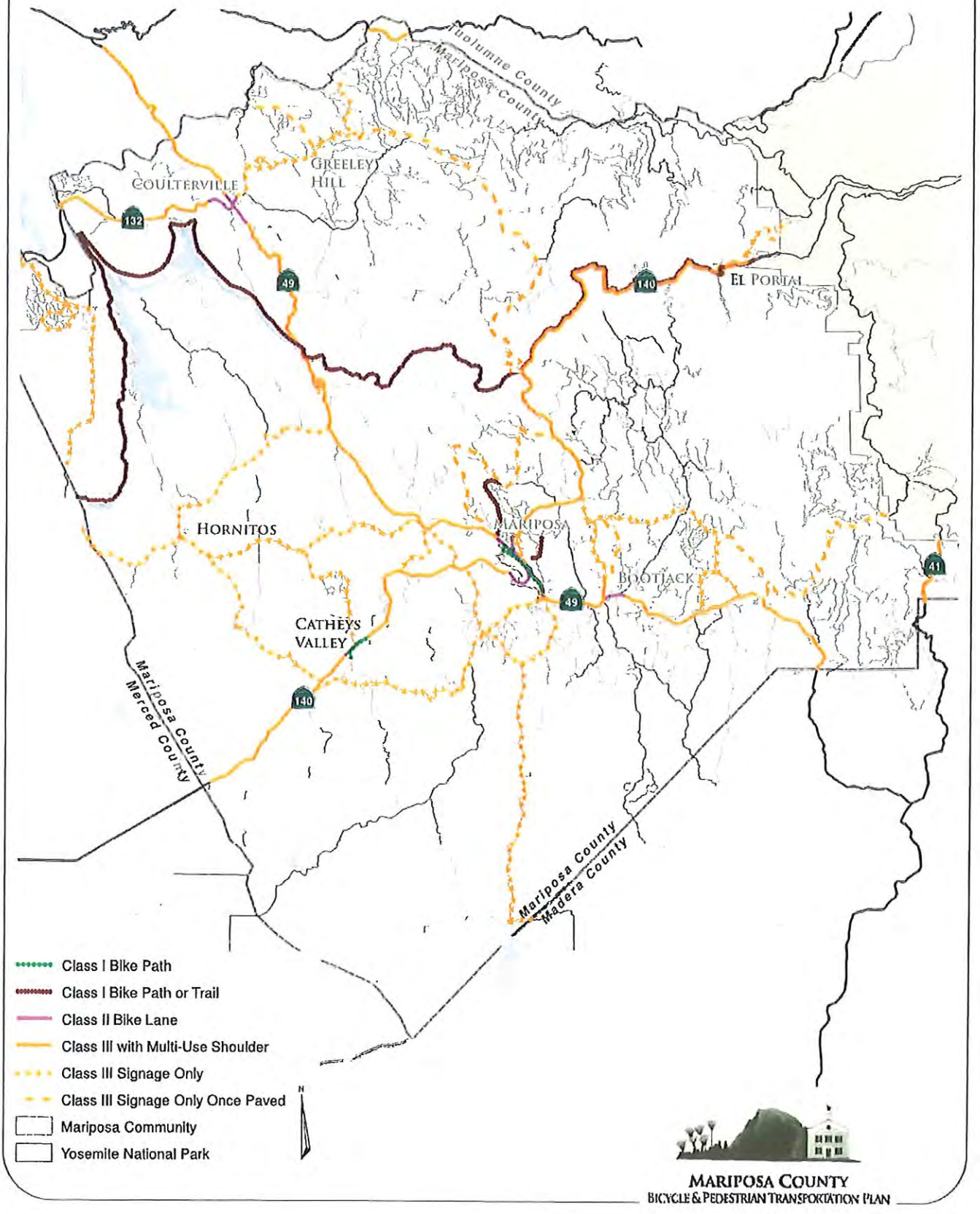

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FIGURE 4B - PROPOSED BICYCLE FACILITIES
MARIPOSA

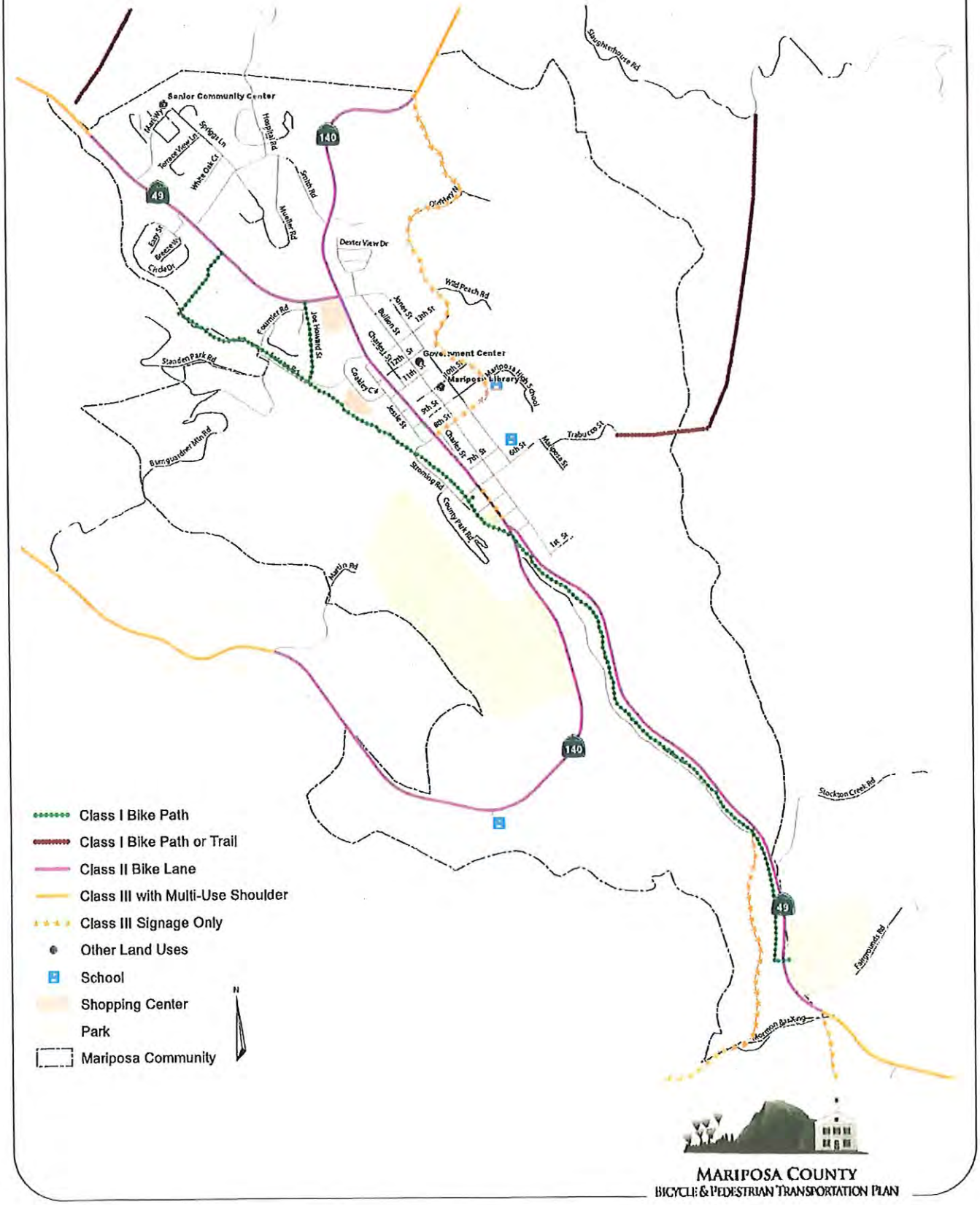

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FIGURE 4C - PROPOSED BICYCLE FACILITIES
COULTERVILLE AND EL PORTAL

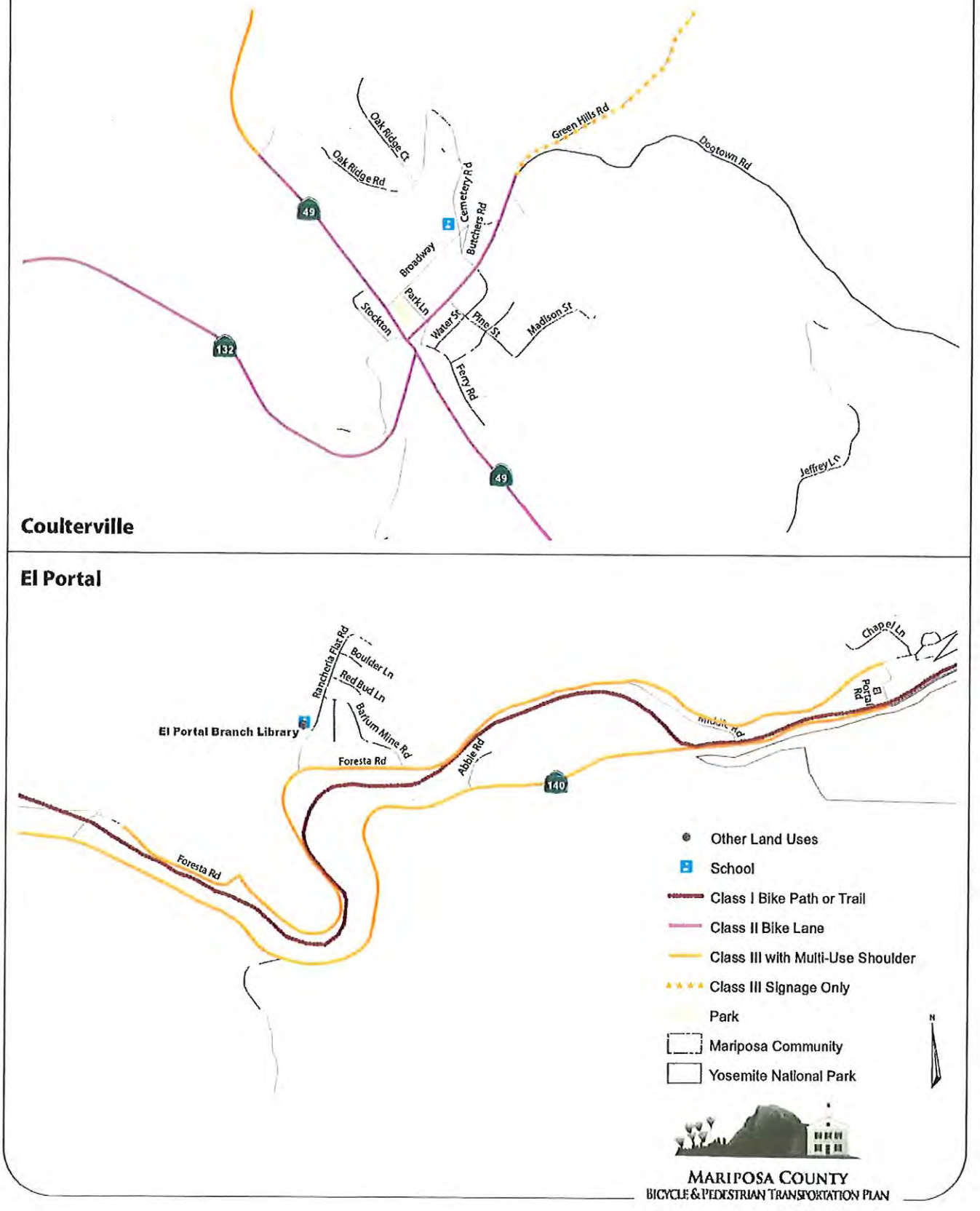

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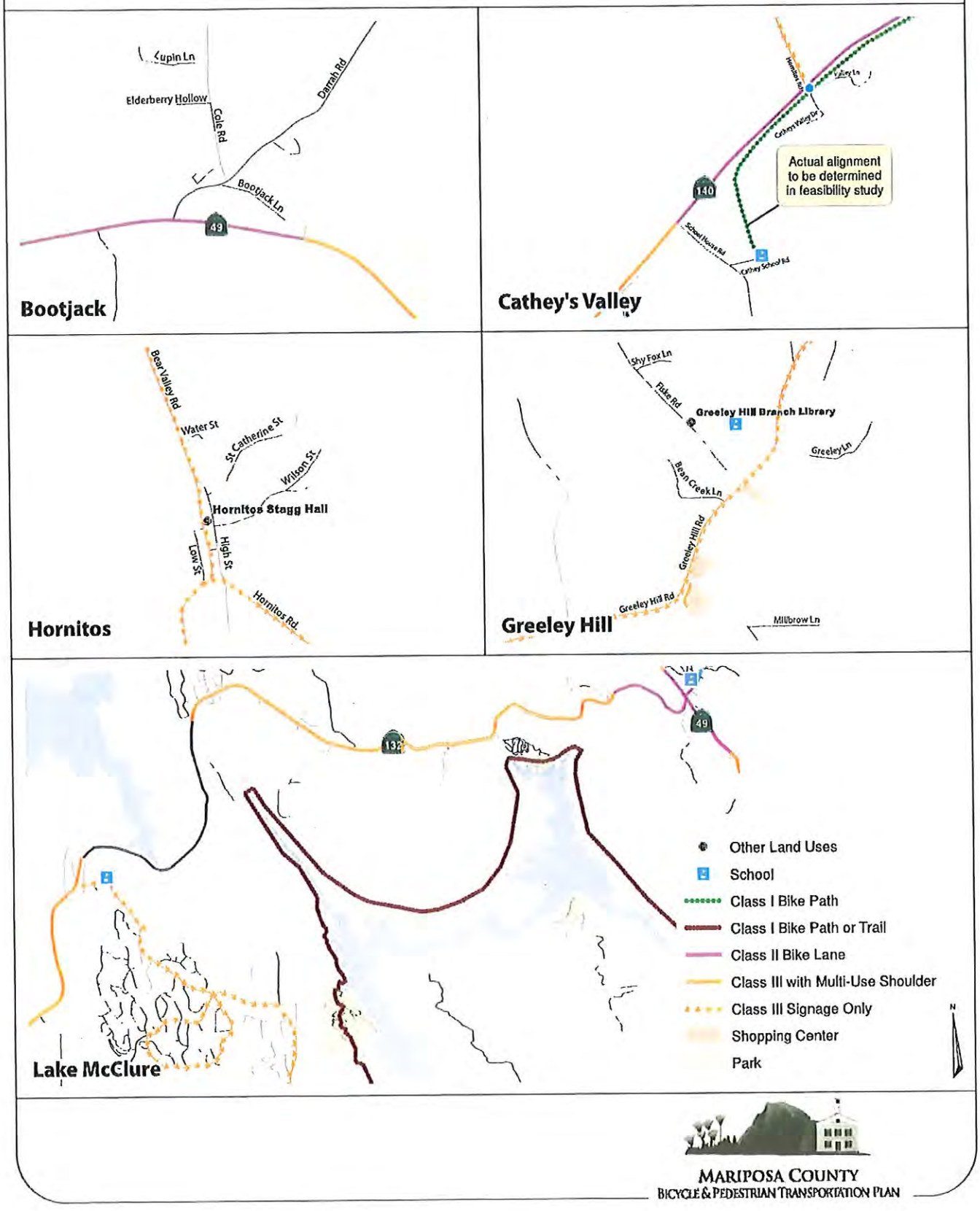
FIGURE 4D - PROPOSED BICYCLE FACILITIES OTHER AREAS

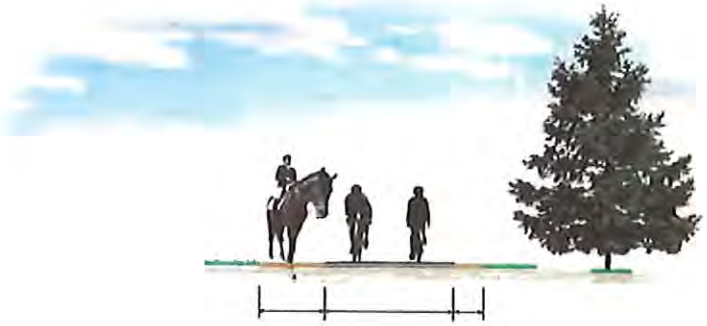


MARIPOSA COUNTY
BICYCLE & PEDESTRIAN TRANSPORTATION PLAN

Attachment: RFR - ATP 12-13-22 (LTC-2023-4 : Authorize Advertising and Consultant Selection for Active Transportation Plan)

- Catheys Valley Bike Path – would connect Catheys Valley Elementary School to Catheys Valley Park. The total length of the proposed Catheys Valley Bike Path is 1.4 miles.
- Indian Gulch - Merced Bike Trail – would connect Mariposa County to Merced. The total length of the proposed Indian Gulch - Merced Bike Trail is 13.7 miles. As proposed, the Indian Gulch - Merced Bike Trail would either be a paved, Class I bike path or an aggregate, multi-use trail.

Per the Caltrans Highway Design Manual (HDM), Chapter 1000 Bikeway Planning and Design, the minimum width for a Class I bike path is eight feet. However, the preferred width for Class I bike paths in Mariposa County is 10-12 feet. Where use by equestrians is expected, additional non-paved width should be provided on one side of the path.



CLASS I - Multi-Use Path
Provides a completely separated right-of-way for exclusive use of bicycles and pedestrians with crossflow minimized.

MUTCD R44A (CA)

Class I Bike Path with Extra Width for Equestrians

Class II Bike Lanes

Class II bike lane projects include:

- SR 49 within the Coulterville, Mariposa, and Bootjack community areas
- SR 132 within the Coulterville community area
- SR 140 within the Mariposa community area

Per the California HDM, Chapter 1000 Bikeway Planning and Design, the minimum width for a Class II bike lane varies between four and five feet. In general, four feet is the minimum where there is no vertical curb, where a bike lane is between a through lane and a right-turn lane, or where a bike lane is between a through lane and a parallel parking lane; five feet is the minimum where there is vertical curb.

Additionally, the California HDM specifies that "bike lanes are not advisable on long, steep downgrades, where bicycle speeds greater than 30 miles per hour are expected". There are several long grades on both SR 49 and SR 140 where bicycle speeds greater than 30 miles per hour would be expected; on these grades, a bike lane should only be implemented on the uphill side of the roadway.

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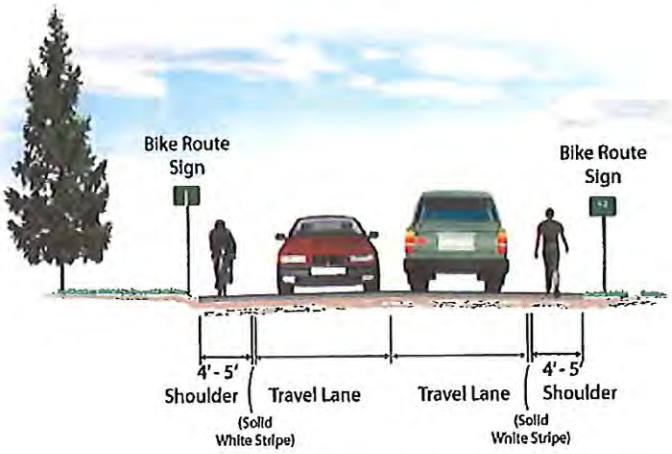
Class III Bike Routes

The proposed bikeways network includes two types of Class III bike routes: a Class III bike route with a multi-use shoulder and a Class III bike route with signage only.



CLASS III - Bike Route
Provides a shared use with pedestrians or motor vehicle traffic, typically on lower volume roadways.

MUTCD D11-1

Class III Bike Route with Multi-Use Shoulder

CLASS III - Bike Route
Provides a shared use with pedestrians or motor vehicle traffic, typically on lower volume roadways.

MUTCD D11-1

Class III Bike Route with Signage Only

In general, Class III bike routes with a multi-use shoulder are proposed on State Highways that connect major destinations in Mariposa County and carry vehicles at high speeds; a multi-use shoulder would be beneficial for both bicyclists and pedestrians. The desired width of the multi-use shoulder varies between four and five feet: four feet where there is no vertical curb, five feet where there is vertical curb. Class III bike routes with signage only are proposed on low traffic volume rural County roadways that are used mostly by recreational bicyclists.

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PRIORITIZATION

Each proposed bikeway project was scored according to prioritization criteria. The prioritization criteria were based on input received at public workshops and through the online surveys. The criteria include:

- Directly accesses key destinations (schools, parks, commercial centers, transit stops, etc.)
- Closes a critical gap
- Serves both bicyclists and pedestrians
- Serves both utilitarian and recreational bicyclists
- Feasibility

Each prioritization criteria was given an equal weight of 20 percent; projects were ranked into three tiers of priority based on these criteria: short-, mid-, and long-term. Appendix A provides complete lists of short-, mid-, and long-term projects. Appendix B provides a summary of the prioritization methodology.

SUPPORT FACILITIES

The County should adopt bicycle parking requirements within the Zoning Code to require bicycle parking and shower/locker facilities with new development.

Bicycle Parking

Bicycle parking requirements should, at minimum, include:

- Minimum required short-term and long-term bicycle parking spaces. Model ordinances are included in the *2010 California Green Building Standards Code* and the Association of Pedestrian and Bicycle Professionals' *Bicycle Parking Guidelines*; an example of an ordinance based on these two documents is:
    - ***Short-term bicycle parking.*** *If the project is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 50 feet of the visitors' entrance, readily visible to passers-by, for five percent of visitor motorized vehicle parking capacity, with a minimum of one two-bike capacity rack.*
    - ***Long-term bicycle parking.*** *For buildings with over ten tenant-occupants, provide secure bicycle parking for five percent of motorized vehicle parking capacity, with a minimum of one space. Acceptable parking facilities shall be convenient from the street and may include:*
        1. *Covered, lockable enclosures with permanently anchored racks for bicycles*
        2. *Lockable bicycle rooms with permanently anchored racks; and*
        3. *Lockable, permanently anchored bicycle lockers*
- Specifications for short-term bicycle parking:
    - Bicycle parking space size (eight feet long, three feet wide)

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- Bike rack type (should be U-lock compatible)
- Bike racks should be securely anchored to the surface or structure with fixtures that cannot be removed using common tools

- Bicycle parking placement guidelines (safe, visible, and convenient location)

Shower/Locker Facilities

Showers and clothes lockers are important for bicycle commuters with a rigorous commute or whose job requires formal office attire. Academic studies show shower and locker facilities at places of employment can be a factor in encouraging commuting to work by bicycle. Employees who exercise on their lunch breaks can also benefit from these facilities. While simpler end-of-trip facilities may be more feasible, consideration should be given to requiring shower and locker facilities in all developments with 100 or more employees. Although few developments with 100 or more employees currently exist in Mariposa County, such a requirement proactively addresses this issue for future development.

The design of shower and locker facilities should accommodate both male and female employees and tenants. Small employment centers can provide a unisex restroom/shower room with a locking door. Larger employment centers that require more than one shower can add a separate shower and locker room to both the men's and women's restrooms. Maintenance of shower and locker facilities should be provided by the building management. Whenever possible, shower facilities should be located near bicycle parking facilities.

Shower and locker facilities should be included as a requirement for new large employers as part of the County development code, similar to the zoning ordinance of Palo Alto, California. Palo Alto's zoning code, as shown in Table 5, represents national best practices for the provision of showers at commercial buildings.

TABLE 5: PALO ALTO, CA EMPLOYEE SHOWERS REQUIRED

Uses	Gross Floor Area of New Construction (ft^2)	Showers Required
Medical, Professional, and General Business Offices, Financial Services, Colleges and Universities, Business and Trade Schools, Research and Development, General Business Services, and Manufacturing	0-9,999	No requirement
	10,000-19,999	1
	20,000-49,999	2
	50,000 and up	4

Source: *Zoning Ordinance (Title 18)*, Palo Alto, California

Palo Alto's standards are easily applied to new developments since these requirements are derived from building square footage.

MULTIMODAL CONNECTIONS

YARTS should continue to allow bicycles on buses. When possible per vehicle length regulations, YARTS should provide bike racks on their buses.

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6. EXISTING CONDITIONS FOR PEDESTRIANS

This summary of existing conditions describes the status of pedestrian infrastructure in Mariposa County.

EXISTING PEDESTRIAN FACILITIES

During the kick-off meeting, Fehr & Peers worked with County staff to determine the County roadways likely to have pedestrian infrastructure. Following this meeting, Fehr & Peers performed an inventory of existing sidewalks, marked crosswalks, and curb ramps using Global Positioning System (GPS)-linked video. Based on this inventory, Figures 5A-5C show the locations of existing pedestrian infrastructure in Mariposa County. Marked crosswalks are provided both at intersections and at mid-block locations; however, many marked crosswalks need maintenance. Curb ramps are typically provided only on newer sidewalk segments. The inventory includes additional detail beyond that illustrate in the maps, including the style of crosswalk striping and the curb ramp design (i.e. whether the ramp is directional or diagonal and if it has truncated [detectable] domes).

PEDESTRIAN SAFETY

Preparers of the Bicycle and Pedestrian Transportation Plan reviewed pedestrian collision data to identify the nature and type of collisions that have occurred.

The California Highway Patrol Statewide Integrate Traffic Records System (SWITRS) provided the collision data. This data represents all reported pedestrian-vehicle collisions occurring in Mariposa County during the five-year period from November 2005 to October 2010. Table 6 summarizes the collision data by year and severity of collision. Two fatalities were reported during the five-year period. Most of the collisions (80 percent) resulted in some form of injury. Figures 6A and 6B show the locations of these pedestrian collisions.

TABLE 6: MARIPOSA COUNTY PEDESTRIAN COLLISION SUMMARY (NOVEMBER 2005 – OCTOBER 2010)

Year	Total Collisions	Non- Injury Collisions	Injury Collisions	Fatal Collisions
2006	7	1	6	0
2007	5	0	4	1
2008	1	0	1	0
2009	2	0	1	1
2010	0	0	0	0
Total	15	1	12	2

Source: Statewide Integrated Traffic Records System (SWITRS)

Minor collisions that involve pedestrians, whether with vehicles or bicycles, are generally underreported. Additionally, collisions that occur on off-street paths and trails are not included in the SWITRS data.

The SWITRS data was also analyzed for the Primary Collision Factors (PCFs). Table 7 shows the most common PCFs for pedestrian collisions in Mariposa County.

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FIGURE 5A - EXISTING PEDESTRIAN INFRASTRUCTURE
MARIPOSA

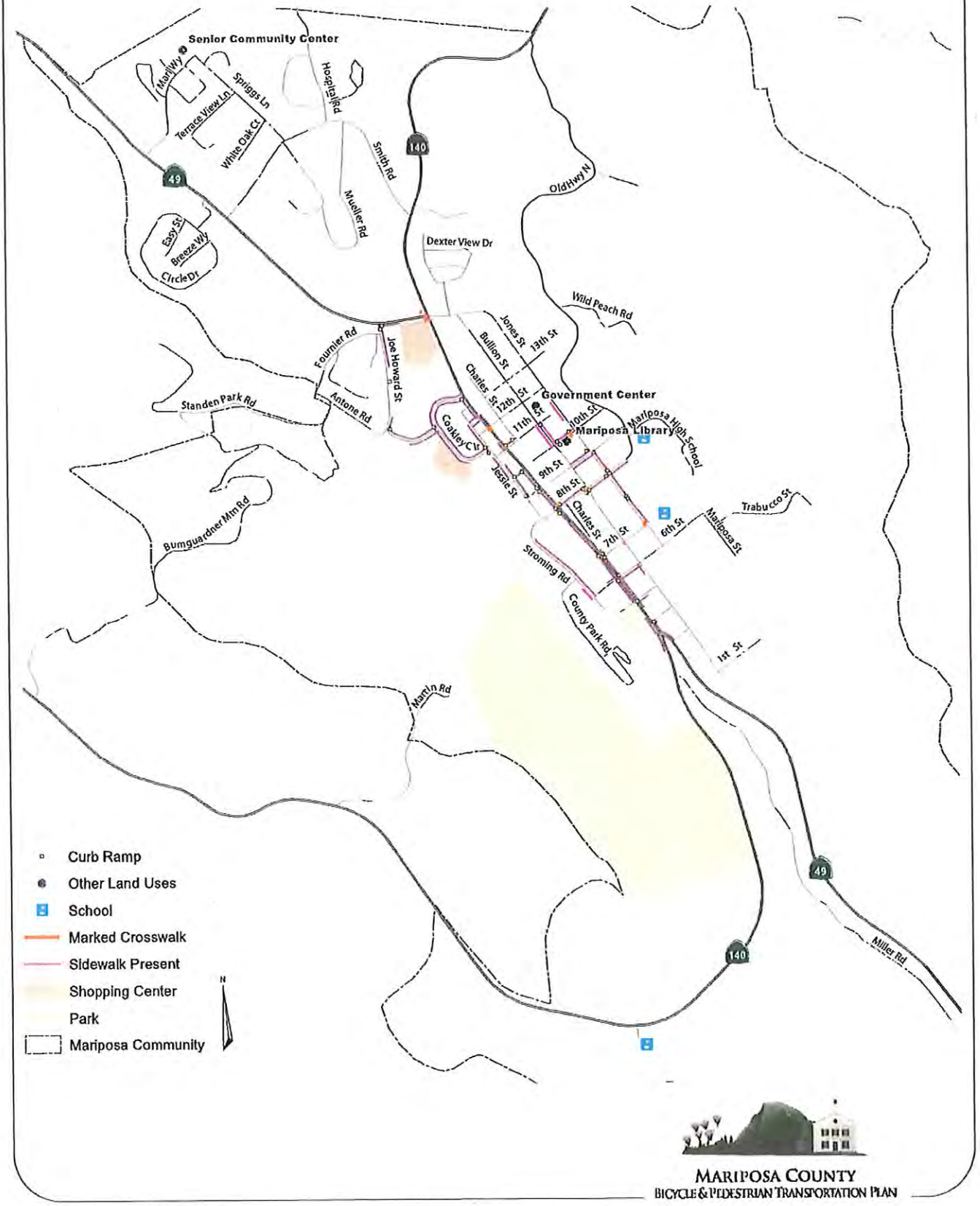

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FIGURE 5B - EXISTING PEDESTRIAN INFRASTRUCTURE
COULTERVILLE AND EL PORTAL

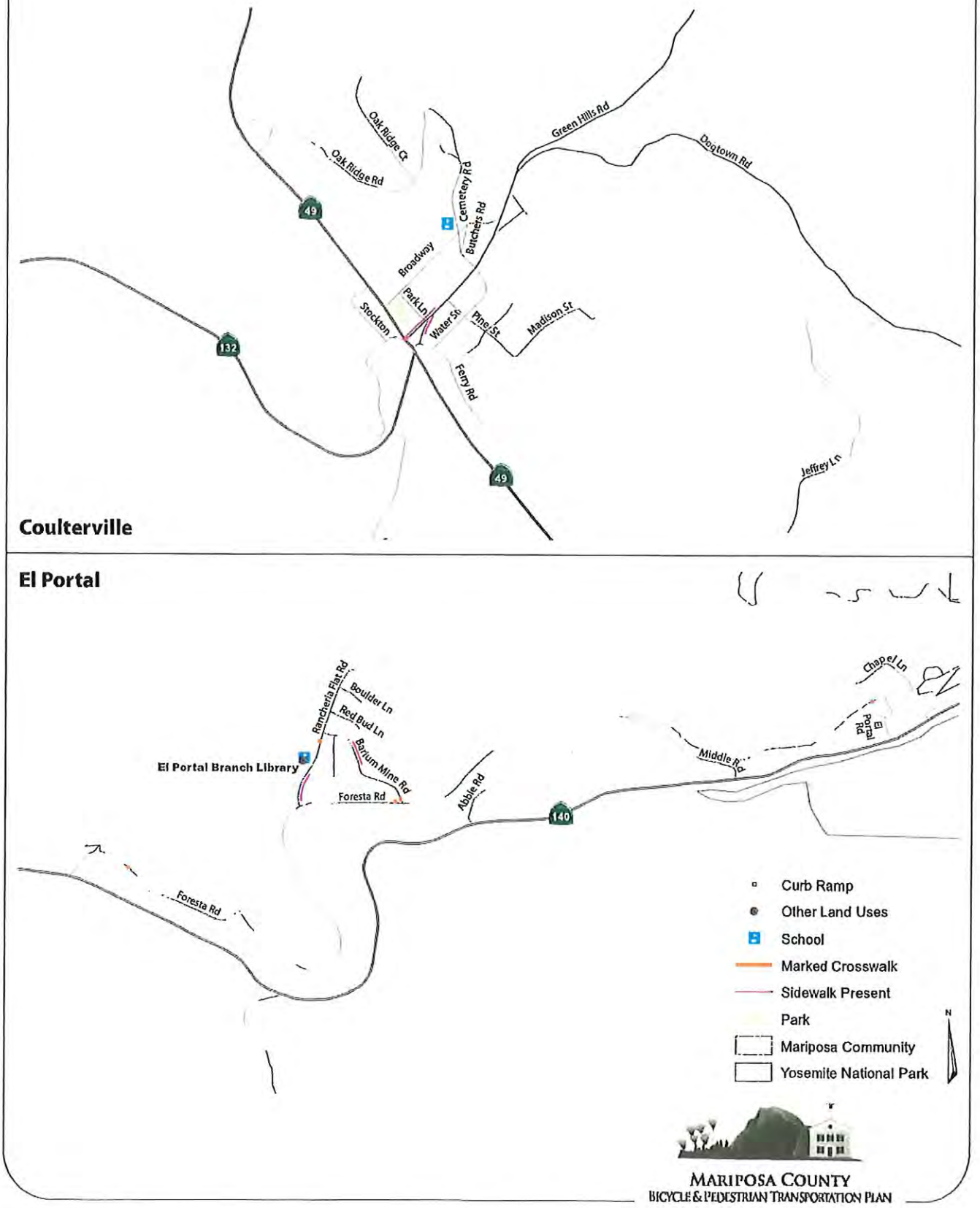

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FIGURE 5C - EXISTING PEDESTRIAN INFRASTRUCTURE
OTHER AREAS

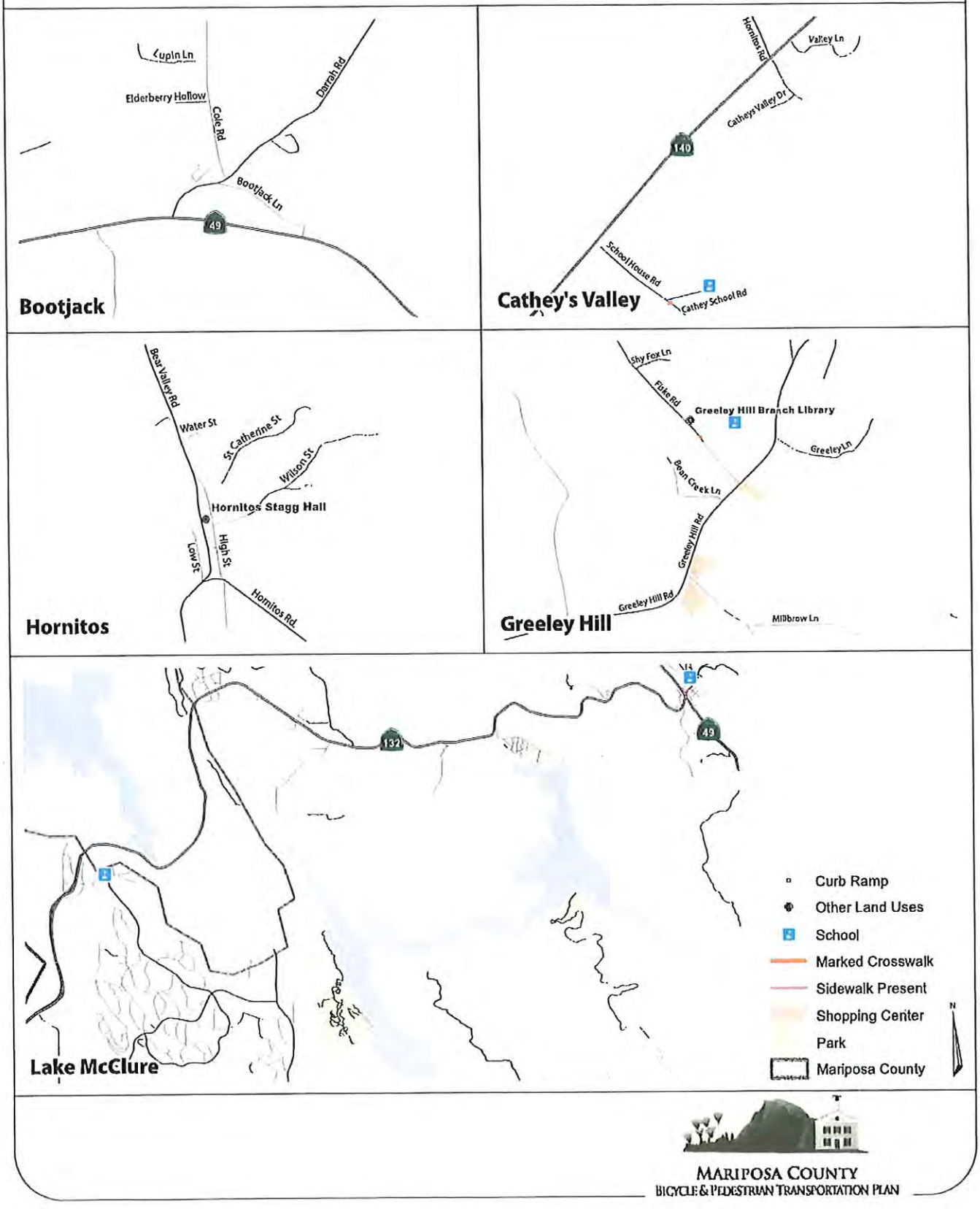

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FIGURE 6A - PEDESTRIAN COLLISIONS: NOVEMBER 2005 - OCTOBER 2010

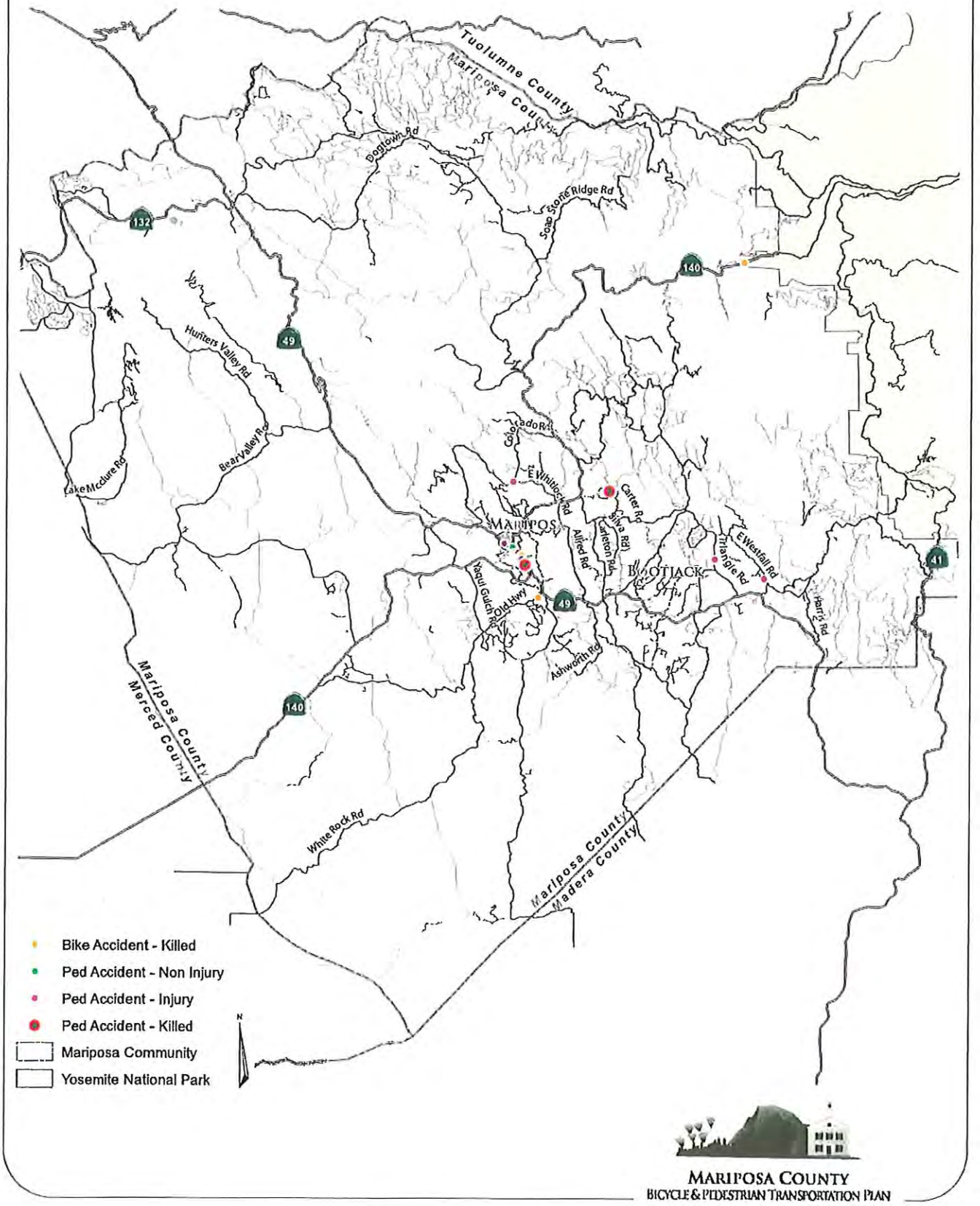

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FIGURE 6B - PEDESTRIAN COLLISIONS: NOVEMBER 2005 - OCTOBER 2010 MARIPOSA

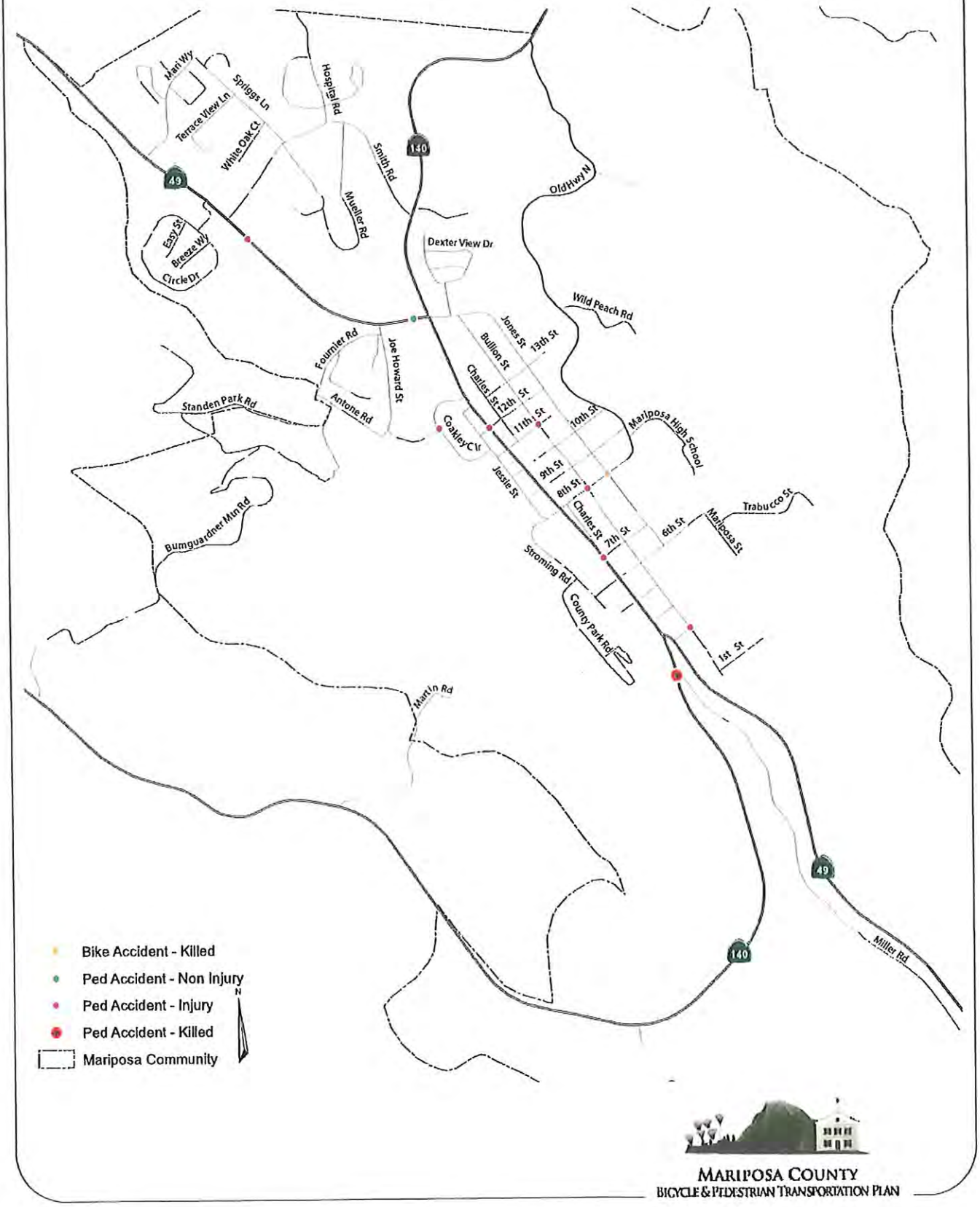

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**TABLE 7: MARIPOSA COUNTY PEDESTRIAN COLLISION SUMMARY
PRIMARY COLLISION FACTORS
(NOVEMBER 2005 – OCTOBER 2010)**

Primary Collision Factor	Number of Collisions			
	Non-Injury	Injury	Fatality	Total
Improper Turning	0	3	0	3
Vehicle Traveling at Unsafe Speed	0	3	0	3
Pedestrian Right of Way (Driver not yielding)	0	2	0	2
Pedestrian Violation (Pedestrian not yielding or crossing illegally)	0	1	1	2
Unsafe Starting or Backing	1	1	0	2
Hazardous Parking	0	0	1	1
Other	0	2	0	2

Source: Statewide Integrated Traffic Records System (SWITRS)

As shown in Table 7, the most common Primary Collision Factors (PCFs) were drivers making improper turns or operating at an unsafe speed.

Perhaps a more telling source of information in the SWITRS data than the PCFs is the Pedestrian Action variable, which describes what the pedestrian was doing immediately before the collision occurred. Table 8 shows the most common Pedestrian Actions for pedestrian collisions in Mariposa County.

**TABLE 8: MARIPOSA COUNTY PEDESTRIAN COLLISION SUMMARY
PEDESTRIAN ACTIONS
(NOVEMBER 2005 – OCTOBER 2010)**

Pedestrian Action	Number of Collisions			
	Non-Injury	Injury	Fatality	Total
Walking In Road, Including Shoulder	1	5	1	7
Walking, Not in Road	0	3	0	3
Crossing Not in Crosswalk	0	2	0	2
Crossing in Crosswalk at Intersection	0	1	1	2
Crossing in Crosswalk Not at Intersection	0	1	0	1

Source: Statewide Integrated Traffic Records System (SWITRS)

As shown in Table 8, the most common pedestrian actions were Walking In Road, Including Shoulder; and Walking, Not in Road. These actions preceding a collision suggest that additional pedestrian infrastructure, especially when paired with education and enforcement efforts, may improve pedestrian safety in Mariposa County.

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PUBLIC INPUT

At the February 2, 2011 public workshop, attendees marked desired improvements on maps and addressed concerns directly with staff from the County and the consultant team. They also participated in an exercise where they voted for their preferred types of pedestrian infrastructure improvements. The most preferred infrastructure improvements were:

- Sidewalks (both adjacent and bifurcated)
- Enhanced crosswalk striping
- Curb ramps
- Advanced stop bars

Workshop participants also completed an exercise where they answered the question "What are the issues for pedestrians in Mariposa County?" Of the six options available for selection, the following were the two most common:

- I would walk more if sidewalks were available and better connected
- I don't feel safe walking

Residents who were unable or did not wish to attend the public workshop completed an online survey. The following questions registered several commonly themed responses (shown in italics).

- What do you like about walking in Mariposa County?
  - *The scenery*
  - *Exercise*
  - *Convenience*
- What keeps you from walking in Mariposa County?
  - *Not enough paths or trails*
  - *Safety concerns due to traffic*
  - *Not enough sidewalks*
  - *Insufficient shoulder width for pedestrians*
  - *Difficult to cross the street*
- What can the County do to improve conditions for pedestrians?
  - *Add more paths and trails*
  - *Add more sidewalks*
  - *Add roadway width for use by pedestrians*
  - *Improve crosswalks*

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7. PROPOSED PEDESTRIAN PROJECTS

This chapter describes the proposed pedestrian projects in Mariposa County and the criteria used to develop and prioritize facilities. The proposed pedestrian projects were established with input from the public at two public workshops and engineering judgment.

PROPOSED PEDESTRIAN PROJECTS

Two project categories were selected for this plan: sidewalk completion projects and infrastructure enhancement projects.

The maps in Figures 7A-7C show the proposed sidewalk networks in Mariposa County communities. The maps illustrate existing sidewalks and recommended sidewalks to complete the network. The extent of the network was determined based on public input.

Only one non-sidewalk network project is proposed: crosswalk enhancements (such as bulbouts and pedestrian refuge islands) on SR 49 / SR 140 in Mariposa.

The proposed bikeway network includes 103.1 miles of Class III bike routes with a multi-use shoulder. In general, Class III bike routes with a multi-use shoulder are proposed on State Highways that connect major destinations in Mariposa County and carry vehicles at high speeds; a multi-use shoulder would be beneficial for both bicyclists and pedestrians.

PRIORITIZATION

Each proposed pedestrian project was scored according to prioritization criteria. The prioritization criteria were based on input received at public workshops and through the online surveys. The criteria include:

- Directly accesses key destinations (schools, parks, commercial centers, transit stops, etc.)
- Closes a critical gap
- Serves an immediate safety need
- Improves access for the disabled
- Fundability

Each prioritization criteria was given an equal weight of 20 percent; projects were ranked into three tiers of priority based on these criteria: short-, mid-, and long-term. Appendix A provides complete lists of short-, mid-, and long-term projects. Appendix B provides a summary of the prioritization methodology.

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FIGURE 7A - PROPOSED PEDESTRIAN INFRASTRUCTURE
MARIPOSA

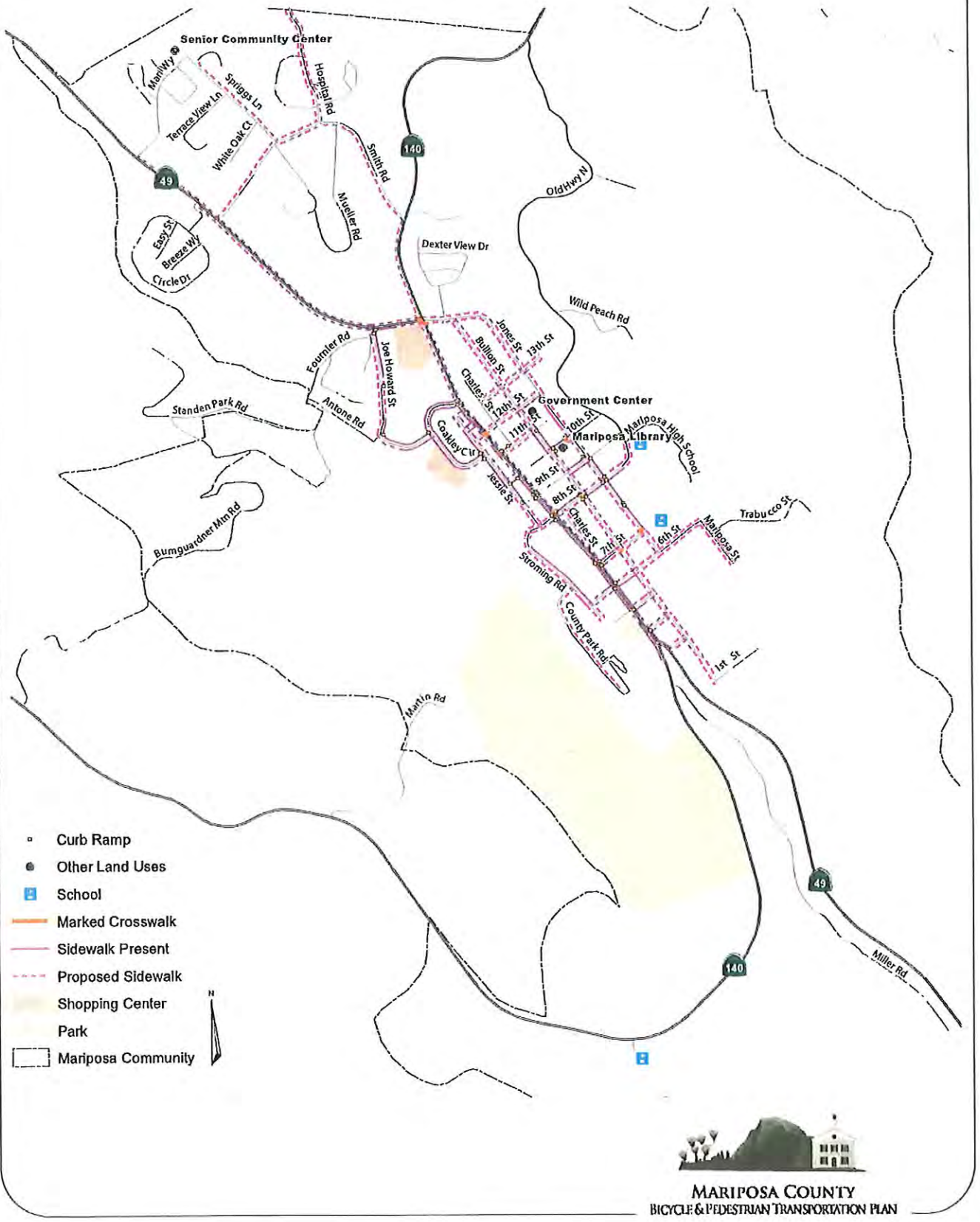

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FIGURE 7B - PROPOSED PEDESTRIAN INFRASTRUCTURE
COULTERVILLE AND EL PORTAL

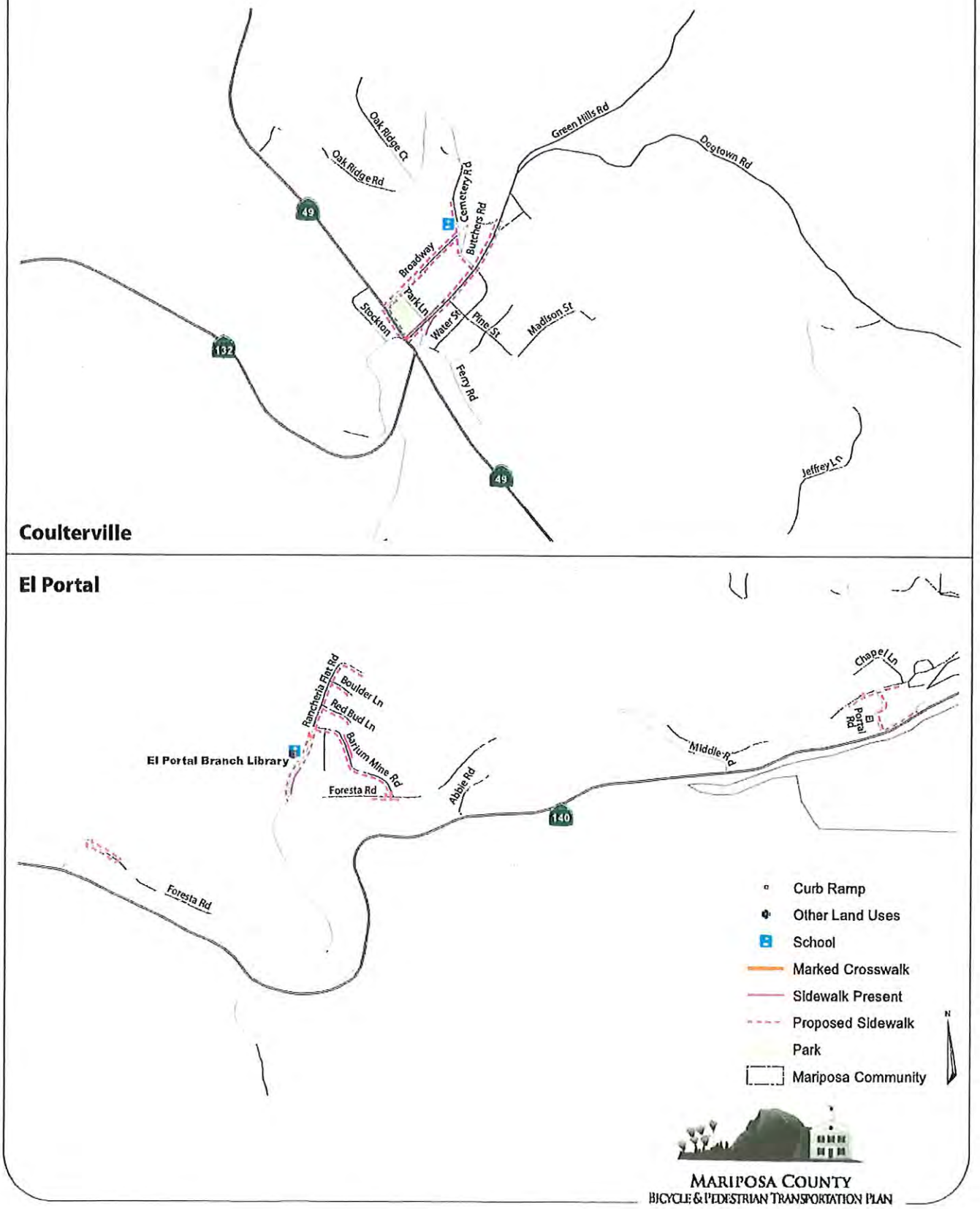

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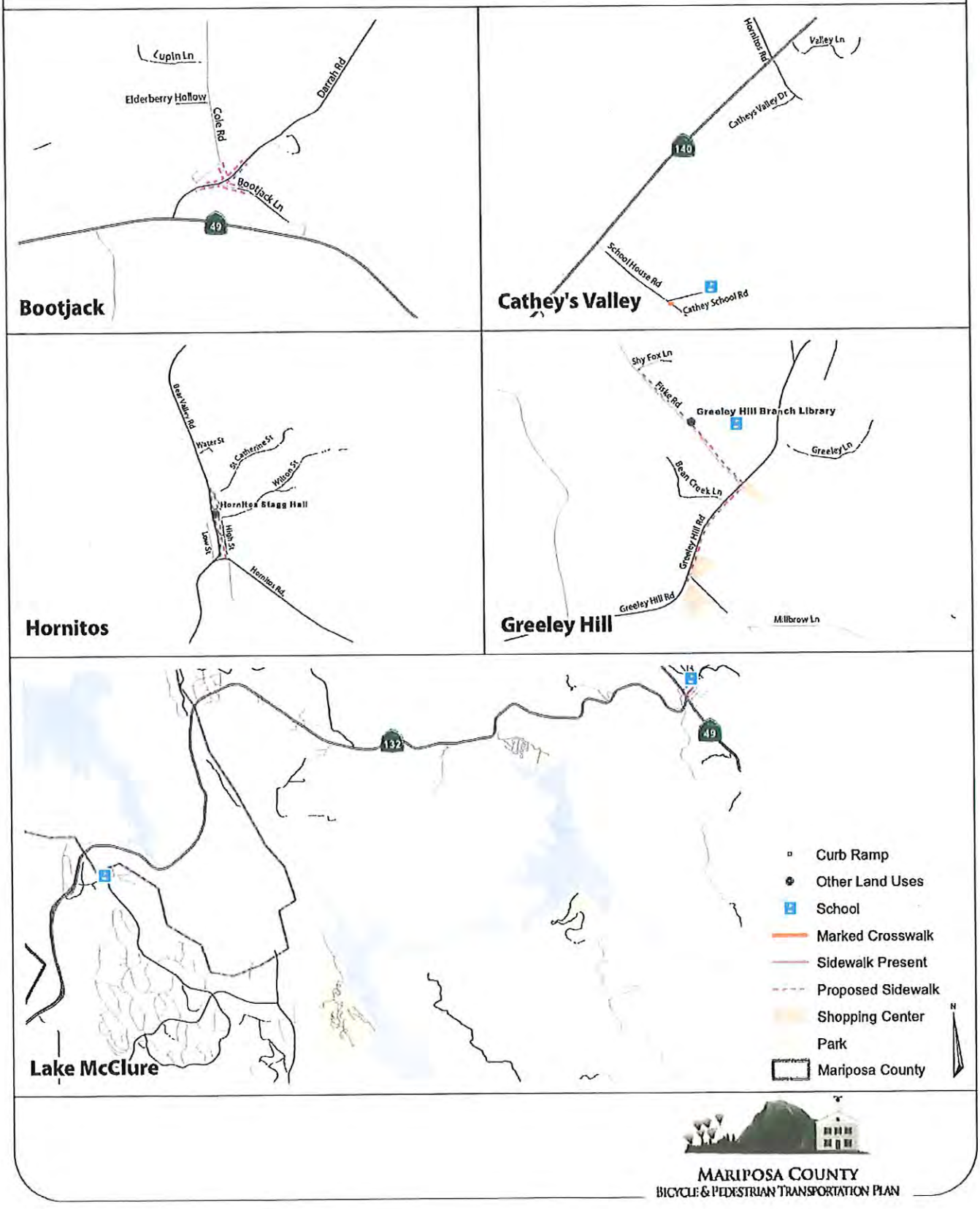
FIGURE 7C - PROPOSED PEDESTRIAN INFRASTRUCTURE
OTHER AREAS



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BICYCLE & PEDESTRIAN TRANSPORTATION PLAN

Attachment: RFR - ATP 12-13-22 (LTC-2023-4 : Authorize Advertising and Consultant Selection for Active Transportation Plan)

8. IMPLEMENTATION

COST ESTIMATES

Table 9 contains a unit cost summary for constructing the proposed bikeway and pedestrian facilities. These cost estimates are based on costs experienced in other California and western United States communities and recent cost estimates for projects that were awarded grant funding. These cost estimates should only be used to develop generalized construction cost estimates and project prioritization. In some cases, both a low-end and high-end cost estimate are provided; low-end cost estimates usually apply where little grading or demolition is necessary. More detailed estimates should be developed through feasibility analysis, preliminary engineering, and design.

TABLE 9: GENERALIZED UNIT COSTS FOR IMPROVEMENTS

Facility / Item Type	Cost	Unit
Class I Bike Paths or Trails		
Unpaved Bike Trail	$120,000	Per Mile
Class I Bike Path (Paved)	$800,000 - $1,500,000	Per Mile
Class II Bike Lanes		
Class II Bike Lane (Add Stripe)	$4,900 - $8,800	Per Mile
Class II Bike Lane (Restripe Roadway)	$210,000	Per Mile
Class II Bike Lane (Widen Roadway)	$740,000 - $3,100,000	Per Mile
Class III Bike Routes		
Class III Bike Route with Multi-Use Shoulder (Widen Roadway)	$370,000 - $1,550,000	Per Mile
Class III Bike Route with Signage Only	$340	Per Mile
Class III Bike Route Directional Signage	$1,120	Per Roadway
Pedestrian Facilities		
Sidewalks, Curb, and Gutter	$70	Per Linear Foot
Accessible Ramp	$3,700	Each
Pedestrian Refuge Island or Bulbouts (Pair)	$10,000	Each

Source: Fehr & Peers, 2011

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Applying the generalized unit costs to the proposed bikeway and pedestrian networks, it is possible to estimate the total cost of the proposed bikeway and pedestrian network. Table 10 presents a summary of the total system costs by facility type.

TABLE 10: CONCEPTUAL CONSTRUCTION COST ESTIMATE SUMMARY

Improvement Type	Proposed Length	Cost
Bikeway Facilities		
Class I Bike Paths	4.4 miles	$5.1 million - $9.5 million
Unpaved Trails	62.3 miles	$10.8 million
Class II Bike Lanes	11.0 miles	$8.9 million - $37.3 million
Class III Bike Routes with Multi-Use Shoulder	103.1 miles	$54.9 million - $230.1 million
Class III Bike Route with Signage Only	125.9 miles	$89,000
Subtotal		$79.8 million - $287.8 million
Pedestrian Facilities		
Sidewalks	52,200 feet	$7.3 million
Other Improvements	--	$159,000
Subtotal		$7.5 million
Total		$87.3 million - $295.3 million

Source: Fehr & Peers, 2011

As shown in Table 10, the estimated total capital cost for the proposed system of bikeway and pedestrian facilities is between $87.3 million – $295.3 million.

CLASS I BIKE PATHS OR TRAILS

Each of the proposed Class I bike path or trail facilities will require a feasibility assessment for implementation. The feasibility assessment should identify or include:

- A preferred route
- Bike path or trail surface type (aggregate versus pavement)
- Proposed solutions to key roadway or waterway crossings
- Preliminary engineering and cost estimates
- Statements of stakeholder interest

Following a feasibility assessment, the County can either fund project design and construction or pursue grant funding.

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CLASS II BIKE LANES

Where Class II bike lanes are proposed, the County should require that roadways are modified to the desired standard for Class II bike lanes when various roadway projects are completed. Width for bike lanes can be acquired in two ways:

1. Add with to the existing roadway
2. Reduce the width of travel lanes on the existing roadway

Further feasibility assessment should determine the proposed implementation strategy for individual Class II bike lane projects.

CLASS III BIKE ROUTES

For proposed Class III bike route with a multi-use shoulder, the County can first sign these roadways as a Class III bike route with signage only and add "Share the Road" signage as appropriate. Similar to the strategy outline for Class II bike lane projects, the County should require that roadways are modified to the desired standard for a Class III bike route with multi-use shoulder when various roadway projects are completed. For key segments or gap closures, the County can either fund project design and construction or pursue grant funding.

Where space for a multi-use shoulder is not possible on both sides of a roadway, preference should be given to adding shoulder width on the uphill side (also known as a "climbing lane" or "climbing shoulder") and on the inside of bends in the roadway. Shoulder width on the uphill side is beneficial to bicyclists because their speed is significantly lower when going uphill. Shoulder width on the inside of roadway bends is preferable because sight distance for vehicles is most limited through the inside of roadway bends.

The County can group the signage for all Class III bike routes into one project and apply for grant funding. This signage should include both the CAMUTCD D11-1 "Bike Route" signage, CAMUTCD W11-1 and W16-1 "Share the Road" signage, and guide signs for bicycle facilities.

Share the road signage communicates its message to all roadway users

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Directional signage can provide wayfinding at key intersections

Signage can also be used to display distances to major destinations

BIKE PARKING

Bike parking can be implemented by the County at County buildings, schools, and parks. Bike parking would also be beneficial at businesses throughout Mariposa County, especially in the community of Mariposa. The cities of Sacramento and Fresno have both developed custom bike racks that reflect community landmarks. In Fresno, the Tower District Marketing Committee developed a program through which local businesses can donate or dedicate a rack for $250. Mariposa could benefit from such a program to implement bike parking throughout the community; the racks could feature a local landmark such as the Mariposa County Courthouse or Half Dome. Grant funding can also be used to acquire and install bike parking.

Tower District bike racks in Fresno, CA
Source: City of Fresno

SIDEWALKS

Per the proposed sidewalk network maps, sidewalks should be required as individual parcels develop. However, most of the proposed sidewalks are located on streets that are unlikely to incur significant further development. For these segments, the County can either fund project design and construction or pursue grant funding. When pursuing grant funding, multiple sidewalk segments should be grouped into a single grant application. Grant applications should include enough sidewalk segments to significantly improve conditions for pedestrians while maintaining a reasonable cost (a cost that has historically been awarded by the grant and for which the County can meet any matching requirements).

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SHORT-TERM PROJECT IMPLEMENTATION

High-priority, short-term projects for Mariposa County include

- Class I bike path or trail projects:
  - Extend Mariposa Creek Trail south of existing trail to Mariposa County Fairgrounds
  - Extend Mariposa Creek Trail north of existing trail to SR 49
  - Class I bike path or trail between Catheys Valley Elementary School and Catheys Valley Park
- Class II bike lanes on SR 49 in Mariposa between SR 140 (south junction) and SR 140 (north junction)
- Class II bike lanes on SR 49 in Mariposa between SR 140 (north junction) and Mari Way
- Class III bike route with multi-use shoulder on Foresta Road between Yosemite National Park maintenance facility and El Portal Road
- Class III bike route signage for all proposed bike routes in the County
- Pedestrian projects
  - Sidewalks on SR 49 / SR 140 between Jones Street and 3rd Street (both sides)
  - Sidewalks on Jones Street between SR 140 and 6th Street (both sides)
  - Sidewalks on Bullion Street between Jones Street and 1st Street (both sides)
  - Sidewalks on 8th Street between Jessie Street and Mariposa High School (both sides)

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Table 11 shows the next steps for the County to achieve the implementation of high-priority projects.

TABLE 11: HIGH-PRIORITY PROJECT NEXT STEPS

Project	Next Step
Mariposa Creek Trail	Apply for Caltrans Transportation Planning Grant for feasibility study. Study should determine proposed right-of-way for trail, how to cross SR 140, and how to cross SR 49 to connect to the Mariposa County Fairgrounds
Catheys Valley Bike Path	Apply for Caltrans Transportation Planning Grant for feasibility study
Class II bike lanes in Mariposa on SR 49 and SR 140	Assess feasibility of adding bike lanes without adding roadway width and apply for Bicycle Transportation Account grant; if roadway width is required, first conduct feasibility study
Class III bike route with multi-use shoulder on Foresta Road	Assess feasibility of adding multi-use shoulder on at least one side of Foresta Road; if significant grading or retaining walls are required, apply for feasibility study grant
Class III bike route signage	Apply for Bicycle Transportation Account Grant for signage/wayfinding plan and project construction
Sidewalk projects	Apply for Safe Routes to School (State or Federal) grant for sidewalks within ½ mile of Mariposa Elementary School

Source: Fehr & Peers, 2011

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

Through the public workshops and online survey, several Mariposa County residents indicated that they would volunteer their time to improve conditions for bicyclists and pedestrians. Several cities and counties in California have established a Bicycle and Pedestrian Advisory Committee (BPAC) to assist staff with the implementation of bicycle- and pedestrian-related projects and programs. A BPAC is typically facilitated by city or county staff, meets once every one to two months, and is made up of residents appointed by an elected official.

PEDESTRIAN FACILITY DESIGN GUIDANCE

Crosswalks

A uniform crosswalk policy that specifies different treatments for crosswalks at controlled (stop-controlled) and uncontrolled marked crosswalks is beneficial for pedestrians. While standard crosswalk striping is typically sufficient at controlled locations, high-visibility striping (such as "ladder" striping) is preferable at uncontrolled locations where motorist yielding is required, as ladder striping improves visibility for motorists. Consistent crosswalk striping policies passively alert pedestrians and motorists to uncontrolled crosswalks.

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A standard marked crosswalk with two parallel stripes – standard crosswalks are appropriate at stop or signal-controlled locations

Ladder crosswalks should be prioritized for use at uncontrolled locations

The first step in identifying candidate marked crosswalk locations at an uncontrolled crossing (without a stop sign or signal) is to identify the places people would like to walk ("pedestrian desire lines"). These places are affected by local land uses (homes, schools, parks, commercial establishments, etc.) and the location of transit stops. This information forms a basis for identifying pedestrian crossing improvement areas and prioritizing such improvements, thereby creating a convenient, connected, and continuous walking environment.

The second step is identifying the locations safest for people to cross. Of all road users, pedestrians have the highest risk because they are the least protected. National statistics indicate that pedestrians represent 14 percent of all traffic incident fatalities, yet walking accounts for only three percent of total trips. Pedestrian collisions occur most often when a pedestrian is attempting to cross the street at an intersection or mid-block location.[1]

Several major studies of pedestrian collision rates at marked and unmarked crosswalks have been conducted. In 2002, the Federal Highway Administration (FHWA) published a comprehensive report on the relative safety of marked and unmarked crossings.[2] In 2006, another study was completed that further assists engineers and planners in selecting the right treatment for marked crosswalks based on studies of

1. *Pedestrian Crash Types, A 1990's Information Guide*, FHWA. This paper analyzed 5,076 pedestrian crashes that occurred during the early 1990s. Crashes were evenly selected from small, medium, and large communities within six states: California, Florida, Maryland, Minnesota, North Carolina, and Utah.
2. Zegeer, C.V., J.R. Stewart, H.H. Huang and RA. Lagerwey. "Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations: Executive Summary and Recommended Guidelines." Report No. FHWA-RD-01-075. Washington, DC, USA: Federal Highway Administration, March 2002. http://www.walkinginfo.org/pdf/r&d/crosswalk_021302.pdf.

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treatment effectiveness.[3] These studies represent best practice guidance on when to mark an uncontrolled crosswalk and how to enhance the crosswalk where needed (on higher volume, higher speed, wider roadways).

Several Mariposa County residents indicated that Mariposa's crosswalks are in need of improvement; however, very few residents are in favor of traffic signal installation. The following are examples of preferred non-signal pedestrian safety treatments for uncontrolled locations. Further engineering studies should be completed to determine if candidate treatments are appropriate for a specific location.

Corner Bulbouts

Corner bulbouts extend the curb and sidewalks further into the roadway, shortening the length of the crosswalk. They act as a traffic calming device by narrowing the effective width of the roadway. Because they extend into the roadway, often past parallel-parked vehicles, they improve visibility for pedestrians. Corner bulbouts can be constructed with reduced curb radii and to accommodate ADA improvements, such as directional curb ramps.

Pedestrian Refuge Island

Raised islands are placed in the center of the roadway separating opposing lanes of traffic with cutouts or ramps for accessibility along the pedestrian path. Median refuge islands are recommended where right-of-way allows and conditions warrant.

3. Fitzpatrick, Kay, *et al. Improving Pedestrian Safety at Uncontrolled Crossings.* TCRP Report 112/NCHRP Report 562. 2006. http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_562.pdf.

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In-Roadway Warning Lights

Image Source: www.pedbikeimages.org
Dan Burden

Both sides of a crosswalk are lined with pavement markers, often containing am amber LED strobe light. The lights may be push-button activated or activated with passive pedestrian detection.

The County should assess similar jurisdiction's experiences with In-Roadway Warning Lights' effectiveness and maintenance before installing In-Roadway Warning Lights.

Stutter Flash (Rectangular Rapid Flashing Beacon)

Image Source: Eugene Safe Routes to School

The Stutter Flash (RRFB) is an enhancement of the flashing beacon that replaced the traditional slow flashing incandescent lamps with rapid flashing LED lamps. The RRFB may be push-button activated or activated with passive detection.

This treatment is not currently approved for use in California, but has provisional approval for use at the Federal level because of recent studies suggesting its high level of effectiveness.

Sidewalks

Based on the feedback received at public workshops, Mariposa County residents generally prefer, bifurcated sidewalks, which are separated from vehicle lanes by a landscaped buffer. However, they require more right-of-way than adjacent sidewalks, which are next to the vehicle lanes. Where possible, new sidewalks should be separated from vehicle lanes by a landscaped buffer; adjacent sidewalks should be used where a landscaped buffer is not possible.

Wider sidewalks can accommodate more pedestrians and further buffer pedestrians from vehicles. Where possible, strive to install new sidewalks at a minimum width of five feet. In busy areas such as downtowns and school areas, sidewalks should be wider.

Meandering sidewalks, as opposed to straight sidewalks, should be avoided since they are inconvenient for pedestrians and are challenging for disabled users.

Attachment: RFR - ATP 12-13-22 (LTC-2023-4 : Authorize Advertising and Consultant Selection for Active Transportation Plan)

Curb Ramps

Providing two curb ramps per corner, each that points directly into the crosswalk, improves access for blind pedestrians. When installing new curb ramps, strive to install two ramps per corner where possible. The City of Sacramento's curb ramp design standards are a best practice.

FUNDING

Bicycle and pedestrian infrastructure and programs can be funded either directly through the County or through various competitive grant programs.

Federal and State Programs

The majority of public funds for bicycle and pedestrian projects are derived through a core group of federal and state programs. Federal funds from the Surface Transportation Program (STP), Transportation Enhancements (TE), and Congestion Mitigation Air Quality (CMAQ) programs are allocated to the County and distributed accordingly.

Limited amounts from the Local Transportation Fund (LTF), which is derived from a ¼ cent of the general sales tax collected statewide, can be used for bicycle and pedestrian facilities.

State and federal Safe Routes to School programs are potential funding sources for both bicycle and pedestrian planning and infrastructure projects that improve access to schools. Caltrans administers two Safe Routes to School programs: the state-legislated program (SR2S) and the federal program (SRTS). Each program has unique differences that affect project selection. Each program has unique differences that affect project selection.

Bicycle facilities can be funded through the California Bicycle Transportation Account (BTA). Annually, $7.2 million is available for projects through the BTA.

The California State Parks Recreational Trails Program provides funds annually for recreational trails and trails-related projects. Cities are eligible applicants for the approximately $2.3 million available annually. The program requires an applicant match of 12 percent of the total project cost.

In 2010, the California Strategic Growth Council (SGC) awarded $20 million through the Proposition 84 Sustainable Communities Planning Grant and Incentives Program. The SGC will award $20 million more in grants in both 2011 and 2012 (totaling $40 million). Eligible projects include plans that support greenhouse gas emission reduction and sustainable communities. Twenty percent of the grant funds are set aside for Economically Disadvantaged Communities (EDC); some of Mariposa County's rural communities may qualify specifically for these funds.

Caltrans Transportation Planning Grants are available to jurisdictions and can be used for planning or feasibility studies. The maximum funding available per project is $300,000.

The California Office of Traffic Safety (OTS) administers the General OTS Grant opportunities. Pedestrian safety is a priority area for grant funding. Funding can be used for certain law enforcement equipment, for signage (vehicle speed feedback signs), and for outreach materials and campaigns.

The Highway Safety Improvement Program (HSIP) is a core federal-aid program that aims to reduce traffic fatalities and serious injuries on public roads. Caltrans administers the program in California and received $74.5 million for the 2010/11 Federal Fiscal Year. HSIP funds can be used for projects such as bike lane or sidewalk projects on local roadways, improvements to Class I multi-use paths, or for traffic

Attachment: RFR - ATP 12-13-22 (LTC-2023-4 : Authorize Advertising and Consultant Selection for Active Transportation Plan)

calming measures. Applications that identify a history of incidents and demonstrate their project's improvement to safety are most competitive for funding.

The Land and Water Conservation Program offer funds to states and through states to local governments for trails acquisition and development.

Regional and Local Funding

Private/local funding for pedestrian projects comes primarily from development projects, either in the form of improvements constructed directly by developers or through development fee programs.

New policies at the federal level have resulted in a series of programs that promise to provide increased funding in the coming years for bicycle projects. The HUD-DOT-EPA Interagency Partnership for Sustainable Communities has generated a series of new grant programs to-date, including Urban Circulator grants, TIGER grants, and Sustainable Communities Planning grants. DOT Secretary Ray LaHood recently announced a new DOT policy initiative, indicating "well-connected walking and bicycling networks [are] an important component for livable communities."

Attachment: RFR - ATP 12-13-22 (LTC-2023-4 : Authorize Advertising and Consultant Selection for Active Transportation Plan)

Table 12 shows the applicability of these various funding sources to project, planning efforts, and programs proposed in this plan.

TABLE 12: FUNDING SOURCE APPLICABILITY MATRIX

Funding Source	Bicycle Projects			Pedestrian Projects	Other Projects[1]	Planning and Programs
	Class I Bike Path	Class II Bike Lane	Class III Bike Route			
Surface Transportation Program (STP)	●	●	●	●	○	○
Transportation Enhancements (TE)	●	●	●	●	○	○
Congestion Mitigation Air Quality (CMAQ)	●	●	●	●	○	○
Local Transportation Fund (LTF)	●	●	●	●	○	○
California Safe Routes to School (SR2S)	●	◒	◒	●	●	●
Federal Safe Routes to School (SRTS)	●	◒	◒	●	●	●
California Bicycle Transportation Account (BTA)	●	●	●	○	●	●
California State Parks Recreational Trails Program	●	○	○	○	○	○
Proposition 84 Sustainable Communities Planning Grant and Incentives Program	○	○	○	○	○	●
Caltrans Transportation Planning Grants	○	○	○	○	○	●
California Office of Traffic Safety (OTS) Grants	○	○	○	○	●	●
Highway Safety Improvement Program (HSIP) Grants	◒	●	◒	●	●	○
Land and Water Conservation Program	●	○	○	○	○	○

Notes:
[1] Includes non-pavement elements such as signal equipment, vehicle speed feedback signs, police equipment, or crossing guard equipment

● Funding source is applicable

◒ Funding source is potentially applicable

○ Funding source is not applicable

Source: Fehr & Peers, 2011

Attachment: RFR - ATP 12-13-22 (LTC-2023-4 : Authorize Advertising and Consultant Selection for Active Transportation Plan)

9. EDUCATION, ENCOURAGEMENT, AND ENFORCEMENT

In addition to implementing bicycle and pedestrian facilities, programs aimed at education, encouragement, and enforcement can increase the number of people who bike and walk in Mariposa County.

No formal education, encouragement, or enforcement programs currently exist in Mariposa County. The purpose of this chapter is to identify potential programs that could be implemented in the County.

EDUCATION PROGRAMS

Education programs seek to reduce collisions and help people feel safe and comfortable while biking or walking. These programs include elements that help motorists understand the rights of bicyclists and pedestrians. Simultaneously, education campaigns should target the general public and specific groups that have unique education needs or play a greater role in perpetuating collisions and other dangerous situations. Key target audiences include students, children and families, senior citizens, and drivers.

School Programs

Basic bicycling and walking skills and safety courses can be incorporated into school curriculums. Often, these programs are facilitated by a local volunteer or by a member of the local police force (such as the Sheriff's department or the California Highway Patrol).

Public Service Announcements

Public service announcements (PSAs) are an important part of creating bicycling and walking awareness, as they can effectively reach the public via TV, radio, Internet, or print media and reinforce other education and outreach messages. A well-produced public service message can be memorable and effective. The County could develop a PSA campaign with messages that encourage residents to bike or walk or that educate residents on bicycling and walking safety.

Online Bicycle Maps

The County should provide existing bicycle network maps on their Web page for residents to use as a trip-planning resource. Additionally, the County could print pocket-sided maps of bicycle facilities. The maps could be used by locals to plan their bicycle trips or alternatively could be used as a marketing piece to attract tourist bicycling in the County. Map printing typically costs $2-$3 per map in addition to the cost to prepare the map digitally. The maps could be printed with educational information, including hand signals, bike lighting, and safety.

Share the Road Campaign

Share the Road campaigns serve as a reminder to all transportation system users – bicyclists, pedestrians, and motorists included – that everyone is a legitimate user of the roadway and that the roadway right-of-way system must be shared between user types. The County could initiate a Share the Road campaign that features education opportunities focused on adult bicyclists, pedestrians, and motorists.

Attachment: RFR - ATP 12-13-22 (LTC-2023-4 : Authorize Advertising and Consultant Selection for Active Transportation Plan)

ENFORCEMENT PROGRAMS

The County should also work with the Sheriff and California Highway Patrol (CHP) to conduct enforcement campaigns intended to improve bicyclist and pedestrian safety. Sample enforcement programs include the following.

Targeted Moving Violations

Decreasing moving violations, committed by motorist, bicyclists, and pedestrians alike, is critical to improving safety and encouraging all roadway users to share the road. The County should work with the Sheriff and CHP to develop targeted enforcement efforts or sting operations. Advertising campaigns help the targeted violation efforts reach a wider audience.

Moving violations by motorists that affect bicyclists and pedestrians include:

- Speeding
- Passing without sufficient clearance
- Driving in the bike lane
- Right-turning in front of bicyclists
- Failing to signal
- Double parking
- Failing to yield to pedestrians at a crosswalk

Moving violations by bicyclists and pedestrians include:

- Running stop signs
- Failing to signal
- Wrong-way riding
- Riding without lights at night
- Failing to wear a helmet (if under 18 years of age)
- Jaywalking

Radar Speed Signs

Radar speed signs feature a changeable message sign linked to a radar unit; the signs display the vehicle's actual speed as the vehicle approaches the sign. Radar speed signs can be mounted permanently to a pole (where they are powered by hard wire or a solar unit) or alternatively they can be mounted to a trailer (also known as a "speed trailer") and deployed on a temporary basis. Studies in the United States have shown that radar speed signs are an effective way to slow traffic. The County should consider installing additional radar speed signs within school zones in partnership with the school districts. Speed trailers should be deployed to different parts of the County regularly to remind drivers County-wide to obey the speed limit.

Attachment: RFR - ATP 12-13-22 (LTC-2023-4 : Authorize Advertising and Consultant Selection for Active Transportation Plan)

Sting Operations

Bicycle or pedestrian sting operations target motorists who dangerously violate the right-of-way of bicyclists or pedestrians, and especially motorists who drive within the bike lane, pass without sufficient clearance, right-turn in front of bicyclists, or fail to yield to pedestrians in a crosswalk. Such operations can also target bicyclists or pedestrians who commit moving violations. Sting operations are most effective on roadways and intersections with high bicycle or pedestrian volumes. The County should consider conducting recurring bicycle and pedestrian sting operations since changes in motorist behavior can be short-term. In addition to, or in lieu of, fines, officers can issue educational materials that inform drivers, bicyclists, and pedestrians of the rules of the road. By working with local news media, the sting operations can reach a broader segment of the public in addition to residents who are pulled over.

Attachment: RFR - ATP 12-13-22 (LTC-2023-4 : Authorize Advertising and Consultant Selection for Active Transportation Plan)

MARIPOSA COUNTY
BICYCLE & PEDESTRIAN TRANSPORTATION PLAN

APPENDIX A:
PROJECT COST ESTIMATES AND IMPLEMENTATION PRIORITY

Attachment: RFR - ATP 12-13-22 (LTC-2023-4 : Authorize Advertising and Consultant Selection for Active Transportation Plan)

MARIPOSA COUNTY
BICYCLE & PEDESTRIAN TRANSPORTATION PLAN

APPENDIX B:
SCORING PRIORITY METHODOLOGY

Attachment: RFR - ATP 12-13-22 (LTC-2023-4 : Authorize Advertising and Consultant Selection for Active Transportation Plan)

MARIPOSA COUNTY
BICYCLE & PEDESTRIAN TRANSPORTATION PLAN

APPENDIX C:
GRANT-READY FACT SHEETS

Attachment: RFR - ATP 12-13-22 (LTC-2023-4 : Authorize Advertising and Consultant Selection for Active Transportation Plan)

MARIPOSA COUNTY

Clerk of the Board of Supervisors · (209) 966-3222

MEETING: January 24, 2023

TO: The Board of Supervisors

FROM: Danielle Bondshu, Clerk of the Board

RE: Selection of 2023 Vehicle Parking District Board Chair

RECOMMENDED ACTION AND JUSTIFICATION:
Selection of the 2023 Vehicle Parking District No. 1 Board Chair.

BACKGROUND AND HISTORY OF BOARD ACTIONS:
In 1975, Ordinance number 397 was adopted which approved the formation of Vehicle Parking District No. 1 of Mariposa County (PARKING DISTRICT) for which the Board of Supervisors (BOS) members sit as the Board of Directors.

Under County Code 2.04.010, regular meetings of the PARKING DISTRICT Board are to be held on regular BOS meeting days, similar to what is done with the Local Transportation Commission, the Air Pollution Control District, and the Water Agency Board.

Board member Forsythe was the Chair in 2022.

Since this is the first PARKING DISTRICT meeting of 2023, it is appropriate that a Chair now be selected. Historically, the PARKING DISTRICT Chair has been the District IV Supervisor given that the PARKING DISTRICT lies entirely within District IV.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:

No selection will mean that the Board will have to select an acting chair each time the PARKING DISTRICT must meet.

RESULT: **ADOPTED [UNANIMOUS]**
MOVER: Miles Menetrey, District V Supervisor
SECONDER: Rosemarie Smallcombe, District I Supervisor
AYES: Toso, Poe, Smallcombe, Forsythe, Menetrey

MARIPOSA COUNTY

Clerk of the Board of Supervisors · (209) 966-3222

MEETING: January 24, 2023

TO: The Board of Supervisors

FROM: Danielle Bondshu, Clerk of the Board

RE: Selection of 2023 Vehicle Parking District Board Vice-Chair

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RECOMMENDED ACTION AND JUSTIFICATION:
Selection of the 2023 Vehicle Parking District No. 1 of Mariposa County Board Vice-Chair.

BACKGROUND AND HISTORY OF BOARD ACTIONS:
In 1975, Ordinance number 397 was adopted which approved the formation of Vehicle Parking District No. 1 of Mariposa County (PARKING DISTRICT) for which the Board of Supervisors (BOS) members sit as the Board of Directors.

Under County Code 2.04.010, regular meetings of the PARKING DISTRICT Board are to be held on regular BOS meeting days, similar to what is done with the Local Transportation Commission, the Air Pollution Control District, and the Water Agency Board.

Since this is the first PARKING DISTRICT meeting of 2023, it is appropriate that a Vice-Chair now be selected. Marshall Long was selected as Vice-Chair in 2022.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:
No selection will mean that the Board will have to select an acting chair each time the Parking District must meet.

RESULT: **ADOPTED [UNANIMOUS]**
MOVER: Rosemarie Smallcombe, District I Supervisor
SECONDER: Danette Toso, Supervisor
AYES: Toso, Poe, Smallcombe, Forsythe, Menetrey

MARIPOSA COUNTY

Public Works · 209-966-2498

MEETING: January 24, 2023

TO: The Board of Supervisors

FROM: Shannon Hansen, Director of Public Works & Transportation

RE: Approve Leases Within the Parking District

RECOMMENDATION AND JUSTIFICATION:

Approve Leases Within the Parking District commencing on January 1, 2023, and terminating on December 31, 2048; and Authorize the Parking District Chair to Sign the Agreements.

BACKGROUND AND HISTORY OF BOARD ACTIONS:

The three attached leases are for parking lot areas located at 6th & Bullion Streets. The original leases for the Parking District were executed on January 1, 1976, for a term of 30 years. Since the expiration, there have been seven amendments to extend the term of the leases. The Seventh Amendment expired on March 31, 2019.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:

Do not approve, the leases will not be executed.

ATTACHMENTS:
Carney Agmt (PDF)
Dulcich Agmt (PDF)
Rose Agmt (PDF)

RESULT: **ADOPTED [UNANIMOUS]**
MOVER: Rosemarie Smallcombe, District I Supervisor
SECONDER: Miles Menetrey, District V Supervisor
AYES: Toso, Poe, Smallcombe, Forsythe, Menetrey

LEASE AGREEMENT

THIS LEASE is made and entered into this 1st day of January, 2023, at Mariposa, California, by and between the County of Mariposa, hereinafter known as County or Lessee, and Su Ann Carney, hereinafter known as Owner or Lessor, whose address is 4136 Allen Court, Mariposa, California, 95338.

WITNESSETH

1) **DESCRIPTION:** The Owner, in consideration of the payment of the rent hereinafter specified to be paid by the County, and the covenants and agreements herein contained, does hereby lease, demise, and let unto County that certain property in the County of Mariposa, State of California as shown on the attached map, the location of which is described as: 5024 State Highway 140, Mariposa, CA 95338, a 10,011± SF parking lease.

2) **TERM:** This lease shall be for a term of twenty-five (25) years, commencing on January 1, 2023, and ending on December 31, 2048, with the right of cancellation and termination in both County and Owner as hereinafter set forth. A lease beyond this date will be year-to-year pursuant to Section 20 of this Lease.

3) **RENT:** Lessee shall pay to Lessor a one-time lump sum payment in the amount of $14,100.00 upon lease commencement. In addition to the one-time lump sum payment, commencing on January 1, 2023, Lessee shall pay Lessor annually the sum of $752.44, which will increase by 2% annually thereafter for the remainder of the 25-year lease term. The total amount of compensation to be paid over the life of the lease is $24,100.87.

4) **PAYMENTS:** All rental payments shall be made payable to Su Ann Carney, Lessor. Lessee shall make payment to Lessor's mailing address or street location as indicated below:

   Su Ann Carney
   PO Box 2160
   4136 Allen Court
   Mariposa, CA 95338
   209-631-5052

5) **NOTICES:** All notices herein provided to be given, or which may be given, by either party to the other, shall be deemed to have been fully given when served personally, or when made in writing and mailed to Lessor at the above-stated address and to Lessee at:

   County of Mariposa
   Public Works Department
   Attn: Director, Public Works
   4639 Ben Hur Road, Mariposa, CA 95338
   (209) 966-5356

   The address to which the notices shall be mailed to either party shall be changed by written notice by either party to the other, but nothing herein shall preclude the giving of notice by personal service.

Attachment: Carney Agmt (VPD-1-2023-3 : Approve Leases Within the Parking District)

6) **USE:** Lessee shall use the property for the following purposes only:

   a) Public parking, including utilities, drainage facilities, and similar facilities associated with public parking.

   b) Lessee shall not commit, suffer, or permit any waste on said property.

   c) Lessee shall comply with all Federal, State, and local laws and ordinances concerning said property and the use thereof.

   d) Lessee shall not allow vehicle or equipment washing, fueling other than electric vehicle charging, maintenance or repair on the property.

7) **ASSIGNMENT AND SUBLETTING:** Lessee shall not assign or sublet this lease without Lessor's written consent, which will not be unreasonably withheld.

8) **MAINTENANCE:** Lessee shall keep the property in a neat, clean, and orderly condition at all times during occupancy and shall not permit rubbish, garbage, etc., to accumulate.

9) **CONDITIONS AND REPAIRS:** Lessee shall not call on Lessor to make any improvements or repairs on the property, but Lessee hereby specifically covenants and agrees to keep the property in good order and condition at Lessee's cost and expense.

10) **ALTERATIONS:** Lessee shall not make or suffer any alteration to be made in or on the property without Lessor's written consent. Lessor hereby grants consent to reconstructing and maintaining the existing parking lot.

11) **VACATING THE PROPERTY:** At the expiration of the term, or any sooner termination of this lease, Lessee agrees to quit and surrender possession of the property and its appurtenances to Lessor in as good order and condition as the property was delivered to the Lessee. Lessee agrees to reimburse Lessor for any damage done to the property caused by Lessee's occupation or tenancy excepting reasonable wear and tear and damage by the elements. Lessee shall not leave or allow to remain on the property any garbage, refuse, debris, or personal property

12) **RIGHT OF ENTRY:** Lessee shall permit Lessor or its authorized agent to enter into and upon the property during normal business hours, subject to a twenty-four hour (24-hour) notice, for the following purposes: routine inspection, maintaining the property, installing protective or conservation devices and for showing the property to prospective purchasers.

13) **INSURANCE:** Lessor understands and agrees to the following: Lessee has elected to be insured for its liability exposures through Public Risk Innovation, Solutions, and Management. Lessee and its employees acting in the course and scope of their employment are insured for tort liability arising out of official County business. All claims against the County of Mariposa based on tort liability should be presented as a government tort claim to the County of Mariposa, P.O. Box 784, Mariposa, CA 95338 (Govt. Code Section 900, et. seq.)

    Lessee has also elected to be insured for its motor vehicle liability exposures through Public Risk Innovation, Solutions, and Management. This program provides liability coverage arising out the operation of motor vehicles used by County employees for official County business (California Vehicle Code section 17000 and 17001). Motor vehicle claims against

Attachment: Carney Agmt (VPD-1-2023-3 : Approve Leases Within the Parking District)

the County of Mariposa should be presented to the County of Mariposa, P.O. Box 784, Mariposa, CA 95338.

14) **INDEMNIFICATION:** Lessee agrees to indemnify and hold harmless Lessor and agrees to repair or pay for any damage proximately caused by reason of Lessee's use of said premises during the term of this lease, except to the extent that such damages suffered by Lessor are the result of Lessor's negligent or wrongful acts or the acts of any person acting under or on behalf of Lessor and/or where Lessee is found to have no liability by reason of any immunity arising by statute or common law in connection with the fulfillment of Lessee's Constitutional and/or statutory responsibility.

Lessor agrees to indemnify and hold harmless Lessee in the event of any claim, demand, cause of action, judgment, obligation, or liability, and all reasonable expenses which Lessee may suffer as a direct and proximate result of the negligence or other wrong act or violation of Lessor, its employees, or any person or persons acting under the direct control or authority of Lessor or its employees, in connection with Lessee's occupancy of said premises during the term of this lease, except to the extent that any such damages or expenses suffered by Lessee are the result of Lessee's sole negligence.

15) **HAZARDOUS MATERIALS:** Hazardous materials are those substances listed in California Code of Regulations, Title 22, Section 66261.126, Appendix X, or those which meet the toxicity, reactivity, corrosivity or flammability criteria of Title 22 of the above Code, as well as any other substance which poses a hazard to health or environment.

Except as otherwise permitted in this lease, Lessee shall not use, create, store or allow any such substances on the premises such as petroleum hydrocarbons designated waste, asbestos containing materials, and naturally occurring asbestos (NOA). Fuel stored in a motor vehicle for the exclusive use in such vehicle is excepted.

16) **WAIVER:** If any part of this lease is invalid by reason of law or governmental regulation, or if any provision hereof is waived by Lessor, the remaining portions of this lease shall remain in full force and effect. Lessor's receipt of rent with the knowledge of any breach of a provision of this lease shall not constitute a waiver of such breach.

17) **AMENDMENTS:** The terms of this lease may be, in writing, amended, revised, altered, or changed, by mutual consent of the parties hereto upon thirty (30) days' written notice. Any amendment, revision, alteration, or change shall operate with the same force and effect as the original lease.

18) **PREVIOUS AGREEMENTS:** Any existing lease or rental agreement between Lessee and Lessor (or its predecessor in interest) covering this property are terminated as of the effective date of this lease.

19) **LITIGATION COSTS:** In the event that a suit is necessary to enforce any of the provisions herein contained, or to recover possession of the premises, the prevailing party shall be entitled to reasonable attorney's fees in addition to costs and necessary disbursements.

20) **HOLD OVER:** Should Lessee hold over after the expiration of the term of this lease with Lessor's consent, express or implied, the tenancy shall be deemed to be a tenancy only from

Attachment: Carney Agmt (VPD-1-2023-3 : Approve Leases Within the Parking District)

year to year, subject otherwise to all the terms and conditions of this lease so far as applicable. The termination of the year-to-year tenancy shall be upon 30 days notice. The annual rent during the year-to-year tenancy is set forth in Section 3.

21) **NONDISCRIMINATION:** Lessee, for itself, its heirs, personal representatives, successors in interest, and assigns, and as a part of the consideration hereof, does hereby covenant and agree, as a covenant running with the land, that Lessee shall maintain and operate any facilities on the property or services offered thereon in compliance with all requirements imposed pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended.

22) **POSTING OF PROPERTY:** Lessee or its agents shall at all times have the right to serve or to post thereon any notice required or permitted by law for protection of any right or interest of the Lessee.

23) **HEADINGS:** The marginal or clause headings of this lease are not a part of this lease and shall have no effect upon the construction or interpretation of any part hereof.

24) **BREACH:** If either party (the "Defaulting Party") breaches any provision of this lease, which causes damage to the other party (the "Non-defaulting Party"), the Non-defaulting Party may notify the Defaulting Party in writing and request it to rectify and correct such breach of this lease. If the Defaulting Party fails to take any action satisfactory to the Non-defaulting Party to rectify and correct such breach within fifteen (15) working days upon the issuance of the written notice by the Non-defaulting Party, the Non-defaulting Party may take the action pursuant to this lease or pursue other remedies in accordance with law.

25) **SALE OR TRANSFER:** If the property is sold or transferred at any time during the (25) twenty-five-year lease term, Lessee has the right to occupy the leased property for the remainder of the lease term on the same terms and conditions as referenced herein. Lessee is still responsible for paying rent and carrying out the terms of the original lease.

SIGNATURE PAGE TO FOLLOW

Attachment: Carney Agmt (VPD-1-2023-3 : Approve Leases Within the Parking District)

In Witness Whereof, the parties have executed this lease the day and year first above written.

Lessee:
County of Mariposa
Board of Supervisors

_____
Signature
Rosemarie Smallcombe, Chair

Date:_____

Lessor: Su Ann Carney

Su Ann Carney
Signature
Su Ann Carney

Date: 12/7/22

Attachment: Carney Agmt (VPD-1-2023-3 : Approve Leases Within the Parking District)

Exhibit "A"

Carney – Portion of APN 013-183-010

A leasehold for public ingress, egress, and public parking lot, public utility and appurtenant uses, situated in a portion of Block 22 of the Town of Mariposa, as said Block 22 is delineated on that certain map entitled Town of Mariposa as surveyed by R. Thomas, C.E. for J.F. Johnson, Esq. 1860 (Copy of original Map, March 1906) filed as Map No. 314, Mariposa County Records, also being situated in a portion of Projected Section 23, T. 5 S., R. 18 E., Rancho Las Mariposas, Mariposa California, herein described as follows:

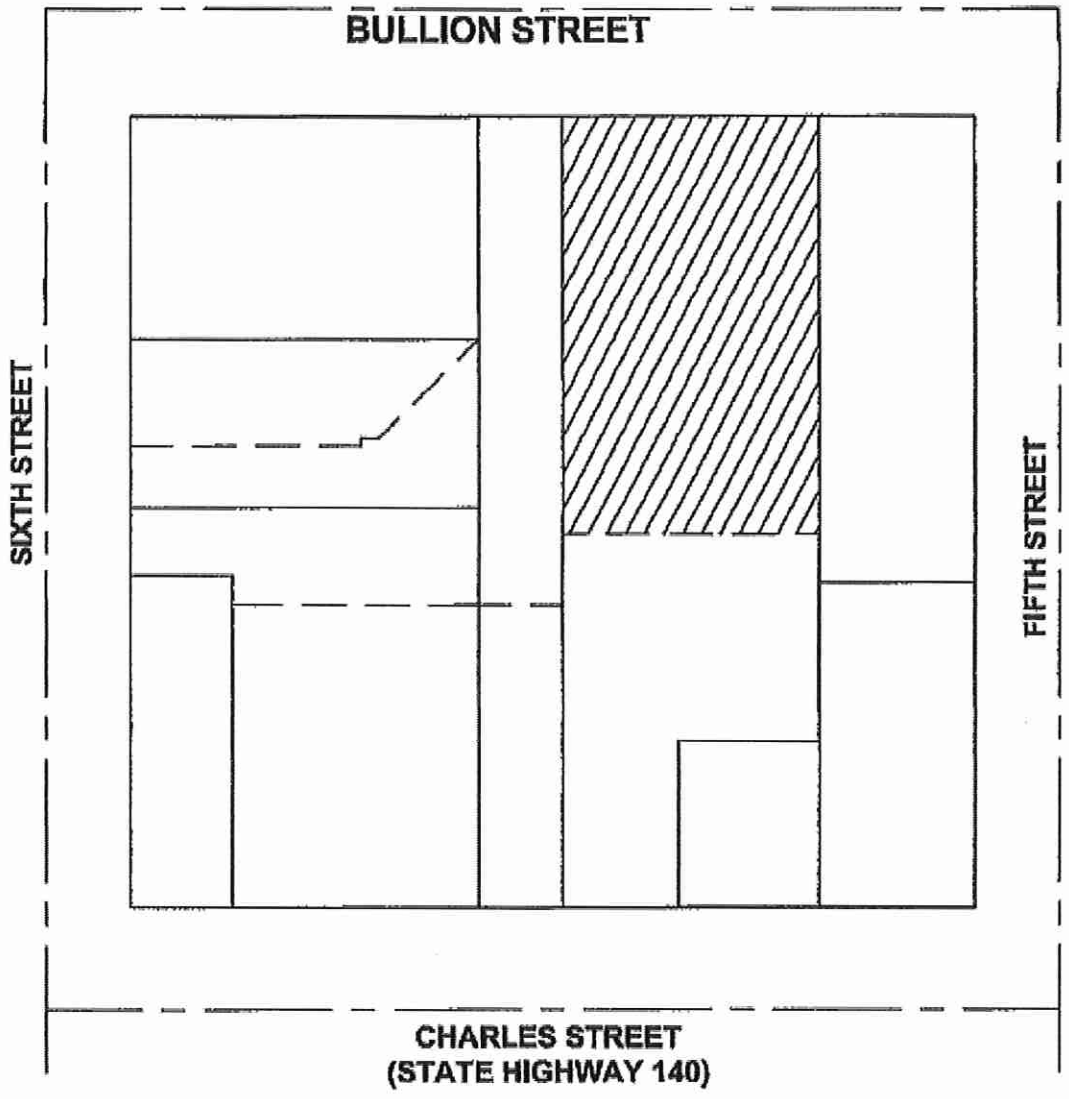
COMMENCING at a point on the Easterly line of Charles Street, 128.00 feet Southerly from the point of intersection of the Southerly line of Sixth Street and the Easterly line of Charles Street, said point being the Northwesterly corner of the Su Carney parcel (Document 20143399, MCOR); thence Easterly, at right angles and parallel with Sixth Street, on the northerly line of the Carney parcel, 113.00 feet to the TRUE POINT OF BEGINNING; thence continuing Easterly, along said Northerly line of the Carney Parcel, 127 feet more or less, to the Westerly line of Bullion Street, said point being the Northeasterly corner of the Carney parcel; thence Southerly along the Westerly line of Bullion Street, 78.83 feet, said point being the Southeasterly corner of the Carney parcel; thence Westerly, parallel with the Northerly line of the Carney parcel, said line also being the Southerly line of the Carney parcel, 127 feet more or less, to a point 113.00 feet Easterly of the Easterly line of Charles Street; thence Northerly, parallel to the Easterly line of Charles Street, 78.83 feet to the TRUE POINT Of BEGINNING. Containing 10,011.41 square feet, more or less.

As shown on Exhibit "B" attached hereto and made a part hereof

Date: 7/28/22

Attachment: Carney Agmt (VPD-1-2023-3 : Approve Leases Within the Parking District)

EXHIBIT "B"



WILLDAN Engineering
13191 CROSSROADS PARKWAY NORTH, SUITE 405
INDUSTRY, CA 91746-3497
(562) 908-6247

SCALE:	1"=50'	DATE: 7-07-2020	SKETCH TO ACCOMPANY LEGAL DESCRIPTION
DRAWN BY:	DR	CHECKED BY: PWR	

\\BLK-WS\ELKGROVE\COUNTY OF MARIPOSA\MARIPOSA LEGAL DESCRIPTIONS\07 - OUTSIDE CAD FILES\S01 EXHIBIT B PARCEL 7.DWG

Attachment: Carney Agmt (VPD-1-2023-3 : Approve Leases Within the Parking District)

LEASE AGREEMENT

THIS LEASE is made and entered into this 1st day of January, 2023, at Mariposa, California, by and between the County of Mariposa, hereinafter known as County or Lessee, and James D. Dulcich and Maryetta Dulcich, Trustees of the James D. Dulcich and Maryetta Dulcich, Trustees of the James D. Dulcich and Maryetta Dulcich 2010 Revocable Family Trust, hereinafter known as Owner or Lessor, whose address is PO Box 749, Mariposa, California, 95338.

WITNESSETH

1) **DESCRIPTION:** The Owner, in consideration of the payment of the rent hereinafter specified to be paid by the County, and the covenants and agreements herein contained, does hereby lease, demise, and let unto County that certain property in the County of Mariposa, State of California as shown on the attached map, marked as Exhibit "B" parcel 2, the location of which is described as: 5005-5011 6th Street, Mariposa, CA, a 1,520± SF parking lease. Together with a permanent right of entry shown on the attached map marked as Exhibit "B" parcel 1, for a 1,168± SF permanent right of entry to Mariposa County to provide access for maintenance, repair and reconstruction of the existing retaining wall.

2) **TERM:** This lease shall be for a term of twenty-five (25) years, commencing on January 1, 2023, and ending on December 31, 2048, with the right of cancellation and termination in both County and Owner as hereinafter set forth. A lease beyond this date will be year-to-year pursuant to Section 20 of this Lease.

3) **RENT:** Lessee shall pay to Lessor a one-time lump sum in the amount of $3,900.00 upon lease commencement. In addition to the one-time lump sum payment, commencing on January 1, 2023, Lessee shall pay Lessor annually the sum of $41.96, which will increase by 2% thereafter for the remainder of the 25-year lease term. The total amount of compensation to be paid over the life of the lease is $1,304.44.

   Rent payable or refundable hereunder for any period of time less than one year shall be determined by prorating the annual rental rate herein specified.

4) **PAYMENTS:** All rental payments shall be made payable to James D. Dulcich and Maryetta Dulcich, Lessor. Lessee shall make payment to Lessor's mailing address or street location as indicated below:

   James D. Dulcich and Maryetta Dulcich
   PO Box 749
   Mariposa, CA 95338
   209-966-2527

Attachment: Dulcich Agmt (VPD-1-2023-3 : Approve Leases Within the Parking District)

5) **NOTICES:** All notices herein provided to be given, or which may be given, by either party to the other, shall be deemed to have been fully given when served personally, or when made in writing and mailed to Lessor at the above-stated address and to Lessee at:

County of Mariposa
Public Works Department
Attn: Director, Public Works
4639 Ben Hur Road, Mariposa, CA 95338
(209) 966-5356

The address to which the notices shall be mailed to either party shall be changed by written notice by either party to the other, but nothing herein shall preclude the giving of notice by personal service.

6) **USE:** Lessee shall use the property for the following purposes only:

a) Public parking, including utilities, drainage facilities, and similar facilities associated with public parking.

b) Lessee shall not commit, suffer, or permit any waste on said property.

c) Lessee shall comply with all Federal, State, and local laws and ordinances concerning said property and the use thereof.

d) Lessee shall not allow vehicle or equipment washing, fueling other than electric vehicle charging, maintenance or repair on the property.

7) **ASSIGNMENT AND SUBLETTING:** Lessee shall not assign or sublet this lease without Lessor's written consent, which will not be unreasonably withheld.

8) **MAINTENANCE:** Lessee shall keep the property in a neat, clean, and orderly condition at all times during occupancy and shall not permit rubbish, garbage, etc., to accumulate.

9) **CONDITIONS AND REPAIRS:** Lessee shall not call on Lessor to make any improvements or repairs on the property, but Lessee hereby specifically covenants and agrees to keep the property in good order and condition at Lessee's cost and expense.

10) **ALTERATIONS:** Lessee shall not make or suffer any alteration to be made in or on the property without Lessor's written consent. Lessor hereby grants consent to reconstructing and maintaining the existing parking lot.

11) **VACATING THE PROPERTY:** At the expiration of the term, or any sooner termination of this lease, Lessee agrees to quit and surrender possession of the property and its appurtenances to Lessor in as good order and condition as the property was delivered to the Lessee. Lessee agrees to reimburse Lessor for any damage done to the property caused by Lessee's occupation or tenancy excepting reasonable wear and tear and damage by the elements. Lessee shall not leave or allow to remain on the property any garbage, refuse, debris, or personal property

12) **RIGHT OF ENTRY:** Lessee shall permit Lessor or its authorized agent to enter into and upon the property during normal business hours, subject to a twenty-four hour (24-hour) notice, for the following purposes: routine inspection, maintaining the property, installing protective or conservation devices and for showing the property to prospective purchasers.

Attachment: Dulcich Agmt (VPD-1-2023-3 : Approve Leases Within the Parking District)

13) **INSURANCE:** Lessor understands and agrees to the following: Lessee has elected to be insured for its liability exposures through Public Risk Innovation, Solutions, and Management. Lessee and its employees acting in the course and scope of their employment are insured for tort liability arising out of official County business. All claims against the County of Mariposa based on tort liability should be presented as a government tort claim to the County of Mariposa, P.O. Box 784, Mariposa, CA 95338 (Govt. Code Section 900, et. seq.)

Lessee has also elected to be insured for its motor vehicle liability exposures through Public Risk Innovation, Solutions, and Management. This program provides liability coverage arising out the operation of motor vehicles used by County employees for official County business (California Vehicle Code section 17000 and 17001). Motor vehicle claims against the County of Mariposa should be presented to the County of Mariposa, P.O. Box 784, Mariposa, CA 95338.

14) **INDEMNIFICATION:** Lessee agrees to indemnify and hold harmless Lessor and agrees to repair or pay for any damage proximately caused by reason of Lessee's use of said premises during the term of this lease, except to the extent that such damages suffered by Lessor are the result of Lessor's negligent or wrongful acts or the acts of any person acting under or on behalf of Lessor and/or where Lessee is found to have no liability by reason of any immunity arising by statute or common law in connection with the fulfillment of Lessee's Constitutional and/or statutory responsibility.

Lessor agrees to indemnify and hold harmless Lessee in the event of any claim, demand, cause of action, judgment, obligation, or liability, and all reasonable expenses which Lessee may suffer as a direct and proximate result of the negligence or other wrong act or violation of Lessor, its employees, or any person or persons acting under the direct control or authority of Lessor or its employees, in connection with Lessee's occupancy of said premises during the term of this lease, except to the extent that any such damages or expenses suffered by Lessee are the result of Lessee's sole negligence.

15) **HAZARDOUS MATERIALS:** Hazardous materials are those substances listed in California Code of Regulations, Title 22, Section 66261.126, Appendix X, or those which meet the toxicity, reactivity, corrosivity or flammability criteria of Title 22 of the above Code, as well as any other substance which poses a hazard to health or environment.

Except as otherwise permitted in this lease, Lessee shall not use, create, store or allow any such substances on the premises such as petroleum hydrocarbons designated waste, asbestos containing materials, and naturally occurring asbestos (NOA). Fuel stored in a motor vehicle for the exclusive use in such vehicle is excepted.

16) **WAIVER:** If any part of this lease is invalid by reason of law or governmental regulation, or if any provision hereof is waived by Lessor, the remaining portions of this lease shall remain in full force and effect. Lessor's receipt of rent with the knowledge of any breach of a provision of this lease shall not constitute a waiver of such breach.

17) **AMENDMENTS:** The terms of this lease may be, in writing, amended, revised, altered, or changed, by mutual consent of the parties hereto upon thirty (30) days' written notice. Any amendment, revision, alteration, or change shall operate with the same force and effect as the original lease.

Attachment: Dulcich Agmt (VPD-1-2023-3 : Approve Leases Within the Parking District)

18) **PREVIOUS AGREEMENTS:** Any existing lease or rental agreement between Lessee and Lessor (or its predecessor in interest) covering this property are terminated as of the effective date of this lease.

19) **LITIGATION COSTS:** In the event that a suit is necessary to enforce any of the provisions herein contained, or to recover possession of the premises, the prevailing party shall be entitled to reasonable attorney's fees in addition to costs and necessary disbursements.

20) **HOLD OVER:** Should Lessee hold over after the expiration of the term of this lease with Lessor's consent, express or implied, the tenancy shall be deemed to be a tenancy only from year to year, subject otherwise to all the terms and conditions of this lease so far as applicable. The termination of the year-to-year tenancy shall be upon 30 days notice. The annual rent during the year-to-year tenancy is set forth in Section 3.

21) **NONDISCRIMINATION:** Lessee, for itself, its heirs, personal representatives, successors in interest, and assigns, and as a part of the consideration hereof, does hereby covenant and agree, as a covenant running with the land, that Lessee shall maintain and operate any facilities on the property or services offered thereon in compliance with all requirements imposed pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended.

22) **POSTING OF PROPERTY:** Lessee or its agents shall at all times have the right to serve or to post thereon any notice required or permitted by law for protection of any right or interest of the Lessee.

23) **HEADINGS:** The marginal or clause headings of this lease are not a part of this lease and shall have no effect upon the construction or interpretation of any part hereof.

24) **BREACH:** If either party (the "Defaulting Party") breaches any provision of this lease, which causes damage to the other party (the "Non-defaulting Party"), the Non-defaulting Party may notify the Defaulting Party in writing and request it to rectify and correct such breach of this lease. If the Defaulting Party fails to take any action satisfactory to the Non-defaulting Party to rectify and correct such breach within fifteen (15) working days upon the issuance of the written notice by the Non-defaulting Party, the Non-defaulting Party may take the action pursuant to this lease or pursue other remedies in accordance with law.

25) **SALE OR TRANSFER:** If the property is sold or transferred at any time during the (25) twenty-five-year lease term, Lessee has the right to occupy the leased property for the remainder of the lease term on the same terms and conditions as referenced herein. Lessee is still responsible for paying rent and carrying out the terms of the original lease.

SIGNATURE PAGE TO FOLLOW

Attachment: Dulcich Agmt (VPD-1-2023-3 : Approve Leases Within the Parking District)

In Witness Whereof, the parties have executed this lease the day and year first above written.

Lessee:
County of Mariposa
Board of Supervisors

_____
Signature
Rosemarie Smallcombe, Chair

Date: _____

Lessor: James D. Dulcich and Maryetta Dulcich, Trustees of the James D. Dulcich and Maryetta Dulcich, Trustees of the James D. Dulcich and Maryetta Dulcich 2010 Revocable Family Trust

James D. Dulcich
Signature
James D. Dulcich, Trustee

Date: 12-5-2022

Maryetta Dulcich
Signature
Maryetta Dulcich, Trustee

Date: 12-5-2022

Attachment: Dulcich Agmt (VPD-1-2023-3 : Approve Leases Within the Parking District)

Exhibit "A"

Dulcich – Portion of APN 013-183-016

PARCEL 1

A permanent right of entry for the maintenance, repair and reconstruction of a retaining wall, situated in a portion of Block 22 of the Town of Mariposa, as said Block 22 is delineated on that certain map entitled Town of Mariposa as surveyed by R. Thomas, C.E. for J.F. Johnson, Esq. 1860 (Copy of original Map, March 1906) filed as Map No. 314, Mariposa County Records, also being situated in a portion of Projected Section 23, T. 5 S., R. 18 E., Rancho Las Mariposas, Mariposa California, herein described as follows:

A portion of the parcel owned by James D. Dulcich and Mayetta B. Dulcich (Dulcich) (Document 2093600, MCOR) described as follows;

COMMENCING at a point on the Southwesterly line of said Block 22, said point being located S36°09'24E, a distance of 30 feet from the Westernmost corner of said Block 22, said point also being the Westernmost corner of the certain real property conveyed to James D. Dulcich and Maryetta B. Dulcich by joint Tenancy Grant Deed recorded December 19, 1988, as Document 885826, Mariposa County Official Records; thence N53°51'45"E, parallel with Sixth Street, and along the Northwesterly line of said Dulcich parcel, a distance of 94 feet, to the TRUE POINT OF BEGINNING;

Thence continuing along said Northwesterly line of said Dulcich parcel N53°51'45"E, a distance of 6 feet, to an angle point in the Dulcich parcel; thence, S79° 53'14"E, a distance of 18.68 feet; thence S35°58'17"E, parallel with Bullion street, a distance of 60 feet to a point on the Southeasterly line of said Dulcich parcel; thence S53°50'36"W, along the Southeasterly line of said Dulcich parcel, a distance of 17 feet; thence N35°58'17"W, parallel with Bullion Street, a distance of 72.90 feet more or less, to the TRUE POINT OF BEGINNING.

Containing 1168 square feet more or less.

PARCEL 2

A leasehold for public ingress, egress, and public parking lot, public utility and appurtenant uses, situated in a portion of Block 22 of the Town of Mariposa, as said Block 22 is delineated on that certain map entitled Town of Mariposa as surveyed by R. Thomas, C.E. for J.F. Johnson, Esq. 1860 (Copy of original Map, March 1906) filed as Map No. 314, Mariposa County Records, also being situated in a portion of Projected Section 23, T. 5 S., R. 18 E., Rancho Las Mariposas, Mariposa California, herein described as follows:

A portion of the parcel owned by James D. Dulcich and Mayetta B. Dulcich (Dulcich) (Document 2093600, MCOR) described as follows;

Attachment: Dulcich Agmt (VPD-1-2023-3 : Approve Leases Within the Parking District)

COMMENCING at a point on the Southwesterly line of said Block 22, said point being located S36°09'24"E, a distance of 30 feet from the Westernmost corner of said Block 22, said point also being the Westernmost corner of the certain real property conveyed to James D. Dulcich and Maryetta B. Dulcich by joint Tenancy Grant Deed recorded December 19, 1988 as Document 885826, Mariposa County Official Records; thence N53°51'45"E, parallel with Sixth Street, and along the Northwesterly line of said Dulcich parcel, a distance of 94 feet to the northwesterly corner of Parcel 1; thence continuing on said northwesterly line of said Dulcich parcel N53°51'45"E, a distance of 6 feet, to an angle point in the Dulcich parcel; said point being the TRUE POINT OF BEGINNING;

Thence N36°09'24"W, along the boundary of the Dulcich parcel, and parallel with Charles Street, a distance of 30 feet to a point on the Southeasterly line of Sixth Street; thence N53°51'45"E, along the Southeasterly line of Sixth Street, a distance of 23.46 feet to a point, said point being located S53°51'45"W, a distance of 119 feet, from the Northernmost corner of said Block 22; thence S35°58'17"E, parallel with Bullion Street, a distance of 102.96 feet, to the Southeasterly corner of said Dulcich parcel; thence S53°50'36"W, along the Southeasterly line of said Dulcich parcel, a distance of 10 feet to the Southeasterly corner of the herein described Parcel 1; thence N35°58'17"E, along the Northwesterly line of the herein described Parcel 1, a distance of 60 feet; thence N79°53'14"E, 18.68 feet more or less, to the TRUE POINT OF BEGINNING.

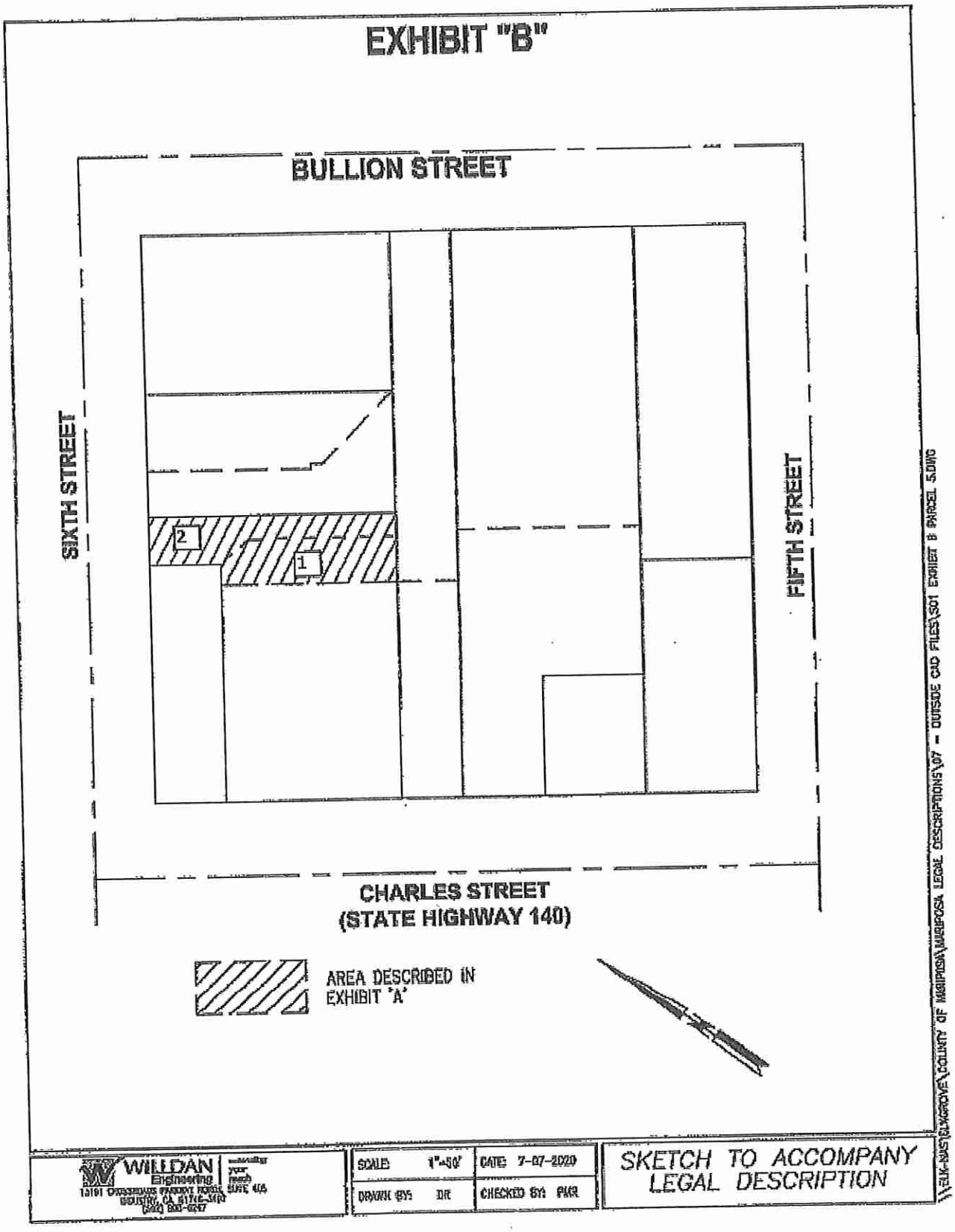
Containing 1520 square feet more or less.

As shown on Exhibit "B" attached hereto and made a part hereof

Date: 7/29/22

Attachment: Dulcich Agmt (VPD-1-2023-3 : Approve Leases Within the Parking District)

EXHIBIT "B"



Attachment: Dulcich Agmt (VPD-1-2023-3 : Approve Leases Within the Parking District)

LEASE AGREEMENT

THIS LEASE is made and entered into this 1st day of January, 2023, at Mariposa, California, by and between the County of Mariposa, hereinafter known as County or Lessee, and Frank Rose, hereinafter known as Owner or Lessor, whose address is PO Box 5008-PMB377, Mariposa, California, 95338.

WITNESSETH

1) **DESCRIPTION:** The Owner, in consideration of the payment of the rent hereinafter specified to be paid by the County, and the covenants and agreements herein contained, does hereby lease, demise, and let unto County that certain property in the County of Mariposa, State of California as shown on the attached map marked as Exhibit "B" Parcel 2, the location of which is described as: 5026 State Highway 140, Mariposa, CA 95338, a 3,225± SF parking lease. Together with a permanent right of entry shown on the attached map marked as Exhibit "B" parcel 1, for a 500± SF permanent right of entry to Mariposa County to provide access for maintenance, repair and reconstruction of the existing retaining wall.

2) **TERM:** This lease shall be for a term of twenty-five (25) years, commencing on January 1, 2023, and ending on December 31, 2048, with the right of cancellation and termination in both County and Owner as hereinafter set forth. A lease beyond this date will be year-to-year pursuant to Section 20 of this Lease.

3) **RENT:** Lessee shall pay to Lessor a one-time lump sum in the amount of $4,500.00 upon lease commencement. In addition to the one-time lump sum payment, commencing on January 1, 2023, Lessee shall pay Lessor annually the sum of $535.66, which will increase by 2% thereafter for the remainder of the 25-year lease term. The total amount of compensation to be paid over the life of the lease is $17,157.23.

   Rent payable or refundable hereunder for any period of time less than one year shall be determined by prorating the annual rental rate herein specified.

4) **PAYMENTS:** All rental payments shall be made payable to Frank Rose, Lessor. Lessee shall make payment to Lessor's mailing address or street location as indicated below:

   Frank Rose
   PO Box 5008-PMB 377
   Mariposa, CA 95338
   209-742-2220

Attachment: Rose Agmt (VPD-1-2023-3 : Approve Leases Within the Parking District)

5) **NOTICES:** All notices herein provided to be given, or which may be given, by either party to the other, shall be deemed to have been fully given when served personally, or when made in writing and mailed to Lessor at the above-stated address and to Lessee at:

County of Mariposa
Public Works Department
Attn: Director, Public Works
4639 Ben Hur Road, Mariposa, CA 95338
(209) 966-5356

The address to which the notices shall be mailed to either party shall be changed by written notice by either party to the other, but nothing herein shall preclude the giving of notice by personal service.

6) **USE:** Lessee shall use the property for the following purposes only:

a) Public parking, including utilities, drainage facilities, and similar facilities associated with public parking.

b) Lessee shall not commit, suffer, or permit any waste on said property.

c) Lessee shall comply with all Federal, State, and local laws and ordinances concerning said property and the use thereof.

d) Lessee shall not allow vehicle or equipment washing, fueling other than electric vehicle charging, maintenance or repair on the property.

7) **ASSIGNMENT AND SUBLETTING:** Lessee shall not assign or sublet this lease without Lessor's written consent, which will not be unreasonably withheld.

8) **MAINTENANCE:** Lessee shall keep the property in a neat, clean, and orderly condition at all times during occupancy and shall not permit rubbish, garbage, etc., to accumulate.

9) **CONDITIONS AND REPAIRS:** Lessee shall not call on Lessor to make any improvements or repairs on the property, but Lessee hereby specifically covenants and agrees to keep the property in good order and condition at Lessee's cost and expense.

10) **ALTERATIONS:** Lessee shall not make or suffer any alteration to be made in or on the property without Lessor's written consent. Lessor hereby grants consent to reconstructing and maintaining the existing parking lot.

11) **VACATING THE PROPERTY:** At the expiration of the term, or any sooner termination of this lease, Lessee agrees to quit and surrender possession of the property and its appurtenances to Lessor in as good order and condition as the property was delivered to the Lessee. Lessee agrees to reimburse Lessor for any damage done to the property caused by Lessee's occupation or tenancy excepting reasonable wear and tear and damage by the elements. Lessee shall not leave or allow to remain on the property any garbage, refuse, debris, or personal property

Attachment: Rose Agmt (VPD-1-2023-3 : Approve Leases Within the Parking District)

12) **RIGHT OF ENTRY:** Lessee shall permit Lessor or its authorized agent to enter into and upon the property during normal business hours, subject to a twenty-four hour (24-hour) notice, for the following purposes: routine inspection, maintaining the property, installing protective or conservation devices and for showing the property to prospective purchasers.

13) **INSURANCE:** Lessor understands and agrees to the following: Lessee has elected to be insured for its liability exposures through Public Risk Innovation, Solutions, and Management. Lessee and its employees acting in the course and scope of their employment are insured for tort liability arising out of official County business. All claims against the County of Mariposa based on tort liability should be presented as a government tort claim to the County of Mariposa, P.O. Box 784, Mariposa, CA 95338 (Govt. Code Section 900, et. seq.)

Lessee has also elected to be insured for its motor vehicle liability exposures through Public Risk Innovation, Solutions, and Management. This program provides liability coverage arising out the operation of motor vehicles used by County employees for official County business (California Vehicle Code section 17000 and 17001). Motor vehicle claims against the County of Mariposa should be presented to the County of Mariposa, P.O. Box 784, Mariposa, CA 95338.

14) **INDEMNIFICATION:** Lessee agrees to indemnify and hold harmless Lessor and agrees to repair or pay for any damage proximately caused by reason of Lessee's use of said premises during the term of this lease, except to the extent that such damages suffered by Lessor are the result of Lessor's negligent or wrongful acts or the acts of any person acting under or on behalf of Lessor and/or where Lessee is found to have no liability by reason of any immunity arising by statute or common law in connection with the fulfillment of Lessee's Constitutional and/or statutory responsibility.

Lessor agrees to indemnify and hold harmless Lessee in the event of any claim, demand, cause of action, judgment, obligation, or liability, and all reasonable expenses which Lessee may suffer as a direct and proximate result of the negligence or other wrong act or violation of Lessor, its employees, or any person or persons acting under the direct control or authority of Lessor or its employees, in connection with Lessee's occupancy of said premises during the term of this lease, except to the extent that any such damages or expenses suffered by Lessee are the result of Lessee's sole negligence.

15) **HAZARDOUS MATERIALS:** Hazardous materials are those substances listed in California Code of Regulations, Title 22, Section 66261.126, Appendix X, or those which meet the toxicity, reactivity, corrosivity or flammability criteria of Title 22 of the above Code, as well as any other substance which poses a hazard to health or environment.

Except as otherwise permitted in this lease, Lessee shall not use, create, store or allow any such substances on the premises such as petroleum hydrocarbons designated waste, asbestos containing materials, and naturally occurring asbestos (NOA). Fuel stored in a motor vehicle for the exclusive use in such vehicle is excepted.

Attachment: Rose Agmt (VPD-1-2023-3 : Approve Leases Within the Parking District)

16) **WAIVER:** If any part of this lease is invalid by reason of law or governmental regulation, or if any provision hereof is waived by Lessor, the remaining portions of this lease shall remain in full force and effect. Lessor's receipt of rent with the knowledge of any breach of a provision of this lease shall not constitute a waiver of such breach.

17) **AMENDMENTS:** The terms of this lease may be, in writing, amended, revised, altered, or changed, by mutual consent of the parties hereto upon thirty (30) days' written notice. Any amendment, revision, alteration, or change shall operate with the same force and effect as the original lease.

18) **PREVIOUS AGREEMENTS:** Any existing lease or rental agreement between Lessee and Lessor (or its predecessor in interest) covering this property are terminated as of the effective date of this lease.

19) **LITIGATION COSTS:** In the event that a suit is necessary to enforce any of the provisions herein contained, or to recover possession of the premises, the prevailing party shall be entitled to reasonable attorney's fees in addition to costs and necessary disbursements.

20) **HOLD OVER:** Should Lessee hold over after the expiration of the term of this lease with Lessor's consent, express or implied, the tenancy shall be deemed to be a tenancy only from year to year, subject otherwise to all the terms and conditions of this lease so far as applicable. The termination of the year-to-year tenancy shall be upon 30 days notice. The annual rent during the year-to-year tenancy is set forth in Section 3.

21) **NONDISCRIMINATION:** The Lessee, for itself, its heirs, personal representatives, successors in interest, and assigns, and as a part of the consideration hereof, does hereby covenant and agree, as a covenant running with the land, that Lessee shall maintain and operate any facilities on the property or services offered thereon in compliance with all requirements imposed pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended.

22) **POSTING OF PROPERTY:** Lessee or its agents shall at all times have the right to serve or to post thereon any notice required or permitted by law for protection of any right or interest of the Lessee.

23) **HEADINGS:** The marginal or clause headings of this lease are not a part of this lease and shall have no effect upon the construction or interpretation of any part hereof.

24) **BREACH:** If either party (the "Defaulting Party") breaches any provision of this lease, which causes damage to the other party (the "Non-defaulting Party"), the Non-defaulting Party may notify the Defaulting Party in writing and request it to rectify and correct such breach of this lease. If the Defaulting Party fails to take any action satisfactory to the Non-defaulting Party to rectify and correct such breach within fifteen (15) working days upon the issuance of the

Attachment: Rose Agmt (VPD-1-2023-3 : Approve Leases Within the Parking District)

written notice by the Non-defaulting Party, the Non-defaulting Party may take the action pursuant to this lease or pursue other remedies in accordance with law.

25) **SALE OR TRANSFER:** If the property is sold or transferred at any time during the (25) twenty-five-year lease term, Lessee has the right to occupy the leased property for the remainder of the lease term on the same terms and conditions as referenced herein. Lessee is still responsible for paying rent and carrying out the terms of the original lease.

SIGNATURE PAGE TO FOLLOW

Attachment: Rose Agmt (VPD-1-2023-3 : Approve Leases Within the Parking District)

In Witness Whereof, the parties have executed this lease the day and year first above written.

Lessee:
County of Mariposa
Board of Supervisors

_____
Signature
Rosemarie Smallcombe, Chair

Date:_____

Lessor: Frank Rose

Signature
Frank Rose

Date: 10-18-2022

Attachment: Rose Agmt (VPD-1-2023-3 : Approve Leases Within the Parking District)

Exhibit "A"

Rose – Portion of APN 013-183-004

PARCEL 1

A permanent right of entry for the maintenance, repair and reconstruction of a retaining wall, situated in a portion of Block 22 of the Town of Mariposa, as said Block 22 is delineated on that certain map entitled Town of Mariposa as surveyed by R. Thomas, C.E. for J.F. Johnson, Esq. 1860 (Copy of original Map, March 1906) filed as Map No. 314, Mariposa County Records, also being situated in a portion of Projected Section 23, T. 5 S., R. 18 E., Rancho Las Mariposas, Mariposa California, herein described as follows:

COMMENCING at a point on the Easterly line of Charles Street, 103.00 feet Southerly from the point of intersection of the Southerly line of Sixth Street and the Easterly line of Charles Street, being the intersection of the Easterly line of Charles Street and the Northerly line of the Frank Rose parcel (Document 20154482, MCOR), said point being the Northwesterly corner of the Rose parcel; thence Easterly at right angles, 91.00 feet, along the Northerly line of the Rose parcel, to the TRUE POINT OF BEGINNING;

Thence continuing Easterly, along the Northerly line of the Rose parcel, 20.00 feet; thence Southerly, along a line parallel to the Westerly line of Bullion Street, 25.00 feet, said point being on the Southerly line of said Rose parcel; thence Westerly, parallel with said Northerly line of the Rose parcel, said line being the Southerly line of the Rose parcel, 20 feet more or less, to a point 91.00 feet Easterly of the Easterly line of Charles Street; thence Northerly, parallel to the Easterly line of Charles Street, 25.00 feet, to the TRUE POINT Of BEGINNING.

Containing 500 square feet, more or less.

PARCEL 2

A leasehold for public ingress, egress, and public parking lot, public utility and appurtenant uses, situated in a portion of Block 22 of the Town of Mariposa, as said Block 22 is delineated on that certain map entitled Town of Mariposa as surveyed by R. Thomas, C.E. for J.F. Johnson, Esq. 1860 (Copy of original Map, March 1906) filed as Map No. 314, Mariposa County Records, also being situated in a portion of Projected Section 23, T. 5 S., R. 18 E., Rancho Las Mariposas, Mariposa California, herein described as follows:

COMMENCING at a point on the Easterly line of Charles Street, 103.00 feet Southerly from the point of intersection of the Southerly line of Sixth Street and the Easterly line of Charles Street, being the intersection of the Easterly line of Charles Street and the Northerly line of the Frank Rose parcel

Attachment: Rose Agmt (VPD-1-2023-3 : Approve Leases Within the Parking District)

(Document 20154482, MCOR), said point being the Northwesterly corner of the Rose parcel; thence Easterly at right angles, 111.00 feet, along the Northerly line of the Rose parcel, to the northeasterly corner of herein described Parcel 1, being the TRUE POINT OF BEGINNING;

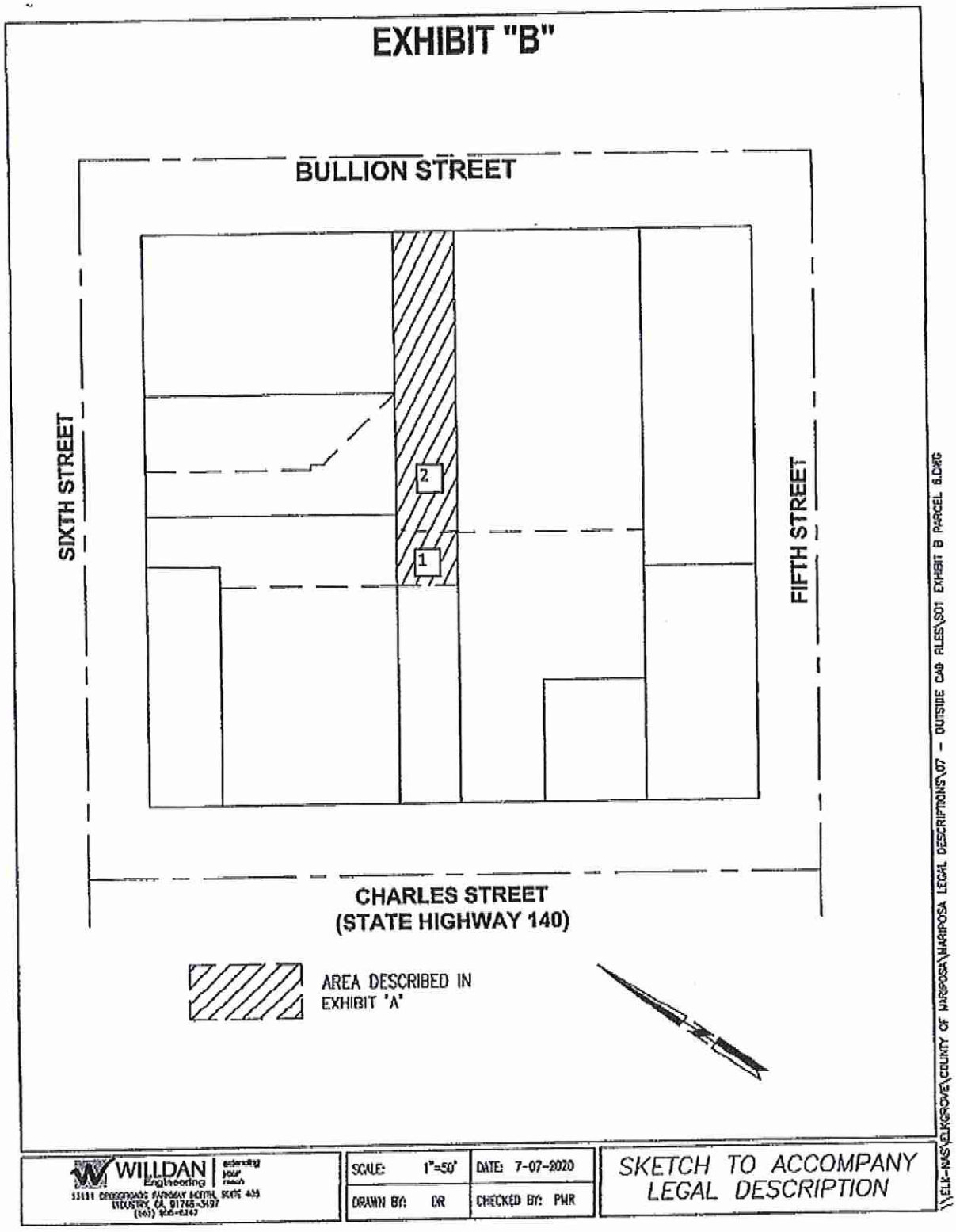
Thence continuing Easterly, along the Northerly line of the Rose parcel, 129 feet more or less, to the Westerly line of Bullion Street, said point being the Northeasterly corner of said Rose parcel; thence Southerly along the Westerly line of Bullion Street, 25.00 ·feet, said point being the Southeasterly corner of said Rose parcel; thence Westerly, parallel with said Northerly line of the Rose parcel, said line being the Southerly line of the Rose parcel, 129 feet more or less, to a point 111.00 feet Easterly of the Easterly line of Charles Street, being the Southeasterly corner of said Parcel 1; thence Northerly, parallel to the Easterly line of Charles Street, along the Easterly line of said Parcel 1, 25.00 feet, to the TRUE POINT Of BEGINNING.

Containing 3,225 square feet, more or less.

As shown on Exhibit "B" attached hereto and made a part hereof

Date: 7/28/22

Attachment: Rose Agmt (VPD-1-2023-3 : Approve Leases Within the Parking District)



Attachment: Rose Agmt (VPD-1-2023-3 : Approve Leases Within the Parking District)

MARIPOSA COUNTY

Board of Supervisors · (209) 966-3222

MEETING: January 24, 2023

TO: The Board of Supervisors

FROM: Miles Menetrey, District V Supervisor

RE: Receive a Presentation from the RCRC

RECOMMENDATION AND JUSTIFICATION:

Receive a Presentation from the Rural County Representatives of California (RCRC) on their Strategic Priorities.

Founded in 1972, RCRC works with its membership to advocate on behalf of rural issues at the state and federal levels. RCRC provides the rural county perspective on a myriad of issues during the legislative and regulatory process, including land use, water and natural resources, housing, transportation, wildfire protection policies, and health and human services. The core of RCRC's mission is to improve the ability of small, rural California county government to provide services by reducing the burden of state and federal mandates, and promoting a greater understanding among policy makers about the unique challenges that face California's small population counties.

The RCRC Board of Directors is comprised of a member of the Board of Supervisors from each of its thirty-four member counties. RCRC staff work in partnership with the Board of Directors to deliver a rural perspective when legislation and regulations are being formulated in Sacramento, and Washington, D.C. Our efforts help enhance and protect the quality of life in California's small and rural counties. The 34 RCRC counties represent over half of the State's land mass and 9% of CA's population.

BACKGROUND AND HISTORY OF BOARD ACTIONS:

The Board has received similar presentations from other entities in the past.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:

Miss the opportunity to hear the priorities of an organization our county is apart of.

ATTACHMENTS:
RCRC Strategic Plan-Mariposa County PPT - No Notes (PDF)

RESULT: INFORMATION RECEIVED

Attachment: RCRC Strategic Plan-Mariposa County PPT - No Notes (13702 : Receive a Presentation from

RURAL COUNTY REPRESENTATIVES OF CALIFORNIA

RCRC

BARBARA HAYES
RCRC CHIEF ECONOMIC DEVELOPMENT OFFICER

RCRC STRATEGIC PLAN

Equitable Access

- Broadband
- Housing
- Health Services

Impactful Advocacy

- State & Federal Advocacy
- Innovative Approaches
- Regulatory Engagement

Healthy Communities

- Forest Resiliency & Wildfire
- Water Resiliency
- Infrastructure & Economic Development

Operational Excellence

- Human Resources
- Member Services
- Communication
- Corporate Administration
- Fiscal Health
- Technology

Vision

RCRC is the premier advocate and innovative service provider for rural counties in California

Attachment: RCRC Strategic Plan-Mariposa County PPT - No Notes (13702 : Receive a Presentation from

STATE & FEDERAL ADVOCACY

Impactful Advocacy

State Policy Areas

- Forest Health/Wildfire
- CARE Court
- Water/drought
- Broadband
- Housing
- Energy
- Social Services
- California Public Utilities Commission (CPUC)

Federal Policy Areas

- Forest Health/Wildfire
- Water/Drought
- Infrastructure
- Farm Bill

Ad Hoc Committees

- Drought and Water Resiliency
- Wildfire and Forest Stewardship
- Cannabis Regulation

Attachment: RCRC Strategic Plan-Mariposa County PPT - No Notes (13702 : Receive a Presentation from

GOLDEN STATE FINANCE AUTHORITY (GSFA) & NATIONAL HOMEBUYERS FUND (NHF)

Equitable Access

SINCE 1993 IN MARIPOSA COUNTY

29 individuals or families purchased a home through GSFA and **3** through NHF

Over $212K in down payment assistance through GSFA and **$18K** through NHF

NEW

ASSIST-TO-OWN PROGRAM

Date of Activity	County of Employment	Purchase Location	Pending or Closed*
9/30/2022	Santa Barbara	Santa Maria	Pending
9/28/2022	Imperial	Imperial	Pending
9/23/2022	Tulare	Visalia	Closed
9/22/2022	Monterey	Madera	Pending
9/19/2022	Monterey	Soledad	Closed
8/25/2022	Solano	Auburn	Closed
8/19/2022	Glenn	Orland	Closed
8/5/2022	Inyo	Bishop	Closed
7/21/2022	Colusa	Yuba City	Closed
7/14/2022	Tulare	Porterville	Closed
6/14/2022	Mendocino	Willits	Closed
5/31/2022	Mendocino	Willits	Closed
5/10/2022	Imperial	Imperial	Closed

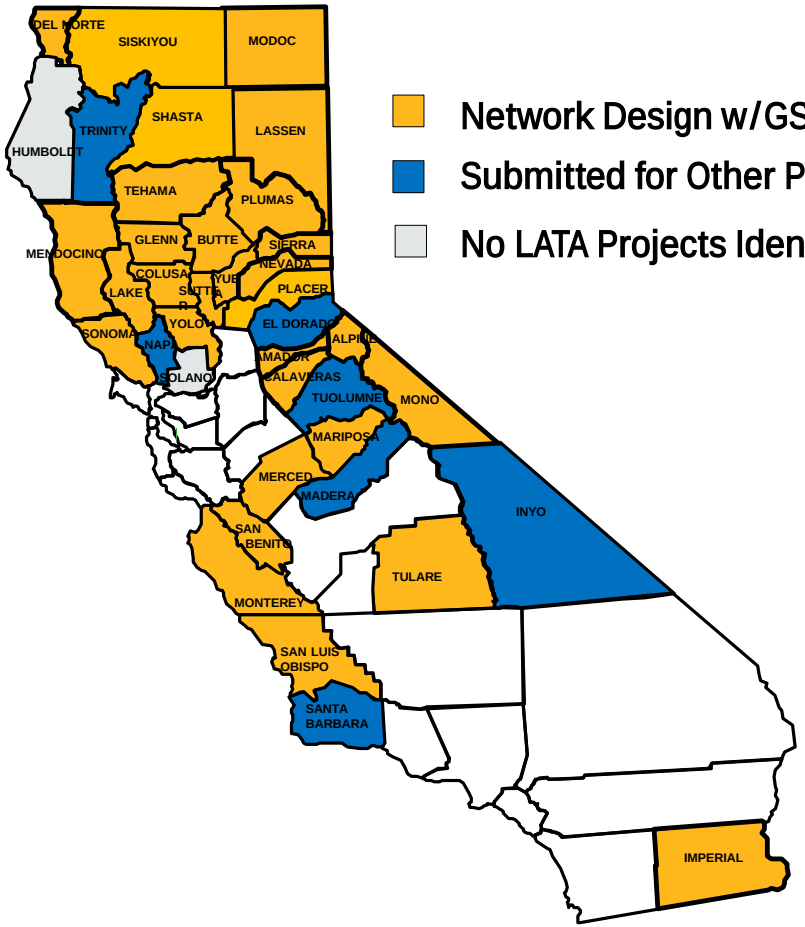
*Pending: Applicant has locked in an interest rate through the program and is awaiting loan closure
Closed: Applicant has successfully completed escrow and purchased or refinanced a home utilizing the progra

GOLDEN STATE Finance Authority®

NHF®

Attachment: RCRC Strategic Plan-Mariposa County PPT - No Notes (13702 : Receive a Presentation from

GSCA



- Network Design w/GSCA
- Submitted for Other Projects
- No LATA Projects Identified

Equitable Access

- **Broadband Strategic Plans**
  - 26 Member Counties – Fed EDA Funds
- **Technical Assistance**
  - LATA Grants
    - 39 GSCA Member Counties
    - 36 – GSCA Administered LATA Grants (member counties and cities therein)
- **Broadband Deployment**
  - Open access municipal network

golden state connect authority

www.goldenstateconnect.org

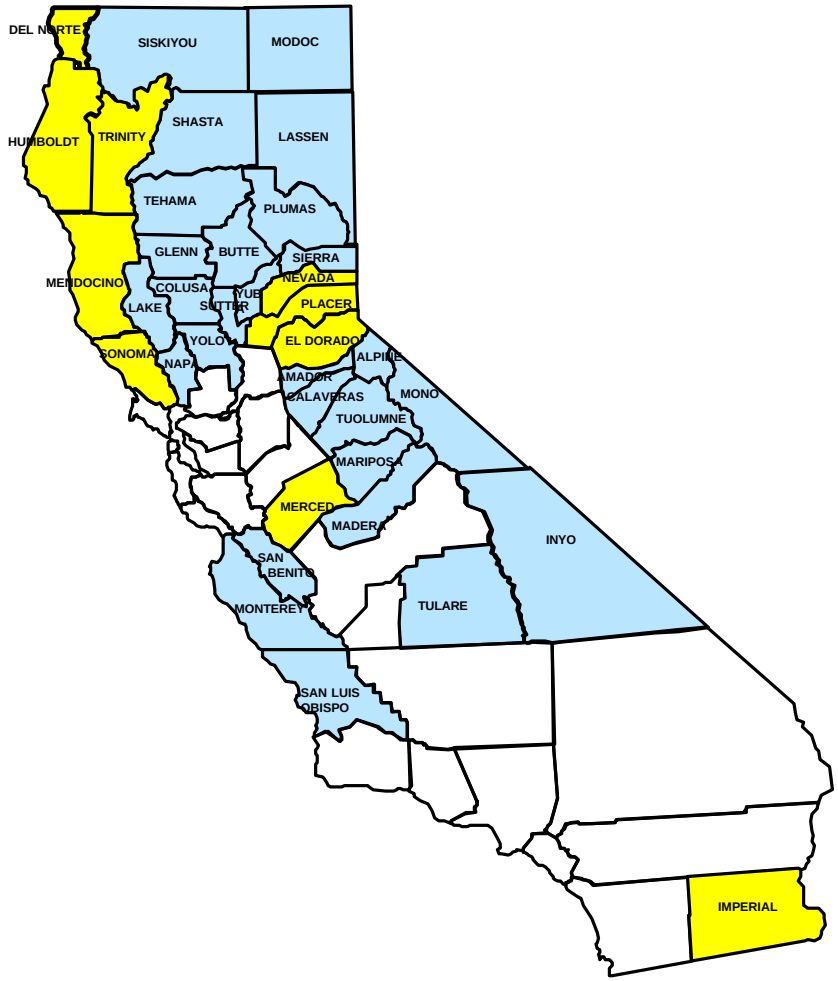
Attachment: RCRC Strategic Plan-Mariposa County PPT - No Notes (13702 : Receive a Presentation from

EDA PLANNING GRANT

PROVIDES FUNDING FOR: BROADBAND STRATEGIC PLANS & TWO CEDS (COLUSA & MONO/INYO/ALPINE)

RCRC MEMBER COUNTIES
PARTICIPATING IN EDA GRANT
(SUBMITTED SEPT 2021)

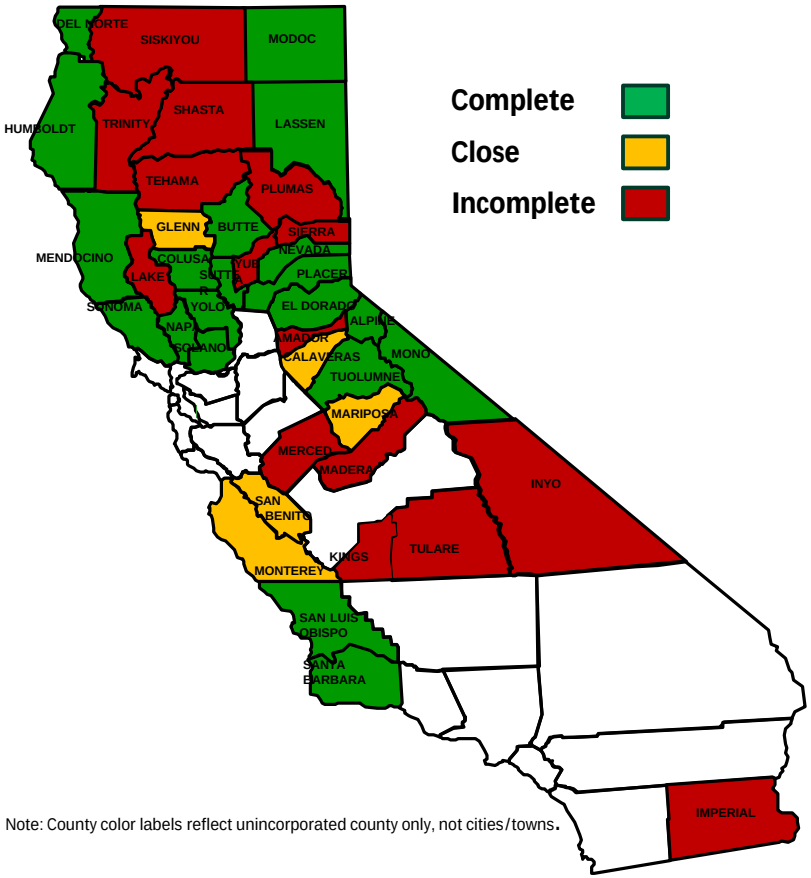
BROADBAND STRATEGIC PLANS IN PLACE OR IN PROGRESS



Attachment: RCRC Strategic Plan-Mariposa County PPT - No Notes (13702 : Receive a Presentation from

ZEV INITIATIVE

Healthy Communities



Note: County color labels reflect unincorporated county only, not cities/towns.

Zero Emission Vehicles (ZEV)

- RCRC assisting counties with ZEV permit streamlining
- Primary Reasons for Yellow or Red
  - No Start in Process
  - Ordinance not Passed
  - "Checklist" not Complete
  - All Complete, but not registered by GoBiz

Three Phases of RCRC's ZEV effort

1. Streamlining
2. Readiness
3. Implementation

Attachment: RCRC Strategic Plan-Mariposa County PPT - No Notes (13702 : Receive a Presentation from

Attachment: RCRC Strategic Plan-Mariposa County PPT - No Notes (13702 : Receive a Presentation from

RAI

Impactful Advocacy

Rural Alliance, Inc. (RAI)

- RCRC non-profit affiliate entity
- RAI facilitates academic research and educational opportunities that advance understanding of rural California amongst policymakers and the public.
- Currently developing:
  - Business Plan
  - Policy and Priority Areas for 2023 Research and Educational Tours

Attachment: RCRC Strategic Plan-Mariposa County PPT - No Notes (13702 : Receive a Presentation from

GOLDEN STATE NATURAL RESOURCES

GOLDEN STATE
NATURAL RESOURCES

– GSNR is a 501c3 public benefit corp. focused on forest resiliency and rural economic development.

GSNR Timeline

Q2 2019 — Company Established
- GSFA establishes GSNR as a California 501c3

Q4 2019 — MSA Signed
- GSFA signs a 20-year Master Stewardship Agreement with the USDA

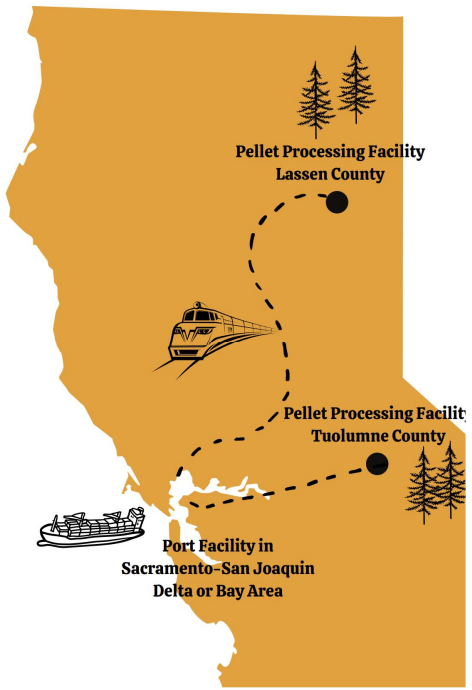
Q3 2020 — Site Control
- Acquired Central Sierra property
- Acquired Northern CA property in Q4 2021

Q4 2020 — Project Development
- Nexus PMG begins Front End Engineering process
- Developing Initial Supplemental Project Agreements
- Offtake negotiations ongoing with multiple counterparties

Q4 2022 — Environmental Review Launch
- November 2022
- Notice of Preparation

Q1 2023 — Onboarding of Equity Partners

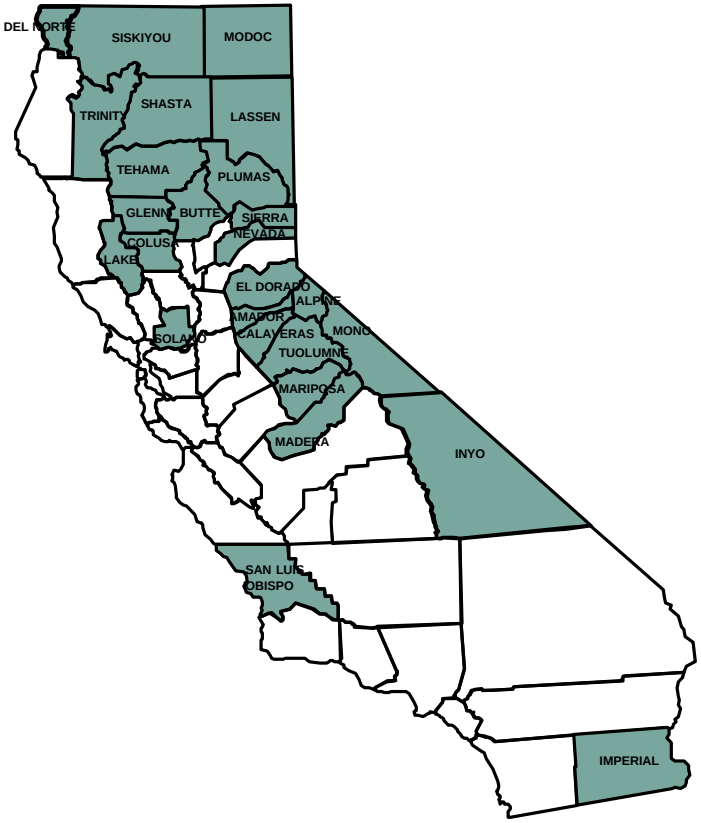
Q3 2023 — Offtake Agreements Signed/Financial Close
- July 2023



ESJPA

Operational Excellence

- A local government agency comprised of 26 rural member counties,
- Formed in 1993 to assist members in complying with regulatory requirements and waste diversion goals.
- Provides regulatory advocacy and technical assistance, supports local public education campaigns and administers grants for recycling and hazardous waste management programs.



Rural Counties Environmental Services Joint Powers Authority

ESJPA

Attachment: RCRC Strategic Plan-Mariposa County PPT - No Notes (13702 : Receive a Presentation from

RCRC
1215 K St., Suite 1650
Sacramento, CA 95814
(916) 447-4806

QUESTIONS?

KEEP UP WITH RCRC:

- WEBSITE: www.rcrcnet.org
- SIGN UP FOR THE BARBED WIRE NEWSLETTER
- FOLLOW US ON SOCIAL MEDIA:

@ruralcounties

@ca_ruralcounties

@RuralCounties

Attachment: RCRC Strategic Plan-Mariposa County PPT - No Notes (13702 : Receive a Presentation from

MARIPOSA COUNTY

Planning · 209-966-5151

ORDINANCE 2023-1184

MEETING: January 24, 2023

TO: The Board of Supervisors

FROM: Steve Engfer, Planner

RE: Adopt an Ordinance for Zoning Amendment No. 2022-175

RECOMMENDED ACTION AND JUSTIFICATION:

Waive the Second Reading and Adopt an Ordinance Titled an "Ordinance Amending the Zoning Map of Mariposa County" for Assessor Parcel Number (APN) 001-030-038, APN 001-030-039 and APN 001-030-042 from the Mountain Home Zone (MHZ) And/Or Mountain General Zone (MGZ) to the Agricultural Exclusive Zone (AEZ) Pursuant to Zoning Amendment No. 2022-175, Ollimac Land and Cattle LP, Owner/Applicant; Robert Morelli, Agent.

The recommended action is based the Planning Commission's recommendation.

The project will:

1. Change the zoning designation of approximately 127.47 +/- acres from the Mountain General Zone (MGZ) to the Agriculture Exclusive Zone (AEZ). Change the zoning designation of approximately 215.89 +/- acres from the Mountain Home Zone (MHZ) to the Agriculture Exclusive Zone (AEZ).

2. Result in zoning conformance with Mariposa County's Rules of Procedure to Implement the California Land Conservation Act of 1965 (Board of Supervisors Resolution 10-150), Section III Land Conservation Act Contracts, C. 2. "Zoning Restrictions", that requires lands under contract to be in Agriculture Exclusive Zone (AEZ).

3. Result in the appropriate zone for the existing agricultural uses on the parcel.

Please see the staff report attached to MinuteTraq item 13565 for additional information.

The Staff Report attached to MinuteTraq item 13565 is prepared for two items, this ordinance item and for MinuteTraq item 13565 for adoption of the related project resolutions.

BACKGROUND AND HISTORY OF BOARD ACTIONS:

Board of Supervisors Resolution 2010-150, Mariposa County Rules of Procedure to Implement the California Land Conservation Act of 1965, provide LCA policy and application procedures.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:
Do not approve and the ordinance will not take effect.

ATTACHMENTS:
Summary of Proposed Ordinance ZA - for 1/24 meeting (PDF)

RESULT: **ADOPTED [UNANIMOUS]**
MOVER: Wayne Forsythe, District IV Supervisor
SECONDER: Danette Toso, Supervisor
AYES: Toso, Poe, Smallcombe, Forsythe, Menetrey

MARIPOSA COUNTY BOARD OF SUPERVISORS
SUMMARY OF PROPOSED ORDINANCE AMENDING THE ZONING MAP OF MARIPOSA COUNTY

Notice is hereby given that on **Tuesday, January 24, 2023, at 9:00 am** or as soon thereafter as possible, at its regularly scheduled meeting, the Mariposa County Board of Supervisors will consider adoption of an ordinance amending the Mariposa County Zoning Map as follows:

Section I: Amend the zoning designation of APN 001-030-038 from the Mountain Home zone to the Agriculture Exclusive zone. Amend the zoning designation of APN 001-030-039 from the Mountain Home zone to the Agriculture Exclusive zone. Amend the zoning designation of APN 001-030-042 from the Mountain Home zone and Mountain General zone to the Agriculture Exclusive zone.

Section II: If any provision of this ordinance is held to be unconstitutional, preempted by federal law, or otherwise invalid by any court of competent jurisdiction, the remaining provisions of the ordinance shall not be invalidated.

Section III: This ordinance shall become effective thirty (30) days after final passage pursuant to Government Code Section 25123.

A certified copy of this ordinance is posted for public review in the Office of the Clerk of the Board of Supervisors at 5100 Bullion Street, Mariposa, California, and is available for public inspection and copying in that office in accordance with the California Public Records Act, Chapter 3.5 (commencing with Section 6250) of Division 7 of Title 1.

Danielle Bondshu
Clerk of the Board

Attachment: Summary of Proposed Ordinance ZA - for 1/24 meeting (2023-ORD-1184 : Adopt an Ordinance for Zoning Amendment No. 2022-

MARIPOSA COUNTY

Administration · 966-3222

MEETING: January 24, 2023

TO: The Board of Supervisors

FROM: Dallin Kimble, County Administrative Officer

RE: Discussion and Direction Regarding Oak Fire Recovery

RECOMMENDATION AND JUSTIFICATION:
Discussion and Direction regarding Oak Fire Recovery.

The Board directed staff to create a standing item to allow for the sharing of information regarding Oak Fire Recovery.

BACKGROUND AND HISTORY OF BOARD ACTIONS:
On July 22, 2022, the Oak Fire began in the Midpines area of Mariposa County and grew into a major wildfire. 127 homes and 66 outbuildings were destroyed.

On July 22nd, 2022, the County Health Officer declared a local health emergency under California Health and Safety Code Section 101080.

On July 23, 2022, Mariposa County received notification of the approval of a Federal Fire Management Assistance Grant (FMAG) to aid with the Oak Fire. Additionally, Gavin Newsom, Governor of the State of California, also proclaimed, on July 23, 2022, a state of emergency in Mariposa County due to the Oak.

On July 23rd, 2022, Sheriff Jeremy Briese, acting as the Director of Emergency Services pursuant to Mariposa County Code Section 2.80.040, issued a Proclamation declaring a local emergency.

On July 26, 2022, the Board of Supervisors adopted Resolution 22-435 ratifying a Proclamation of the existence of a local emergency and ratifying a Proclamation of the existence of a local health emergency.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:
Do not have discussion and direction and miss the opportunity to address the ongoing recovery from the Oak fire.

RESULT: INFORMATION RECEIVED

MARIPOSA COUNTY

Administration · 966-3222

MEETING: January 24, 2023

TO: The Board of Supervisors

FROM: Dallin Kimble, County Administrative Officer

RE: Discussion and Direction on Alcoholic Beverage Licenses

RECOMMENDATION AND JUSTIFICATION:

Discussion and Direction on Alcoholic Beverage Licenses.

In 2020, Assembly Bill (AB) 2459 authorized the California Department of Alcoholic Beverage Control (ABC) to issue up to ten (10) additional "on-sale general licenses for bona fide public eating places in the County of Mariposa that have a seating capacity for 50 or more diners". The Mariposa County Board of Supervisors is authorized to determine the number of licenses issued in a given year, provided that no more than five additional licenses are issued in any one year.

On-sale general licenses, also known as a Type 47 license, permit the sale of beer, wine and distilled spirits for consumption on or off the premises. This license type is more permissive than a typical beer and wine license, but also must be associated with a bona fide eating place with "actual and substantial" sales of meals for consumption on the premises. Because of the breadth of sales allowed under an on-sale general license, they can be very valuable to restaurants and hotels, in particular.

While the Board of Supervisors determines how many new licenses may be issued in a given year, it does not determine which organizations are the recipients of those licenses. Those interested in a license must still apply for a license through ABC. ABC makes the final determination on distribution. Likewise, while the Board may make additional licenses available, they will only be issued if ABC receives and approves a license application.

Staff is seeking direction to understand how many Type 47 licenses, if any at all, the Board would like to release in 2023. Applications for these licenses will be available in September 2023. A formal item for approval of a given number of licenses in particular years, as directed by the Board, will be presented at a future meeting for final approval.

BACKGROUND AND HISTORY OF BOARD ACTIONS:

On January 21, 2020, the Board approved draft legislation to increase the number of

Agenda Item - No Resolution Requested

alcohol licenses available in Mariposa County. The draft legislation was introduced as AB 2459 on February 19, 2020.

On March 10, 2020, the Board approved a letter of sponsorship for AB 2459.

On July 7, 2020, the Board approved a letter of support for AB 2459.

AB 2459 unanimously passed the Assembly on August 24, 2020.

AB 2459 unanimously passed the Senate on August 26, 2020.

AB 2459 was signed into law on September 9, 2020.

On December 15, 2020, the Board approved the sale of five additional licenses. These licenses were awarded in October 2021 in response to six applications, leaving five remaining licenses for release over four years.

On November 9, 2021, the Board discussed the number of licenses to release in 2022. Staff was directed to return with a request to release two (2) additional licenses. On December 7, 2021, the Board approved the sale of two additional licenses in September 2022.

As of this writing, seven of ten possible licenses have been released with three available to be released by 2025.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:

The Board may defer this discussion to a later time; no additional licenses can be issued until approved by the Board.

RESULT: DIRECTION GIVEN

MARIPOSA COUNTY

Planning · 209-966-5151

MEETING: January 24, 2023

TO: The Board of Supervisors

FROM: Steve Engfer, Planner

RE: Status Update: Mariposa Creek Parkway Phase IV Special Plan

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RECOMMENDATION AND JUSTIFICATION:

Receive a Presentation on the Status of the Mariposa Creek Parkway Phase IV Special Plan.

Item is presented to update the Board and public regarding the project.

BACKGROUND AND HISTORY OF BOARD ACTIONS:

This item is a general update on the Mariposa Creek Parkway Phase IV Special Plan. Though the Board has not formally requested an update on this project, the Planning Department thought that it would be beneficial to provide a general status report at this time.

The project entails the development of a place-specific plan to guide the development of parcels acquired by Mariposa County, using funds from the MID Settlement, for the express purpose of completing the Mariposa Creek Parkway from Joe Howard Street to Highway 49 North. These parcels are identified as Assessor's Parcel Numbers 012-340-005, 012-140-062, 012-140-065, 012-140-064, 012-140-017, 012-140-063, 012-140-016, 012-140-022, and 012-140-023.

The Planning Department received a grant from the Caltrans Sustainable Communities planning grant program to add further detail and technical rigor to the vision expressed in the Mariposa Creek Parkway Master Plan. The purpose is to plan and design a neighborhood that meets the county objectives related to active transportation, economic development, housing, resiliency, and other community imperatives. The deliverable of the project will be a Special Plan, adopted by the Board of Supervisors, to catalyze and direct implementation of the development typologies identified through the planning process.

The presentation will address work completed to date, including engagement with the project's steering committee and the community at large, outcomes of that engagement work (including guiding principles and initial neighborhood design concepts), and immediate and long-term next steps in the Special Plan development

Information Item

process.

ALTERNATIVE AND CONSEQUENCES:

Not applicable - no action recommended.

ATTACHMENTS:
221208 Board Update Memo (PDF)
2023_0124_MCP4_Board of Supervisors (PDF)

RESULT: INFORMATION RECEIVED

Mariposa County

STEVE ENGFER
Interim Planning Director

Mikey Goralnik
Sr. Community Design and Development Planner

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

MEMORANDUM

Date: 1/24/2023

To: Mariposa County Board of Supervisors

From: Mikey Goralnik, Sr. Community Design and Development Planner
Steve Engfer, Interim Planning Director

Topic: Update on the Mariposa Creek Parkway Phase IV Special Plan

This memorandum provides a general update on the Mariposa Creek Parkway Phase IV Special Plan. Though the Board has not formally requested an update on this project, the Planning Department thought that it would be beneficial to provide a general status report at this time—in conjunction with a series of stakeholder and community outreach events occurring for the project on 1/23 and 1/24.

Background
On January 26, 2021, the Local Transportation Commission approved LTC-2021-4, which authorized the Planning Department to submit an application for Caltrans FY 2021-22 Sustainable Communities Transportation Planning Grant to develop a Special Plan for the Phase IV Segment of the Mariposa Creek Parkway. The acquisition of this site, which currently includes nine parcels (Assessor's Parcel Numbers 012-340-005, 012-140-062, 012-140-065, 012-140-064, 012-140-017, 012-140-063, 012-140-016, 012-140-022, and 012-140-023), was completed on September 1, 2020 (RES-2020-539) using funds from the Merced Irrigation District settlement. That application was successful, and the county received $460,000 to hire a consultant team to assist with the planning effort. After a competitive consultant selection process, the project's consultant selection committee selected the team led by SERA, who was hired to work on the project on 12/21/2021 (LTC-2021-33).

The premise of this project is to add further detail and technical rigor to the vision expressed in the Mariposa Creek Parkway Master Plan as it pertains to the specific site, with the intent of planning and designing a neighborhood that meets the county objectives related to active transportation, economic development, housing, resiliency, and other community imperatives. This planning and design process relies on guidance from a local steering committee, significant input from the community at large to detail the site-specific vision, and technical insights from SERA's multidisciplinary consultant team to detail a site-specific vision and create a pragmatic and feasible special plan.

Project Update
Since project inception in January 2022, the consultant team has been working closely with staff, the project's steering committee (which includes representatives from Mariposa Public Utility

Attachment: 221208 Board Update Memo (13611 : Status Update: Mariposa Creek Parkway Phase IV Special Plan)

District, Habitat for Humanity, the Board of Supervisors, Department of Public Works, and members of the community with particular expertise or perspectives that are relevant to the project) to carry out the scope of work, which includes:

- Conducting community engagement activities to understand local aspirations for future development in the project area, as well as potential issues or concerns that steering committee members want the project team to be aware of;
- Analyzing nearby and adjacent projects to identify potential synergies with ongoing or pending development;
- Understanding the site's ecological opportunities and constraints;
- Developing preliminary neighborhood design concepts that align with the community's priorities and preferences for the site;
- Refining these concepts based on further community input and discussion;
- Articulating a clear development program that optimizes the development's benefit to the community, including its civic, economic, and environmental objectives; and
- Proposing an implementation strategy that enables the County and potential private/non-profit development partners to achieve the desired neighborhood development over time.

To date, the team has produced—and cycled with the steering committee and project partners—drafts of a comprehensive existing conditions report, which includes descriptions of the site's natural environment, infrastructure, market, and planning/regulatory contexts. Additionally, the team has worked with the steering committee to develop a vision statement, project goals, and specific objectives that align with those goals. Adopted project objectives are:

- Establish safe and accessible connections for residents and visitors
- Preserve, rebalance, and restore ecological functions along Mariposa Creek and its watershed to support climate resiliency, biodiversity, and ecosystem processes at multiple scales
- Leverage the Parkway investment to achieve appropriate, community-supported neighborhood development
- Provide diverse amenities to foster civic life
- Prioritize improvements to mitigate climate hazards and threats
- Apply placemaking and placekeeping principles to develop a community that welcomes and resonates with all Mariposans
- Expand infrastructure to connect the Phase IV area with adjacent development

The team has also completed one of its stakeholder engagement milestones—centering around both an in-person engagement push during Mariposa Trails Day in June 2022 and an online survey throughout that summer—resulting in valuable input related to desired scale, type, and aesthetics of future development. Primary takeaways from this milestone include:

- Universal interest in key project tenets, especially a network of recreational trails (including, of course, the Phase IV segment of the Mariposa Creek Parkway), ecological enhancements related to creek restoration and improvement of habitat for native species, and a mix of various land uses throughout the site;
- Among these uses, ideas that have been generally popular include opportunities for place-specific commercial and retail functions and civic gathering places like a playground or community garden;
- Context-sensitive housing products, especially "cottage cluster" types with typical densities between 10-12 units per acres, were popular; and
- Three broad themes related to neighborhood design character;
    - "Maintain and Celebrate Rural Mariposa," which centers appropriate housing development on the site
    - "Ecological Integrity," which emphasizes development that conserves and enhances the health of the riparian corridor

Attachment: 221208 Board Update Memo (13611 : Status Update: Mariposa Creek Parkway Phase IV Special Plan)

- "Destination Mariposa," which imagines the site as a hub for commercial activities that have been identified through this and previous related planning efforts as appropriate, effective, and desirable.

Each of these themes has been the basis of a preliminary conceptual site design. Beginning in December 2022, the team initiated the second engagement milestone, which, like the first engagement milestone in summer 2022, entails both in-person and online activities to solicit input on these three preliminary conceptual alternatives. Though driven by slightly different priorities, each conceptual design theme attempts to express the primary takeaways from the previous engagement phase on this site.

Next Steps

Once this second engagement milestone is completed, the team will synthesize the results and develop a single preferred neighborhood design alternative that will be shared with the public for approval. Once this is completed, work will begin on the implementation planning. When completed, the Special Plan will go to Board of Supervisors to express their support in February 2024. However, it is important to note that in order to be formally adopted, the Special Plan will be subject to the CEQA process. The grant that is funding this project explicitly states that CEQA and other compliance work is not an eligible use of these grant funds, so additional resources will be needed to finalize Special Plan adoption after the Board votes to support the Special Plan.

Attachment: 221208 Board Update Memo (13611 : Status Update: Mariposa Creek Parkway Phase IV Special Plan)

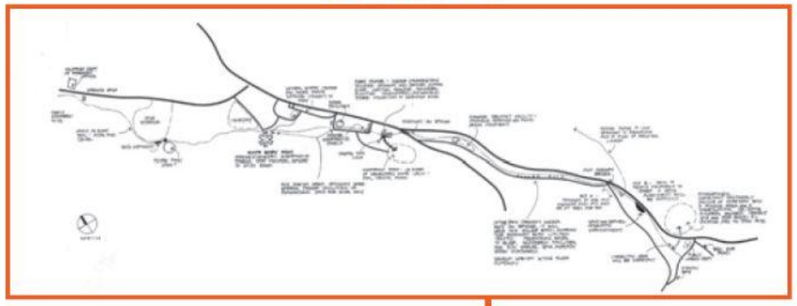
Mariposa Creek Parkway Phase IV Special Plan

Mariposa County
January 2023

Attachment: 2023_0124_MCP4_Board of Supervisors (13611 : Status Update: Mariposa Creek Parkway Phase IV Special Plan)

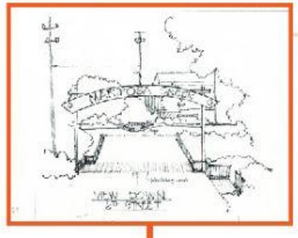
Project Context :: **Introduction + Background**

CORRIDOR
CONCEPT PLAN

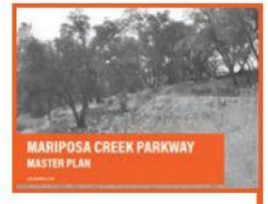


TOWN SPECIFIC PLAN

SCHEMATIC
MASTER PLAN



MARIPOSA CREEK
PARKWAY MASTER
PLAN



19 YEARS

PHASE III
CONCEPTUAL PLAN

PHASE I
COMPLETED

PHASE II
COMPLETED

ARTS PARK
COMPLETED

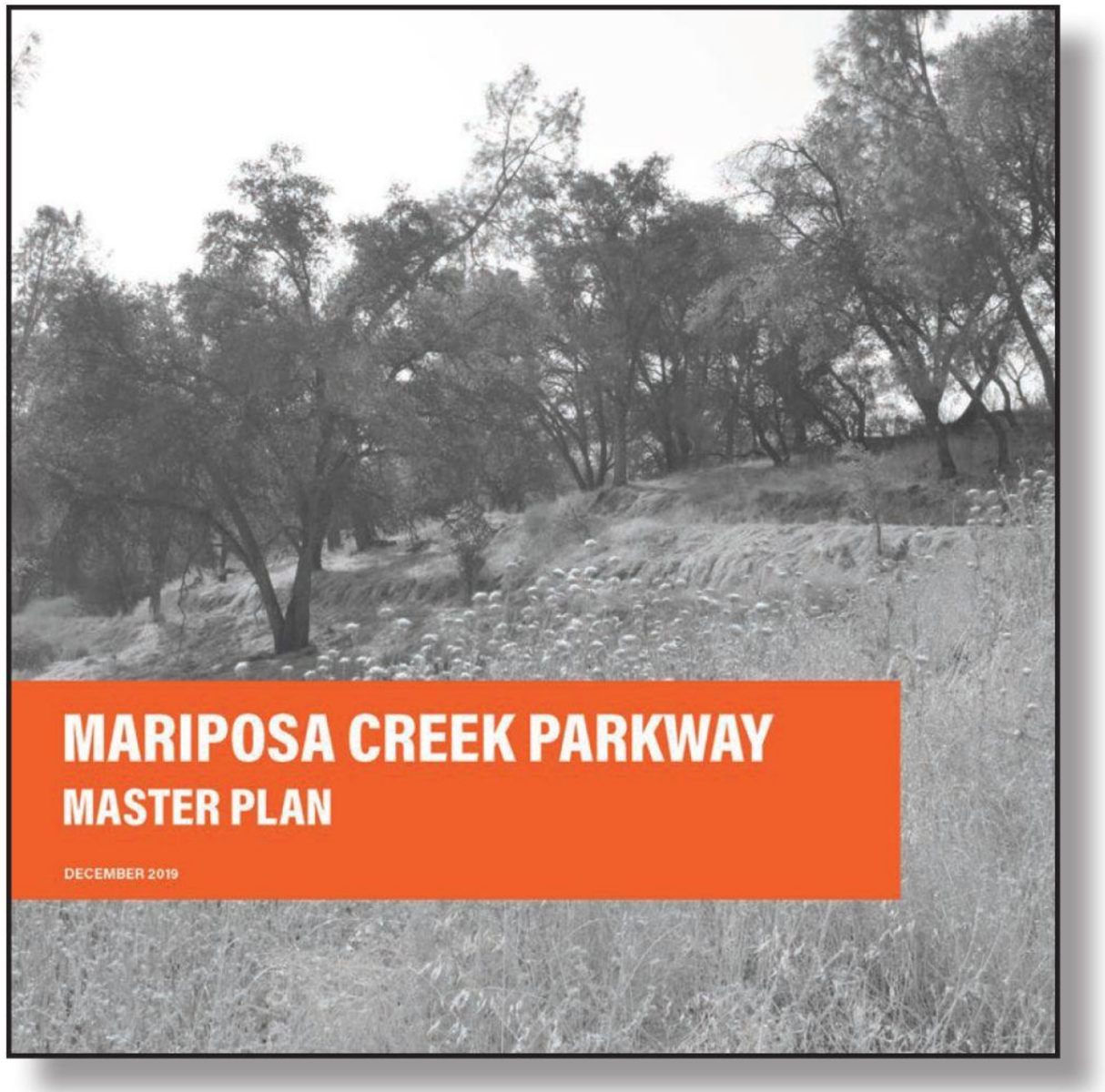
WE ARE HERE

1979 1982 1985 1988 1991 1994 1997 2000 2003 2006 2009 2012 2015 2018 2021 2024

Attachment: 2023_0124_MCP4_Board of Supervisors (13611 : Status Update: Mariposa Creek Parkway Phase IV Special Plan)

Project Context :: **Introduction + Background**

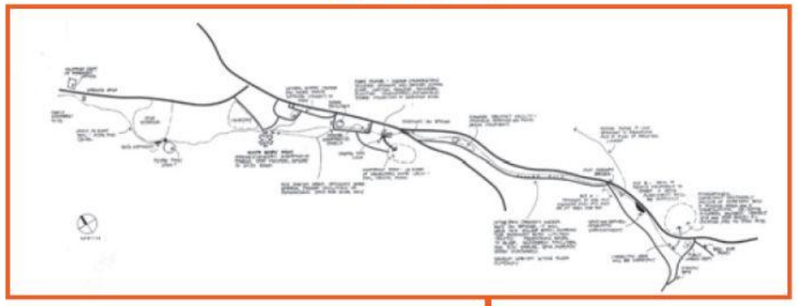
- $260,000 from CalTrans Sustainable Communities Planning Grant
- Intensive Stakeholder Engagement Program to Establish a Comprehensive Interdisciplinary Vision for the Parkway
- “More than a Trail;” a **public space**, an arena for civic life, an **expression of what is important to us**



Attachment: 2023_0124_MCP4_Board of Supervisors (13611 : Status Update: Mariposa Creek Parkway Phase IV Special Plan)

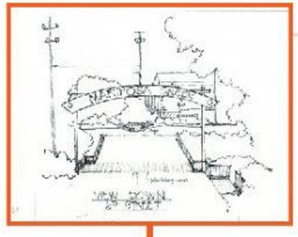
Project Context :: **Introduction + Background**

CORRIDOR
CONCEPT PLAN

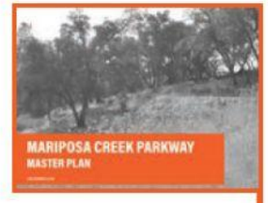


TOWN SPECIFIC PLAN

SCHEMATIC
MASTER PLAN



MARIPOSA CREEK
PARKWAY MASTER
PLAN



19 YEARS

PHASE III
CONCEPTUAL PLAN

PHASE I
COMPLETED

PHASE II
COMPLETED

ARTS PARK
COMPLETED

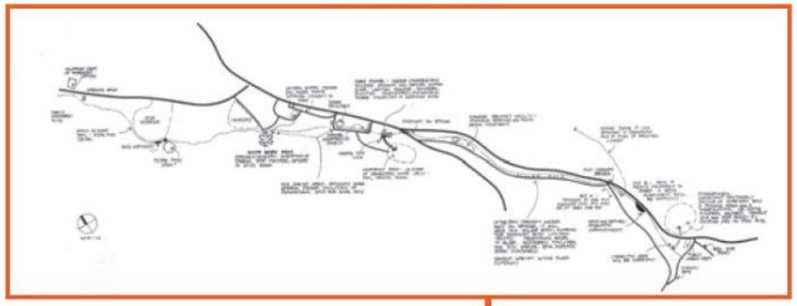
WE ARE HERE

1979 1982 1985 1988 1991 1994 1997 2000 2003 2006 2009 2012 2015 2018 2021 2024

Attachment: 2023_0124_MCP4_Board of Supervisors (13611 : Status Update: Mariposa Creek Parkway Phase IV Special Plan)

Project Context :: **Introduction + Background**

CORRIDOR CONCEPT PLAN



PHASE III ACQUISITION

PHASE II/III RESTORATION

PHASE III CONSTRUCTION

PHASE IV SPECIAL PLAN

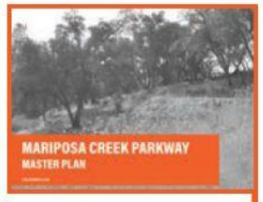
PHASE III TRAILHEAD + PARK

PHASE III HILLSIDE TRAILS + FUELBREAKS

TOWN SPECIFIC PLAN

SCHEMATIC MASTER PLAN

MARIPOSA CREEK PARKWAY MASTER PLAN



19 YEARS

PHASE III CONCEPTUAL PLAN

PHASE I COMPLETED

PHASE II COMPLETED

ARTS PARK COMPLETED

WE ARE HERE

1979 1982 1985 1988 1991 1994 1997 2000 2003 2006 2009 2012 2015 2018 2021 2024

Attachment: 2023_0124_MCP4_Board of Supervisors (13611 : Status Update: Mariposa Creek Parkway Phase IV Special Plan)

Project Context :: **Introduction + Background**

Attachment: 2023_0124_MCP4_Board of Supervisors (13611 : Status Update: Mariposa Creek Parkway Phase IV Special Plan)

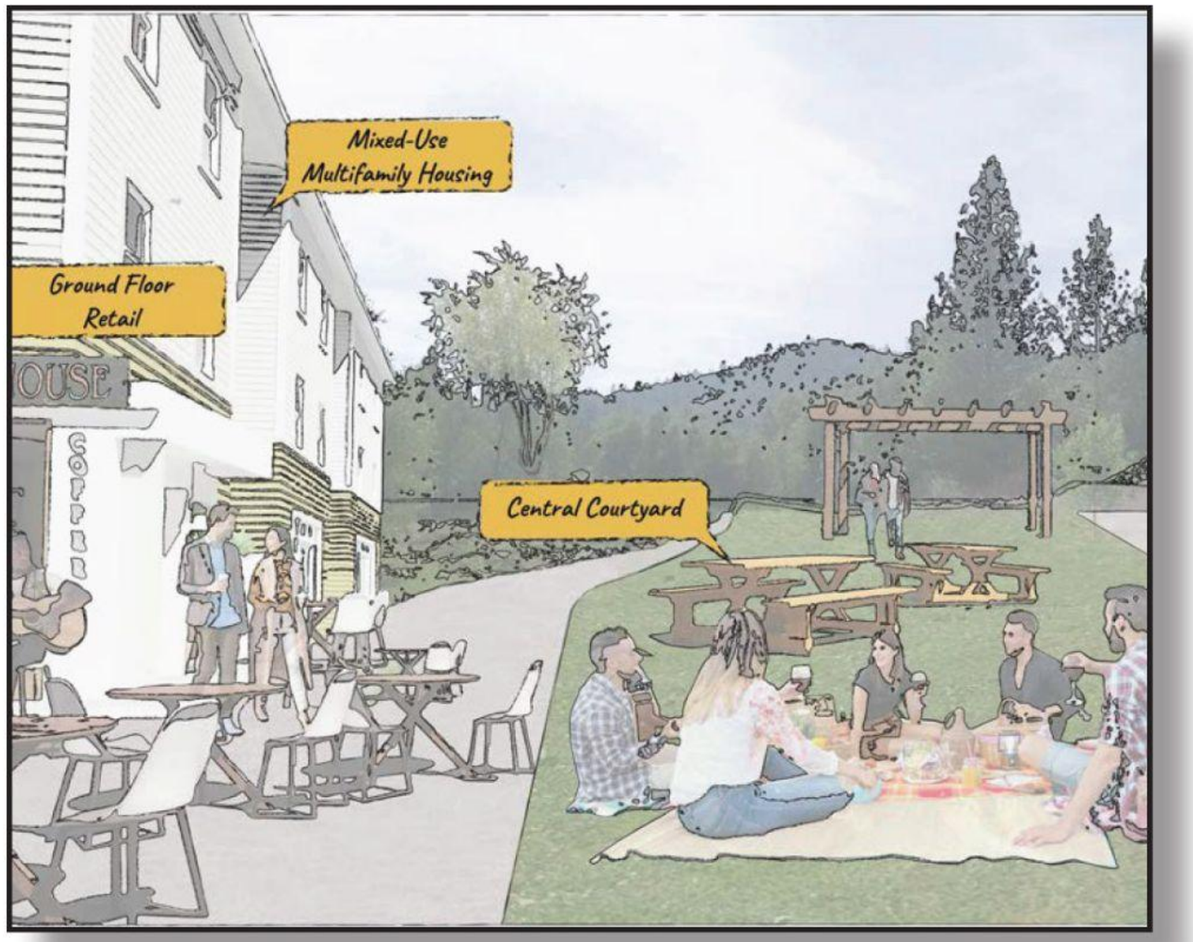
Project Context :: **Parkway Phases**

Source: Mariposa Creek Parkway Master Plan (WR

Attachment: 2023_0124_MCP4_Board of Supervisors (13611 : Status Update: Mariposa Creek Parkway Phase IV Special Plan)

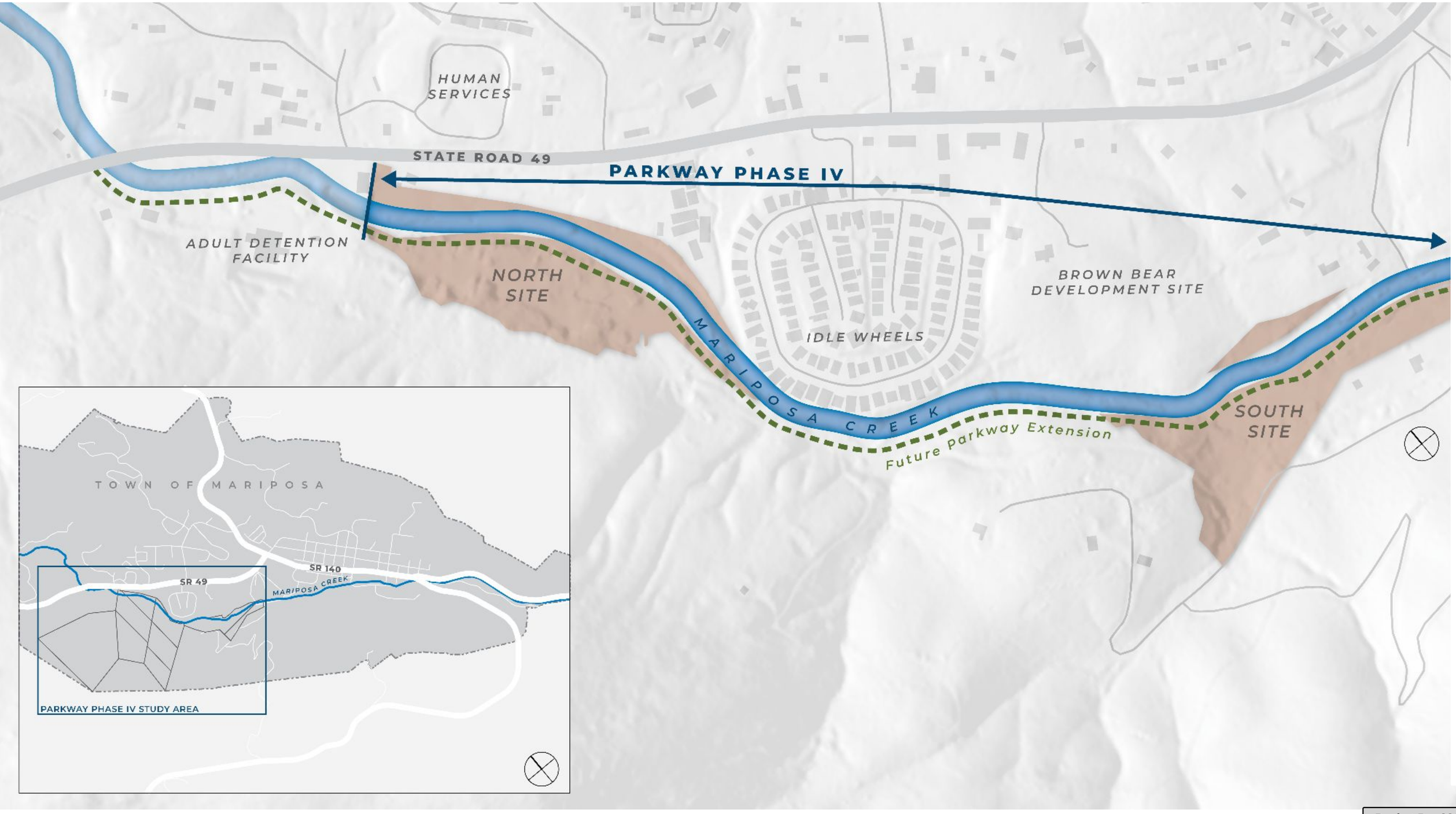
Project Context :: **Introduction + Background**

- $460,000 from CalTrans Sustainable Communities Planning Grant
- Plan and integrate a neighborhood into the creek corridor **in the area acquired by the Board for this express purpose**
- Opportunity to **apply the principles and essential concepts** articulated in the Master Plan



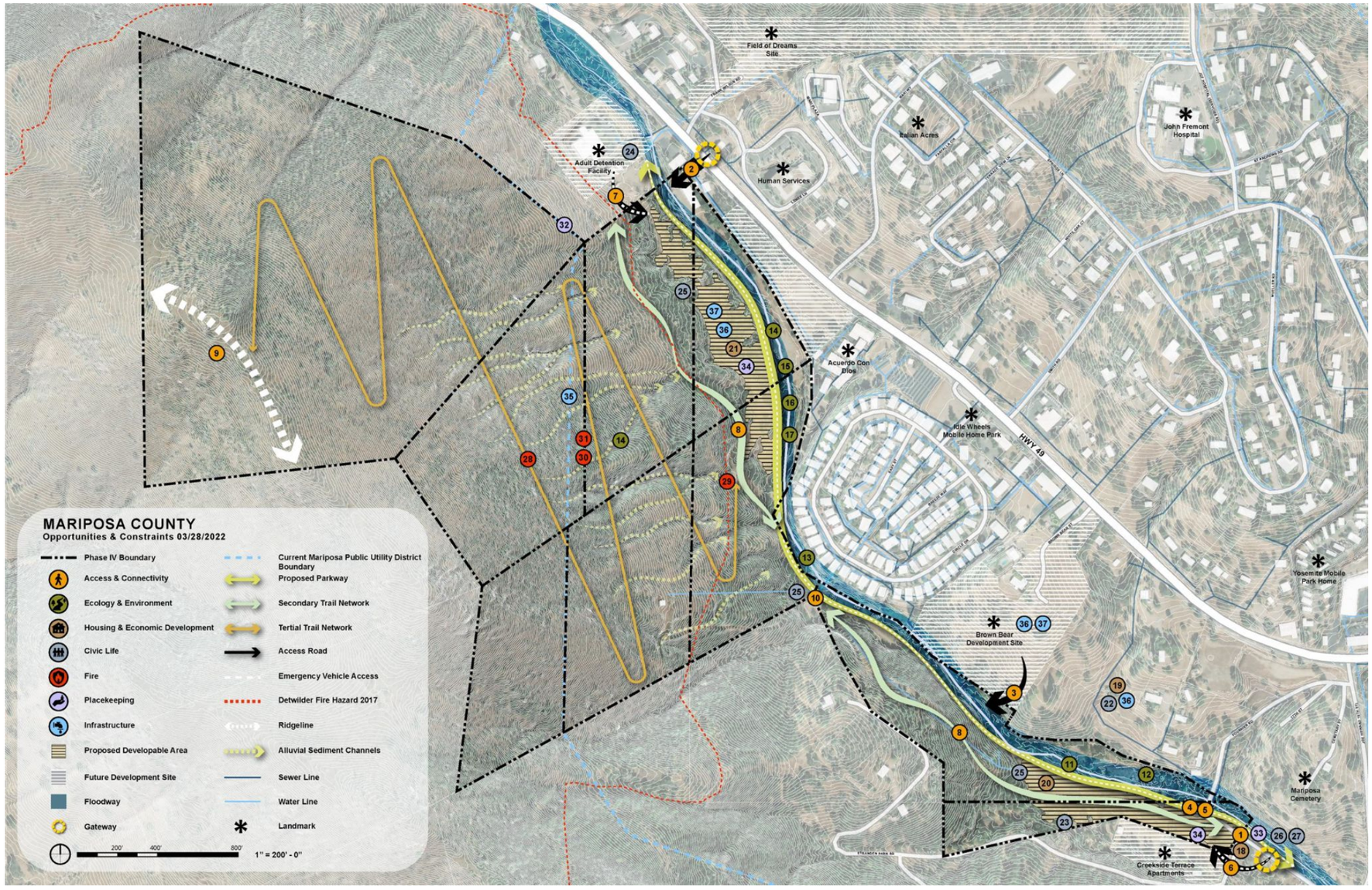
Attachment: 2023_0124_MCP4_Board of Supervisors (13611 : Status Update: Mariposa Creek Parkway Phase IV Special Plan)

Project Context :: **Developable Areas**



Attachment: 2023_0124_MCP4_Board of Supervisors (13611 : Status Update: Mariposa Creek Parkway Phase IV Special Plan)

Project Context :: **Phase IV Work To-Date**



- Existing Conditions and Context Report
- Opportunities and Constraints Analysis
- Trails Day + Survey Outreach
- Vision, Goals, and Objectives

Attachment: 2023_0124_MCP4_Board of Supervisors (13611 : Status Update: Mariposa Creek Parkway Phase IV Special Plan)

Goal Setting & Priorities

Vision, Goals, & Objectives

Attachment: 2023_0124_MCP4_Board of Supervisors (13611 : Status Update: Mariposa Creek Parkway Phase IV Special Plan)

Goal Setting & Priorities :: **Vision**

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.

Attachment: 2023_0124_MCP4_Board of Supervisors (13611 : Status Update: Mariposa Creek Parkway Phase IV Special Plan)

Goal Setting & Priorities :: **Goals**

Goals are presented in no particular order.
They all hold equal priority for implementation.

- **establish SAFE and ACCESSIBLE connections for residents and visitors**
- **PRESERVE, REBALANCE, and RESTORE ecological functions along Mariposa Creek and its watershed to support climate resiliency, biodiversity, and ecosystem processes at multiple scales**
- **leverage the parkway investment to achieve appropriate, COMMUNITY-SUPPORTED neighborhood development**
- **provide diverse amenities to foster CIVIC LIFE**
- **prioritize improvements to mitigate CLIMATE HAZARDS and THREATS**
- **apply PLACEMAKING and PLACEKEEPING principles to develop a community that welcomes and resonates with all Mariposans**
- **expand INFRASTRUCTURE to connect the Phase IV area with adjacent development**

Attachment: 2023_0124_MCP4_Board of Supervisors (13611 : Status Update: Mariposa Creek Parkway Phase IV Special Plan)

Goal Setting & Priorities :: **Evaluation Criteria**

Goals and Objectives for the Phase IV Special Plan will be evaluated based on criteria in the following categories:

Access & Connectivity

Ecology & Environment

Housing & Development

Civic Life

Placekeeping & Placemaking

Climate Hazards

Infrastructure

Attachment: 2023_0124_MCP4_Board of Supervisors (13611 : Status Update: Mariposa Creek Parkway Phase IV Special Plan)

Conceptual Site Planning
Kit of Parts

Attachment: 2023_0124_MCP4_Board of Supervisors (13611 : Status Update: Mariposa Creek Parkway Phase IV Special Plan)

Conceptual Site Planning Kit of Parts :: **Overview**

Universal Elements

- **Parkway Access Points**
- **Trailhead with Parking**
- **Emergency Accessible Parkway Trail**
- **Hillside Trails**

Creek Restoration

- **Ecological Creekbed Restoration**
- **Green Infrastructure**
- **Riparian Areas**

Potential Land Uses

Housing Typologies

- **Cottage Cluster Housing**
- **Terraced Housing**

Commercial Uses

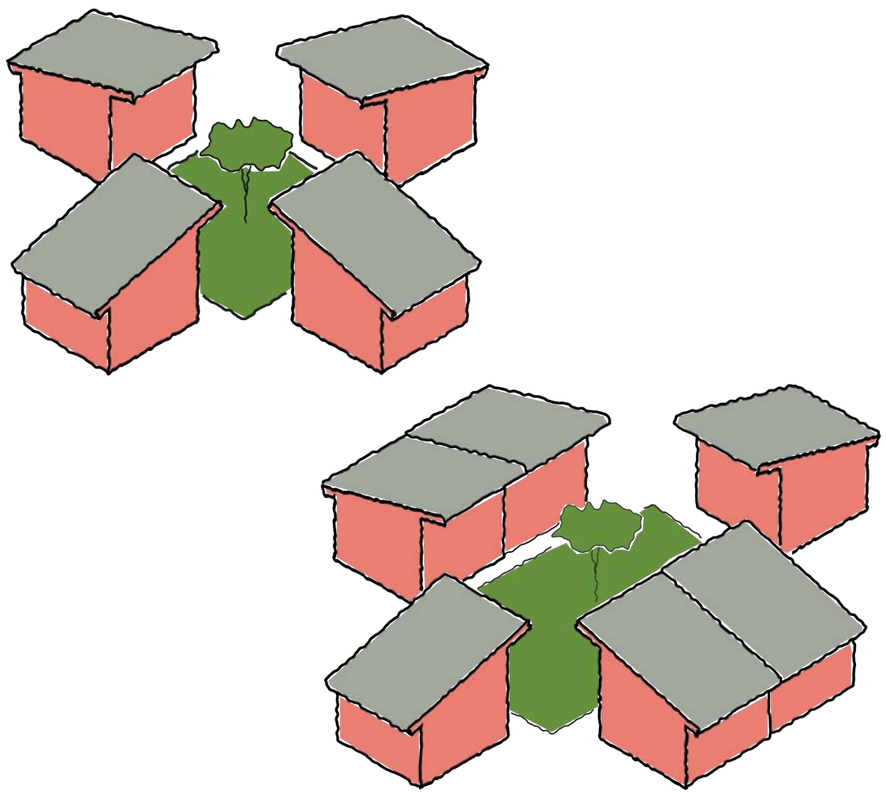
- **Bed & Breakfast**
- **Indoor / Outdoor Climbing Facility**

Civic / Recreational Uses

- **Pump Track**
- **Playpark**

Attachment: 2023_0124_MCP4_Board of Supervisors (13611 : Status Update: Mariposa Creek Parkway Phase IV Special Plan)

Kit of Parts :: **Cottage Cluster Housing**



Description

The cottage cluster housing type includes smaller lot sizes with the potential for incorporating both detached and attached (e.g., townhome or duplex) units within the development. The units are “clustered” around shared common spaces, such as green space or shared indoor amenities.

Design Theme Applicability

We have applied this concept at various levels of intensity to all three design themes.

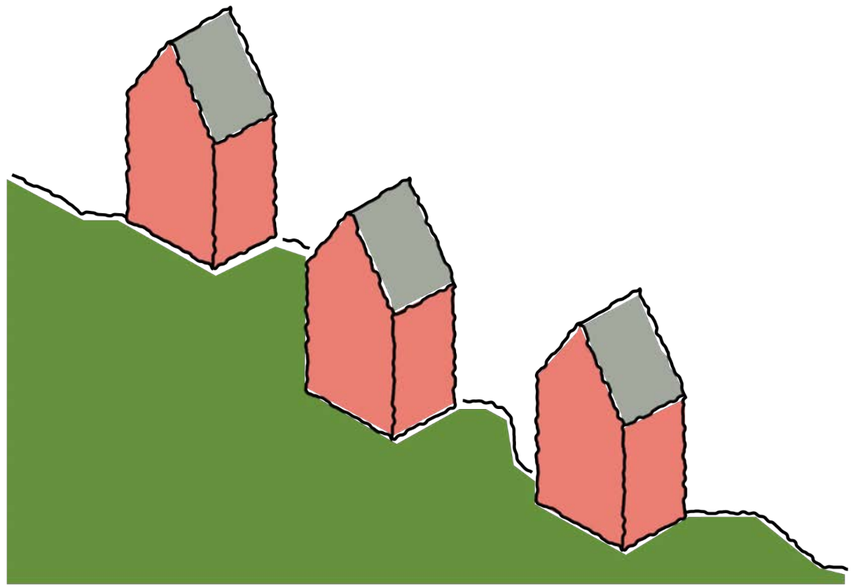
Greenwood Avenue Cottages | Shoreline, WA

Cully Grove | Portland, OR

Wilder | Newport, OR

Attachment: 2023_0124_MCP4_Board of Supervisors (13611 : Status Update: Mariposa Creek Parkway Phase IV Special Plan)

Kit of Parts :: **Terraced Housing**



Description

Terraced housing would be located along the hillside adjacent to the northern developable area. These units would be detached and closely clustered along the hillside development site and subject to the Hillside Development Standards.

Design Theme Applicability

We have applied this concept to the Destination: Mariposa theme. These units are likely to be more expensive and attractive to second-home buyers.

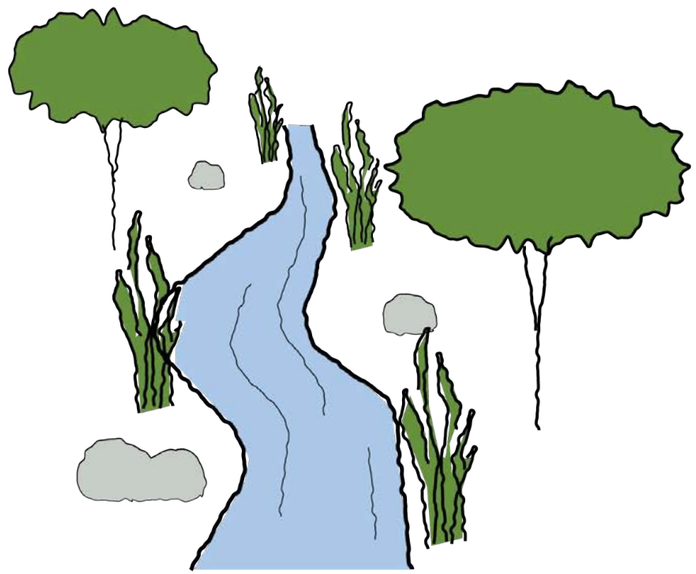
Mosier Creek Place | Mosier, OR

Northwest Terrace | Bonney Lake, WA

Marin County, CA

Attachment: 2023_0124_MCP4_Board of Supervisors (13611 : Status Update: Mariposa Creek Parkway Phase IV Special Plan)

Kit of Parts :: **Riparian Habitat Preserve**



Description

The riparian habitat preserve will allow for a protected natural areas along the Creek Parkway. With minimal development intervention, the preserve could include trails, boardwalks, and interpretive signage.

Design Theme Applicability

We have applied this concept to the Ecological Integrity design theme.

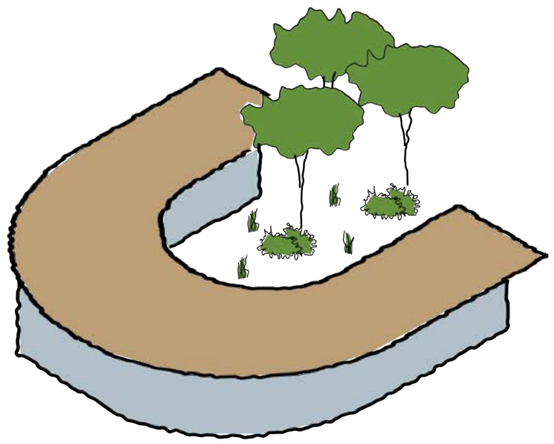
Tuolumne River and riparian habitat | Modesto, CA

First Creek Park | Denver, CO

Mission Plaza | San Luis Obispo, CA

Attachment: 2023_0124_MCP4_Board of Supervisors (13611 : Status Update: Mariposa Creek Parkway Phase IV Special Plan)

Kit of Parts :: **Outdoor Education Center**



Description

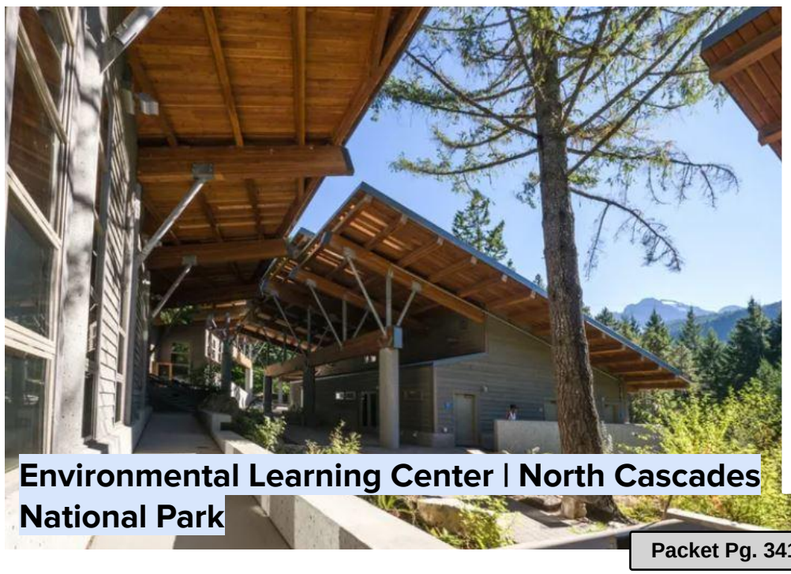
An outdoor education center will provide both indoor and outdoor gathering spaces with interpretive signage and programming related to environmental education.

Design Theme Applicability

We have applied this concept to the Ecological Integrity design theme.

Marine Education Center | Ocean Springs, MS

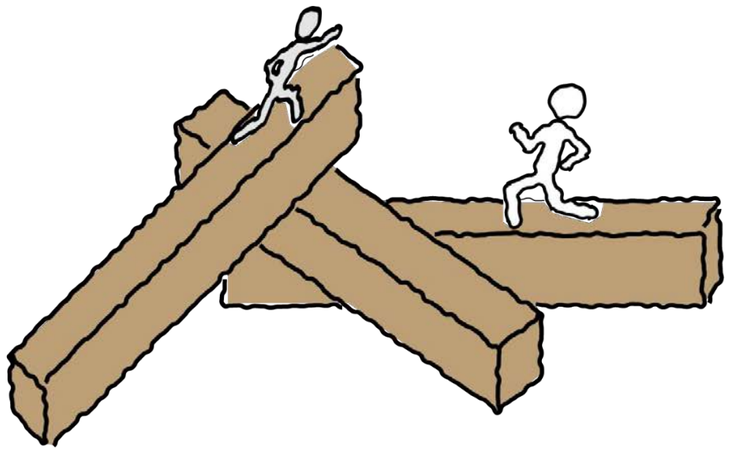
Ryerson Education Facility | Riverwoods, IL



Environmental Learning Center | North Cascades National Park

Attachment: 2023_0124_MCP4_Board of Supervisors (1361 : Status Update: Mariposa Creek Parkway Phase IV Special Plan)

Kit of Parts :: **Playpark**



Description

A playpark would include activities and structures for a range of ages. Elements in the playpark may include play equipment, lawn space, furniture (like benches), or a splash pad.

Design Theme Applicability

We have applied elements from these concepts to each of the three design themes.

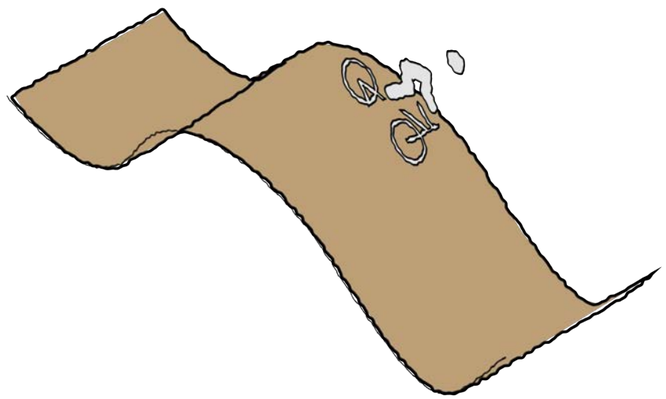
Paul Bunyan Park | Bemidji, MN

Broadmoor Wildlife Sanctuary | Natick, MA

Westmoreland Park | Portland, OR

Attachment: 2023_0124_MCP4_Board of Supervisors (13611 : Status Update: Mariposa Creek Parkway Phase IV Special Plan)

Kit of Parts :: **Pump Track**



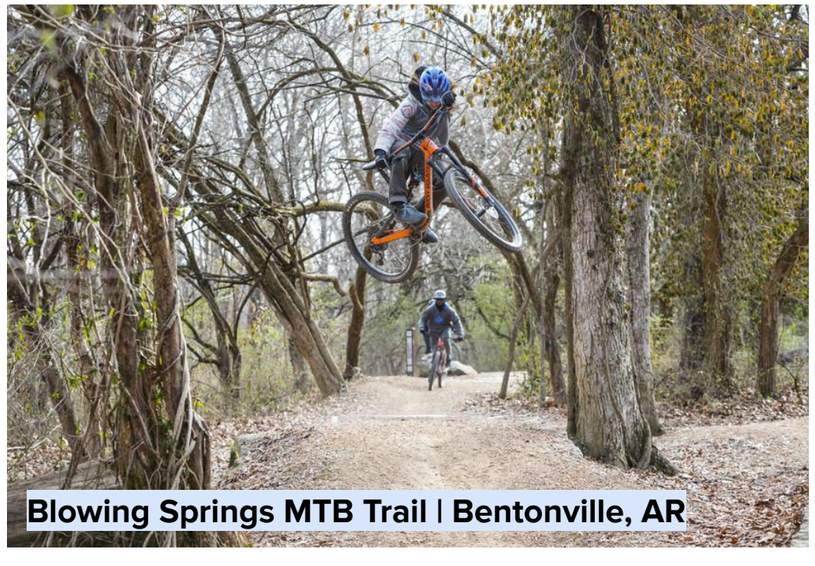
Description

A pump track will provide opportunities for cyclists of all skill levels. The track may also be a location for competitions or other mountain biking-related events in Mariposa.

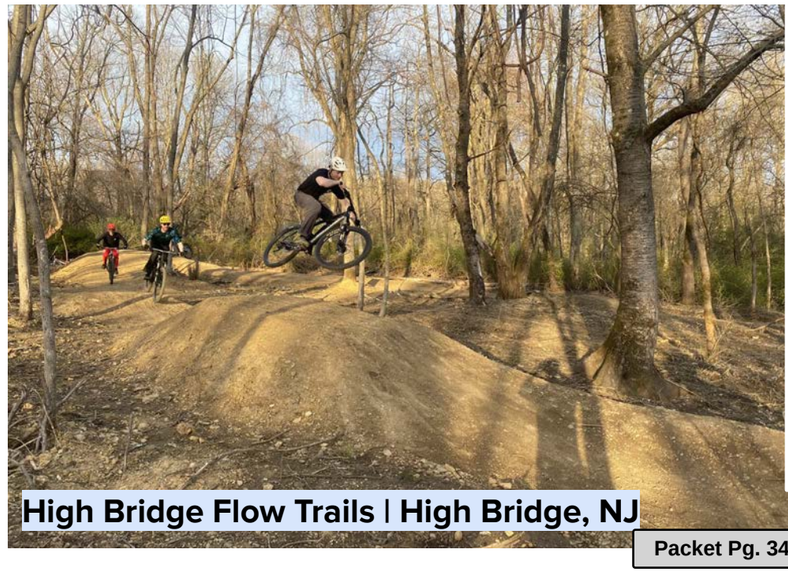
Design Theme Applicability

We have applied elements from these concepts to the Destination: Mariposa design theme.

Trek Bike Park | Santa Clarita, CA



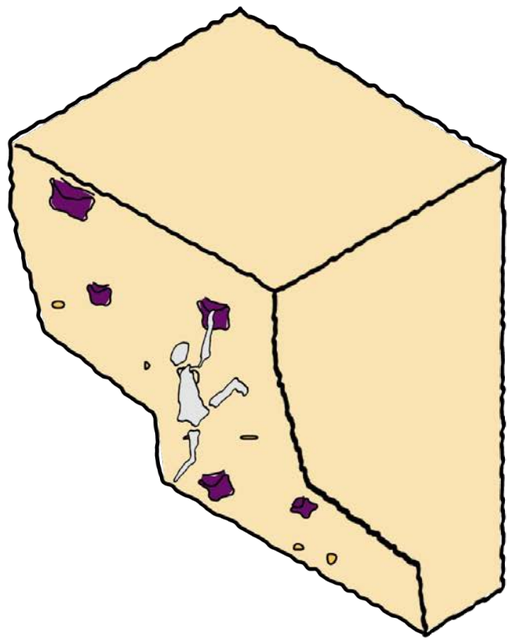
Blowing Springs MTB Trail | Bentonville, AR



High Bridge Flow Trails | High Bridge, NJ

Attachment: 2023_0124_MCP4_Board of Supervisors (13611 : Status Update: Mariposa Creek Parkway Phase IV Special Plan)

Conceptual Site Planning :: **Indoor/Outdoor Climbing Facility**



Description

An indoor / outdoor climbing facility helps to support some of the elements in the planned recreation facility needs in Mariposa County. This facility would also provide opportunities for hosting climbing competitions or other climbing events.

Design Theme Applicability

We have applied this concept to the Destination: Mariposa design theme.

Shawnee Outdoor Learning Center | Louisville, KY

IFSC Climbing World Cup | Multiple Locations

The Mountaineers | Seattle, WA

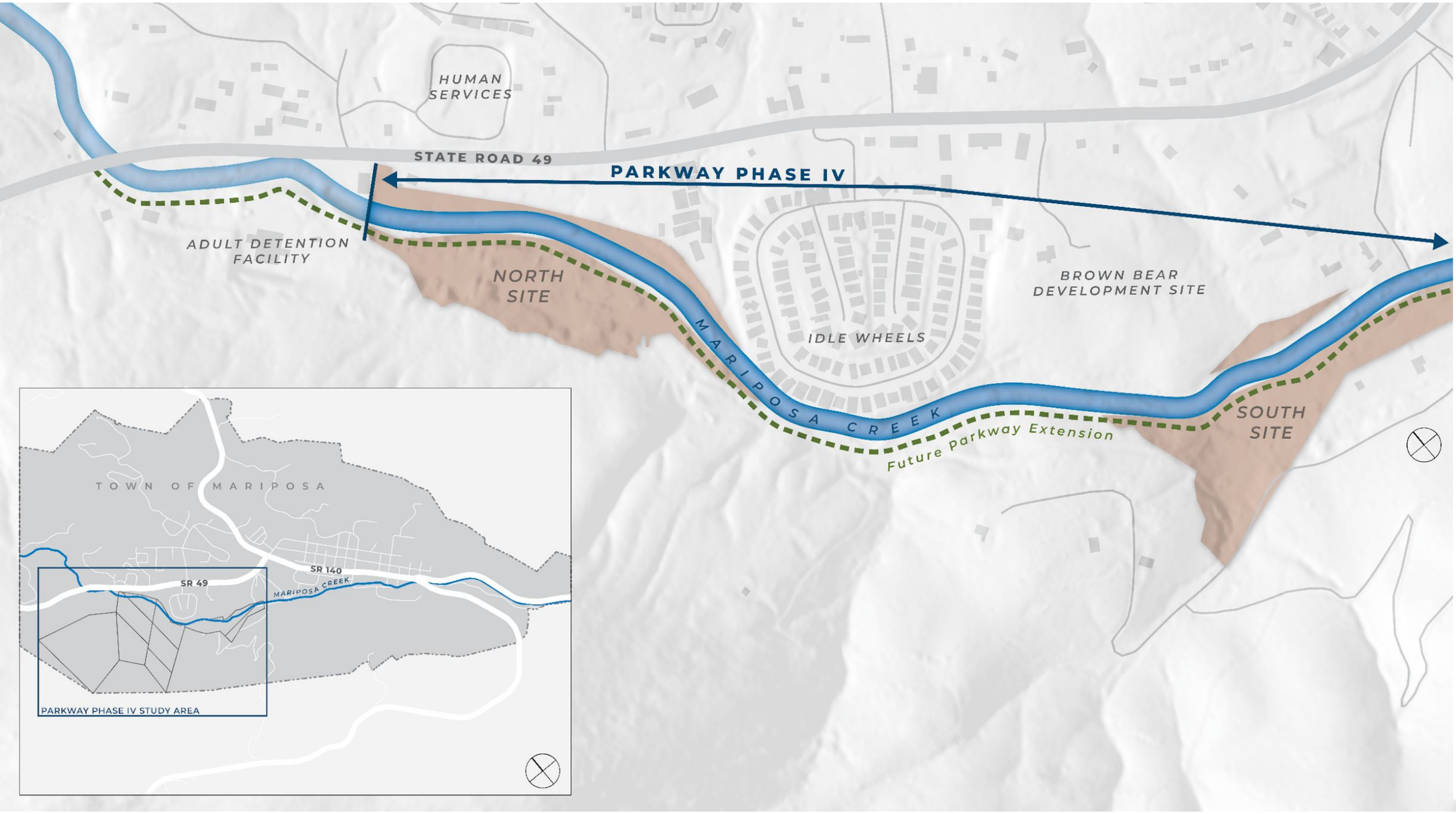
Attachment: 2023_0124_MCP4_Board of Supervisors (13611 : Status Update: Mariposa Creek Parkway Phase IV Special Plan)

Conceptual Site Planning

Design Themes

Attachment: 2023_0124_MCP4_Board of Supervisors (13611 : Status Update: Mariposa Creek Parkway Phase IV Special Plan)

Conceptual Site Planning :: **Developable Areas**



Attachment: 2023_0124_MCP4_Board of Supervisors (13611 : Status Update: Mariposa Creek Parkway Phase IV Special Plan)

Conceptual Site Planning :: **Design Themes**

The following design themes from Trails Day feedback and the survey:

Maintain and Celebrate Rural Mariposa

"... let's keep it rustic and rural. Those who live here and visitors alike come to escape the cities and urban environments. I like the secondary trail network idea, the way finding signage, and the educational element."

Ecological Integrity

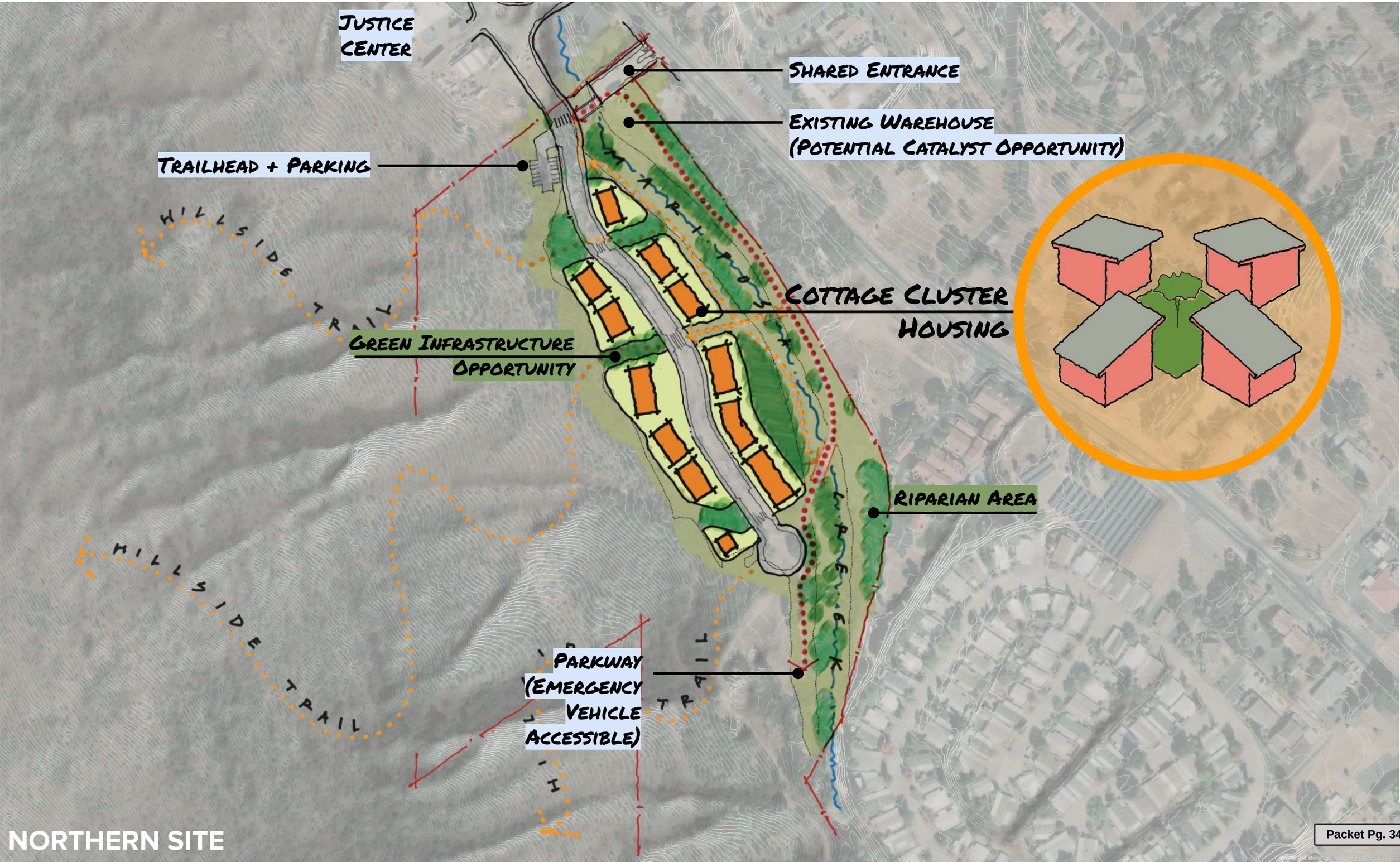
"This project walks the line between satisfying community needs, and protecting natural resources. It will be a delicate and challenging balance, but with the right plan and the right contractors I believe it can be done!"

Destination: Mariposa

"Mariposa would greatly benefit from places to recreate outdoors. Light mountain bike trails, small climbing (bouldering) pods, all intertwined with hiking/running trails. This would greatly add to Mariposa as a destination town, instead of a bedroom community for Yosemite."

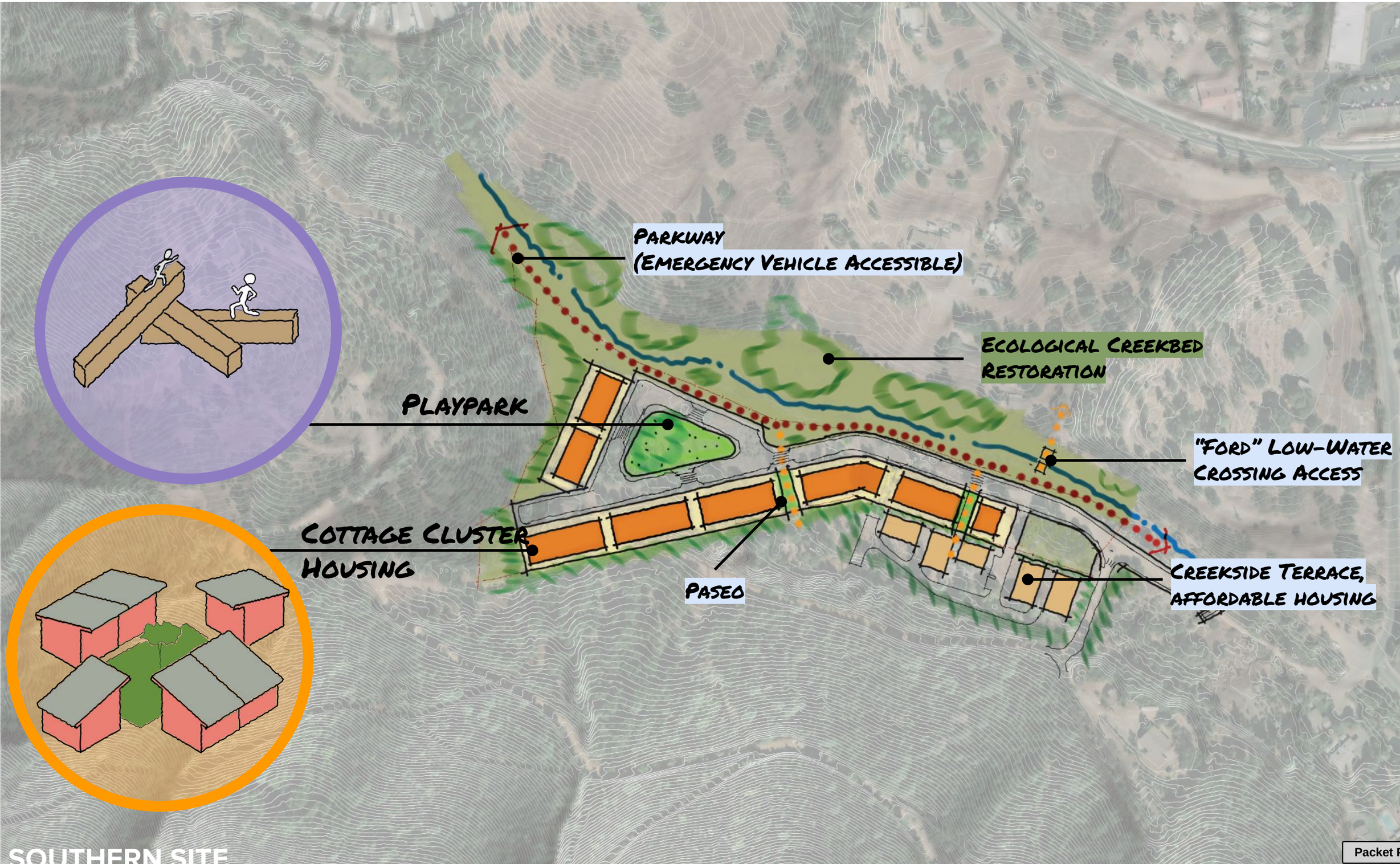
Attachment: 2023_0124_MCP4_Board of Supervisors (13611 : Status Update: Mariposa Creek Parkway Phase IV Special Plan)

Conceptual Site Planning :: **Maintain and Celebrate Rural Mariposa**



Attachment: 2023_0124_MCP4_Board of Supervisors (13611 : Status Update: Mariposa Creek Parkway Phase IV Special Plan)

Conceptual Site Planning :: **Maintain and Celebrate Rural Mariposa**



SOUTHERN SITE

Attachment: 2023_0124_MCP4_Board of Supervisors (13611 : Status Update: Mariposa Creek Parkway Phase IV Special Plan)

Conceptual Site Planning :: **Ecological Integrity**

JUSTICE CENTER

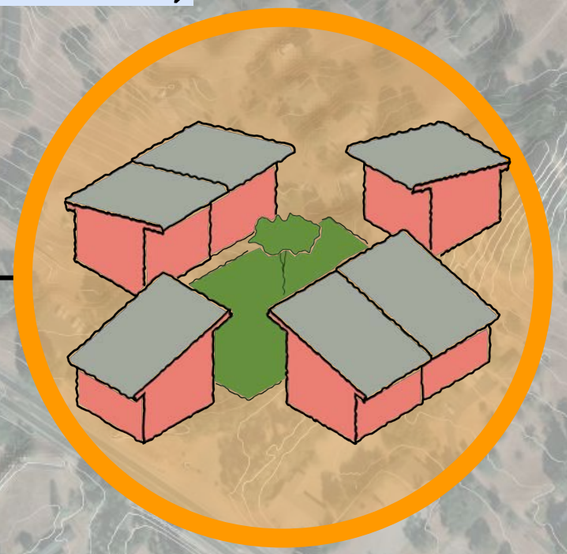
SHARED ENTRANCE

EXISTING WAREHOUSE (POTENTIAL CATALYST OPPORTUNITY)

TRAILHEAD + PARKING

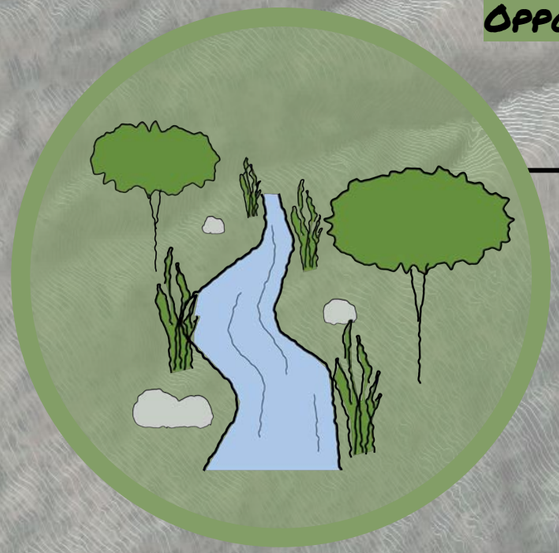
MARIPOSA CREEK PKWY

COTTAGE CLUSTER HOUSING



HILLSIDE TRAIL

GREEN INFRASTRUCTURE OPPORTUNITY



RIPARIAN HABITAT PRESERVE

RIPARIAN AREA

PARKWAY (EMERGENCY VEHICLE ACCESSIBLE)

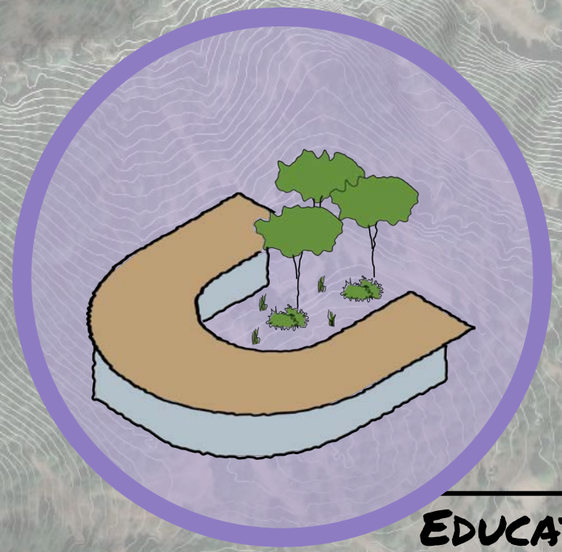
HILLSIDE TRAIL

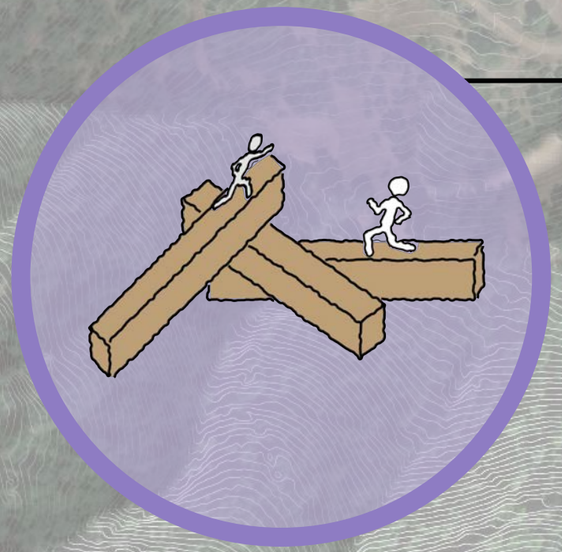
HILLSIDE TRAIL

NORTHERN SITE

Attachment: 2023_0124_MCP4_Board of Supervisors (13611 : Status Update: Mariposa Creek Parkway Phase IV Special Plan)

Conceptual Site Planning :: **Ecological Integrity**





Parkway
(Emergency Vehicle Accessible)

Ecological Creekbed Restoration

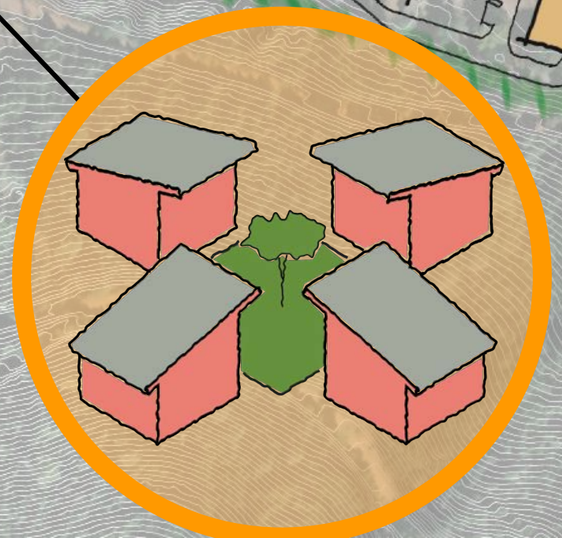
Outdoor Education Center

Playpark

"Ford" Low-Water Crossing Access

Creekside Terrace, affordable housing

Cottage Cluster Housing



SOUTHERN SITE

Attachment: 2023_0124_MCP4_Board of Supervisors (13611 : Status Update: Mariposa Creek Parkway Phase IV Special Plan)

Conceptual Site Planning :: **Destination Mariposa**

JUSTICE CENTER

SHARED ENTRANCE

EXISTING WAREHOUSE (POTENTIAL CATALYST OPPORTUNITY)

TRAILHEAD + PARKING

INDOOR / OUTDOOR CLIMBING FACILITY

TERRACED HOUSING

PUMP TRACK

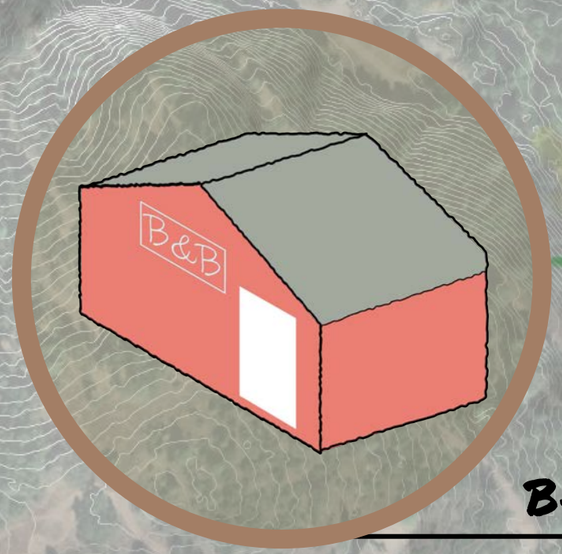
PARKWAY (EMERGENCY VEHICLE ACCESSIBLE)

RIPARIAN AREA

NORTHERN SITE

Attachment: 2023_0124_MCP4_Board of Supervisors (13611 : Status Update: Mariposa Creek Parkway Phase IV Special Plan)

Conceptual Site Planning :: **Destination Mariposa**



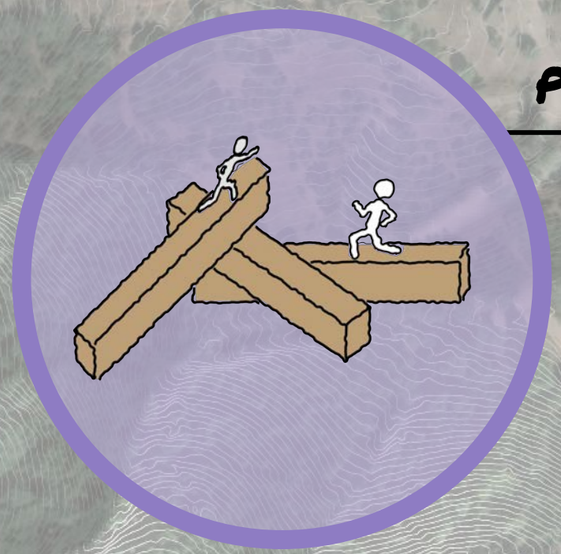
B+B

PARKWAY
(EMERGENCY VEHICLE ACCESSIBLE)

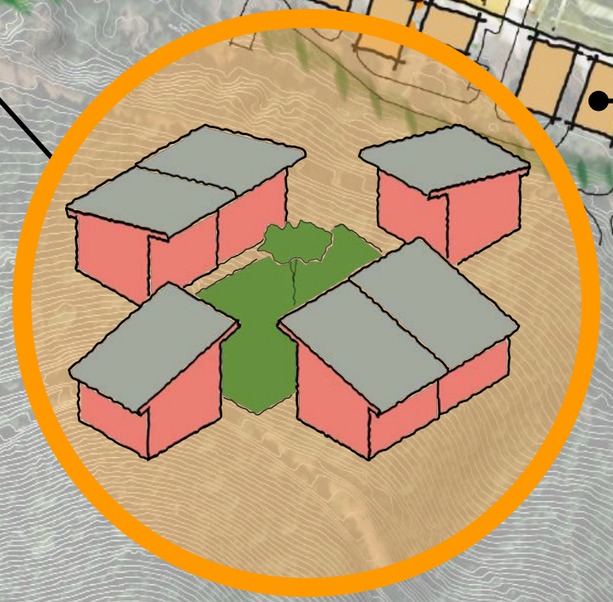
ECOLOGICAL CREEKBED RESTORATION

"FORD" LOW-WATER CROSSING ACCESS

PLAYPARK



COTTAGE CLUSTER HOUSING



CREEKSIDE TERRACE, AFFORDABLE HOUSING

SOUTHERN SITE

Attachment: 2023_0124_MCP4_Board of Supervisors (13611 : Status Update: Mariposa Creek Parkway Phase IV Special Plan)

MARIPOSA COUNTY

Administration · 966-3222

RESOLUTION - ACTION REQUESTED 2023-55

MEETING: January 24, 2023

TO: The Board of Supervisors

FROM: Dallin Kimble, County Administrative Officer

RE: Mariposa County Strategic Communications Plan

RECOMMENDATION AND JUSTIFICATION:
Approve the Mariposa County Strategic Communications Plan and direct staff to begin implementation.

Mariposa County's mission statement is to "improve the quality of life in Mariposa County *through active community engagement* and the efficient delivery of outstanding public services" (emphasis added). Objective 3.2 of the County's strategic plan directs staff to "develop proactive internal and external communication processes and methods to effectively inform employees, the public and the press of County events, processes, decisions, service levels and reasoning." The Mariposa County Strategic Communications Plan is a thoughtful step toward the desired communication and engagement with our residents, employees and local media.

Just as Mariposa County's strategic plan seeks to focus staff efforts on community values, goals, and objectives, the strategic communications plan aims to provide a similar focus for both internal and external communication. The draft plan was developed with input from county leaders and stakeholders including board members, department heads, and employees with roles related to communication.

In particular, those who provided input repeated the need for transparency, a proactive approach, and public education. These elements are incorporated as primary focus areas in the draft plan presented here.

Having a strategic communications plan allows Mariposa County to communicate proactively and effectively to employees, our community, and all stakeholders. Internally, a strategic communications plan improves employee awareness, with the potential to improve morale. Externally, it provides Mariposa County the opportunity to inform, educate, and communicate with our community more directly, more often, and more clearly than we are currently able.

Having a purposeful spotlight on communications can help improve community understanding, save money, increase impact, and support the efforts outlined in the County's strategic plan. By providing a framework to Mariposa County communications, the strategic communications plan provides the capacity for leadership, departments, and County communicators to create focused, effective messaging.

BACKGROUND AND HISTORY OF BOARD ACTIONS:
Mariposa County has not approved a Strategic Communications Plan in the past.

In early 2020, the Board approved a public information officer position allocation to be located in the administration department. With the onset of the novel coronavirus pandemic, this position, like many others, was frozen and left unfilled until 2022. The County's first public information officer, Elizabeth Darcy, began serving in that role in October 2022.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:
Do not approve, Mariposa County communication efforts will continue however without a clear guiding document there is an increased risk of conflicting messaging, community confusion, and duplication of efforts.

ATTACHMENTS:
Mariposa County Strategic Communications Plan (PDF)

RESULT: **ADOPTED [UNANIMOUS]**
MOVER: Shannon Poe, Supervisor
SECONDER: Danette Toso, Supervisor
AYES: Danette Toso, Shannon Poe, Rosemarie Smallcombe, Wayne Forsythe
EXCUSED: Miles Menetrey

Mariposa County

Strategic Communications Plan

2023 – 2028

Attachment: Mariposa County Strategic Communications Plan (RES-2023-55 : Mariposa County Strategic Communications Plan)

Table of Contents

Introduction 2

Why Create a Strategic Communications Plan 2

Mariposa County Mission, Vision, and Values 3

Mariposa County Communication Guiding Principles 3

Impactful Communication Strategy 3

Focus Areas 4

- Focus Area 1: Information 5
- Focus Area 2: Education 6
- Focus Area 3: Appreciation 7

Reach Methods 8

Attachment: Mariposa County Strategic Communications Plan (RES-2023-55 : Mariposa County Strategic Communications Plan)

Introduction:

Mariposa County adopted its first Strategic Plan in 2019 which outlined focus areas, objectives, initiatives, and more in an effort to drive County goals while expressing the community's vision and the values, goals, and objectives that are desirable for the community and County staff to achieve. This is Mariposa County's first ever Strategic Communications Plan which will aim to guide the County in a similar manner, with an emphasis on both internal and external communication practices.

In an effort to form our first ever Strategic Communications Plan, meetings were held with County leaders, and feedback was requested from specific County employees with communications insights. Following the initial feedback request, a draft plan was sent to all County Leaders for additional feedback and direction.

Feedback from Department Heads, County leaders, and staff was filled with requests for increased information sharing. "Transparent", "proactive" and "educate" were repeated regularly in meetings and feedback request forms. These three terms, and other related items, helped to identify the focus areas for Mariposa County's Strategic Communications Plan.

Why Create a Strategic Communications Plan:

Having a strategic communications plan allows Mariposa County to communicate proactively and effectively to employees, our community, and all stakeholders. Internally, a strategic communications plan improves employee awareness, with the potential to improve morale. Externally, it provides Mariposa County the opportunity to inform, educate, and communicate with our community successfully.

Having a purposeful spotlight on communications can help improve community understanding, save money, increase impact, and support the County Strategic Plan. By providing a framework to Mariposa County communications, the strategic communications plan provides the capacity for leadership, departments, and County communicators to create focused, effective messaging. The plan is adaptable for each department and team, allowing them to develop their own communications or gain support from the County Public Information Officer (PIO). This will ensure not only that accurate information is reaching fellow employees and the public, but also that communications are coordinated and unified.

Attachment: Mariposa County Strategic Communications Plan (RES-2023-55 : Mariposa County Strategic Communications Plan)

Vision, Mission, and Values:

Mariposa County Vision Statement – Mariposa County is a thriving, scenic, historic, and culturally vibrant rural community where residents, businesses, and visitors enjoy opportunity, security, engagement, prosperity, and wellness.

Mariposa County Mission Statement – We improve the quality of life in Mariposa County through active community engagement and the efficient delivery of outstanding public services.

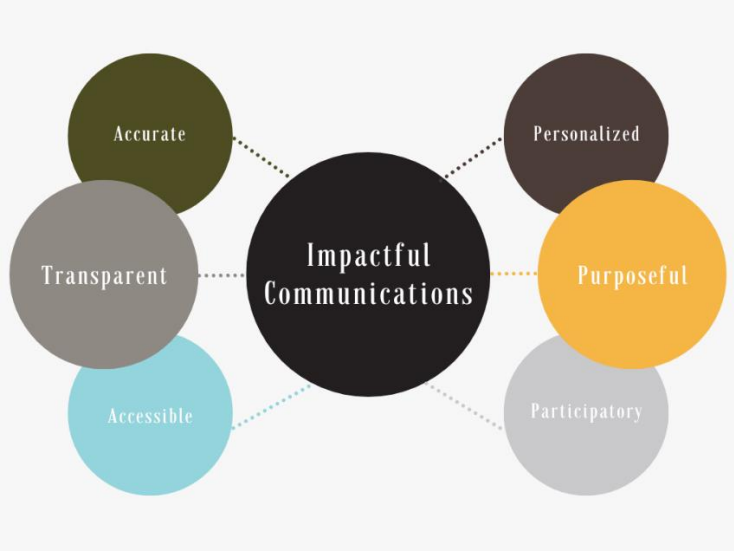
Mariposa County Guiding Values –

- Collaboration – Partner with our community and lead in our state.
- Integrity – Do what is moral, ethical, legal, honest, fair, transparent, equitable, and humane.
- Sustainability – Meet the needs of the present without compromising the future.
- Transparency – Open, accountable, and accessible to the public. We explain how and why decisions are made.
- Excellence – Effective, efficient, equitable, and citizen-focused services with a focus on constant improvement.

Mariposa County Communication Guiding Principles:

Timely – We will communicate what we know when we know it.
Openly – We will provide honest information in a way that is easy to access and understand.
Proactively – We will engage before being asked to provide information and anticipate hot-button topics.
Kindly – We will interact with others in a kind and respectful manner.

Impactful Communication Strategy:



Attachment: Mariposa County Strategic Communications Plan (RES-2023-55 : Mariposa County Strategic Communications Plan)

Focus Areas:

Communication Focus Areas	
	Information – Ensure vital and informative information is available and easily accessible to employees and the community.
	Education – Provide quality information, background, and education to the community regarding County programs, policies, and offerings.
	Appreciation – Acknowledge the unique, strong community we serve and the hard-working, dedicated staff we have.

Attachment: Mariposa County Strategic Communications Plan (RES-2023-55 : Mariposa County Strategic Communications Plan)

1. Information:

Ensure vital and informative information is available and easily accessible to employees and the community.

1.1 Objective: Maintain the Mariposa County website to reflect current information.

Initiative	Timeline for Completion
Designate an individual in each department to maintain their webpage(s).	6 – 12 months
Designate a backup for each department to maintain their webpage(s).	12 – 18 months
Complete a quarterly assessment of all webpages.	Ongoing

1.2 Objective: Ensure social media is used appropriately to share vital information with the community.

Initiative	Timeline for Completion
Identify all currently active social media platforms.	3 months
Identify gaps in social media use, either departments without a presence or departments with limited capacity for creating posts.	6 months
Develop plan to include information on all county departments on the Mariposa County social media platforms to ensure equitable promotions.	12 months
Ensure all departments using social media have the County social media policy in place. Review and update current countywide policy.	6 - 12 months
Develop a social media guide and templates to support best practices across County social media.	12 – 24 months

1.3 Objective: Engage community partners to expand information reach.

Initiative	Timeline for Completion
Develop a resource guide identifying community partners.	12 months
Identify topics and programs that could benefit from advertisement and support from community partners.	Ongoing
Build and maintain relationships with community partners.	Ongoing

Attachment: Mariposa County Strategic Communications Plan (RES-2023-55 : Mariposa County Strategic Communications Plan)

2. Education:

Provide quality information, background, and education to the community regarding County programs, policies, and offerings.

2.1 Objective: Provide information on various County services to local media resources on a regular basis.

Initiative	Timeline for Completion
Develop a resource guide identifying local media partners.	6 – 12 months
Explore the opportunity to develop a monthly column in the Mariposa Gazette and Yosemite Express to highlight County departments, services, and resources.	12 – 24 months
Build and maintain relationships with local media partners.	Ongoing

2.2 Ensure all County employees have a general understanding of departments, services, and resources.

Initiative	Timeline for Completion
Develop a communications tool to provide regular updates on vital topics to all County employees.	6 – 12 months
Develop a county communications resource to be shared at employee onboarding, reviewing County branding, best practices, and resources.	12 – 24 months

2.3 Emphasize the value in County programs, services, and offerings in helping the community thrive.

Initiative	Timeline for Completion
Develop a schedule to highlight various County departments on social media.	12 - 24 months
Ensure webpages clearly reflect what each department does and how it impacts and serves the community.	12 – 24 months
Develop a training for County communicators to highlight best practices, resources, and opportunities to emphasize their value to the community in their messaging.	24 – 36 months

Attachment: Mariposa County Strategic Communications Plan (RES-2023-55 : Mariposa County Strategic Communications Plan)

3. Appreciation

Acknowledge the unique, strong community we serve and the hard-working, dedicated staff we have.

3.1 Objective: Ensure communications reflect the community accurately.

Initiative	Timeline for Completion
Develop a communication guide highlighting the intricacies of and best practices for Mariposa County communications.	12 - 24 months
Provide updated reports to County communicators on Census data, demographics, and resources for various populations in Mariposa County.	12 – 24 months

3.2 Objective: Call out County efforts to best serve our community.

Initiative	Timeline for Completion
Develop a schedule to highlight various County departments on social media.	12 - 24 months
Develop a tool to provide recognition amongst County employees.	24 - 36 months
Educate Department Heads and County leaders on opportunities to call out strong work by employees.	Ongoing

3.3 Objective: Focus on person-led communication and avoid one-size-fits-all interactions.

Initiative	Timeline for Completion
Develop a county guide with tools and resources on developing targeted messaging.	12 – 24 months
Review the need for general customer service trainings for County employees. If needed, identify a simple opportunity for all employees.	24 - 36 months
Instill a culture of using person-led communication styles and emphasize the practice of considering each person's life experience, age, gender, culture, heritage, language, beliefs, and identity when communicating.	Ongoing

Attachment: Mariposa County Strategic Communications Plan (RES-2023-55 : Mariposa County Strategic Communications Plan)

Reach Methods:

The following reach methods have been identified to advance communication goals and objectives and reach target audiences. County communications should implement a targeted combination of methods for the best reach.

ONLINE

Website: www.mariposacounty.org

The Mariposa County website will reflect the branding, mission, and vision of the County. It will be organized in a manner that allows the public to easily find services and information. It should also serve as a resource for County employees.

- Best Practices: Designate at least two (2) individuals in each department to review and maintain their specific page(s); Complete quarterly assessments checking information, links, contact information, and removing outdated materials.

Social Media: Facebook, Instagram, LinkedIn, Snapchat, TikTok

Social media outlets are used to promote a thriving, scenic, historic, and culturally vibrant rural community. Important information, services, and programs are messaged to the community. Social media posting should illustrate how Mariposa County impacts and benefits the community.

- Best Practices: Post on a consistent schedule; Notify other county PIOs/communicators if you want to share content to expand reach; Avoid acronyms or technical jargon; Provide non-internet options (phone numbers, in-person); Use an archiving platform; Utilize storytelling.

Newsletters:

Internal and external newsletters may be designed to promote Mariposa County services, programs, and offerings as well as provide organizational and/or programmatic information and resources.

- Best Practices: Ensure each newsletter has a clear purpose; Schedule based on need and/or information flow; Keep things short with links or contact information for more details; Utilize storytelling; Keep the design simple; Ensure the content is reader focused; Include a call to action.

Attachment: Mariposa County Strategic Communications Plan (RES-2023-55 : Mariposa County Strategic Communications Plan)

COMMUNITY

Local Media: Mariposa Gazette, Yosemite Express, KRYZ Radio, and more

Local media such as newspapers, radio stations, and television stations are effective ways to reach the community, including specific communities of interest. Investing in ongoing relationships with local media will help increase reach, improve understanding of what we do, and help in sharing critical information. Strategies to reach local news media include news releases, community alerts, individual outreach to promote a story idea or content expert for interview, press conferences, etc.

- Best Practices: Maintain a positive relationship with all media outlets; Maintain an updated contact list of media outlets; Craft your own message as often as possible and share with local media outlets.

Print Material: Flyers, mailers, brochures, etc.

Print materials can take many forms and can be an effective strategy for outreach. It is the intention that in the process of creating and reviewing publications, materials are purposefully made and comply with cultural, linguistic, and literacy needs. Having print materials at County locations as well as other community-favorite locations will increase the message reach.

- Best Practices: Prior to finalization, present items to one (1) coworker familiar with the program/service/information and one (1) County employee who is not familiar with the program/service/information for feedback.

Partnerships:

Building and maintaining partnerships with community groups and organizations is instrumental in ensuring messages are consistent throughout the County and across organizations. Sharing information and announcements with all stakeholders increases transparency, accuracy, and reach.

- Best Practices: Maintain positive relationships with all partners; Identify opportunities for cross-promotion; Establish regular check-ins with partners.

Outreach Events:

A focus on strategically attending community outreach events can increase the opportunity for face-to-face messaging and interactions with our community. Individual departments are encouraged to attend and/or host outreach events.

- Best Practices: Identify the key audience attending the outreach event and focus materials on that demographic; Have a business card ready with general contact information for any question that cannot be handled at the event.

Attachment: Mariposa County Strategic Communications Plan (RES-2023-55 : Mariposa County Strategic Communications Plan)

INTERNAL

Emails:

Emails are an effective form of communication for employees, partners, and the general public. An emphasis should be on providing clear, concise messages with appropriate tone and context for the specific recipient(s). Emails can provide useful documentation of interactions.

- Best Practices: Use short, but descriptive subject lines; Check spelling and grammar before sending; Include a standard signature line with your name, title, department, and appropriate contact information; Only reply-all when needed; Be mindful of who needs to be on the email (direct action/request, situational awareness, etc.); Always be professional and appropriate; Limit back and forth by setting up a meeting or phone call as needed.

Meetings:

Public, all-staff, program, and other in-person or virtual meetings are a method of relaying information related to agency and programmatic changes and updates. Minutes are kept at all appropriate meetings and will be accessible to the needed parties to ensure consistent and reinforced messaging.

- Best Practices: Develop and share an agenda ahead of time so participants can prepare ahead of time; set aside 10-15 minutes prior to a meeting to review the agenda, prepare items, use the restroom, refill your water, etc.; Use the Microsoft Teams option for virtual options as needed.

Training Sessions:

Professional development opportunities provide channels for communicating with staff related to County updates and changes, organizational plan, implementation and processes, and other critical information as necessary.

- Best Practices: Ensure trainings are purposeful and effective; Limit participants to those who need the training.

Attachment: Mariposa County Strategic Communications Plan (RES-2023-55 : Mariposa County Strategic Communications Plan)

Mariposa County Strategic Communications Plan

Developed by: Lizz Darcy, Mariposa County

Public Information Officer

edarcy@mariposacounty.org

209-347-7048

Attachment: Mariposa County Strategic Communications Plan (RES-2023-55 : Mariposa County Strategic Communications Plan)

MARIPOSA COUNTY

Planning · 209-966-5151

RESOLUTION - ACTION REQUESTED 2023-56

MEETING: January 24, 2023

TO: The Board of Supervisors

FROM: Steve Engfer, Planner

RE: Approve the Integrated Mobility and Housing Strategy (IMHS)

RECOMMENDATION AND JUSTIFICATION:
Adopt a Resolution Approving the Integrated Mobility and Housing Strategy (IMHS), Finding the Project is Exempt from CEQA, and Authorizing County Departments and Agencies to Pursue Implementing Its Recommendations

Supported by a grant from the Caltrans FY 2020-21 Sustainable Communities Transportation Planning Grant, this project combines grassroots stakeholder engagement with more objective, quantitative analysis to identify strategic opportunities outside of Yosemite and in Mariposa County for developing housing-including single-family and multi-family-to support the housing needs of the park community (including NPS and its partners), the County's housing shortfalls, and to contribute to connections between new housing in the gateways and employment in the Park.

With close collaboration from leadership at Yosemite National Park, the Yosemite Conservancy, and a steering committee of local residents, the project team sought input from the Yosemite community on the types of housing products that would best serve their needs and fit their lifestyles. Then, the project team evaluated a nearly 50 sites throughout Mariposa County to determine 1) which of these sites was capable of efficiently meeting these stated needs 2) aligned with county livability priorities stated in other adopted Plans (listed below) and 3) satisfied other important criteria for suitable development. These criteria included wildfire resilience, favorable physical site conditions, and proximity of existing infrastructure.

This analytical process identified a range of mobility, housing, and mobility/housing actions for the project team and other stakeholders in the county to pursue, as well as four priority sites that stood out as premier opportunities to satisfy the project's objectives. In addition to describing a mix of mobility and housing strategies for promoting livability and connectivity between the park and the gateways, the IMHS explores each of these four priority development opportunities in some detail, with the intention of advancing them to pursue implementation funding in the near future.

This project, or elements of this project, are addressed in the following:

2006 - General Plan

2011 - Mariposa County Bicycle and Pedestrian Plan

2011 - Mariposa County Short Range Transit Plan

2018 - Comprehensive Housing Program Implementation Study

2018 - General Plan Implementation Strategic Work Plan

2019 - Housing Element of the General Plan

2017 - Mariposa Regional Transportation Plan

2019 - Transportation Center + Active Transportation Feasibility Study

2019 - Mariposa Creek Parkway Master Plan

BACKGROUND AND HISTORY OF BOARD ACTIONS:

On April 5, 2022, the Board received an update on this project. Though the Board had not formally requested an update on this project, the Planning Department thought that it would be beneficial to provide a general status report at this time. The item included drafts of Chapter 1 and Chapter 2 of the IMHS document, and an overview of subsequent chapters that would be worked on for the remaining duration of the project.

LTC-2021-9: Approved an agreement with Wallace, Roberts, and Todd, LLC (WRT) to develop the Integrated Mobility and Housing Strategy.

LTC 2019-24: Authorized the Planning Department to submit an application for Caltrans FY 2020-21 Sustainable Communities Transportation Planning Grant to develop a Coordinated Mobility and Housing Strategy in partnership with Yosemite National Park; approved a letter of support and authorize the LTC chair to sign the Letter; and authorized the Local Transportation Commission Chair to sign the grant Agreement.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:
Alternatives include further planning work to amend or revise the document. However, there are no funds currently allocated to further planning activities related to this project.

Negative action would result in delaying implementation of the IMHS' recommendations.

ATTACHMENTS:
Resolution (PDF)
Draft Notice of Exemption (PDF)

IMHS Final Draft (PDF)
FINAL - 230223 IMHS_FINAL (PDF)
Kim Tucker Letter (PDF)

RESULT: **ADOPTED AS AMENDED [UNANIMOUS]**
MOVER: Rosemarie Smallcombe, District I Supervisor
SECONDER: Danette Toso, Supervisor
AYES: Danette Toso, Shannon Poe, Rosemarie Smallcombe, Wayne Forsythe
EXCUSED: Miles Menetrey

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STATE OF CALIFORNIA
COUNTY OF MARIPOSA
BOARD OF SUPERVISORS

Resolution No. 23-___ A RESOLUTION APPROVING THE INTEGRATED MOBILITY AND HOUSING STRATEGY, FINDING IT EXEMPT FROM CEQA, AND AUTHORIZING COUNTY DEPARTMENTS AND AGENCIES TO PURSUE ITS RECOMMENDATIONS.

WHEREAS, Mariposa County sees a need for new housing in appropriate locations that contribute to community vitality in developed areas of the county, and are connected to regional employment opportunities in Yosemite National Park; and

WHEREAS, the physical distance between locations that are appropriate for this kind of housing and Yosemite are such that coordinated planning for housing and mobility is essential to the success of new communities that satisfy the county's livability objectives; and

WHEREAS, the Integrated Mobility and Housing Strategy (IMHS) describes a mix of mobility and housing actions for promoting livability and connectivity between the park and the gateways, and explores four analytically identified priority development opportunities found through the planning process to be particularly valuable for achieving the integrated outcomes that are a focus of the study.

NOW THEREFORE BE IT RESOLVED, that the Board of Supervisors does hereby approve the Integrated Mobility and Housing Strategy, finds this action is exempt from the California Environmental Quality Act, and authorizes county departments and agencies to pursue implementing its recommendations.

ON MOTION BY Supervisor _____, seconded by Supervisor _____, this resolution is duly passed and adopted this 24th day of January 2023 by the following vote:

AYES:
NOES:
EXCUSED:
ABSTAIN:

_____
XXX, Chairman
Board of Supervisors

ATTEST:

_____
Danielle Bondshu, Clerk of the Board

APPROVED AS TO FORM:

_____
Steven W. Dahlem, County Counsel

Attachment: Resolution (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

MARIPOSA COUNTY
NOTICE OF EXEMPTION

TO: County Clerk, County of Mariposa
P.O. Box 247
Mariposa, CA 95338

FROM: Mariposa County
Board of Supervisors
P.O. Box 784
Mariposa, CA 95338

Project Title: Mariposa County Integrated Mobility and Housing Strategy

Project Location: Countywide

Description of Project: The Mariposa County Integrated Mobility and Housing Strategy (IMHS) combines grassroots stakeholder engagement with more objective, quantitative analysis to identify strategic opportunities outside of Yosemite and in Mariposa County for developing housing—including single-family and multi-family—to support the housing needs of the park community (including NPS and its partners), the County's housing shortfalls, and to contribute to connections between new housing in the gateways and employment in the Park.

Name of Public Agency Approving Project: Mariposa County Board of Supervisors

Name of Person/Agency Carrying Out Project: County of Mariposa

Exempt Status: General Rule Exemption, Section 15301(b)(3), CEQA Guidelines

Reasons Why Project is Exempt: Adoption of the Integrated Mobility and Housing Strategy is not an action that is subject to environmental review pursuant to Section 15061(b)(3) of the California Environmental Quality Act (CEQA) Guidelines, because it can be seen with certainty that there is no possibility that the adoption of the plan may have a significant impact on the environment. The IMHS has no potential to cause a significant impact to the environment because it is a planning study that does not authorize, implement, or fund any specific projects. Any future specific projects will be subject to independent environmental review prior to their implementation.

Lead Agency Contact Person: Mikey Goralnik, Community Design and Development Planner

Phone Number: (209) 966-5151

_____ _____

Steve Engfer
Interim Planning Director

Date

Attachment: Draft Notice of Exemption (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

01.2023

MARIPOSA COUNTY

INTEGRATED MOBILITY & HOUSING STRATEGY

WRT is a team of planners, urban designers, architects, and landscape architects based in San Francisco and Philadelphia. Working alongside communities nationwide, we design places that enhance the natural and social environment and deliver aspirational and implementable plans that unleash transformative impact.

At **Fehr & Peers**, we are passionate about transforming transportation consulting through innovation and creativity. We derive inspiration by partnering with communities to understand and shape local transportation futures objectively tailored to diverse needs.

MARIPOSA COUNTY PLANNING DEPARTMENT

Steve Engfer, Interim Planning Director
Sarah Williams, Planning Director, Ret.
Mikey Goralnik, Senior Community Design and Development Planner
Ben Goger, Mariposa County Housing Specialist

YOSEMITE CONSERVANCY

Jerry Edelbrock, Vice President & COO
Ryan Kelly, Director of Projects

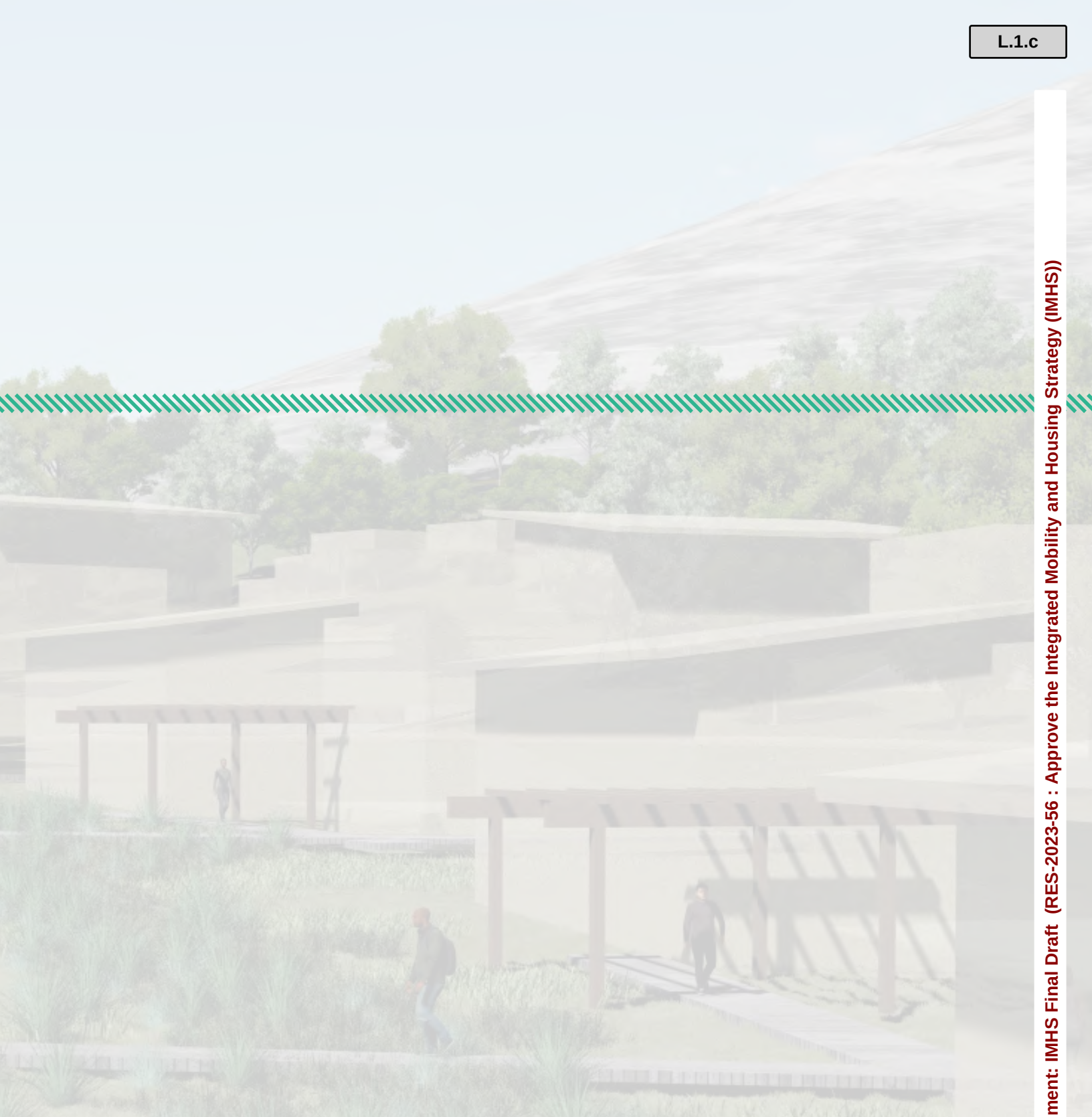
NATIONAL PARK SERVICE

Cicely Muldoon, Yosemite National Park Superintendent
Teresa Austin, Yosemite National Park Deputy Superintendent
Joe Meyer, Chief of Staff, Yosemite National Park
Jim Donovan, Strategic and Transportation Planner, Yosemite National Park
Schree Yager, Housing Director, Yosemite National Park

ADDITIONAL STEERING COMMITTEE MEMBERS

Kim Tucker, NPS Visitor and Resource Protection/Concessions Management Specialist, Ret.
Mark Marschall, County Resident and NPS, Ret.

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))



01.2023

MARIPOSA COUNTY

INTEGRATED MOBILITY & HOUSING STRATEGY

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

TABLE OF CONTENTS

01
Mobility and Housing Challenges in Mariposa County

Yosemite National Park & Mariposa County
Defining the Gateway Community
Planning Context
Project Approach
Project Assumptions

02
Community Perspectives

Engagement Process
Survey Results
Community Themes

03
Sites & Strategies

Countywide Development Potential
Site Evaluation
Full Criteria and Scoring
Shortlisted Sites
Integrated Mobility & Housing Strategies

04
Project Descriptions

Integrated Mobility & Housing Development
Housing Development Proposals
Strategies Deployed by Site

05
Project Implementation

Implementation Overview
Making it Happen: Housing Case Studies
CalFire Development Requirements
Public Employee Housing Policy
Overview of Funding Opportunities
Next Steps

A
Appendix

Community Survey Report

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

01

MOBILITY AND HOUSING CHALLENGES IN MARIPOSA COUNTY

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

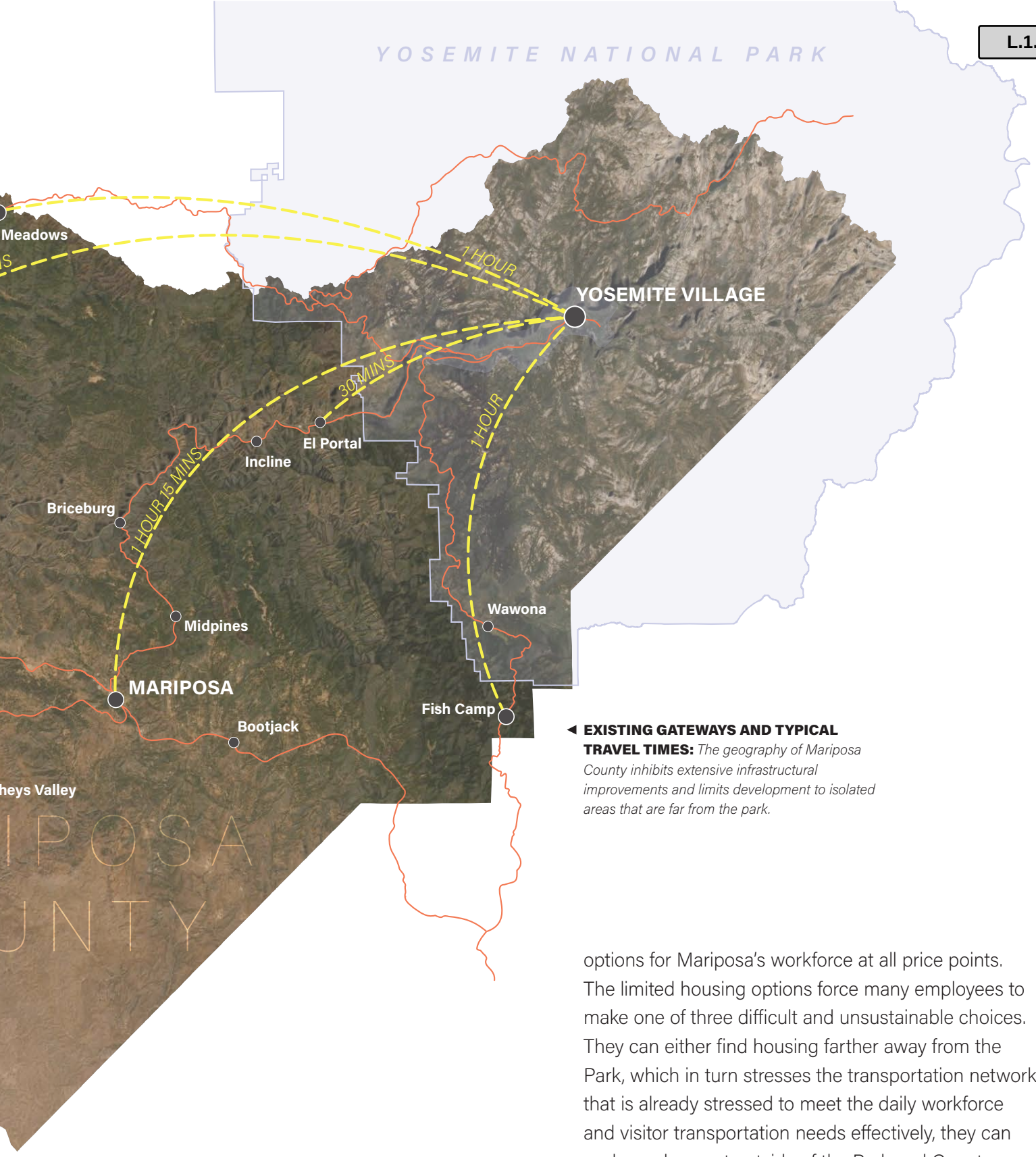
YOSEMITE NATIONAL PARK & MARIPOSA COUNTY

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

BACKGROUND

The County of Mariposa, in partnership with Yosemite National Park ("YNP" or "the Park"), is spearheading an effort to address the housing and mobility challenges that negatively impact the quality of life of Mariposa County residents. The integrated housing and mobility approach analyzes infrastructure and community resources, and applies an understanding of local challenges ranging from traffic conditions to development challenges and environmental hazards. Ultimately, it establishes a vision to incentivize and support affordable housing and mobility options for all Mariposans. By aligning enhancements in mobility (including both regional transit and active transportation modes) with future investments in housing, this project will result in both a better connected and more livable rural community, and a healthier, higher functioning Yosemite community.

The partnership with Yosemite National Park is important because the Park is both a major attraction for visitors and residents of Mariposa County, and also a major employer. In order to protect the natural resources within the Park, there are major spatial constraints on development, and there is insufficient housing to accommodate the wide network of Park visitors, Park employees, concessioner staff, and partner organizations that are vital to park operations. Housing options outside the Park are affected by the conversion of the historical long term rental market to short term rentals due to high demand by Park Visitors adding additional strain on year-round housing



◀ **EXISTING GATEWAYS AND TYPICAL TRAVEL TIMES:** *The geography of Mariposa County inhibits extensive infrastructural improvements and limits development to isolated areas that are far from the park.*

options for Mariposa's workforce at all price points. The limited housing options force many employees to make one of three difficult and unsustainable choices. They can either find housing farther away from the Park, which in turn stresses the transportation network that is already stressed to meet the daily workforce and visitor transportation needs effectively, they can seek employment outside of the Park and County, depleting Yosemite's workforce and contributing to a rural gentrification effect that jeopardizes Mariposa County's sense of place, or they can simply decline to accept an offer of employment by the National Park Service or to seek employment elsewhere.

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▼ **MERCED RIVER CANYON:** *Highway 140 winds northeast out of Mariposa through steep terrain subject to flooding, fire, and landsclides, forming a tenuous link to Yosemite National Park.*

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As the mobility and housing issues in greater Yosemite have continued to go unaddressed, this third choice has become increasingly popular, leaving the park with significant staffing shortfalls that impact park operations and the protection of its resources.

This project seeks to address this deficiency by planning for transit-oriented development in a rural context, with housing and transportation that connects Mariposa and other key county gateway communities with its major workforce center – Yosemite National Park. Critically, a mode shift to shuttle service or other group transportation will be effective within Mariposa County for a significant percentage of both visitors and workforce commuters if transit service, parking and staging are provided as part of an integrated transportation solution.

Like many rural gateways, Mariposa County faces major obstacles to development and infrastructural improvements. Extreme topography, extreme weather fluctuations, remoteness, and limited tax revenues all create an environment that restricts growth - in not altogether harmful ways. While the geography of the County inhibits the construction of additional highways and housing, as existing roads cling to hillsides through rugged river canyons, these obstacles have shaped the County into what it is today and have protected and molded it into a place that many people find desirable. In addition, much of the County is owned by Federal agencies, further reducing the remaining space for development. Nonetheless, Mariposa County is a special place, worthy of protection against unbridled buildout and wasteful land consumption. It has a carrying capacity like any other place, but pressures up against that capacity are felt more acutely than large urban centers.

With limited space for new housing, an influx of new residents working remote jobs, an increase in short term rental properties, and increased demand for a larger workforce to accommodate increasing tourist pressures, the supply of housing is diminishing and becoming more expensive. This is particularly evident with the fluctuations in population from tourist seasons, when infrastructure is strained, lodging is maxed out, and the desirability that brings people here to visit or live is stressed to the limit. Against this backdrop, this project frames strategic initiatives that fit the context of Mariposa County and help the County and the Park rebalance their relationship, for the betterment of those that live here, and the enjoyment of those that visit.

The project examines the key nexus between workforce and special needs housing development and an active transportation network, through operational strategies, policy recommendations, and physical site plans. The active transportation objectives hinge on meeting the daily workforce needs of National Park Service (NPS) employees that commute to YNP from other parts of Mariposa County. By addressing the needs of these county residents, beneficial effects will also extend to visitors and tourists that also rely on county infrastructure. Paired with this are new models of workforce housing that create community places, increase affordability and supply of housing, and foster healthy lifestyles for a more livable Mariposa County.

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DEFINING THE GATEWAY COMMUNITY

Several counties in proximity to Yosemite National Park, including Mariposa, Merced, Tuolumne, Madera, and Mono Counties, all share the benefits and face broader externalities related to housing and mobility challenges within the context of this global destination. Mariposa County has "gateway communities" that serve as access points for three of Yosemite National Park's five entrance stations, and the County hosts the Arch Rock Entrance Station, accessible by CA Highway 140 — the "all-weather route" to and from Yosemite through the communities of Midpines and Mariposa.

The opportunities and challenges faced by gateway communities oftentimes depend upon the unique circumstances and relationships between the destination and the community. One gateway community is never the same as another, but there are nonetheless similar thematic narratives around the quality of life in these towns that set them apart from other rural communties. As well, gateway communities are often in remote locations, and grapple with severe weather events and natural hazards, which restrict (and protect) levels of development and investment to some degree.

This project sets forth a methodology for working in gateway communities that is transferrable and replicable to other National Parks and destinations that depend on tourism as a primary economic driver, with life usually centered around a natural resource that employs a large workforce and relies on livable community characteristics to support that workforce.

Tipping points for gateway communities in recent years have become more apparent, with narrow margins that enable a happy and productive workforce on the one side (and therefore deliver a well-managed and repeatedly sought-after destination) or dismantle the supportive services industry from within (leading to bad experiences and degraded resources). Mariposa's situation is easily grasped by attempting to enter Yosemite on a busy summer day, or reviewing the local real estate listings. Below we discuss the context of Mariposa County as it relates to these thresholds, as a means of framing the situation and understanding the unique planning context of gateway communities.

AFFORDABILITY

This project will address housing and transportation affordability challenges for all County residents, but is focused most directly on those residents that work for the National Park Service. Mariposa County has 10,411 housing units: 74% single-family houses, 7% multi-unit structures, 18% mobile homes, and the remaining housing units classified as "other." Only 1.7% of the housing inventory was built since 2010, while 7.2% of the houses were first built in 1939 or earlier. Approximately 2,810 housing units were vacant, and 7,600 occupied. Of the occupied housing units, the percentage of these houses occupied by owners (also known as the homeownership rate) was 68% while renters occupied 32% (US Census; American Community Survey, 2019). Recent increases in vacation rentals have further squeezed the available rental housing market.

Housing in Mariposa County is also deficient in both quantity and quality, and is dispersed throughout the county in rural areas unconnected to transportation. The County's most recent housing element shows that Mariposa, like many counties, is not producing sufficient housing to meet its needs or state mandates.

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PROTECTING ASSETS

Yosemite National Park is a major driver of the regional economy, and the Park and its concessioner are the county's largest employers. Housing availability and proximity are major issues for the Park and for the County. **Lack of quality housing, coupled with long commute times, negatively affects the Park's ability to attract and retain employees.** The Yosemite workforce fluctuates seasonally; it consists of approximately 800 National Park Service (NPS) employees in summer (400 winter) and 1,600 Hospitality employees in summer (800 winter). Additional Yosemite workforce employees come from Park partners such as the Yosemite Conservancy, NatureBridge, and others. **In-park housing is available for only a fraction of the workforce;** the majority of the remainder (a significant proportion of the county's 17,800 residents) reside in Mariposa County gateway communities.

TOURISM/DESTINATION DEPENDENT ECONOMY (VULNERABLE TO CHANGE)

Over 90% of visitors, averaging 3,156 through Mariposa daily, arrive by private vehicles and only 6% arrive by transit; 17 tour buses per day travel through Mariposa. Yosemite entrance gate estimates reveal that **annual travel to the park increased by approximately 1 million visitors from 2015 to 2016 and has remained above 4 million since 2017.** Annual car counts at the SR-140 Arch Rock entrance for 2019 averaged 44,982/month, and 404,838 cars total through October 2020, already exceeding totals for 2018 and exceeding totals seen in October 2016. Amenities (restrooms and staging for any mode shift) are extremely limited.

Yosemite Area Transit Service (YARTS) currently makes six runs between Merced/Mariposa/Yosemite in the winter and eight runs in the summer on a daily basis. **Only 2% of visitors use YARTS to get to Yosemite, while 7% utilize commercial tour operators and 91% of visitors travel by car, contributing to idling vehicles, notorious congestion at the SR-140 entrance, and diminished resident and visitor morale.** Interestingly, 84% of Yosemite visitors highly rate availability and utility of the shuttle loop service provided by the Park Service, once they are in the Park, an indication of willingness to leave their private vehcicles once they have arrived at their destination.

Approximately 92% of visitors obtain information several weeks or months prior to visiting the County, and 69% of visitors stayed overnight outside the park prior to a visit. Mariposa is among the top three gateway communities for overnight stays. These data collectively imply that a mode shift to shuttle service or other group transportation will be effective within Mariposa for a significant percentage of both visitors and workforce commuters if transit service, parking and staging are provided as part of an integrated transportation solution to get people to the Park.

"ZOOM TOWNS"

Like many rural destintations Mariposa County found itself innundated with newly-remote employees during the pandemic. Second-home owners became permanent residents, in some cases overwhelming infrastructure and resources, but at the same time bringing a boost to many local businesses. Housing supply evaporated, and units that may have previously been one-year leases became overnight or short term accommodations.

While the community is adept at handling large fluctations of tourists during the summer months, the consistent and unrelenting additional expectations increasingly impact hospitality and service industry workers in particular. Burnout occurs without a

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shoulder season break, and overworked employees miss out on even the typical weekday lulls. As well, many businesses struggle to find enough workers to fill shifts, and tourists expecting to find restaurants and shops humming along instead find variable schedules or closures. This staffing issue extends to the School District, the Hospital, and the County Government, and is a key underlying motivator for the IMHS. Fostering community through increased services, transit options, and housing availability is critical in Zoom Towns.

CLIMATE CHANGE: WUI INTERFACE / INFRASTRUCTURAL FRINGE / SEEING MAJOR GROWTH TODAY

Like many other gateway communities, the historical fire regime in areas around Mariposa County have been significantly altered by humans and climate change projections, including increasing temperatures, declining snowpack, and more frequent drought conditions, which will exacerbate imbalances in the natural fire environment and lead to more aggressive and difficult to control wildfires. Drought-induced insect outbreaks and tree mortality are already contributing to the change in wildfire risk. The accumulation of fuel loads and understory growth throughout the Foothills region makes this areas particulaly vulnerable.

Mariposa County recently prepared a Community Wildfire Protection Plan which identified important takeaways that affect planning in wildfire areas. The Wildfire Risk Assessment identified a number of WUI (Wildland-Urban Interface) communities in Mariposa County that are in very-high-risk areas. Recommendations include a streamlined development review process for fire mitigation across County departments; assessment programs to expand parcel-level mitigation to reduce structural ignitability; and promoting the use of prescribed fires as a tool for landscape resilience and forest health. Ensuring that future growth in the gateway communities is carefully planned and designed with safe egress and landscape decisions will be important.

LOW-DENSITY DEVELOPMENT

The ultra-low density land use patterns of existing county housing present challenges for participation in transit; current transportation options do not meet the needs of residents desiring to connect to public transportation for their daily work commutes into the Park. Newly completed workforce and other housing must be interconnected with multi-modal transportation facilities (shuttle, bus, ride share contemplated in the Transportation Center Feasibility Study Phases I and II (FY 2014-15 and FY2017-18, respectively) and should also take advantage of the developing Mariposa Creek Parkway for active transportation connections.

Mariposa County residents on the whole spend an average of 28 minutes on their commute to work, compared to a national average of 25 minutes and a 26 minute average for surrounding communities (Alpine, Amador, Calaveras, Inyo, Mariposa, Mono, Tuolumne Counties). In addition, **roughly eight percent of County residents "super commute", spending 90 minutes or more on their daily commute to work.** Employees in the town of Mariposa have longer commute times on average (36.5 minutes), and one in five (21%) have "super commutes". Meanwhile, Park visitation has reached all-time highs in the past three years, keeping traffic congestion and frustration for commuters and park visitors at all-time highs.

► **DIVERSE DESTINATIONS:** *Examples of gateway communities found around the count and their associated Parks.*

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ACADIA NATIONAL PARK
Bar Harbor, ME

ARCHES NATIONAL PARK
Moab, UT

GLACIER NATIONAL PARK
Whitefish, MT

GRAND CANYON NATIONAL PARK
Tusayan, AZ

GRAND TETON NATIONAL PARK
Jackson, WY

GREAT SMOKY MOUNTAINS NATIONAL PARK
Gatlinburg, TN

JOSHUA TREE NATIONAL PARK
Twentynine Palms, CA

MESA VERDE NATIONAL PARK
Cortez, CO

MT RAINIER NATIONAL PARK
Carbonado, WA

OLYMPIC NATIONAL PARK
Port Angeles, WA

ROCKY MOUNTAIN NATIONAL PARK
Estes Park, CO

VOYAGEURS NATIONAL PARK / BOUNDARY WATERS
Ely, MN

YELLOWSTONE NATIONAL PARK
Gardiner, MT

ZION NATIONAL PARK
Springdale, UT

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PLANNING CONTEXT

The following planning document summaries provide important background information and planning context for the existing housing and transportation conditions in Mariposa County. Prepared by the NPS and the County over the past 40 years, these documents illustrate the progression of needs and recommendations that have led to the Integrated Mobility and Housing Study.

YOSEMITE GENERAL MANAGEMENT PLAN (GMP) 1980

Ahead of the Yosemite National Park centennial in 1990, the 1980 GMP identified a bold vision by the NPS to redirect development to the periphery of the park and beyond in order to preserve the Park's natural resources. Five main goals were identified in the plan:

- **reclaim priceless natural beauty**
- **markedly reduce traffic congestion**
- **allow natural processes to prevail**
- **reduce crowding**
- **promote visitor understanding and enjoyment**

The plan maps the structures in each of the key areas of the Park, and identifies which structures to remove or relocate to the Park periphery. While many of the recommended relocations did not take place, this document illustrates that many of the congestion issues experienced today were already a problem at the time of the plan.

YOSEMITE HOUSING NEEDS ASSESSMENT (HNA) 2011*

In November 2011, the NPS assessed the overall housing needs of Yosemite National Park to help Park staff determine its need for NPS employee housing. The analysis methods used NPS's HNA web application and compared that analysis to the park superintendent certified numbers. After review, housing need was certified by NPS Directorate.

The HNA included a Local Market Analysis (LMA) of private housing nearby the Park to determine whether the local real estate markets could support the park's staffing needs for NPS employees, using the following parameters:

- Travel time not to exceed 60 minutes from home to assigned workplace;
- Affordability of monthly rent for NPS employees on public salaries or wage grades; and
- Viability as legally established dwellings (disqualifying sub-standard housing, non-permitted subdivisions of houses, garage conversions, etc.).

During the LMA, very few housing units were found available within a 60-minute commute of the park. **Yosemite's location presents an extremely difficult and complex housing environment.** The park is surrounded by national forest, and the two-lane mountain roads leading to the park are often reduced to single-lane, one-way traffic due to construction, repair, or weather conditions. The park attracts approximately four million visitors annually, which require a large park staff. These visitors also bring with them a constant flow of vehicular traffic. All these factors contribute to extremely limited available housing in the communities within reach of the park.

* *NPS considers this document to be obsolete due to substantial changes in the housing market since 2011.*

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YOSEMITE HOUSING MANAGEMENT PLAN 2012

The NPS prepared a Housing Management Plan (HMP) in 2012 to "provide only the number of housing units within the Park necessary to support the NPS mission."

In December 2011, Yosemite's NPS previous summer high season workforce was tabulated at 1,100 persons, including 558 permanent employees and 542 seasonal employees. 87 unpaid staff such as volunteers, interns, SCAs and VIPs worked at the park. The park staff typically doubles in peak season (May to September). However, Yosemite provides a combination of 367 dwelling units, trailer pads and tent cabins for use by NPS employees, and this is insufficient to meet the needs described by the park's Housing Management Plan.

The balance of park housing is reserved for an influx of seasonal employees and NPS volunteers, who are typically housed one or two persons per bedroom. The Housing Management Plan indicates that 318 bedrooms are available in houses, dormitories and apartments reserved for seasonal employees. Less than 20% of the park's permanent employees reside in the park. At peak season, about 48% of the NPS workforce, including volunteers and seasonal employees, live in park housing. Also, during peak season (and peak staffing), 52% of the park's workforce lives outside the park and commute to work each day. Without volunteers and seasonal employees, **the proportion of permanent, year-round park employees who reside outside the park and commute to work is approximately 70%.**

YOSEMITE MERCED RIVER PLAN (MRP) 2014

Adopted in April 2014, the Merced River Wild and Scenic River Final Comprehensive Management Plan (Merced River Plan or MRP) is the guiding document used by the NPS for policy direction related to employee housing. Specifically, Alternative 5 was selected as the Preferred Alternative, and identified key goals for Enhanced Visitor Experience and Essential River Bank Restoration.

Proposed actions in Alternative 5 would:

- *Restore 189 acres of meadow and riparian habitat.*
- *Significantly increase the campsite inventory in all river segments (+36%) and in Yosemite Valley (+37%).*
- *Slightly increase available lodging corridorwide (+3%) and in Yosemite Valley (+5%).*
- *Increase parking for Yosemite Valley day use (+8%).*
- *Make significant changes to the traffic circulation pattern in Yosemite Valley to meet ecological restoration goals while reducing traffic congestion.*
- *Establish a user capacity of 18,710 people at one time for Yosemite Valley, with peak visitation estimated at 20,100 visitors per day.*
- *Manage user capacity for East Yosemite Valley by rerouting traffic at the El Capitan Traffic Diversion prior to reaching established limits.*

In addition to existing housing needs, **the Merced River Plan recommends that a significant number of in-park workforce housing units be removed and shifted to gateway communities where safe and sanitary living conditions can be guaranteed.** This has the potential to create more housing opportunities for essential personnel that need to remain within the Park boundaries.

NPS staff occupies 221 units, equivalent to 405 bedrooms (0.54 units per bedroom or 1.8 bedrooms per unit) in the Merced River corridor, while 1,269 beds are currently required for concessioner employees in various forms of housing. Based on the 2014 MRP, the National Park Service is proposing a

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Yosemite National Park

National Park Service
U.S. Department of the Interior

Merced Wild and Scenic River
Comprehensive Management Plan
Record of Decision

March 2014

Providing Access and Protecting Resources

▲ **MERED RIVER PLAN:** *Crowding and housing shortages are not new concerns to the National Park Service. Numerous studies over the years have sought to address these persistent issues from many angles. Our work builds upon these foundational documents.*

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seasonal employee housing shortfall for concessioner employees of approximately 130 beds, equivalent to 70 units. The County continues to coordinate with the National Park Service to determine the number of housing units needed within the County to accommodate NPS and concessioner population.

Seasonal jobs in the tourism industry are primarily minimum-wage service jobs. Collaborative planning by the Park Service and the County as well as independent action by the County is necessary to ensure affordable workforce housing is available. Such housing should be supported by infrastructure, be energy efficient, in good condition, and have easy access to community services such as retail, government, transportation and medical, and financial services.

In order to fulfill concessioner employee housing needs the MRP assumes a concessioner housing requirement of 1,124 beds, when adjusted for an increased commuter rate. The MRP would attain this goal by reducing the overall number of concessioner employee beds in Yosemite Valley from 1,151 to 862, relocating 160 beds/units in El Portal and retaining 118 beds/units in Wawona.

MARIPOSA COUNTY REGIONAL TRANSPORTATION PLAN (RTP) 2017-2042

The 2017 RTP reflects the latest transportation project funding and planning assumptions, updates regional issues and policies, and updates performance measures for tracking plan progress.
Population growth over the period of the plan is expected to be moderate, due to expected employment and demographic trends including an aging population; however, increasing tourism traffic, especially to Yosemite National Park, may add increasing demands on the roadway system. Emerging transportation technologies may change the way people travel in the long-term, but the automobile and the roadway system are expected to continue to be the dominant mode of transportation. Opportunities exist to improve roadway performance in several deficient locations, and stresses on the roadway system induced by climate change may add demands for investment in the roadway network in coming years.

Key issues identified in the RTP include:

- *Delays on state highways and local roads*
- *Lack of ample parking within Mariposa activity centers and communities*
- *Lack of bicycle and pedestrian paths, trails, and other facilities*
- *Public desire for increased transit connections and more frequent service*
- *Lack of private tour companies domiciled in Mariposa County*
- *Lack of staging areas in Yosemite National Park*
- *Lack of gateway and wayfinding signage*

MARIPOSA COUNTY COMPREHENSIVE HOUSING PROGRAM IMPLEMENTATION STUDY (CHPIS) 2018

The 2018 CHPIS evaluated Mariposa County's housing market conditions, conducted community and stakeholder engagement, and produced a recommended action plan for the County to execute. A housing issues survey for the project received over 300 responses, a Citizens Housing Programs Advisory Committee of community stakeholders was established, and an open dialogue on community housing issues was recorded. Yosemite National Park staff played an integral role in these conversations.

A principal recommendation of the Strategy is that **new housing will be located within the Town of Mariposa to meet workforce needs and the needs of special populations, where infrastructure and services are more readily available.**

The following section is directly from the 2018 Comprehensive Housing Programs Implementation study:

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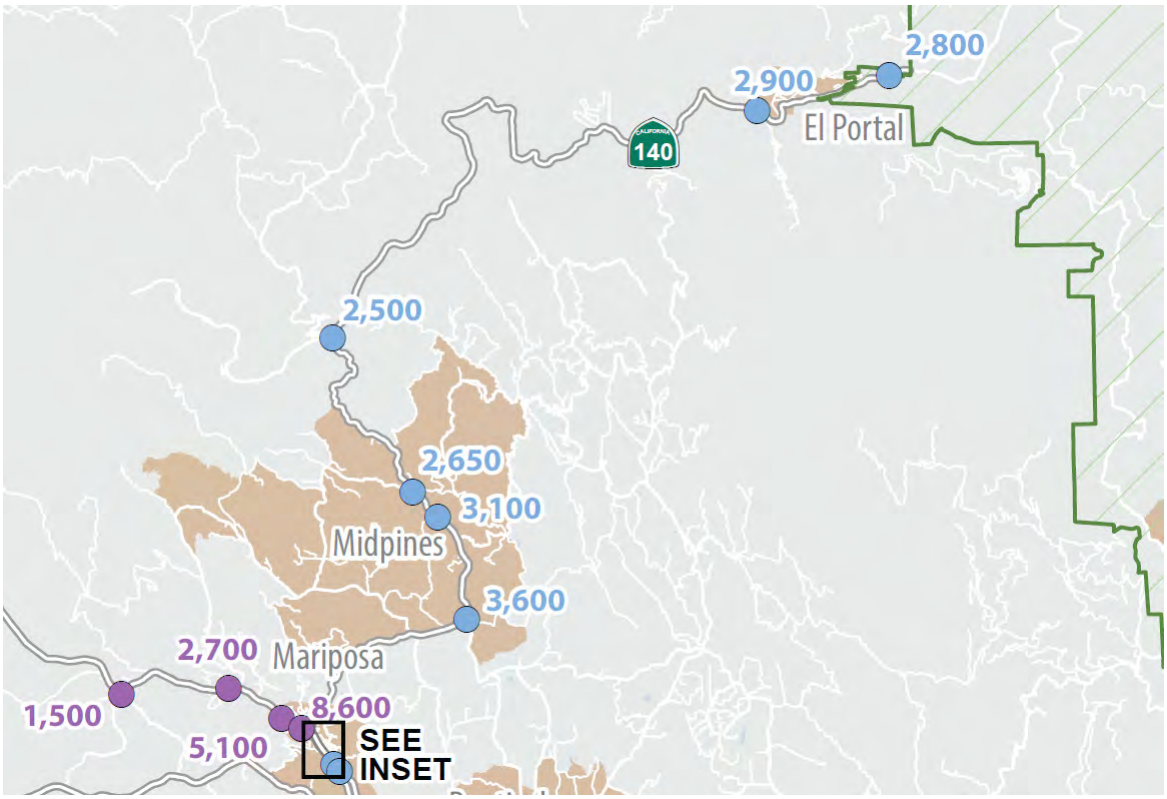
Action Step 8: BUILD PARTNERSHIPS TO ADDRESS HOUSING NEEDS OF SEASONAL WORKERS

Consistent with Mariposa Housing Element Objectives 2.7, 3.5, 4.4, and 5.13

Workforce housing for employees is best addressed in partnership with public and private employers. Housing units may include single family homes, apartments, duplexes and dormitories, and recreational vehicles in extended stay developed campgrounds to meet the needs of a wide range of occupants. The County will work with employers by considering higher density developments in some circumstances, which may require amendments to the Zoning Ordinance. Continued collaboration with employers is needed to identify not only the employers' needs, but tenant-employee needs as well. Communication and collaboration between employers and County representatives regarding strategies for addressing workforce housing needs and facilitating solutions must be an on-going effort.

- 8.1 Convene regular working groups of County staff, National Park Service staff and representatives of the hospitality industry to estimate the annual demand for workforce housing. Seek options for securing adequate housing to accommodate expected demand.
- 8.2 Establish a subcommittee of the Housing Program
- 8.3 Consider defined stay limit for recreational vehicles to coincide with employee needs.
- 8.4 Identify potential sites and zoning to support development of workforce housing.

The 2018 CHPIS also identified the following issues contributing to housing development constraints:



▲ **MARIPOSA COUNTY REGIONAL TRANSPORTATION PLAN (RTP) 2017:** *Average daily traffic volumes as of 2017 on Route 140 from Mariposa to the Arch Rock Gate of Yosemite National park (NOTE: the Detweiler Fire of 2017 may have impacted these figures). The plan predicted that these figures will double by 2040. This emphasizes the need for new mobility strategies along this vital corridor.*

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- Lack of sufficient infrastructure to support new residential development;
- Land use and zoning updates have not kept pace with changes in State housing law;
- High construction costs resulting from limited access to skilled subcontractors as well as State requirements for environmental sustainability and fire protection;
- Incomes growing at a slower pace than construction costs; and
- Lack of multifamily development capacity.

MARIPOSA COUNTY HOUSING NEEDS ASSESSMENT 2019

Mariposa County's 2019 Housing Needs Assessment identified affordable housing as the number one community need with over 83% of respondents rating affordable housing as "important" or a "very important need in the community." The study noted that 33.5% of owners and 38.5% or renters are housing burdened in Mariposa County illustrating the need to rapidly develop the strategies outlined in the 6th Cycle Housing Element and Comprehensive Housing Programs Implementation study.

MARIPOSA COUNTY HOUSING ELEMENT 2019-2024

Several recent documents have spurred the County to a more proactive approach to the development of community housing in Mariposa. One of these is the obligatory and highly informative Housing Element to the County's General Plan that is updated every five years. This document summarizes current housing conditions, establishes the five-year Regional Housing Needs Allocation (RHNA) and assesses the County's potential developable sites to achieve those needs. Past Housing Elements in the County showed very little progress in the development of low income or workforce housing. Much of the development burden for such projects was placed on private developers and many private developers could not make a project feasible due to lack of infrastructure and high cost of construction. Mariposa County's 2019-2024 6th cycle Housing Element to the General Plan took a tack from previous housing elements and identified an approach to provide 195 housing units. The 6th cycle Housing Element also included mention of several groundbreaking new housing actions within the County: The Creekside Terrace Project (first new affordable housing constructed in 27 years), the preservation and rehabilitation of the Mariposa Oaks (an affordable apartment complex that was reaching the end of its affordability covenant and was resyndicated with a USDA loan), and the establishment of an Emergency Homeless Shelter.

2021 CalSTA - CLIMATE ACTION PLAN FOR TRANSPORTATION INFRASTRUCTURE (CAPTI)

This document acknowledges that California's transportation sector is a significant contributor to greenhouse gas emissions (GHGs), and must do more to tackle climate change challenges. While this affects the health and safety of all Californian's, the report recognizes the increased impact on disadvantaged and low income communities like Mariposa County. In addition, significant GHG loads are created in Mariposa County through the thousands of tourist vehicles that crowd their way to Yosemite. Specifically, this project addresses two key facets of the CAPTI Investment Framework:

- Promoting compact infill development while protecting residents from displacement
- Protecting natural and working lands
- Leverage transportation investments to incentivize infill housing production (strengthen transportation-land use connections)

Lastly, CAPTI supports multi-modal transportation, especially in rural areas where economic disparities can be exacerbated by barriers to transit options.

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PROJECT APPROACH

EXPLORATION AND ENGAGEMENT

The study follows two parallel investigative tracks to outline a pragmatic, community-supported mobility and housing strategy. By combining geospatial analysis with the guidance and direction targeted stakeholders, the planning process identified recommendations that satisfy a range of priorities and perspectives.

Through site visits in June and August 2021, the analysis of GIS data layers, and the weighing of external factors such as site control and concurrent planning efforts, the process identified five primary development sites to explore in detail, along with a secondary list acknowledged for their potential but set aside for future study. The assessment of each site is included in **Chapter 3**, and in the coming months, specific site development plans will be detailed in **Chapter 4.**

At the same time, extensive public engagement has been conducted with county residents, NPS Employees and concessionaire staff, through in-person events and a virtual survey. The survey received 200 respondents over the course of six weeks this past summer, reaching a definitive cross-section of Mariposans. Input was received from first-time seasonal employees and veteran career NPS staff. More details on the engagement results are summarized in **Chapter 2**.

Most importantly, this diverse audience was able to provide context for the thematic drivers of this project, and the feedback received will be used to improve and expand the knowledge of the project team and the intended outcomes of the development proposals.

By knowing the thoughts of county constituents, the project can move forward deliberately with ideas that will find purchase with those it may impact the most.

Throughout, the study was guided by a steering committee of retired NPS employees and current Mariposa County residents, park leadership, and the Yosemite Conservancy. The project team met with the steering committee on multiple occasions, to glean their insights and share project progress. Yosemite Park leadership were instrumental in providing an inside perspective on the housing situation in the Park. The project team was also able to meet with representatives from the NPS Washington DC Housing Delegation, who oversee each of the National Parks and assess housing supply and condition. This broader, agency-wide perspective provided insights from case studies throughout the National Park system, including Acadia and Grand Teton.

This phase revealed two important project directives:

- First, with regard to housing, **the study's emphasis should be on providing additional accommodations for NPS employees,** not concessionaire employees. The Park depends on concessionaire staff for visitor services, but the seasonal nature of most of these employees and the limited timeframe of the concessionaire contract makes it difficult to plan for these constituents.
- Second, with regard to mobility, **the study's emphasis should be on providing additional transportation options for residents (and perhaps visitors), without attempting to reform the ongoing operations of YARTS.** This would be considered to be an additional and standalone project in itself.

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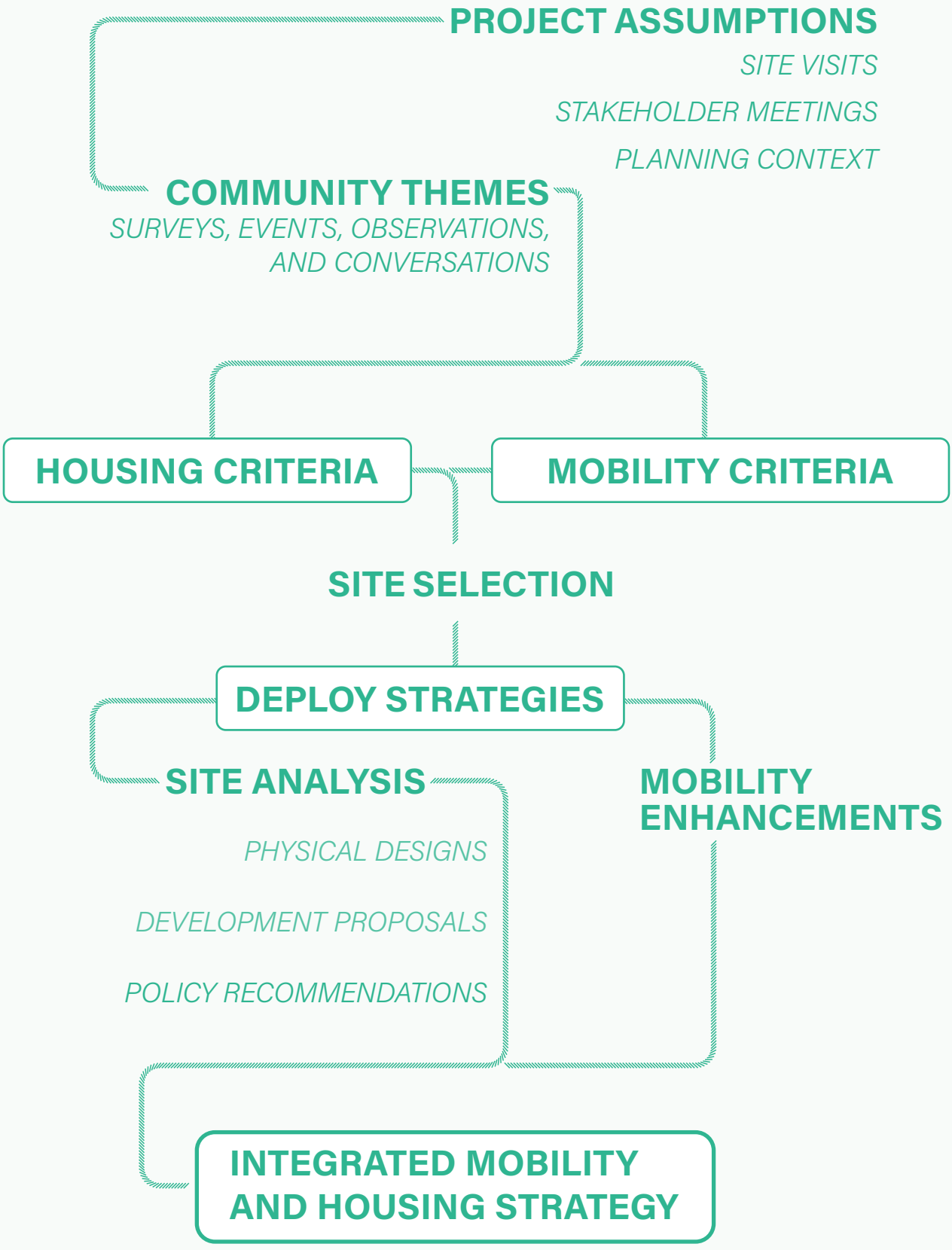

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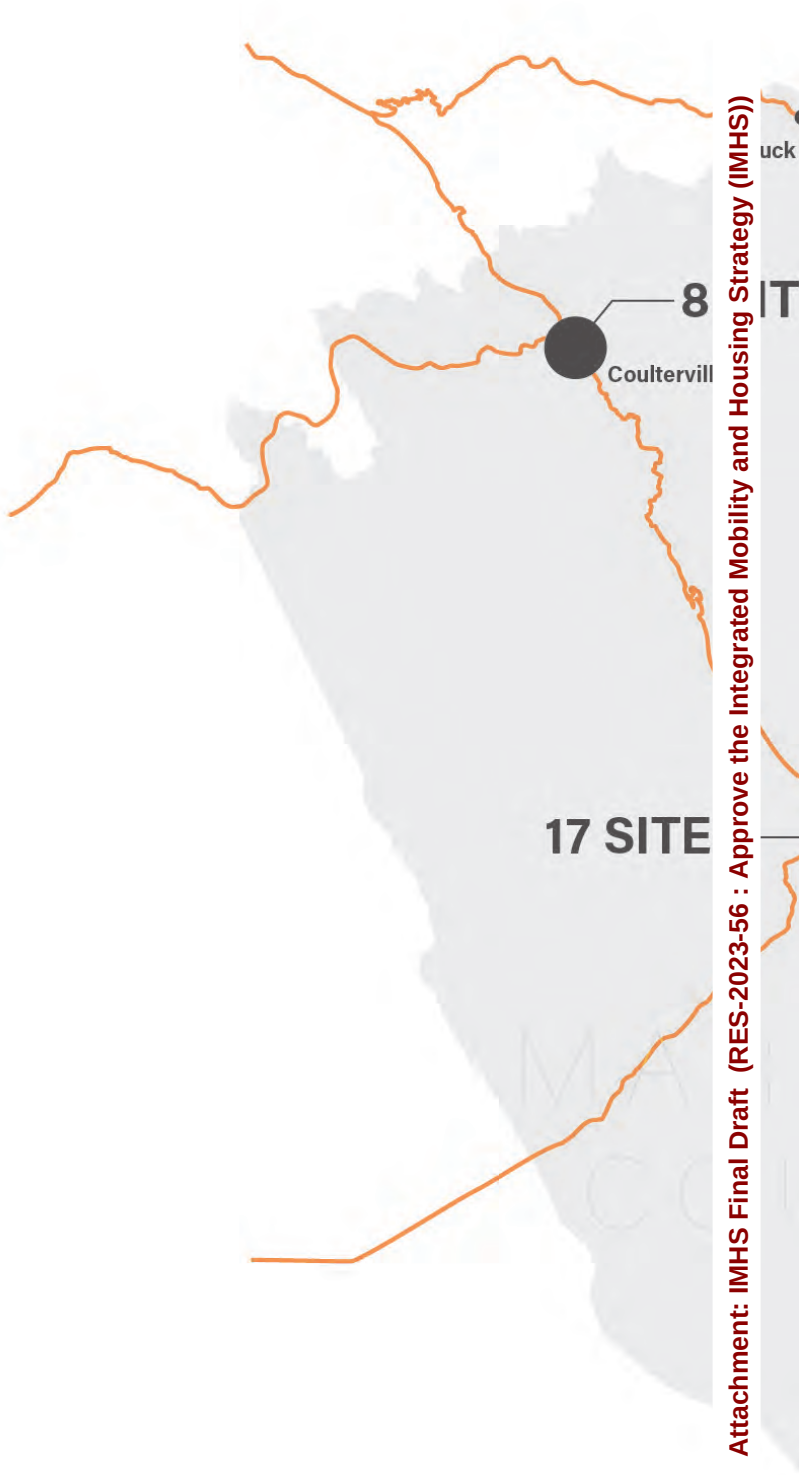
DEVELOPMENT SITES — LONG LIST

The project team was provided with a list of 30 potential development sites within Mariposa County. Additional sites that had previously been in consideration were pre-emptively removed due to concurrent planning efforts and National Park Service development requirements.

The majority of the sites are found in the Town of Mariposa, where infrastructure and utilities are readily available compared to more remote areas of the County. In addition, as the county seat, Mariposa has a level of development that is concentrated around a historic and walkable downtown core that creates a sense of identity. Services are also conveniently located in town, with the regional grocery store acting as a primary community hub. In addition, the elementary, middle, and high schools are all located in town, along with the library, courthouse, sheriff's department, post office, and options for restaurants/ dining and nightlife.

Outlying areas in consideration included Coulterville, a small hamlet with potential for development, but a lack of significant infrastructure and services. Coulterville is also over an hour and a half drive to Yosemite Valley. Buck Meadows sits at the north end of the County on Highway 120, a major arrival route to the Big Oak Flat entrance gate. A single site was considered in Buck Meadows for its potential to act as a hub for employees that are assigned to the Mather and Tuolumne Districts (ie. not Yosemite Valley) of the north side of the park. One site was also proposed in Yosemite West, a cluster of vacation homes that sit just outside the park boundary, primarily for its proximity to the Valley. Lastly, three sites have been reviewed in Midpines, a small community on Highway 140 northeast of Mariposa. These three sites have access to some services, but face additional development



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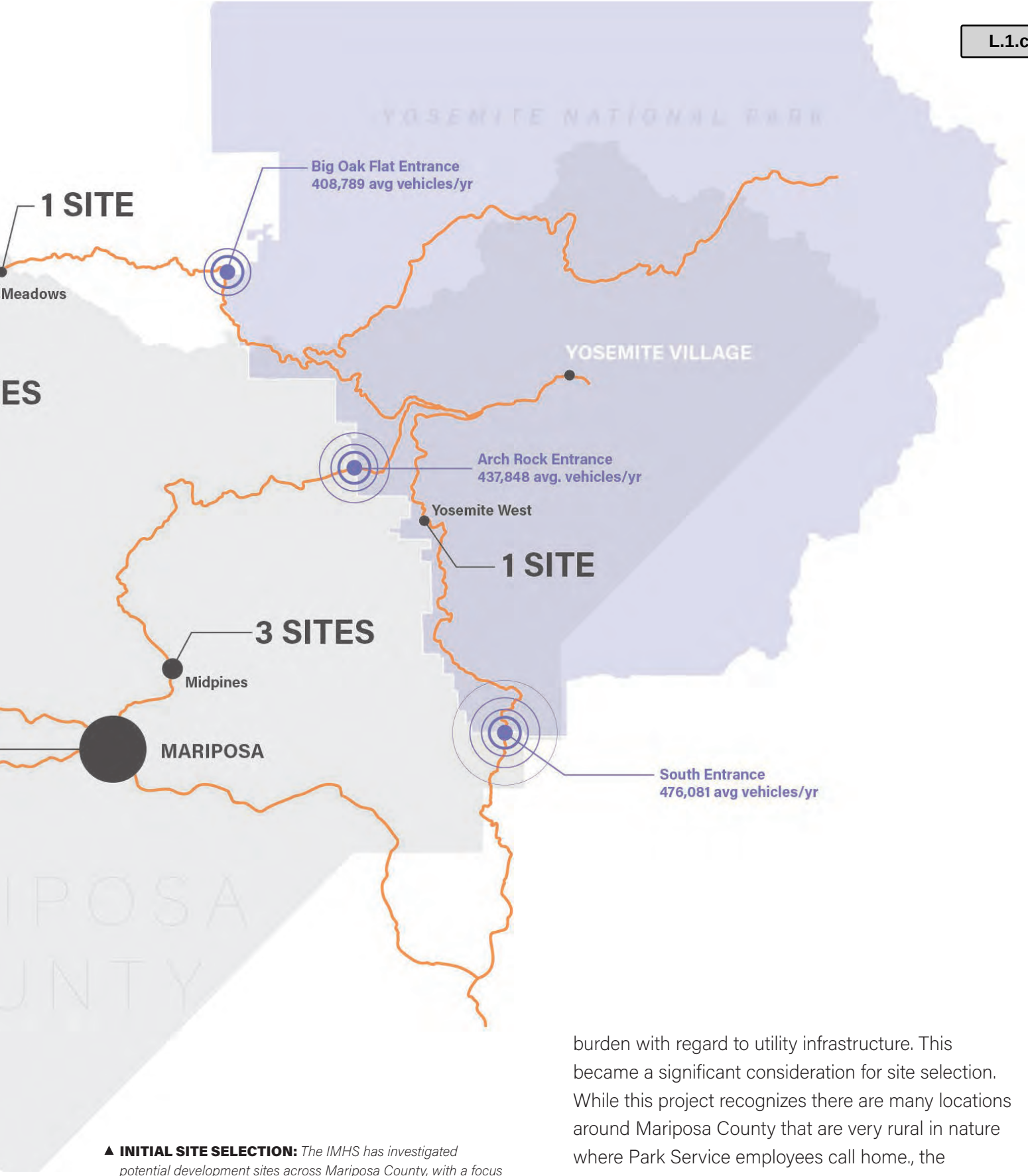

▲ **INITIAL SITE SELECTION:** *The IMHS has investigated potential development sites across Mariposa County, with a focus on properties within existing gateway communities.*

burden with regard to utility infrastructure. This became a significant consideration for site selection. While this project recognizes there are many locations around Mariposa County that are very rural in nature where Park Service employees call home., the development burden to consider new (and dense) housing units in these locales was ultimately deemed too unrealistic for potential development partners to consider.

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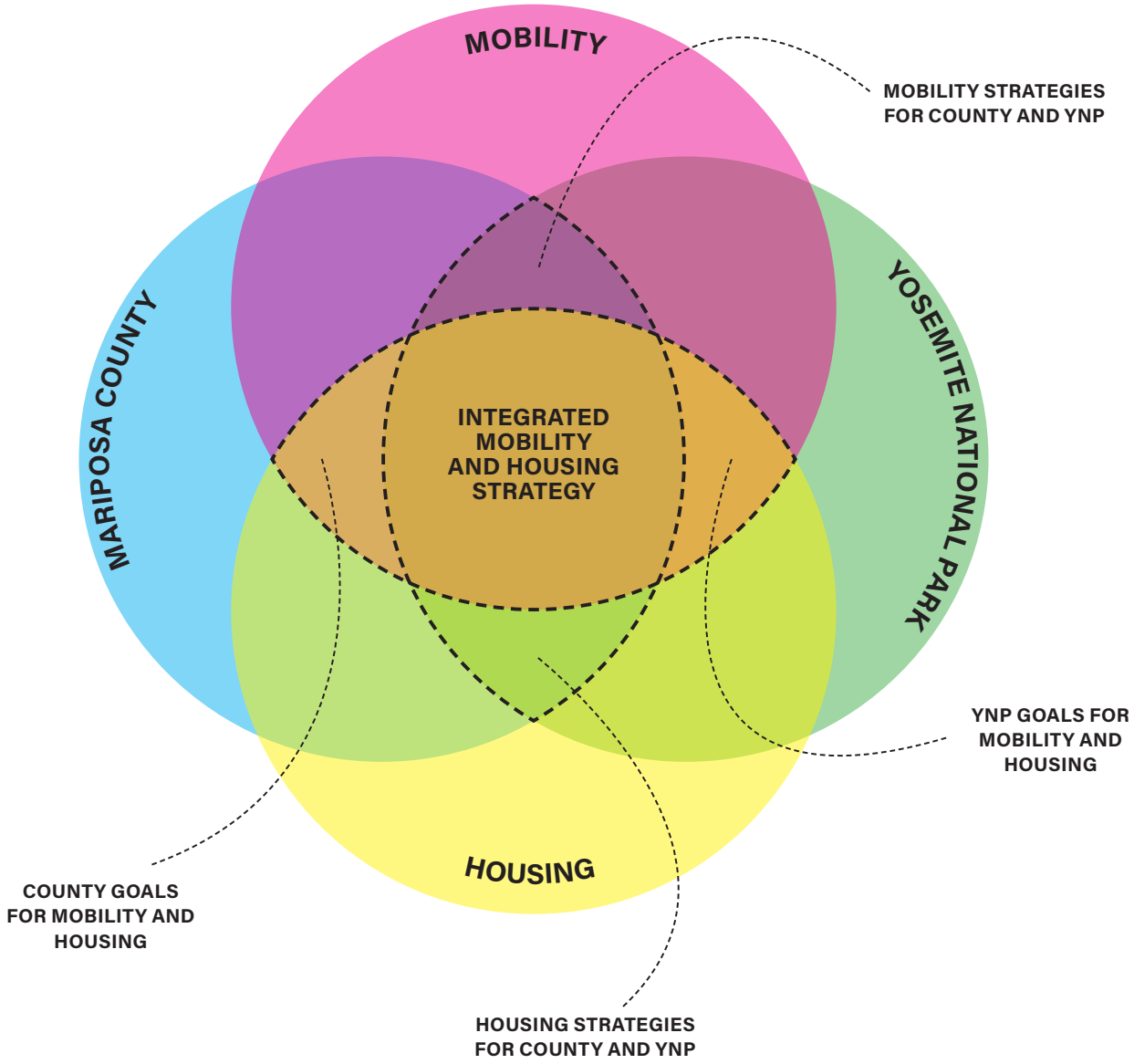
▼ **PROJECT UNDERSTANDING:** *The team's approach to defining the scope of the project set the stage for stakeholder engagement, guides strategy development, and recognizes the relationship of these integrated planning components.*



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METHODOLOGY AND ASSESSMENT

The project embraces the reciprocal relationship between Mariposa County and Yosemite National Park. It has examined this relationship through the integrated planning components of Mobility and Housing needs, to determine strategies for implementation that will make Mariposa more livable.

The goals of this approach are two-fold:

1. ***Help the County proactively confront underlying Equity and Quality of Life issues for its residents.***

2. ***Create opportunities for the Park Service to address key tenets of their mission as they relate to Visitor Experience and Resource Protection in Yosemite National Park.***

The result is a guiding document that works at the intersection of complementary planning considerations while acknowledging the charge of each of the primary project partners. By providing for the well-being of the workforce, Mariposa County becomes more resilient – better positioned to adapt to increased pressures and accommodate new challenges. It also helps address the lack of attainable housing at all price points and for all living situations, one of, if not the single most significant limit to achieving the County's vision - a livable, vibrant rural community. Meanwhile, by ensuring an adequate workforce of capable and dedicated employees, Yosemite National Park remains a global destination, operationally sound and enjoyable to all.

With this in mind, the project team has coordinated with the steering committee and county staff and reviewed feedback from the community engagement efforts to identify filters and evaluation criteria that most effectively determine a development score for each of the proposed development sites. This was done for a target audience of Park Service employees that are not required to live and work in Yosemite Valley, however, essential workers would see benefits of decreased housing supply pressure as these non-essential employees found other housing.

Input was combined with a visual score on radar plot graphs. The final score matrix and evaluation criteria can be found in the Appendix. Sites were first ranked within a Primary Screen of critical factors related to their development potential. The resulting shortlist was then run through a Secondary Screen that included less critical but still important factors. The resulting sites were confirmed with county staff and the steering committee for inclusion in this project. Sites that scored highly but below the threshold for inclusion are noted for their potential for future study. Further details about the scoring for each site can be found in **Chapter 3**.

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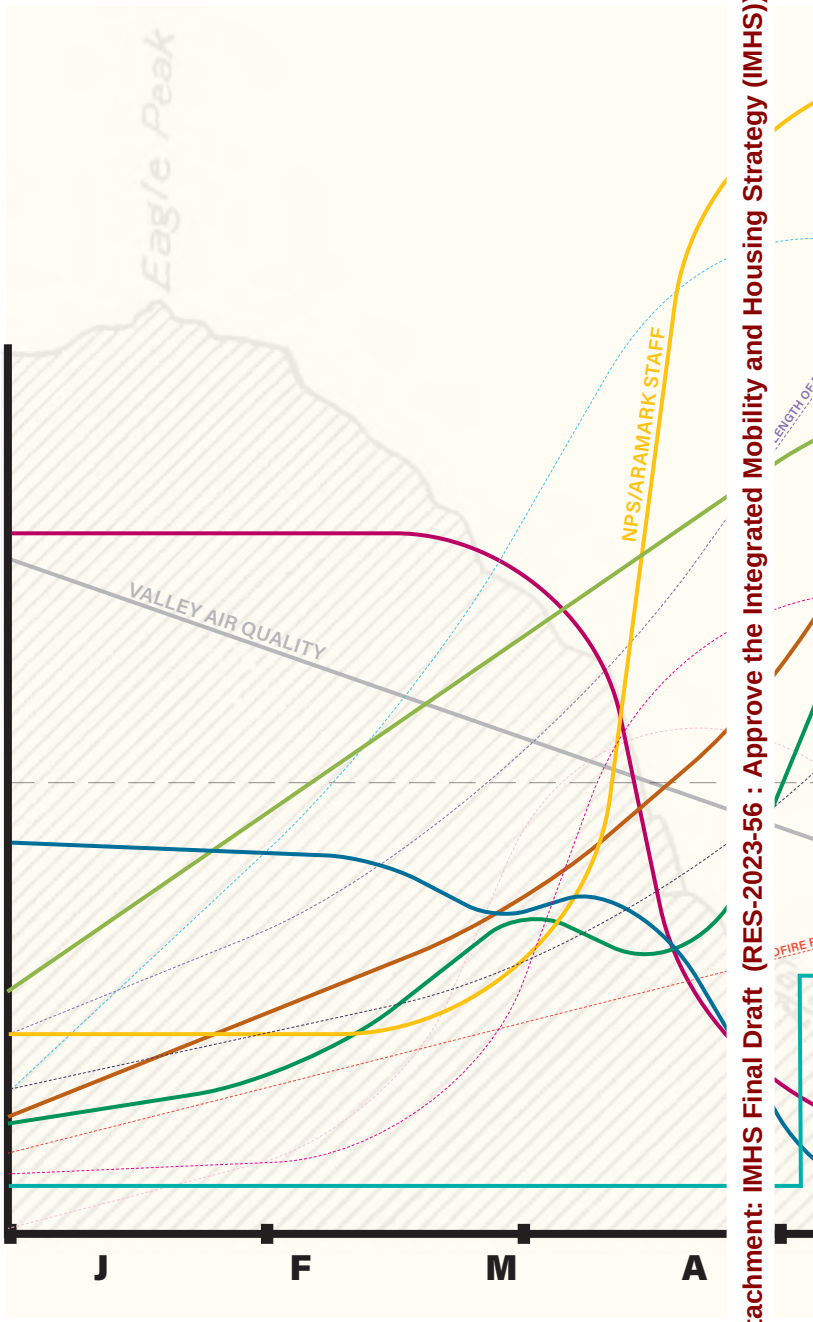
PROJECT ASSUMPTIONS

The current annual cycle of the state of affairs in Mariposa County: a summer high season with more park employees and staff, more tourists, more traffic, more air pollution, more fires, and fewer accommodations, with (rapidly expanding) shoulder seasons that give way to quieter winters. These fluctuations have historically been both the cause and result of operational paradigms and geographic realities — tourists have been drawn to warmer and longer days of summer vacations, which requires more park staff and puts increased demand on housing and infrastructure. But pressures are such that these flows may soon reach a tipping point. New ideas about park reservations, more visitors willing to venture into backcountry areas, and increased climate-driven events like wildfires may soon begin to influence a rebalancing. Already recent summers have seen dips in August visitation due to fires that close roads or make air quality hazardous.



Without significant investments aligned with housing and mobility county-wide, capacities will remain stagnantly low and visitor experiences will suffer (or go elsewhere) as the Park Service struggles to recruit and retain qualified personnel, and the County continues to cope with the fallout of an overburdened resource and an out-of-sync economic engine. This fallout takes many forms — lack of affordability, deteriorating health and wellness, environmental degradation, displacement, and loss of community identity. The project team understand's the need for increased capacity in all forms in Mariposa County, and we see opportunities that begin to offer means of rebalancing these relationships.

The following six assumptions frame the project team's overall thinking around strategies to deploy and investigate in further detail through the IMHS.

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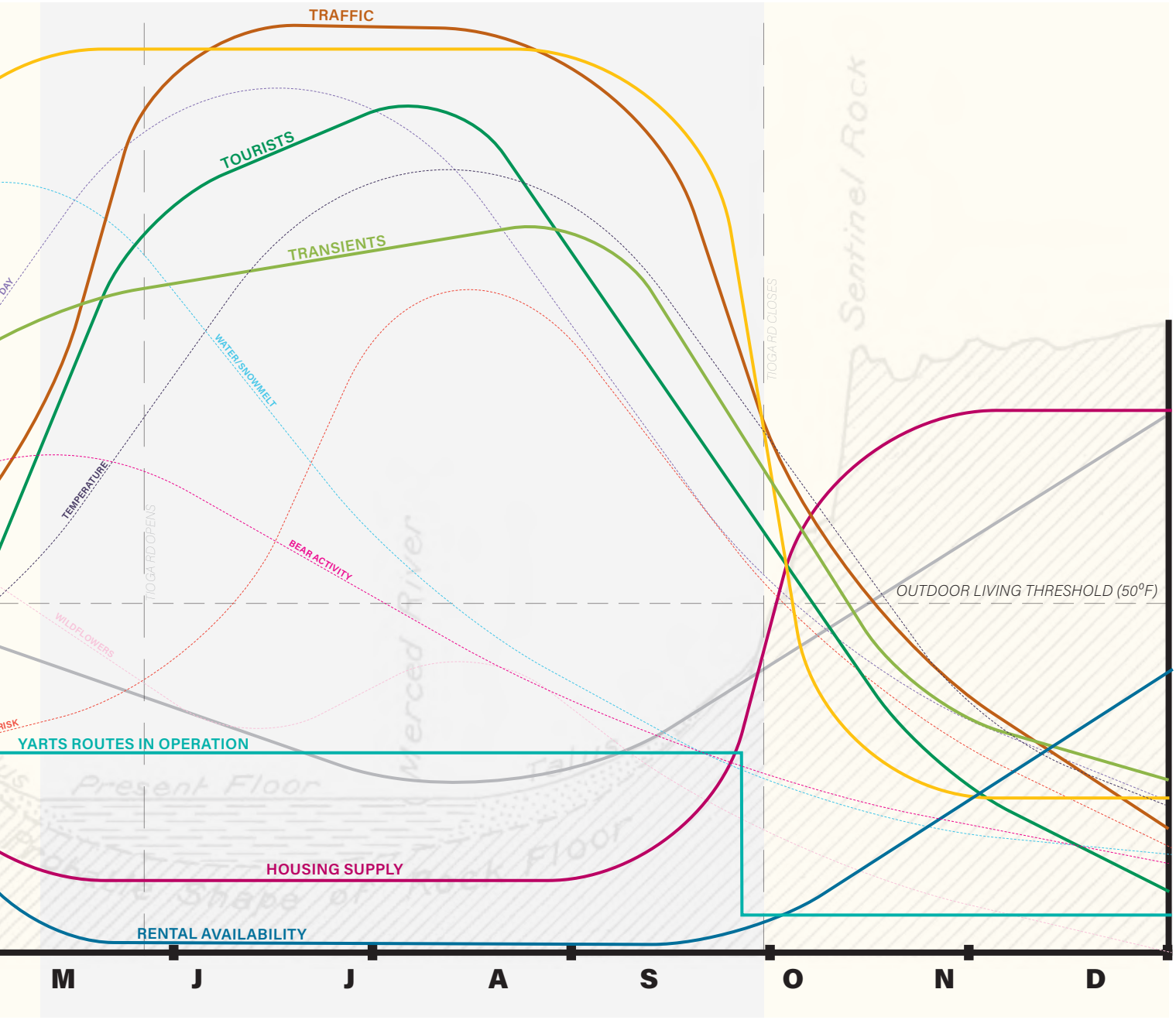

▲ **THE GATEWAY IN FLUX:** *The seasonal nature of tourism and visitation to Mariposa County. These annual flows are important to the way of life in Mariposa and Yosemite — seasonality is a critical component of community resiliency — but their increased intensity and impact has been called into question. The IMHS strives to alleviate these pressures.*

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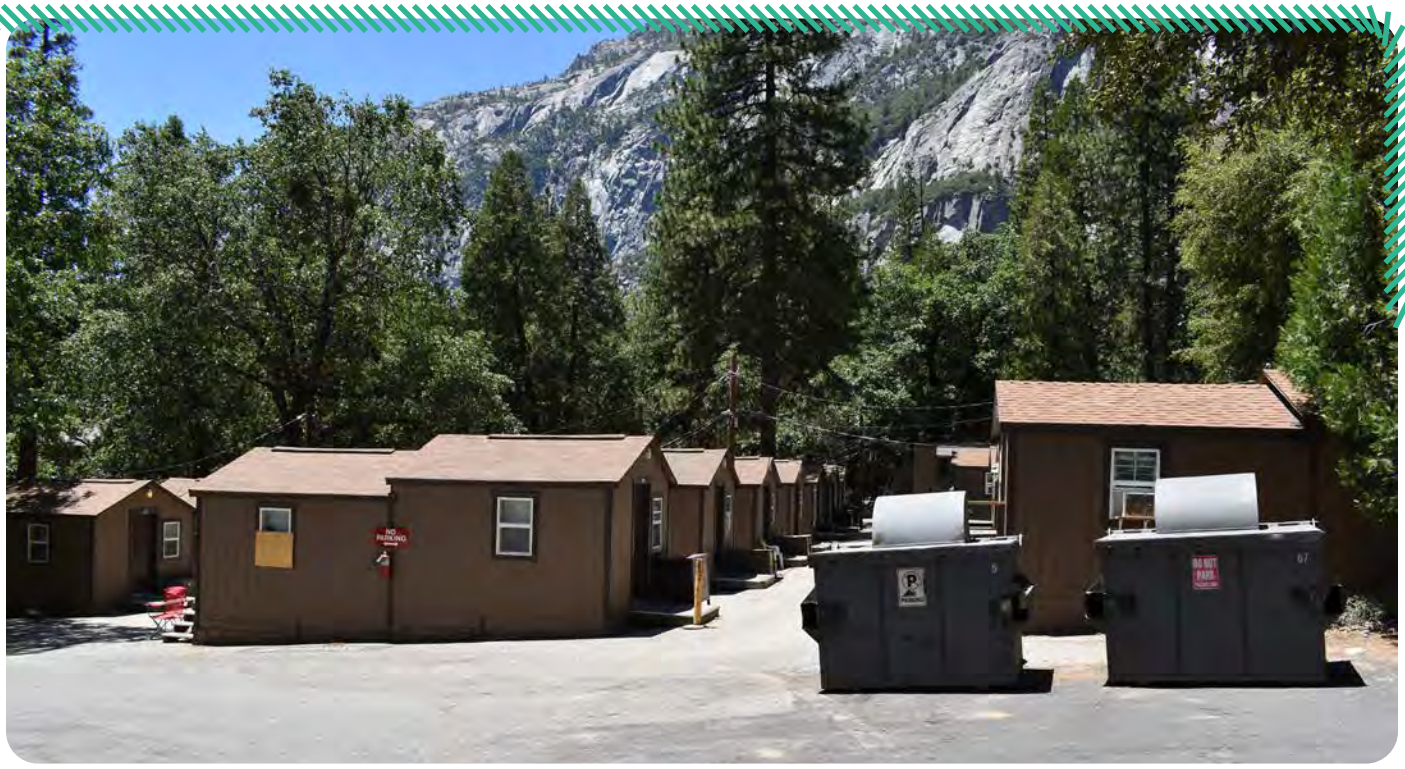
Address Housing Challenges for All County Residents by Assisting the NPS Workforce

The County recognizes the broad housing challenges facing many Mariposans, and assumes this project can ameliorate some of those challenges through various development schemes. However, there is recognition that the economy of Mariposa is largely driven by tourism to Yosemite National Park, and that ensuring the Park Service can recruit and retain a talented and effective workforce (by providing housing that is affordable and available) is of critical importance. Ideally this will help ameliorate pressures countywide on housing for all residents, by creating an outlet to capture a major source of demand.



Mobility Challenges for the Park Workforce, Residents, and Visitors are Linked

This project recognizes that it's hard to get around Mariposa County, particularly for those trying to get to Yosemite either for work or leisure. Highway 140 provides a single tenuous link from Mariposa to the Park, and it is often over capacity. In the Merced River Canyon, threats of fire, landslide, and flood are ever-present, sometimes causing delays or prolonged closure. Recommended mobility strategies will support more flexible means of travel, alleviate traffic congestion during peak periods, incentivize transit options, encourage flexible scheduling, and unclog entrance station delays. By considering the needs of NPS employees, benefits for county residents and visitors will also be gained, as each of these user groups are confined to the same highway and infrastructures. Accomplishing an overall goal of fewer vehicles on the road (and therefore in the Valley) will ultimately provide increased levels of service for all users: easier commutes for NPS employees, more reliable mode choices for residents, and more enjoyable experiences for visitors.

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▼ **PARK PRECEDENTS:** *Yellowstone National Park recently completed the Old Faithful Dormitory, a LEED Platinum staff housing building constructed with pre-fabricated modular units.*

Designing for Density

The shortlisted sites have been selected for their favorable characteristics, which includes adequate acreage that can support unit counts worth undertaking from a development perspective. While the whole idea is to significantly increase housing availability, the team aspires to do so with a sensitive approach. This includes exploring building material selections that can impact structural capacity, and understanding local codes and fire restrictions that guide building heights, proximity, and massing. Lastly, we need to be mindful of the surrounding character of the sites and the impact of new development on existing rural character — in other words design for density that is appropriate to its context.

Conservation Approach & Respect for the Land

The team will approach each site by first considering the existing conditions, and the opportunities and constraints framed by the landscape. For instance, steep slopes, drainages, woodlands, viewsheds, and trail connections. Sites will likely not be entirely built out. Protecting sensitive habitat and considering risks of fire or flood play an important role in the possible site development. Strategies that deploy smart site planning and reduce VMT and GHG emissions are assumed. This will help ensure development proposals don't risk detrimental impacts to the surrounding special character and setting of Mariposa County.

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Promote Community Objectives and Support Vital Rural Lifeways

Our survey results and stakeholder interviews revealed a desire for convenient community services, like schools, grocery stores, health care, and the proximity of first responders. But we also understand the sense of community that comes from living in Mariposa or in Yosemite Valley, and how much it is valued by current residents and park employees. We want to complement and enhance these qualities and explore how we can replicate the most favorable characteristics of life in Mariposa County.

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Identify Catalytic Implementation Opportunities

On the whole, this project aims to work with the community to locate favorable development sites to build housing and assess mobility improvements that enhance quality of life for all Mariposa County residents. Priority projects will be those that have potential for far-reaching impact, by catalyzing long-dormant or vacant parcels or by establishing development models that can be replicated on additional sites across the County. In addition, housing opportunities with obvious mobility advantages or potentials will be prioritized. Secondary project sites may also be identified for future study as a means of furthering the impact of the IMHS.

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02

COMMUNITY PERSPECTIVES

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ENGAGEMENT PROCESS

The IMHS is guided by the community through a series of engagement events and strategies including: **a steering committee convened at key project milestones, stakeholder interviews, a community coffee pop-up event with Yosemite employees, and a county-wide community survey.** This multi-pronged approach to gathering community feedback informed the development of livability themes in this chapter that summarize the key sentiments heard from the community.

◄◄ **COMMUNITY COFFEE EVENTS IN YOSEMITE VALLEY:** *Project team members had a chance to talk to park employees and concessioner staff and better understand the perspectives and priorities of each group.*

STEERING COMMITTEE

A key part of the community engagement strategy for the IMHS was dependent upon the development of a project steering committee. Steering committee members included a range of stakeholders including current and former County and NPS officials, and members from Yosemite Conservancy, all of whom live and work in Mariposa County. Meetings were held both virtually and in person with County staff and the project team during key project milestones.

Steering committee members include:

- Kim Tucker – Mariposa County Housing Programs Advisory Committee, National Park Service (ret.)
- Mark Marschall – National Park Service (ret.)
- Jerry Edelbrock – Yosemite Conservancy
- Ryan Kelly – Yosemite Conservancy
- Joe Meyer – Yosemite National Park
- Jim Donovan – Yosemite National Park

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EMPLOYEE INTERVIEWS

The team conducted brief open-ended interviews with Park Service staff to gather their feedback and ideas on housing and mobility in Yosemite National Park. The candidness and creativity of the interviewees was apparent in open discussion and the following chapter captures key challenges and potential solutions and ideas to address housing and mobility challenges generated by YNP staff. A more detailed set of notes pertaining to these conversations can be found in the Appendix.

COMMUNITY COFFEE POP-UP AND TOUR

On June 22, 2021, the team set up a community coffee pop-up engagement event with maps, precedent images, and key themes to hear directly from Yosemite Hospitality concessioner workers and NPS employees in Yosemite National Park. During these events the team was also able to tour existing housing options and conditions available to those that live and work in Yosemite Valley.

The team toured the Valley to visit canvas tents, pre-fabricated cabins, staff dormitories, and historic single family homes. A number of housing units were in various stages of rehabilitation, as they have been serving park employees for many years. There was a wide range of architectural styles, but a shared aesthetic of color and materiality. We were also able to see the community (shared) facilities that accompany these housing typologies, including recreation centers, kitchens, and bath houses. Given the land constraints of the Valley, it's often not entirely clear where visitor zones end and private/employee spaces begin.

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COMMUNITY SURVEY

A housing and mobility community survey was conducted online for three months from May 25 to July 25, 2021 in order to collect information about housing and mobility trends and hear directly from the broader community across the County. The survey was very successful in reaching a broad representation of the community and **received 200 responses.** Many of the results from this survey are included in the following pages. A full detailed report can be found in the Appendix.

LANDOWNER MEETINGS

As the selected shortlist of development sites narrowed, the team met with County officials and private landowners to discuss the potential for implementation of workforce housing. **Willing partners will be key to advancing the goals of the IMHS**, as properties with favorable characteristics are limited.

Of the final shortlisted sites, one is owned by the County, two are owned by the Yosemite Conservancy, a project partner, and one is owned privately by a family with longstanding community ties and presence. However, while these four sites ultimately advanced forward in the IMHS, other secondary and high-scoring sites exist in the County and will hopefully be folded into future conversations as the initial round of development starts to become available and the process becomes better understood.

WASHINGTON DC AREA SUPPORT OFFICE (WASO) HOUSING INVENTORY PARK VISIT

In August 2021, the team was invited to join the WASO delegation visiting Yosemite to discuss housing policy, understand regulatory constraints, and share the IMHS's goals as they relate to NPS employee housing. This meeting enabled a deeper understanding for our team around the various levels of legislation that guide housing policy for NPS employee quarters, specifically around assessing regional housing markets, establishing rental rates, and how the government has attempted to identify viable means of developing housing.

Attendees of this meeting included:

- Cicely Muldoon, Yosemite Superintendent
- Teresa Austin, Yosemite Deputy Superintendent
- Joe Meyer, Yosemite Chief of Staff
- Schree Yager, Yosemite NP Housing Manager
- Jim Donovan, Yosemite Community Planner
- Tegan Plock, NPS Human Resources
- Rick Maestas, NPS Facilities Operations
- Alicia Overby, NPS Program Manager
- Heather Marashi, NPS Pacific/West Region Housing Manager
- Clarice Henry, NPS Housing Office
- Ryan Kelly, Yosemite Conservancy
- Ben Goger, Mariposa County Housing Specialist
- Andrew Dawson, WRT

Guiding legislation at the federal level has attempted to manage the employee housing (and mobility — particularly commute times) question. Key policy documents include:

- *Public Law 104-333: The Omnibus Parks and Public Lands Management Act of 1996*
- *5 US Code § 5911 - Quarters and facilities; employees in the United States*
- *Circular No. A-45 Revised: Rental and Construction of Government Quarters*

These documents are often cited as the enabling sources for the production of housing units, but they

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also present significant roadblocks to innovative development schemes. Importantly, they demonstrate that changes to NPS housing policy are difficult, requiring an Act of Congress or Presidential authorization. Relevant exerpts from each document are included in the Appendix.

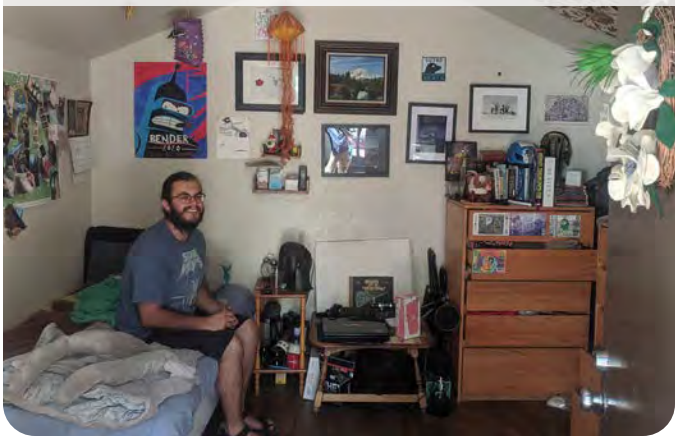
TARGETED CROSS-PARK ENGAGEMENT

This meeting informed further conversations with representatives from Grand Teton and Acadia National Parks, where developing employee housing has been met with mixed success, but nonetheless provide important case studies for consideration by the IMHS.

From Acadia, the Project Team met with Kevin Schneider, Superintendent, and John Kelly, Management Assistant, who have attempted a public-private partnership model for employee housing near Bar Harbor. The seasonal nature of Park Service employees and local hospitality workers and the regulations against mixing public employees in the same housing as market-rate renters derailed the project but they are optimistic and happy to share their lessons learned.

From Teton, the team spoke to Rusty Mizell, Chief of Facilities, where they have had success leasing private buildings to house public employees, as long as the landlord can agree to public quarters rental rates established by IQMIS, which are typically lower than private market rental rates.

A typical concessioner WOB, or "cabin without bath".



Community Coffee Event in Yosemite Village.

Example of historic NPS staff housing typology.

▲ **TOURING THE VALLEY:** *The team's research was supplemented by conversations with Park employees and tours around Yosemite Valley.*

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COMMUNITY THEMES

The following themes were developed to capture and organize the community's key sentiments related to housing and mobility issues in Mariposa County. Importantly, the responses highlighted focus on the Yosemite workforce population and the unique circumstances of their experience. Each theme addresses various aspects of daily life in Mariposa County and is supported by information gathered through steering committee meetings, stakeholder interviews, survey questions, and general conversations with the public at pop-up events.

1

PRIORITIZE THE FUNDAMENTALS

WHAT MAKES A GOOD PLACE TO LIVE?

2

REINFORCE COMMUNITY STABILITY, CONNECTIONS, AND ROOTEDNESS

CAN WE FOSTER LONG-TERM RELATIONSHIPS AND CIVIC PRIDE?

3

THE LANDSCAPE MAKES THE PLACE

HOW DO WE BUILD RESPONSIBLY?

The survey question on the opposite page gets at the root of this project's framework — does the opportunity to live in the Yosemite National Park and the treasured experience it provides outweigh all other quality of life considerations? Two interesting takeaways became apparent:

1 *Concessioner staff were more likely to place living in the Park above all else. These are typically seasonal employees with jobs around Yosemite Valley. Most of these respondents were already living within the Park boundary.*

2 *Half the respondents that would live outside the Park and continue to work at Yosemite are NPS employees. These are likely longer term or career-oriented positions. Almost all of those respondents are currently living in the Park, but another 30% already live in the Town of Mariposa or Midpines, over an hour away.*

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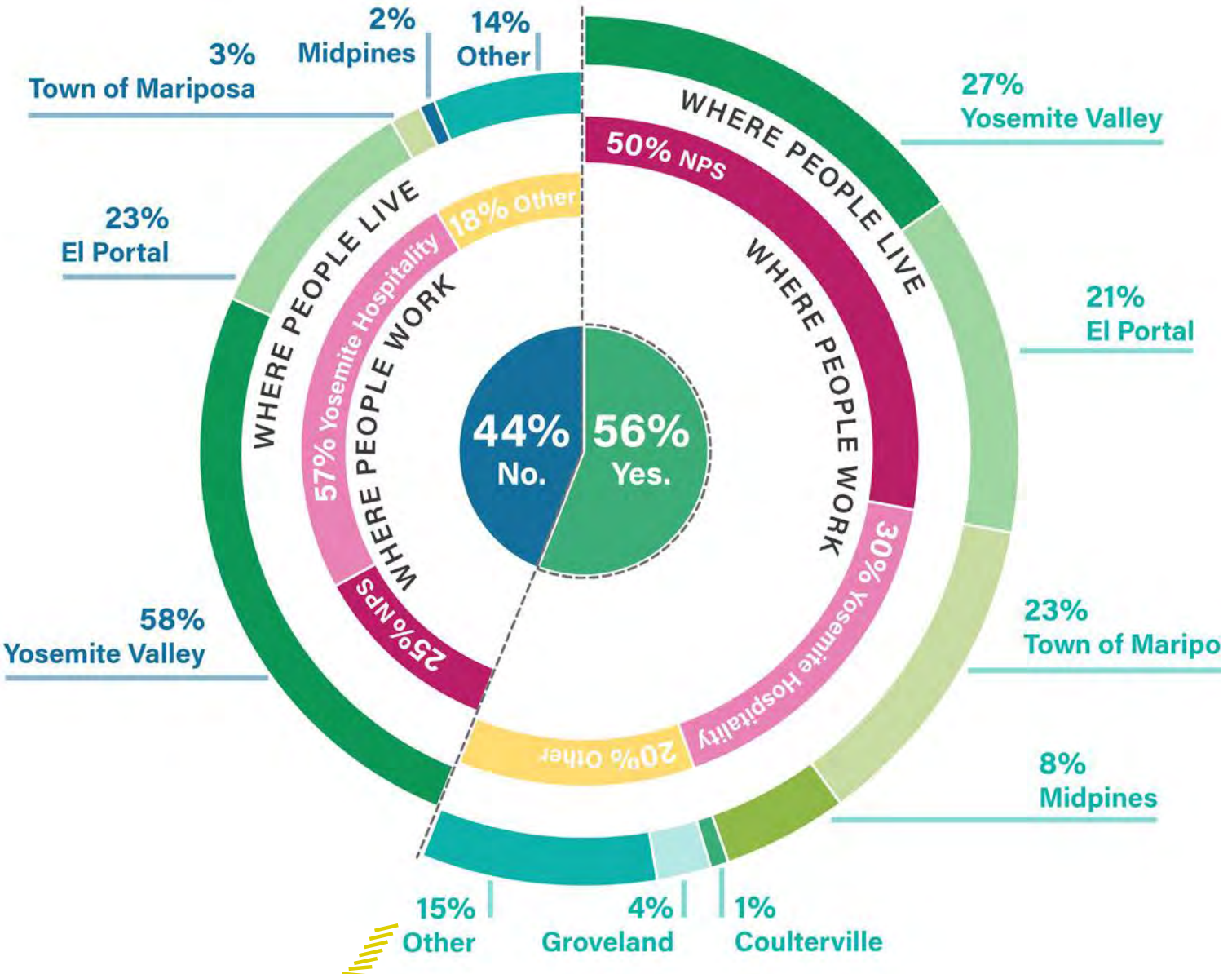
WOULD YOU CHOOSE TO WORK AT YOSEMITE IF YOU HAD TO LIVE OUTSIDE THE PARK?



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1 PRIORITIZE THE FUNDAMENTALS
WHAT MAKES A GOOD PLACE TO LIVE?

BASIC SERVICES

This theme addresses the primary challenge many Mariposans face in retaining basic services. While some areas of the County have clusters of businesses and amenities, most residents have to drive significant distances to purchase food, go to the bank, get to school, or get medical attention.

Many of these issues are compounded for people living in Yosemite Valley. When asked about what they disliked about their housing and mobility challenges, **25 survey respondents (14.7%) identified difficulty or complete lack of access to basic services as a key drawback of life in the Park and Valley.** Sacrifices made during the first few years of residency become increasingly hard to swallow as residents seek a sense of normalcy and strive to "make it work" one way or another. All too often the trade-offs become unbearable or the opportunities for improved housing and mobility options hit a ceiling. While this project doesn't attempt to "normalize" life in the Park, it strives to create alternatives for those that wish to make a transition to newer housing options and remain in Mariposa County.

One respondent identified ***"living in a food desert"*** as a key issue. Respondents living in the Valley in particular find it difficult to access food because there are very limited nearby grocery options and many restaurants with takeout service close by 6pm. Residents here must travel long distances, coordinate with one another, and must plan well in advance to have access to food.

Another important but lacking amenity for residents is reliable cell phone service and internet connectivity. Like one resident responded, in many areas, there is ***"zero cell service, poor internet service."*** This is considered an important, fundamental feature for residents in the area to live comfortably connected to their community in cases of emergency and for day-to-day communication.

COMFORT AND SAFETY

Another fundamental aspect of a good place is comfort and safety. In this case, many of the negative comments came from those County residents that reside within the Park.

19 survey respondents (11.2%) identified aspects of neighborhood design that limited their quality of life and perceptions of safety. The size and comfort of living quarters, shared or separate, were commonly cited as a source of frustration: ***"It is very small (living situation), no heat other than a wood burning stove, no AC."***

It's important to note that the NPS in-park housing assignments utilize a competitive selection process

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that favors Required Occupants (ROs) that provide emergency services to park visitors and staff alike, including seasonal employees.

Generally, the balance of personal and shared spaces and amenities for residents in the Park seems to be highly impacted by space constraints and the generally close-quarters of living conditions in the Valley. As employoees of the Park, these residents rely on strong social bonds and feed off the comraderie formed through shared challenges and the rewards of living in this special place — but there's a tenuous balance — often these bonds can be stretched thin over time (especially during the high summer season) and the initial attraction of life in the Valley can grow stale. To wit:

- Residents identified the lack of private individual bathing facilities as a big source of discomfort for respondents, and the lack of personal running water compounds the problem.
- The number of kitchens are not adequate, and some respondents dislike the shared kitchens.
- Respondents also brought up the lack of gender-neutral bathroom facilities as a comfort and safety issue.
- Some respondents dislike having to share rooms.
- Notably, residents in the Park are exposed to visitor activity at all hours of the day and night. One respondent said, ***"My home is in the middle of visitor activity, and I'm frequently woken up by late night drunk visitors."***

A common theme emerged around the lack of community gathering and social spaces for non-visitors. ***"There is no community center to watch***

▼ **TYPICAL VALLEY HOUSING OPTIONS: A CANVAS TENT AND WOB (CABIN WITHOUT BATH)** *Generally reserved for concessioner staff, these units utilize communal bathrooms and kitchens. They are sought-after by seasonal staff and considered an upgrade from a shared bedroom and a fantastic crash pad for the summer, but they are not a viable long-term housing solution for park employees.*

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▲ **BACK OF HOUSE** *Common kitchens and shuttle and employee parking compete for space with visitor services within Yosemite Valley.*

TV and hang out with friends." It was noted that the few common spaces that do exist are not large enough to accommodate the community of residents in the Park. More places to retreat to during bad weather, relax and recharge or socialize, or to escape the throngs of visitors at the end of the working day would be welcome.

MOBILITY

The commute to and from work shapes another fundamental aspect of a good place. Mariposans have a wide range of experiences when it comes to how they commute.

27 respondents (15.4%) referred to **the ease of their commute** as a key component of what they love about where they live. Many of these residents tend to live and work in Yosemite Valley. One respondent said they love ***"the beauty of walking back and forth to work since my schedule changes and I'm not stuck in a car or bus. I love to walk."***

17 respondents (10%) referred to **the difficulty of their commute** as a big reason why they dislike where they live. Many of these residents have extensive commutes — especially those who live outside of the Park. One respondent shared, ***"My daily commute to work is approximately 1 hour 15 min in good traffic each way."*** This clarifies the project team's understanding that many Park Service employees are driving long distances to their respective job postings, and inevitably find themselves caught up in visitor traffic to and from the Park.

EXPENSIVE TRANSPORTATION COSTS

Financial costs for both private drivers and transit users are cited as major concerns. 10 survey respondents (6.8%) identify the financial costs of their commute as among the biggest issues they dislike about their commute. This includes both the cost of gas, and the wear and tear on private vehicles that drive potentially hundreds of miles per week through mountainous terrain. One respondent said, ***"The wear and tear on my car, the expense of gas and the stress of long commutes after working a long day are all stressful factors."*** Another respondent said, ***"Gas prices are high. [It's] almost not worth working in Yosemite."***

HOUSING COSTS IMPACTED BY SHORT-TERM RENTAL MARKET

Many respondents were concerned with the cost and availability of housing and cited the trend of viable rental properties being converted to vacation rentals throughout the county. Many vacation rentals are not fully occupied throughout the year which in turn has negative implications both for the housing market and the community character. One respondent said directly, ***"Get rid of AirBB type rentals in what should be family neighborhoods."*** Another respondent said, ***"the housing shortage in Mariposa County completely blows my mind given the startling number of vacation rentals that sit empty half the year."***

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HIGH COST OF LIVING

Some people are interested in building an accessory dwelling unit (ADU) to add to the housing supply but don't have the financial means to start the project.

This theme captures the two-sided nature of quality of life in Mariposa County, and the advantages and disadvantages of living in Yosemite. The range of feedback highlights the unique housing and mobility realities that are important to keep in mind through the IMHS, to ensure basic needs are met, creature comforts are delivered (where appropriate), alternatives to the status quo are explored, and the Park continues to function effectively with a happy and productive workforce. This project believes that such a special place, surrounded by the wonders of nature and the challenges they present to infrastructure and services, can also be a welcoming place for people to live comfortably together if the right release valves can be identified.

PERCEPTIONS OF SAFETY

Generally, survey respondents in Mariposa County feel safe and have positive experiences and appreciation for law enforcement and emergency service providers. One respondent said, ***"Mariposa has good amount of law enforcement, [I] feel safe!"*** Another respondent said, ***"I do feel safe here, and am very grateful to those who keep us."*** This sense of pride and reliance on these service providers should be maintained and accessible to people moving into any new development areas. A friendly recognition of neighbors by those in positions of authority contributes to a feeling of community stability and connection in the face of many visitors that come and go.

SURVEY SNAPSHOT:

YOSEMITE VALLEY JANITORIAL CREW

ONE RESPONDENT is a twenty-year park service employee that relocated form the Midwest to live in the Mountains. He now has a wife and two small children and is grateful to have been able to purchase a home 8 years ago when real-estate prices where more affordable fo his line of work. As a Supervisor for the Yosemite Valley Janitorial Crew, he finds lack of available housing as a primary challenge in recruiting and retention of sta He has changed his language in oral and written communication with potential staff, removing the words that you "may be eligible for Park housing."

He has had new staff accept a position without permanent housing then proceed to live in their vehicles in an undisclosed location. When they could not find housing they would quit their jobs without notice. He feel like the scarcity of affordable housing is a serious challenge t his employees that have a lower pay scale.

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2 REINFORCE COMMUNITY STABILITY, CONNECTIVITY, AND ROOTEDNESS
CAN WE FOSTER LONG-TERM RELATIONSHIPS AND CIVIC PRIDE?

This theme highlights the importance of human connections and the role a place can play in facilitating those connections. Proximity to neighbors, opportunities for social interaction, and access to shared outdoor experiences where those connections can take place all contribute to this common theme.

THE IMPORTANCE OF RELATIONSHIPS

Friends and neighbors help to shape the culture and vibrancy of a place. **65 survey respondents (37.1%) either explicitly mentioned "community," or identified people, friends, and connections with others as a core benefit of where they live.** This is particularly important to people living year-round in Yosemite Valley, where feelings of isolation and monotony can set in over time, and tight-knit relationships are formed to counter-act the geographic remoteness. Additionally, those living in elsewhere in the County also emphasized the importance of community vibrancy, something the IMHS has prioritized in the evaluation of potential development sites. New housing should be located where residents can readily plug in to existing social scenes, instead of being asked to live in an isolated environment.

INABILITY TO FIND SUITABLE OR AFFORDABLE HOUSING TO BUY OR RENT

Throughout the survey, respondents shared thoughts about their desire to sink or maintain roots in Mariposa County, but their inability to find suitable or affordable housing in the area — either to rent or to own — limits their ability to stay. This situation causes feelings of instability and anxiety, themes which have been echoed by non-park employees throughout the County in other planning initiatives.

One respondent said, ***"expensive housing few and far between makes it nearly impossible to financially be able to get out of employee housing... which means this isn't a long-term living situation for many."***

Those that have found housing in the private rental market are not any more optimistic. One respondent rents in El Portal and cited the ever-present threat of the owner selling the house out from under her, or simply raising rent beyond reach. Coordinating and renewing a long term lease with private owners can be stressful, especially when there are opportunities for owners to transition to the short term rental market.

LOSS OF STABLE WORKFORCE AND EXPERIENCED WORKERS

NPS Human Resources shared that they've seen hundreds of applicants decline offers for positions over the last four years that specifically cite location as the reason for the declination. 219 of these were

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▲ **COMMUNITY GATHERINGS AND COMMUNITY LOVE:** *A three day festival along Mariposa Creek in 2019 attrracted over 500 community members and numerous local businesses, showcasing civic pride for planned improvements along the creek and the importance of small town social ties. IMHS survey responses show how much people care for their community.*

in 2020 and 2021, and the declinations are coming at all grades and pay scales. Too often they are seeing the top three candidates decline, resulting in less qualified employees accepting open positions. More broadly, 1100 offers were declined over the last four years, but not categorized with any specific reason. It is believed that these likely include a significant number of declinations due to housing, salary, lack of job opportunities for spouses, and other reasons not included in the dataset.

There is an overwhelming agreement based on the stakeholder interviews that housing shortages limit workforce recruitment in the Park and across the County at multiple pay levels. Limited housing also prevents new families from staying in the area, leading to a high turn over in experienced staff at the park.

BUILDING A HOME NEAR THE PARK

More than half of the respondents that work in Yosemite are willing to live outside of the Park. Most but not all of those are NPS employees and about half of those currently live in Yosemite Valley or El Portal. This is a key demographic to consider in future planning that might shift the location of housing and approach to mobility in the future.

When we look at the data, those respondents that work in Yosemite and would not be willing to live outside of the Park primarily work for the Park concessioner, currently live in Yosemite Valley or El Portal, and likely have a need and interest to be in the Park full time.

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▲ **TYPICAL SUMMER DAY AT THE ENTRANCE GATE** *Crowds at the Park entrances are not new, but now this traffic also contains many employees that are trying to get to work.*

VARIABILITY, SEASONALITY, AND UNCERTAIN COMMUTES

Seasonal changes and in fluxes of people through the year, the unpredictability of commute times, in addition to the need for flexible transit schedules to accommodate a wider range of work shifts and childcare schedules, make it difficult to rely on the YARTS regional transportation system alone.

10 survey respondents (6.8%) identify the variability, seasonality, and uncertainty of their commute as key issues, suggesting the need for a flexible and dynamic mobility strategy.

One respondent said, ***"Crowds in the summer time mean I have to add at least an hour to my drive time unless I'm getting there between 7-7:30."*** Another respondent dislikes ***"The multi-hour long lines of cars you have to wait behind to get into the park just to get to work."*** One respondent shared, ***"I don't like the unknowns that can make me late to work."***

TRANSIT SERVICE

10 survey respondents (7.9%) reference more frequent transit service and a more expansive timetable as a key improvement. One respondent said, "I would take YARTS if it were faster: it adds about an hour to my daily commute time."

Other respondents suggested a shuttle to supplement the YARTS system: a ***"community shuttle service could have more times and buses available to reduce congestion on highway and provide variety of times to catch the bus to El Portal and YNP Valley."*** Another respondent said, ***"I would like there to be a Yosemite Conservancy / NPS commuter shuttle bus that runs multiple times a day."***

Work schedules and transit schedules do not often align closely enough and make it difficult for residents to rely on the regional service. ***"My work schedule does not give me the option to use YARTS. This is a great service and if the schedule was more reliable I would use the bus."***

While some residents try to reduce the number of solo trips to work by carpooling, existing carpooling among employees is not completely inclusive and wavers from year to year depending on turn over. Carpooling that does occur is often most popular among new employees that may live closer together. It's difficult for residents that are more spread out in the County to coordinate carpooling without having a forum to exchange contacts and help coordinate scheduling.

PARK ENTRANCE IMPROVEMENTS

The park entrance has long been the source of many of the complaints from both residents and visitors. 9 survey respondents (7.1%) cite mobility and scheduling improvements specifically geared towards park employees to pragmatically improve the commuting

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SURVEY SNAPSHOT:

HOUSING FOR PARK PROFESSIONALS

experience. One respondent suggested the park entrance be modified to ***"Leave a lane open for local commuters (at the park entrance gate)"*** in order to reduce congestion. Another respondent also requested an ***"Improved entrance station"*** as a solution to improving their commute challenges.

TELEWORK OPTIONS

During the COVID pandemic, while many Park employees were able to work from home, some respondents noted that there was a sense of alleviated pressure by no longer having to wait in long lines of traffic for their commutes. While not overly emphasized, 4 survey respondents (5.3%) specifically advocated for continuing or expanding telework where possible.

One respondent said, "***If more Yosemite folks could live closer to work (or continue to telework), that would really cut down on the need for all those people to spend so much time driving."***

While another respondent shared, ***"I think we have found that a lot of work can be done remotely and that mindset will continue even after the pandemic allows 'normalcy.' Maybe consider some communal or partnered touch-down spaces for those who have telework challenges (like slow internet, lack of space) but could still get work done remotely without having to commute to El Portal or Yose Valley."***

The variability and length of typical commutes, combined with the flexibility provided by the potentials of remote work, may present an opportunity for an operational shift for Yosemite employees in the future. This may also present more housing options (if location is less important) and could be useful as a recruitment or retention tool.

ONE RESPONDENT said:

As a working professional, I would like to be in a position to buy a house. My dream would b to have a modest house/cottage and a garden. There are no 1-2 bedroom houses or condos in Mariposa County where park professionals can live. You have to rent a room in a larger home to find an affordable place to live

I made sacrifices in housing options by coming to Yosemite. Among National Park Service employees it is widely known that housing in and around Yosemite is the greatest challenge and inconvenience that employees face. You have to know someone locally to find somewhere reasonable to live. Some live in tents and cars. Many employees choose to turn down Yosemite jobs because of poor housing options.

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3 THE LANDSCAPE MAKES THIS PLACE
HOW DO WE BUILD RESPONSIBLY?

This theme highlights the common value and respect for the natural environment in Mariposa County. The community acknowledges the importance and responsibility of maintaining a balance between protecting the natural beauty of the place while also providing opportunities for the community to responsibly enjoy it. The community connections that develop around these shared values for outdoor experiences and enjoyment of the landscape are important considerations for the future approach to housing and mobility in Mariposa County. Many of these aspects are key parts of why people love their home and are important to continue to support in the future as we strive to build responsibly.

NATURAL BEAUTY — IN PERPETUITY

Mariposa County has many natural resources that are managed by many different federal and local land managers and agencies. Each has a different approach to managing and conserving the landscape, including their approach to public access. Residents noted that they enjoy the access these public lands provide above and beyond the National Park. 100 survey respondents (57.1%) described things like beauty, solitude, and the joys of living amidst stunning natural beauty as a reason they love where they live.

The ability to enjoy a natural setting that is kept largely intact due to public landholdings is an important component of the quality of life in Mariposa. These lands also contribute significantly to retaining the rural character of the County, as they are off limits to infrastructure and development. As well, there is an important acknowledgement that these lands shall exist in perpetuity — residents have come to count on the recreational opportunities, viewsheds, and landscape experience that these lands provide. This project needs to balance this natural bounty (and the ability to access and enjoy it) alongside the need to find suitable land for housing and mobility imrpovements.

DEEP CONNECTIONS

Respondents liked having outdoor recreation in all its forms, including opportunities for more passive connections with the environment and chances for solitude, something this rural County has plenty of space for. This represents an important counter-point and complement to the intensity of the sought-after tourism high points of Yosemte Falls or Half Dome. While they are an integral part of Mariposa's identity, the hyper-programmed, curated "fee area" recreational spaces such as Yosemite Valley are less important to many residents. Instead, they often seek ***"the peace and quiet, a dark sky at night."*** Another said they love the ***"space, being in mountains, tall trees."*** In general, respondents love ***"the beauty and how peaceful it is"*** and the chance to escape.

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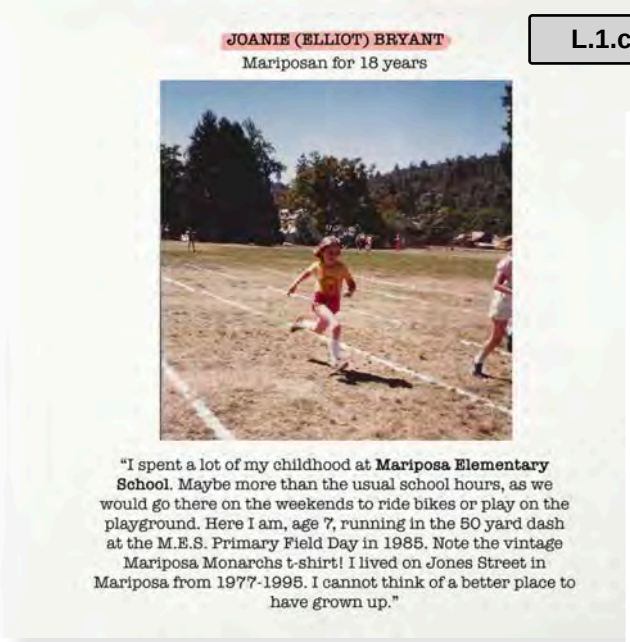
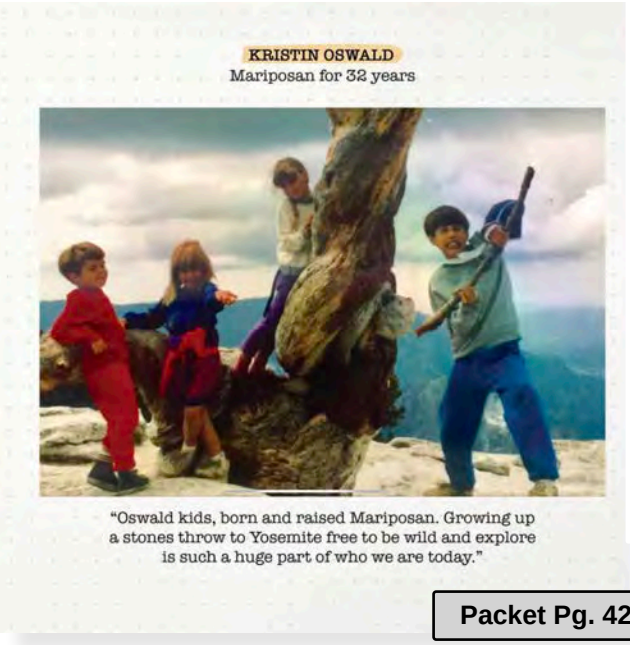
► **IMAGES FROM THE MARIPOSA COUNTY CREATIVE PLACEMAKING STRATEGY:** *The community shared their favorite spaces throughout the County and demonstrated their diverse interests.*





Understanding the relevance of these deep connections with the landscape conveys a note of caution when considering the creation of new infrastructure, new community spaces, and building more housing. There are lessons to be taken from the core desire of many residents to maintain a personal connection with their environment. This project will want to consider how development takes this to heart.

OUTDOOR RECREATION AND EXPERIENCES

Mariposa County offers many great opportunities for residents and visitors to experience the outdoors, in areas both in and outside of Yosemite National Park. One respondent highlighted that they loved where they lived because of ***"great access to USFS land for running, biking, and firewood."*** Others mentioned, ***"The freedom to enjoy nature,"*** and being ***"close to the river."*** The river is an especially important asset in the summer. ***"If we didn't have a river to recreate in during hot months I would be out of here."***

COMMUNITY OF NATURE LOVERS

Interestingly, a remarkable amount of people mentioned both their community and the landscape and environment in the same response to "What do you love about where you live?" (45 respondents 25.7%). Reponses included:

- ***"Great community, the sound of the river, surrounded by open space."***
- ***"The community, the Merced River, the adventures at every bend of the mountains/ river."***
- ***"The people, the river, the plants and animals, the trails."***
- ***"The steady community and changing seasons"***

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▲ **PEOPLE LOVE THIS PLACE:** *Briceburg is a popular destination along Highway 140, for local familes to relax and enjoy a day on the water in the stunning canyon setting.*

- ***"Natural Beauty, access to nature and nature based activities. Small friendly community."***

All of these quotes support the notion that the future housing and mobility strategies in Mariposa County are highly dependent on the shared values for the landscape and the environment **AND** a strong sense of community.

A WILD PLACE

The ability to live in Mariposa and enjoy these spaces does come with some significant challenges. Wildfire is a seemingly more regular threat most summers. Burn scars leave steep slopes vulnerable to subsidence and landslide. The Merced River (shown at left) and the many creeks and rivers of the County can flood during significant rain events or rapid snowmelt. On the other side of the coin, prolonged periods of drought are straining vegetation and inhibiting activities like river rafting (while also contributing to increased wildfire intensity and occurence). These realities of living in Mariposa County are a reminder of the wild nature of the place, and need to be at the forefront of any planning effort that looks at building new mobility infrastructure or placing housing in new locations.

A reminder of this was the havoc wreaked by the Oak Fire in the summer of 2022, destroying over 100 homes while the County and Park strive to find ways of creating more housing in an already strained market. Ongoing natural disasters will continue to frame the importance of this project's goals.

THE DRAW OF "THE PARK"

When asked "What do you love about where you live?," 48 respondents (27.4%) explicitly mentioned Yosemite or a singular aspect of the park that simply cannot be replaced elsewhere. The range of responses included:

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SURVEY SNAPSHOT:

A REALITY CHECK ON ADVENTURE

- ***"It's Yosemite -- what else?!"***
- ***"Waking up and seeing Half Dome"***
- ***"The privilege of living in Yosemite Valley"***
- ***"The park. How could one not love living IN Yosemite?"***
- ***"The park in general."***

However, when asked, more than half of the respondents that work in Yosemite are willing to live outside of the Park. Most, but not all, of those respondents are NPS employees and about half of them currently live in Yosemite Valley or El Portal. This is a key demographic to consider in future planning that might shift the location of housing and the County's or Park's approach to mobility in the future.

There were additional respondents that work in Yosemite and would not be willing to live outside of the Park. When we look at the data, those respondents primarily work for the Park concessioner, currently live in Yosemite Valley or El Portal, and likely have a need and interest to be in the Park full time.

The most resounding consensus was that, regardless of whether or not they work in Yosemite National Park, Mariposa County residents love the natural beauty of their home and all of the opportunities it offers to connect with their community in the outdoors. There are fundamental characteristics about Mariposa County and its essence that provide a special and unique draw for people to want to live and work here. This feedback reinforces the efforts to address the housing and mobility challenges while also protecting and providing access to the unique natural resources in the County. People love Mariposa, and the housing and mobility strategies will need to support and perhaps enhance those important County assets.

ONE RESPONDENT is a 30+ year Yosemite employee and has worked in a variety of capacities in the park though ou his career. He now has a home in Midpines with wife and high school/college aged children an commutes to Yosemite Valley daily for work. He sees employe housing an ongoing saga as YN employees are drawn to the par for outdoor adventure and wish to live in the park close to that adventure, then as their values mature with career or family responsibilities, they must adopt alternate housing strategizes.

He also commented on transportation issues he has been observing or having. The long commute is tiresome and time consuming. Some of his fellow division employees have started a van pool to their duty station in El Portal. He would like to participate in the van pool bu location and timing do not serve him as he starts and finishes work in Yosemite Valley.

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PROJECT THEMES

Throughout the project, the community shared insights into the advantages and challenges of living and working in Mariposa County. The community feedback received was organized around key themes which cover a wide range of sentiments and first-hand accounts.

We heard from many different types of residents, from those who have lived in the County for multiple decades to new comers, from those just beginning their careers, those with families, and those who have retired. We heard from people that work for the National Park Service and other organizations in Yosemite Valley, and from those who only visit the Valley sparingly and live and work in other parts of the County. The themes cover the full range of feedback received both the commonalities and the unique perspectives.

These themes build upon the quantitative analysis conducted in parallel with the community engagement. From the themes the project team has drawn planning principles which, together with the site evaluation criteria, will directly inform the integrated mobility and housing strategies outlined in the following chapters of this report.

"An ideal outcome would include candor, transparency, cooperation and **a desire by the leadership of National Park Service and Mariposa County to acknowledge the full scope of their shared problems.** Each side should come to the table with an open mind. Mariposa County should recognize the political, legal, and topographic realities of housing large numbers of park workers within the boundaries of the Park.

Mariposa County relies on a tourism economy that is based almost exclusively on travel to Yosemite National Park. **Mariposa County should be a willing partner with Yosemite National Park to achieve the goals of the citizens of the County."**

-Steering Committee Member

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1

PRIORITIZE THE FUNDAMENTALS

WHAT MAKES A GOOD PLACE TO LIVE?

2

REINFORCE COMMUNITY STABILITY, CONNECTIONS, AND ROOTEDNESS

CAN WE FOSTER LONG-TERM RELATIONSHIPS AND CIVIC PRIDE?

3

THE LANDSCAPE MAKES THIS PLACE

HOW CAN WE BUILD RESPONSIBLY?

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03

SITES & STRATEGIES

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COUNTYWIDE DEVELOPMENT POTENTIAL

This process began with a list of 41 possible development sites scattered around Mariposa County, shown on the opposite page. These sites were identified in the 6th Cycle Housing Element plan as developable sites, and County staff further refined the list and added others that may be appropriate for redevelopment.

Early discussions during the project revealed significant obstacles for many of the sites, in particular those that are located on NPS land. While their proximity to Yosemite Valley makes them attractive places to house employees, due to regulatory constraints these parcels were removed from consideration prior to any additional investigation into their potential.

As well, care was given to reconsider sites that have existing uses and that contribute to the overall character of Mariposa County. The County used the resulting filtered list to begin approaching private landowners and discussing partnership options for the development of workforce housing. Through this process, more sites were revealed and added to the list — a process that has benefitted the project team's direction and continues even as the project moves into its second half.

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1. *Field of Dreams*
2. *Potential Single Family*
3. *Multifamily Parcel*
4. *Connections Homeless Shelter*
5. *Story Hill*
6. *Yosemite Conservancy - A (Missouri Gulch)*
7. *Multifamily - Jones St.*
8. *Yosemite Conservancy - B*
9. *General Commercial*
10. *YARTS Park and Ride*
11. *Multifamily - Joe Howard St.*
12. *Single Family - Anton Rd.*
13. *Creekside Terrace NPLH 1 New Affordable Units*
14. *Single Family - County Property - Pfremmer*
15. *Route 49 Parcel*
16. *Mariposa Trailer Park*
17. *DDL Properties*
18. *Large Multifamily Parcel*
19. *Special use trailer park*
20. *Unknown vacant lot*
21. *Small unknown vacant lot*
22. *Small unknown vacant lot*
23. *Large Multifamily Parcel*
24. *Historic parcel w/ small lots*
25. *Small unknown vacant lot*
26. *Buck Meadows Cabins*
27. *John Muir Lodge*
28. *Outward Bound*
29. *Midpines RV Park*
30. *Yosemite West*
31. *Yosemite Bug*
32. *Bear Creek Cabins*
33. *Small Multifamily*
34. *Multifamily Cluster*
35. *Multifamily Brown Bear*
36. *Scenic Wonders*
37. *Parkline Hotel Uphill*
38. *Old El Portal A*
39. *Old El Portal B*
40. *NPS Trailer Park*
41. *NPS Rancheria*

MARIPOSA

There were 17 sites selected in the Town of Mariposa. Many of these sites have been considered for some form of development in recent years. These sites are (for the most part) serviced by the existing utility district and are proximate to many community services and amenities, making them desirable locations for additional housing.

Site M14 was removed from further analysis as the County is undertaking a separate planning study for that property as it relates to the extension of the Mariposa Creek Parkway. Site M17 was added after the project started, after the County was approached by the landowner who expressed interest in accommodating workforce housing as part of an overall site development scheme.

Site M8, in the center of town, has been determined to be an ideal location for the proposed Yosemite Satellite Visitor Center and Transportation Hub. The site grew in importance after dicussions with the adjacent property owner (the local VFW — on the corner of 140 and Bullion) revealed enthusiam and support for the project. M8 will be studied in conjuction with M6 for their potential as a joint mobility hub and Yosemite staff housing project. Both parcels are currently owned by the Yosemite Conservancy.

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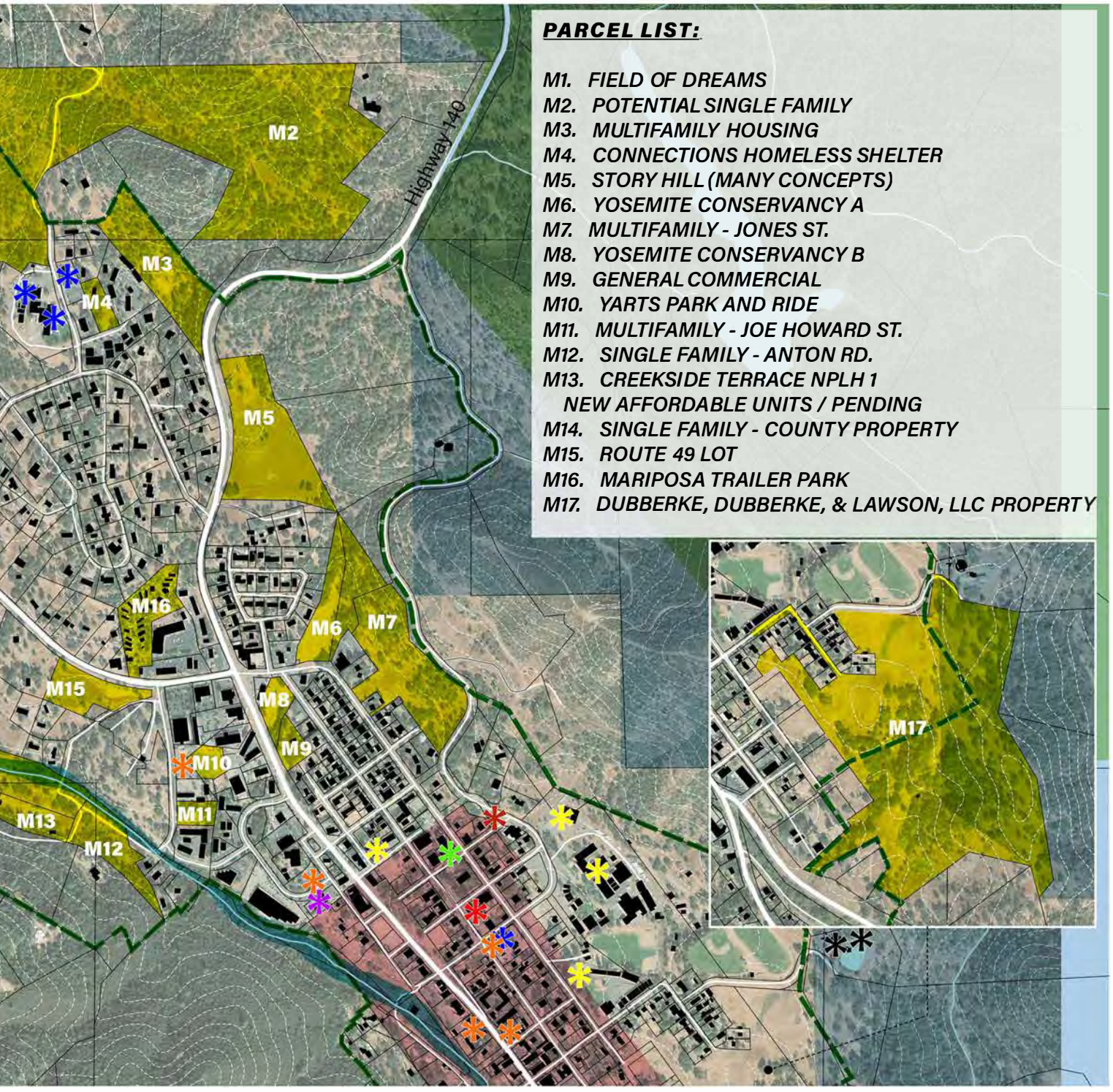

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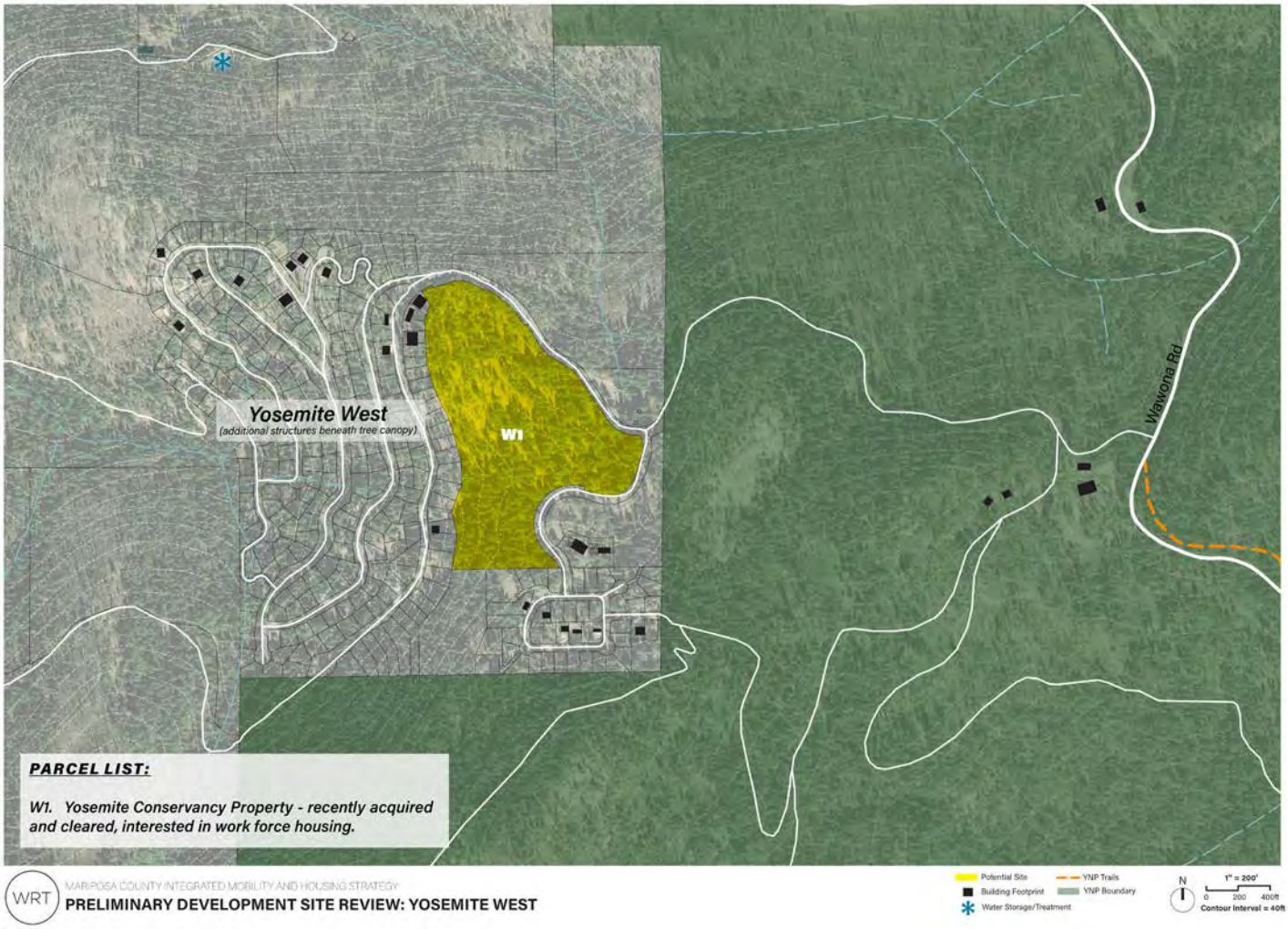
YOSEMITE WEST

There is one 32-acre site in Yosemite West off Wawona Road (SR-41 outside of the park), which winds toward Yosemite Valley from the South Entrance gate. It was considered for its size and proximity to Yosemite Valley, Glacier Point, and Wawona. The site is currently owned by the Yosemite Conservancy, and is surrounded primarily by vacation homes and short-term rental units. With its short travel time (about 30 minutes to Yosemite Valley), this site presents an excellent opportunity to provide housing for park employees who work in Yosemite, and is a high priority for NPS. However, the site was removed from further analysis in this study primarily due to its location far from commercial and civic services in the more densely developed areas of Mariposa County, in particular those in the town of Mariposa.

MIDPINES

Three sites were initially identified in Midpines, a community northeast of the Town of Mariposa on Highway 140. Midpines has a Post Office, community park, YARTS shuttle bus stops, and a fire station. It is also within easy driving distance of Mariposa and its many services, and connected to a wealth of outdoor recreation opportunities on USFS and BLM lands. Future plans also call for the development of the Bear Creek Trail, which will connect Mariposa to the Merced River at Briceburg, through Midpines.



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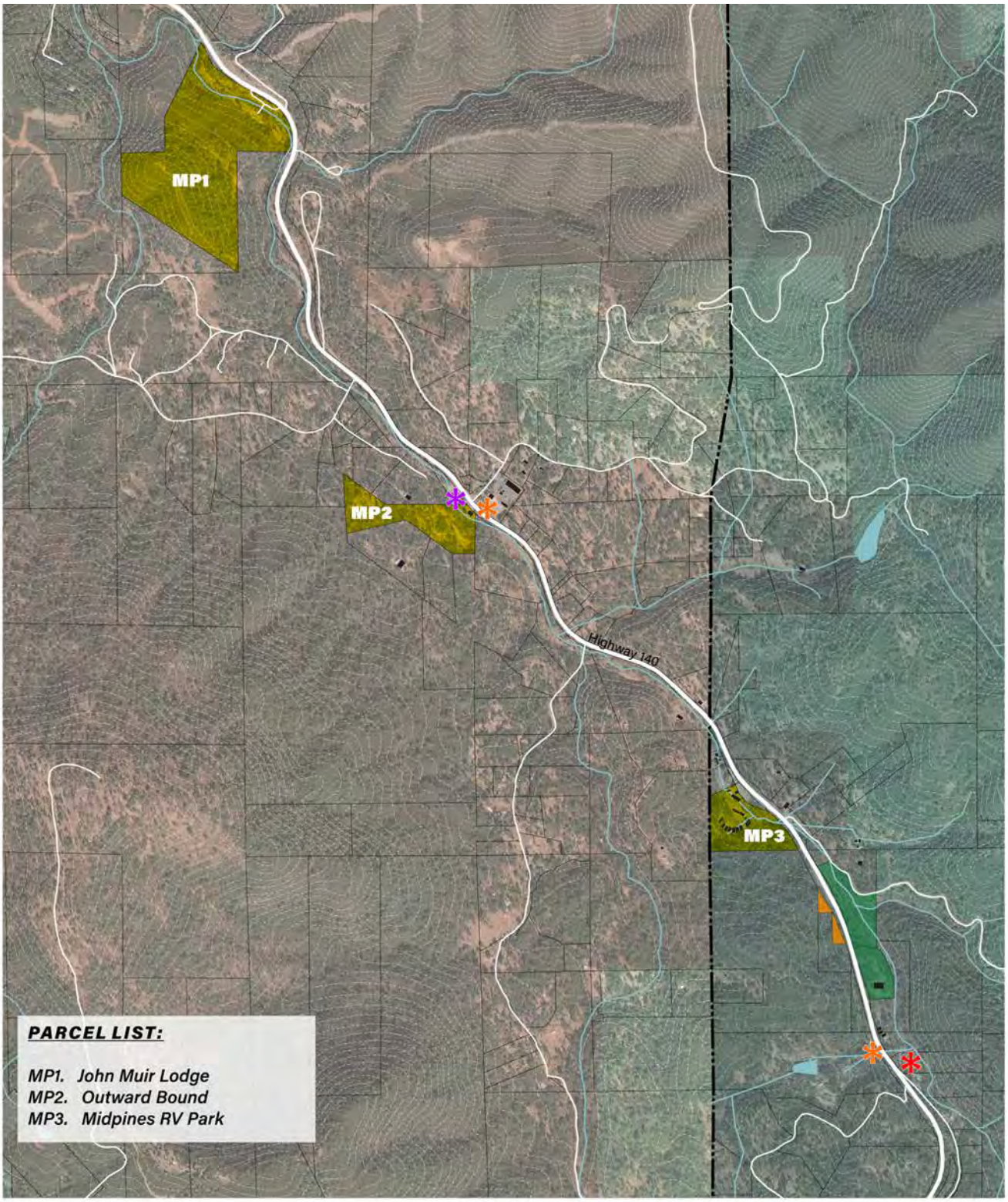

WRT

MARIPOSA COUNTY INTEGRATED MOBILITY AND HOUSING STRATEGY

PRELIMINARY DEVELOPMENT SITE REVIEW: MIDPINES

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Ultimately, an additional site was added to the Midpines list for consideration. The County has been negotiating with Kampgrounds of America (KOA) for the development of a new campground and glamping resort along Highway 140, with an understanding that workforce housing could be included for Park Service employees. This location could be ideal given its proximitiy to the neighboring community and access to the highway. Water and sewer would also likely be developed in conjuction with the campground.

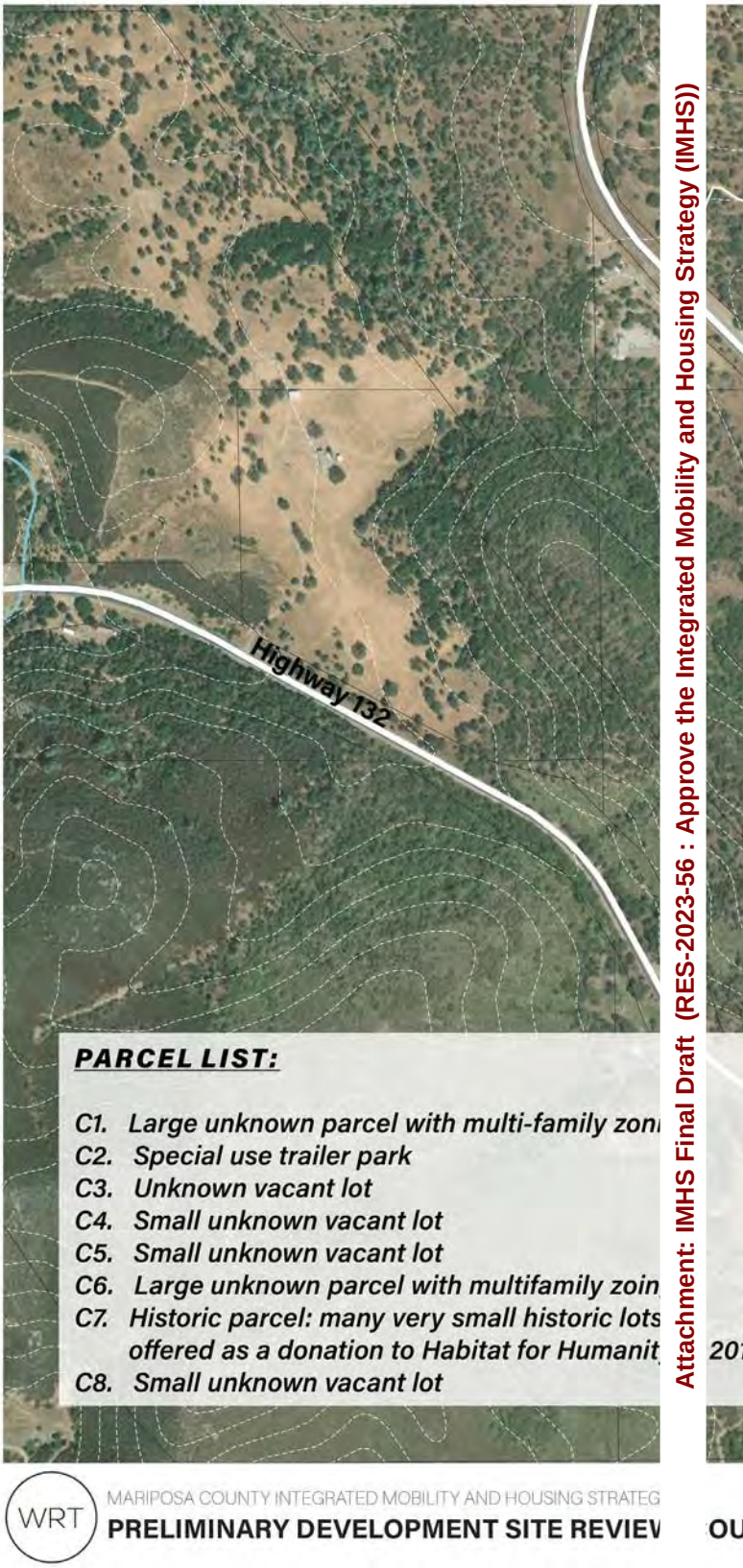
COULTERVILLE

Eight sites were initially considered in Coulterville, a hamlet in northwest Mariposa County with a historic Main Street alongside Blacks Creek. There is a small school, post office, and a county park.

Before any additional analysis was conducted, the sites in Coulterville were removed from the study, primarily for their extremely difficult location - 2.5 hours from Yosemite Valley. The County envisions a future planning scenario where these sites, alongside potential development parcels in Buck Meadows, are reconsidered for their potential to support Park Service employees that work in the Mather and Tuolumne distrcts of the Park. These territories are north of Yosemite Valley and employees would lilkely utilize the Big Oak Flat entrance gate.

SCORING

The following pages present the evaluation criteria and scorecards for each site from the County's initial "long list." The results of this scoring, along with input from the community, the planning department, Yosemite leadership and the project team's recommendations are shown in detail as the "short list."



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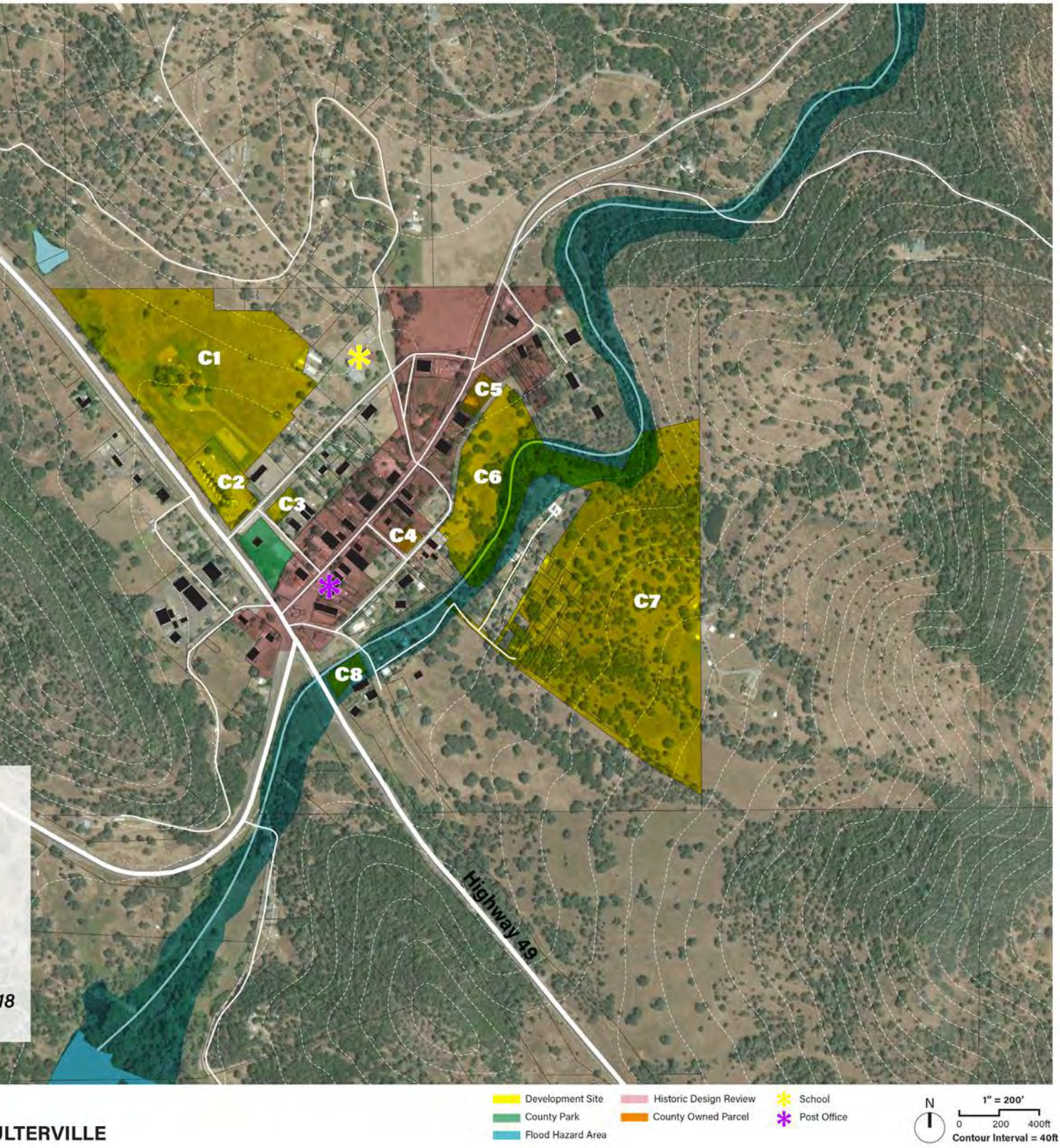

ULTERVILLE

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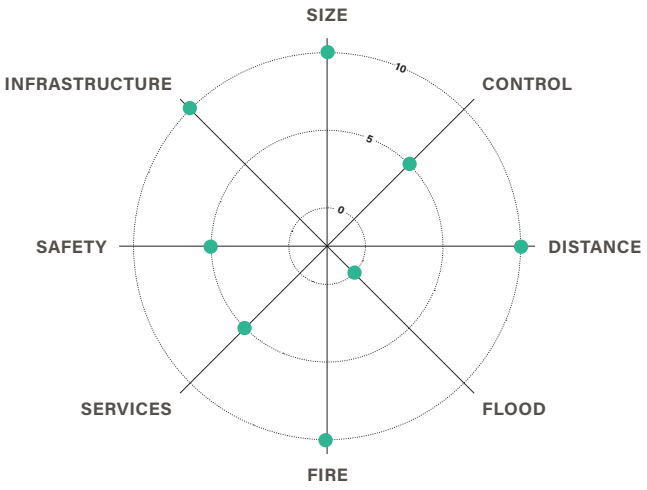
SITE EVALUATION



▲ THE SCORES FOR EACH CRITERIA IN THE PRIMARY SCREEN WERE PLOTTED GRAPHICALLY TO PROVIDE A QUICK VISUAL COMPARISON.

RADAR PLOT

To provide a quick graphic assessment of site viability from both a housing and mobility standpoint, the team created radar plots of critical evaluation criteria. An ideal site would score highly in each of eight criteria, filling the area of the plot, while a low-scoring site would show only minimal area filled.

SIZE

As a primary goal of the project is to identify sites that can support a significant unit count, size was considered a key factor in site evaluation. Properties that are smaller than 5 acres were given a score of Zero. Those with acreage between 5 and 20 were given a score of Five, and sites larger than 20 acres were given Ten points.

CONTROL

Understanding that sites under County ownership will be the easiest to develop - or at least the easiest to advance quickly to conversations with developers - the team gave Ten points to County-owned (or partner-owned) parcels, Five points to sites that had the potential to be purchased in the near future, and Zero points to those that were in private hands or unwilling o condsider partnering with the County.

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DISTANCE
Distance to the workplace was important to consider, as commute times can be a significant quality of life factor for Park Service employees. Sites that were under an hour to the Sentinel Bridge in Yosemite Valley were given Ten points. Sites that less than 1.5 hours to the bridge were give Five points, and sites further away were given Zero points.

FLOOD
The design team and the County are reluctant to advance development on sites that are located within FEMA flood zones for obvious reasons. If a site was outside any flood designation it was given Ten points, and those within flood zones were given Zero points.

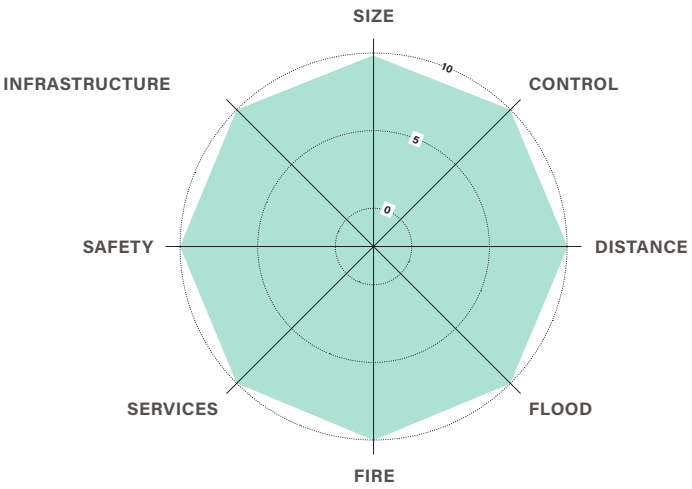
FIRE
CalFire zones were used to determine three tiers of points related to Fire risk. Sites in low risk zones were given Ten points, sites in medium risk zones were given Five points, and sites in high risk zones were given Zero points.

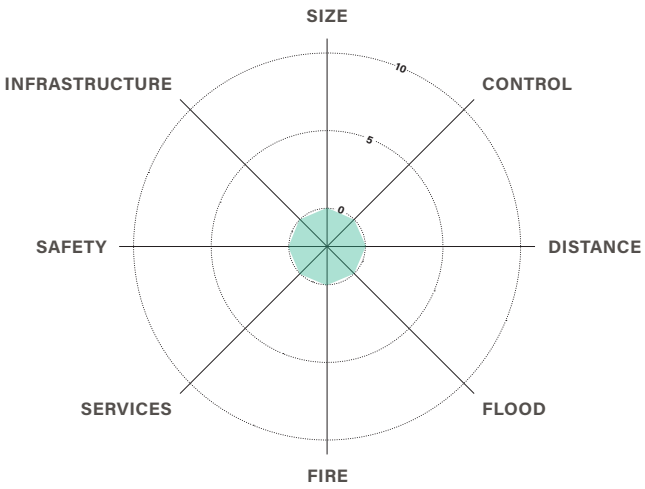
SERVICES
Sites located closer to community services and amenities scored higher than those farther away or more isolated; Ten points for easy access, Five points for less access, and Zero points for distant access.

SAFETY
Expected response times for first responders were used to define this criteria. Sites with Sheriff, Fire, or Ambulance services within 5 miles were given Ten points, those within 5 - 10 miles were given Five points, and those farther away were given Zero points.

INFRASTRUCTURE
Existing utility availability, or simple hook ups to electricity, gas, water, sewer, and data significantly increased a site's value. Those with existing or adjacent service were given Ten points, sites with the potential for new service were given Five points, and sites with limited potential or high barriers to service were given Zero points.

▼ SAMPLE RADAR PLOTS SHOWING AN IDEAL SITE (LEFT) AND A POOR SITE (RIGHT).





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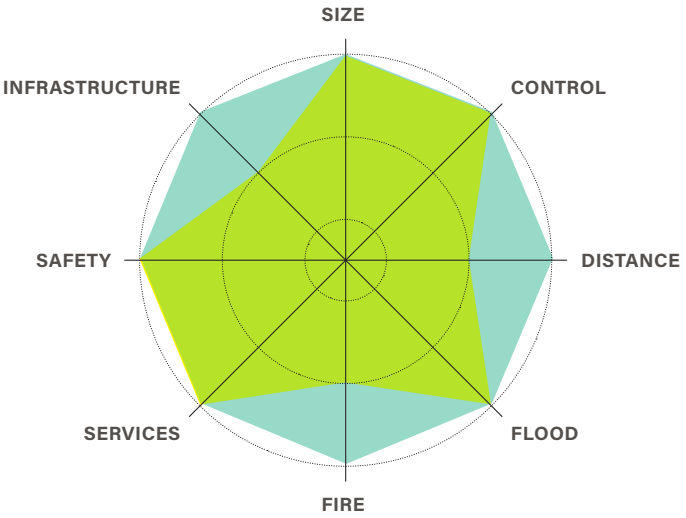
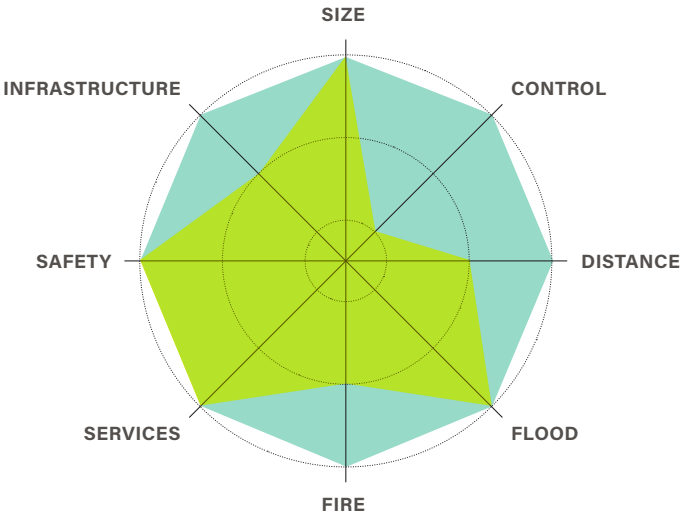
SITE M1: FIELD OF DREAMS



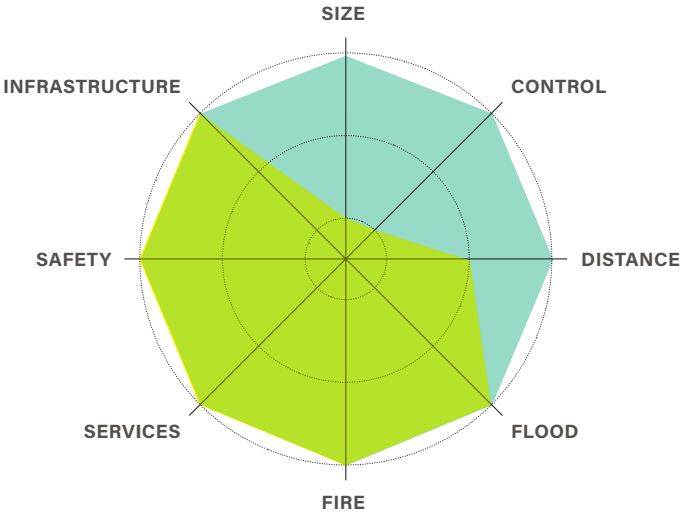
This site is well-positioned for development. It's size, points of access and connection, and infrastructure all score highly. It is owned by Mariposa County, and is near community amenities and services.

SITE M2: POTENTIAL SINGLE FAMILY



While this is one of the larger sites in the study, it is not in County ownership. There is some fire risk here on the edge of town, and new connections would need to be established to Highway 140 to satisfy emergency egress requirements.

SITE M3: MULTIFAMILY PARCEL



This site scores well in the primary screening, and it is within the utility district with adjacent services. However, it is smaller than many of the other sites and lack of ownership is a difficult hurdle for this site. In addition, other efforts are underway for this property to be developed with market rate housing already.

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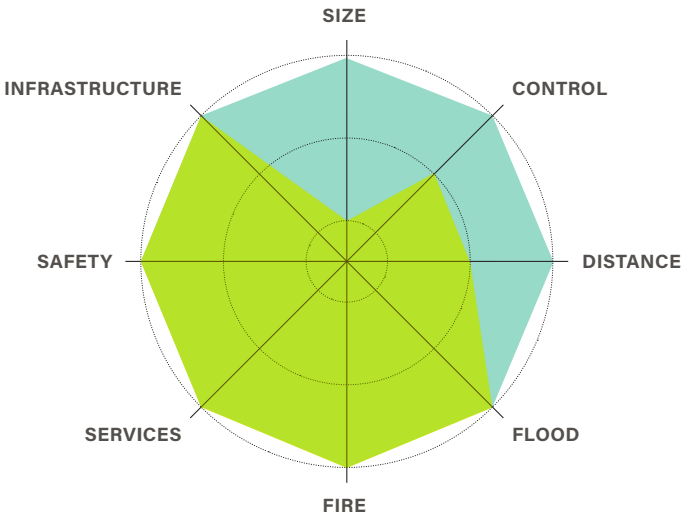
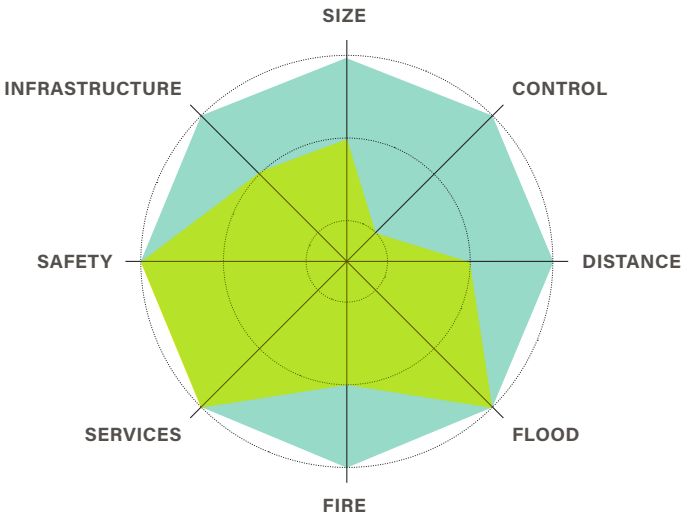
SITE M4: CONNECTIONS HOMELESS SHELTER



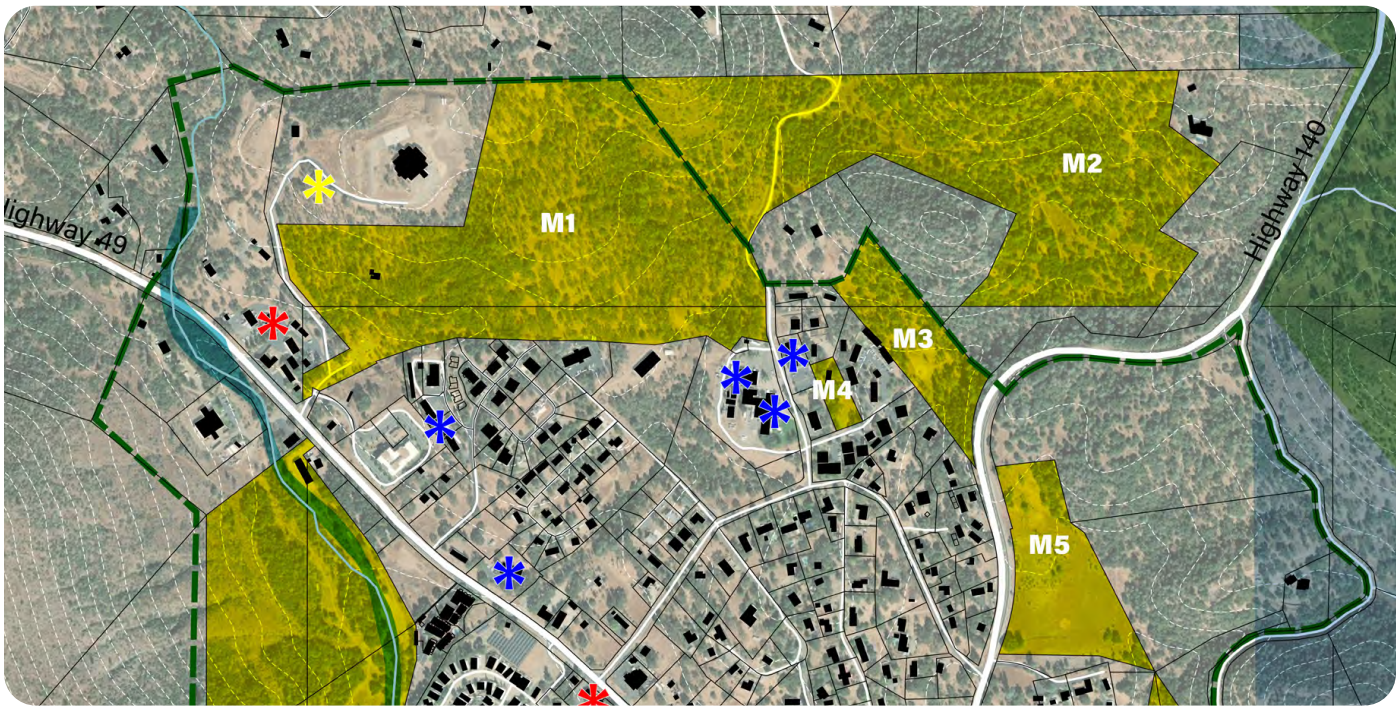
This is a small site, and is currently occupied by supportive housing for peole experiencing homelessness. However, it is zoned for multi-family housing and could be a good opportunity for a smaller, denser project.

SITE M5: STORY HILL



Story Hill has seen interesting development proposals over the years, including a hotel and conference center. It is not in county control and sits on the periphery of town with some fire risk. With additional infrastructure this could be a prime candidate for a sizable project.

▼ **POSSIBLE DEVELOPMENT SITES IN THE NORTH END OF MARIPOSA.**



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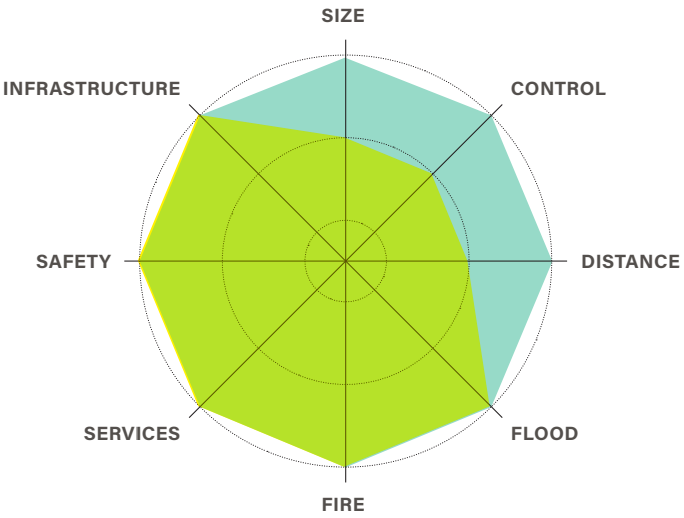
SITE M6: MISSOURI GULCH



This property is owned by the Yosemite Conservancy, and is in a great location with access to amenities, services, and utilities. It is large enough to support significant density, and could be an ideal location adjacent to the proposed transportation hub.

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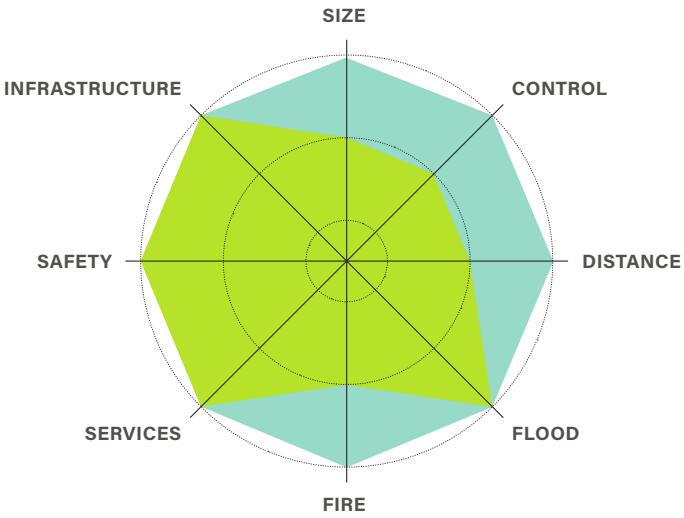
SITE M7: MULTIFAMILY - JONES ST.



This property stretches northward up a increasingly steep hill from Jones Street on the Mariposa town street grid. This was a high-ranking site and would be a prime candidate for future study. This property has utilitiy service, multi-family zoning, and potential for a future project. The County may remain interested in the potential of this property.

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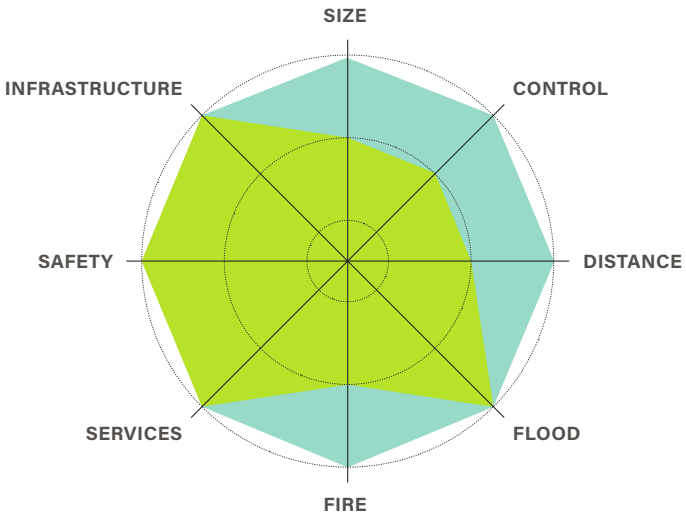
SITE M8: YOSEMITE CONSERVANCY - B



This site is located in the center of town and adjacent to a VFW Hall and tourism center. The property is owned by the Yosemite Conservancy, making it an attractive candidate for further study by the IMHS. The site presents particular advantages for integrated considerations with the project's mobility strategies, and it has been identified as the likely location for a future Satellite Visitor Center and Transportation Hub. As noted above, this property would be studied in conjuction with Site M6, also owned by the Conservancy.

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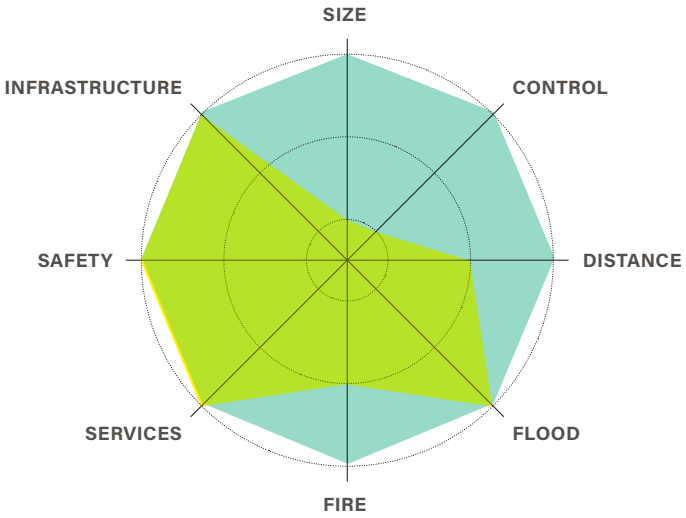
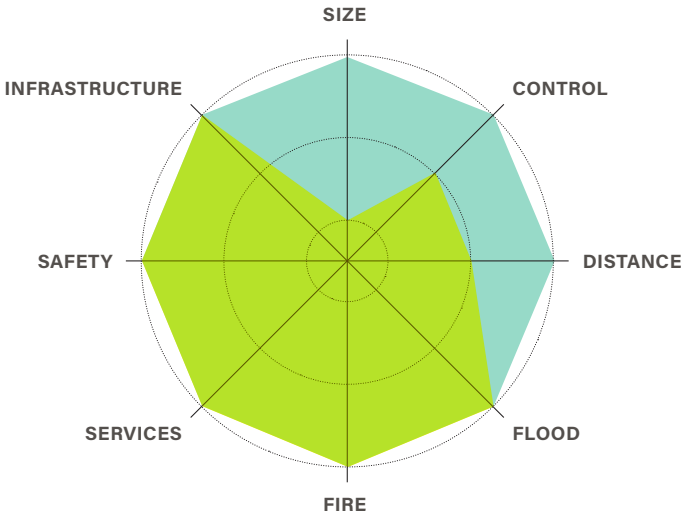
SITE M9: GENERAL COMMERCIAL



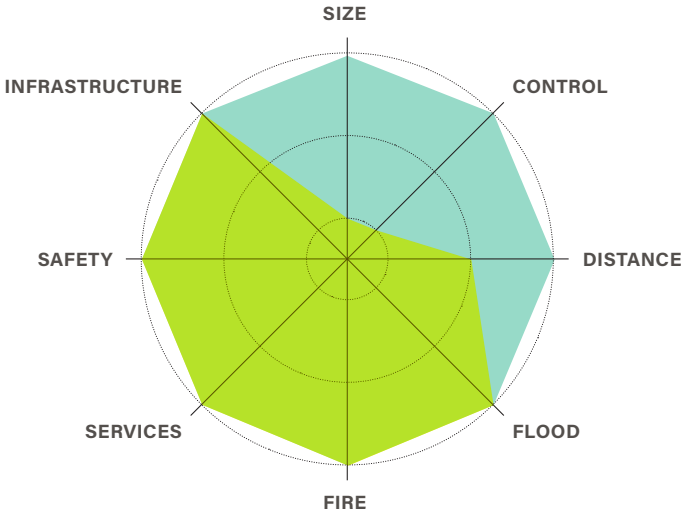
M9 is a difficult development site, even though it sits in the center of town. There is difficult access and terrain across the site, it is not in County control, and its quite small. Potential synergy may existin with the neighboring M8 parcel, but a drainage ditch creates separation between the properties, and a steep embankment prohibits any easy access from Highway 140.

SITE M10: YARTS PARK AND RIDE



Site M10 is currently a parking lot and YARTS shuttle stop. While the site scored highly, any change to this current use would need to consider accommodating shuttles or finding a suitable new location within Mariposa for YARTS. The site is valuable as a park and ride lot and its ongoing function is a complement to the planned Transportation Center.

SITE M11: MULTIFAMILY - JOE HOWARD ST



This site is ripe for infill development, but its size is not significant enough for this project to take on. It is likely the parcel will be developed at some point with new housing, but without site control, the IMHS will decline to advance this site further.

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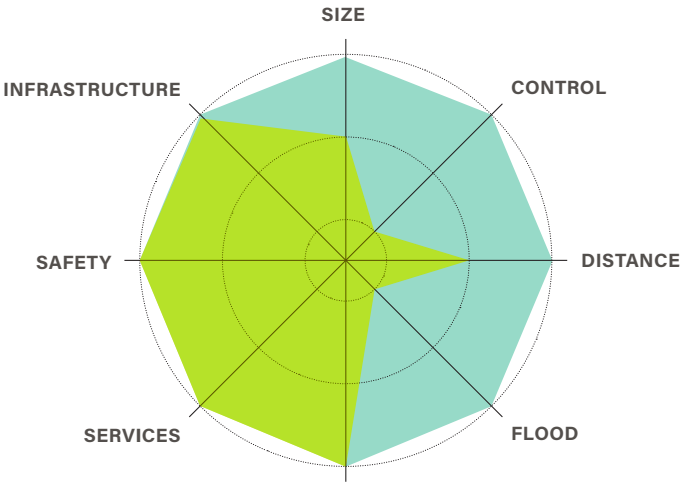
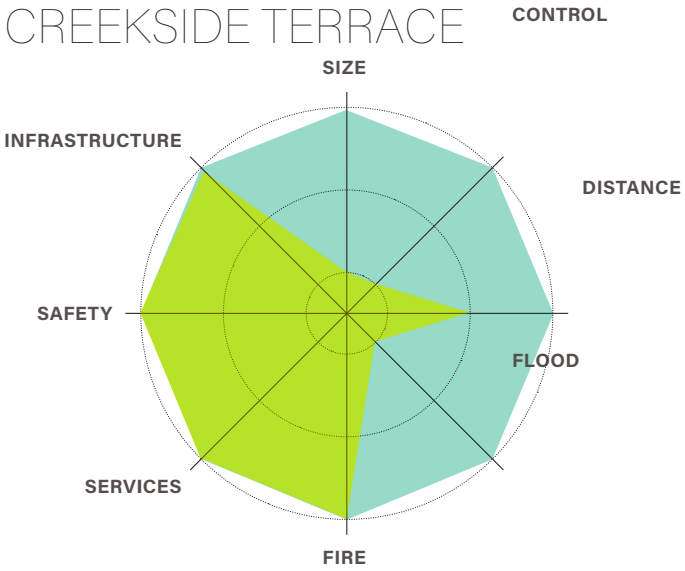
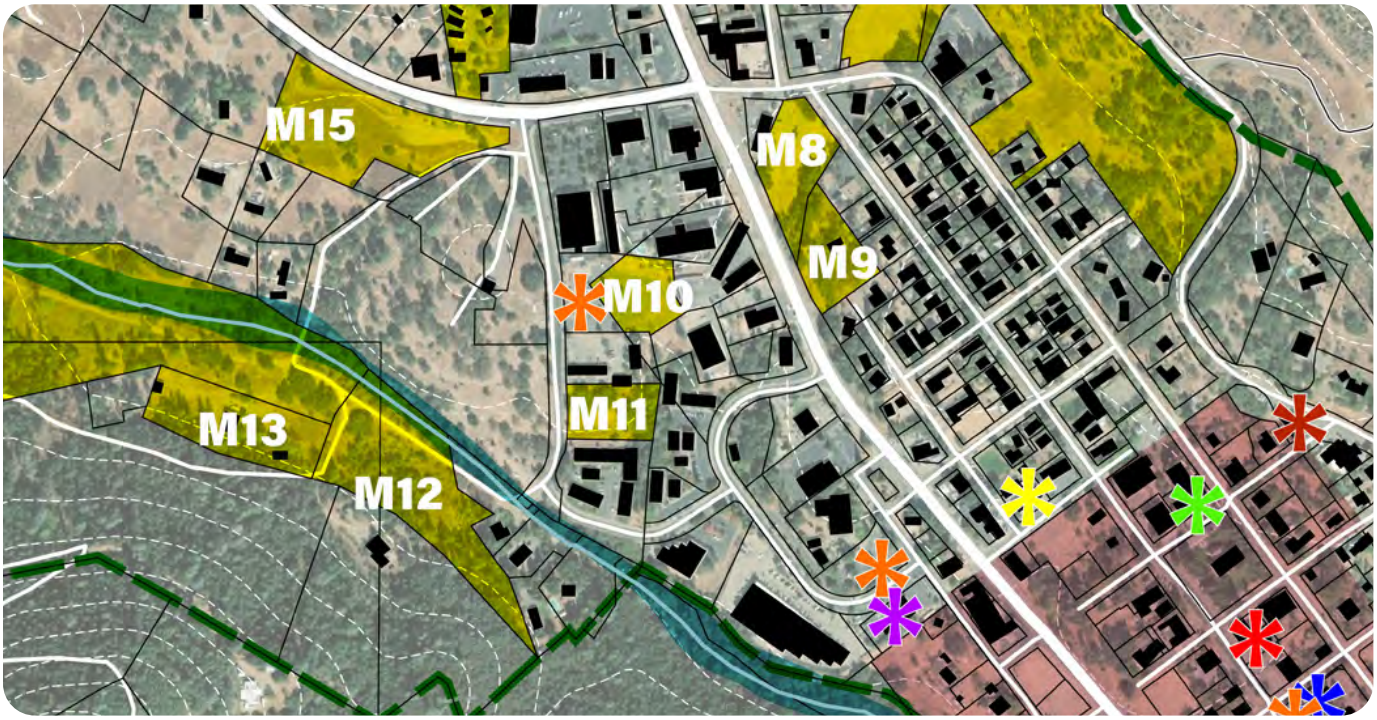
SITE M12: SINGLE FAMILY - ANTONE RD



SITE M13: CREEKSIDE TERRACE



These parcels exist within the context of Mariposa Creek and the much larger Pfremmer Property immediately to the northwest. They are within the public utility district and are close to community amenities like the Pioneer Market. One possible concern for these sites is the potential for flooding along their northern boundaries. They have had significant enhancements that would support denser development. They are currently privately owned and a 42-unit housing project is now under construction on Site M13.



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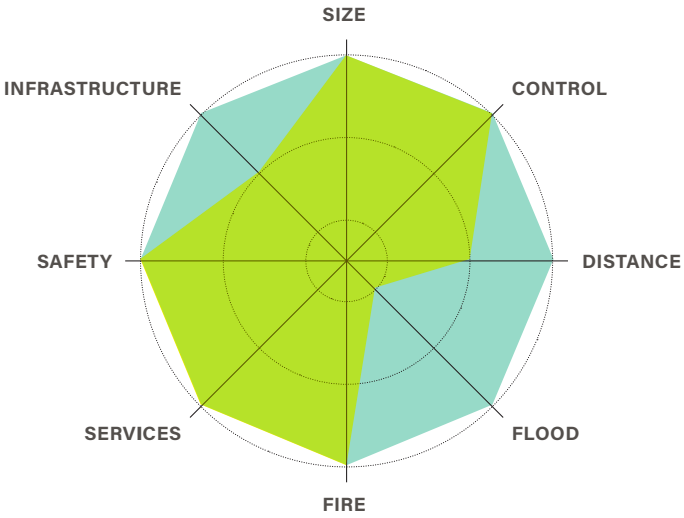
SITE M14: MARIPOSA CREEK PARKWAY PHASE IV



These parcels were acquired by Mariposa County, and is noted for its size and alignment with Mariposa Creek and the planned Mariposa Creek Parkway. While the site scored well in many categories, there are concerns about flood risk and the need for extensive infrastructure development.

With this in mind, the IMHS will not advance this site further, as it is currently earmarked for its own planning study the County. The County is currently developing a Special Plan for this area that will synthesize community input into a preferred land use map, which is likely to include housing.

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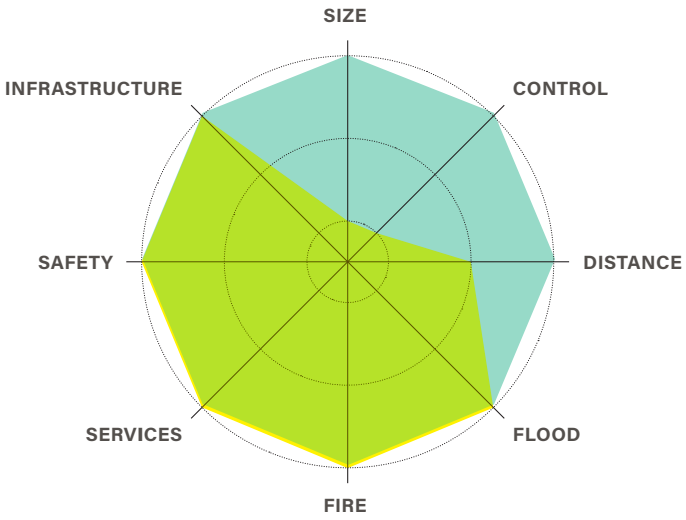
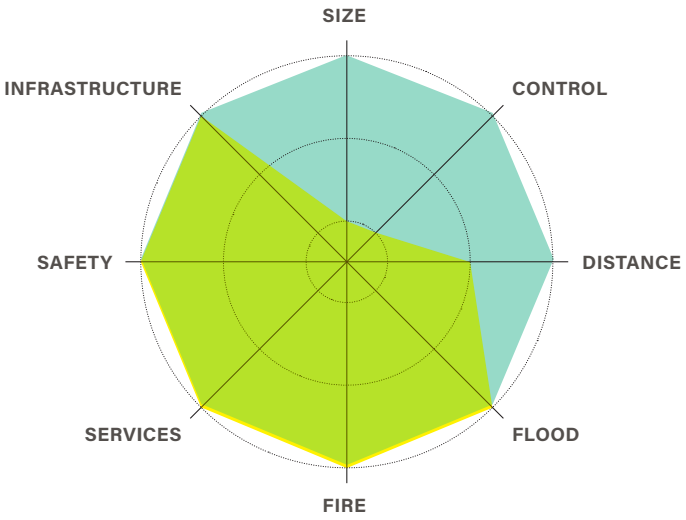
SITE M15: ROUTE 49 PARCEL



This parcel is at the intersection of Highway 49 and Joe Howard St. The site drops steeply away from the highway and is generally otherwise flat. It is located near the center of town, but is quite small and known to be in consideration by its owner for other uses.

SITE M16: MARIPOSA TRAILER PARK



The Mariposa Trailer Park occupies a central site with good access to the highway and community services and utilities. The existing use serves people looking for this type of housing option. Properties like this are valuable to Mariposa in their current state.

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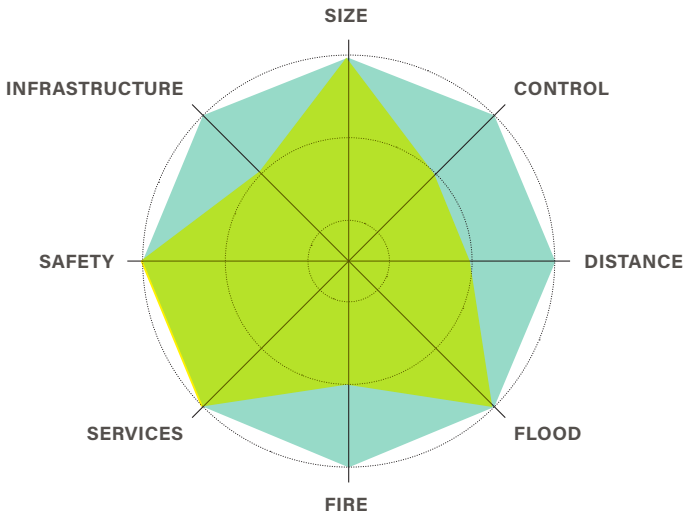
SITE M17: SOUTHERN MANZANITA ESTATES



A beautiful sloping hillside dominates this property on the southeast edge of Mariposa. Development would need to be sensitively designed around landcape features like steep slopes, drainages and creeks, woodlands, and historic elements, but the site is large enough to accommodate a significant amount of development that could tie in well to the existing town grid and has high potential for infrastructure improvements.

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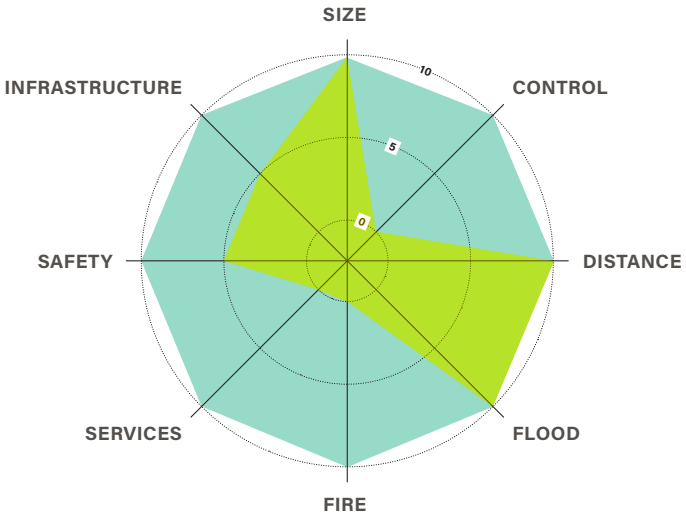
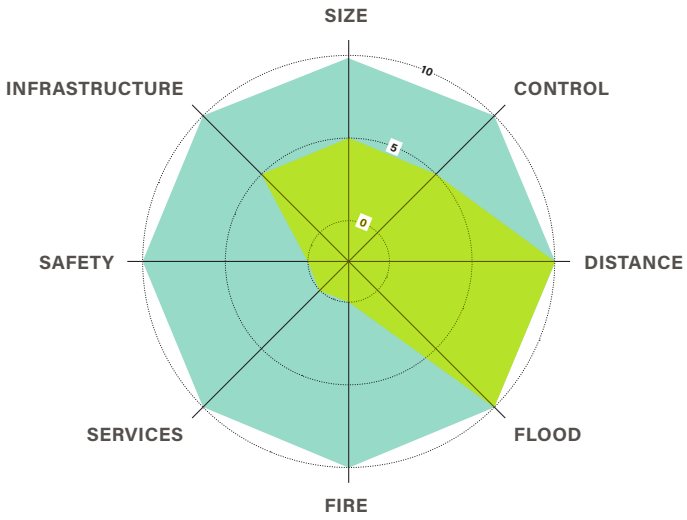
SITE BM1: BUCK MEADOWS CABINS



Buck Meadows did not score well in the Primary Screen. Questions around infrastructure, ownership, and fire risk are noted. While it sits along a primary entrance route to Yosemite on Highway 120, it is in an otherwise remote section of Mariposa County, and is beyond the reach of most county services.

SITE W1: YOSEMITE WEST



While very close to Yosemite Valley, this parcel did not score highly in most categories. There appears to be a significant development burden on the site, related to infrastructure needs, fire hazard, first responder availability, and any established community assets. This is primarily a second-home destination, with many short term rental properties, and the introduction of workforce housing may diminish the sensitive character and isolated visitor experience of this backwoods enclave.

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SITE C1 - C8: COULTERVILLE

The sites in Coulterville scored poorly in the Primary Screen, due to their distance from most NPS employees' primary duty stations of Yosemite Valley or El Portal, and will not advance within the context of the IMHS. They are, however, noted for their collective qualities: located near existing density, with a small number of shops and amenities in the Coulterville historic district, and their proximity to the Big Oak Flat entrance to Yosemite, which serves as the primary access point for the northern half of the Park, in particular Tioga Road and the Mather District.

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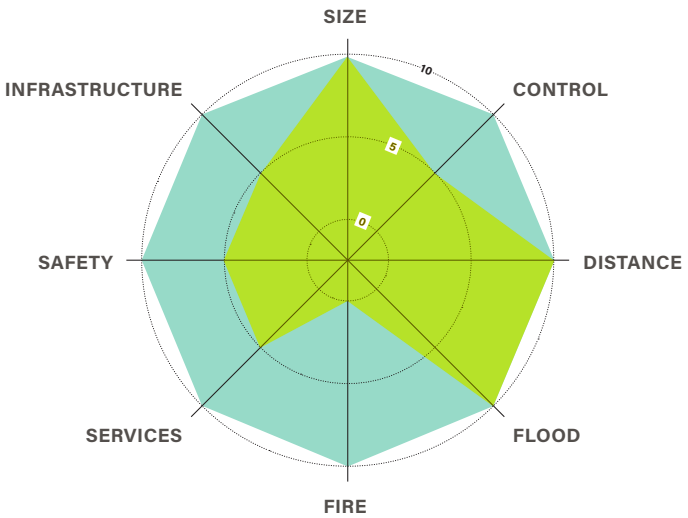
SITE MP1: JOHN MUIR LODGE



The abandoned John Muir Lodge is accessed via a small bridge over Bear Creek, which flows alongside Highway 140 in this area of Midpines. While the site is quite large, much of its acreage is wooded and steeply sloped. Providing necessary infrastucture to this parcel would be difficult, and environmental issues may exist in the form of contamination from the old hotel.

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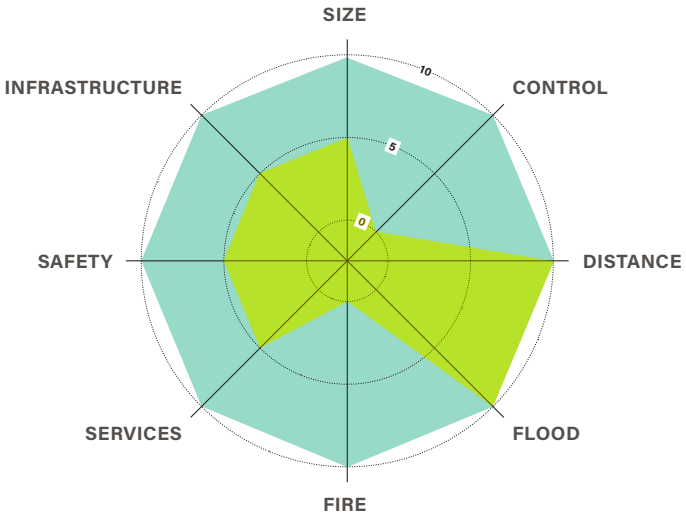
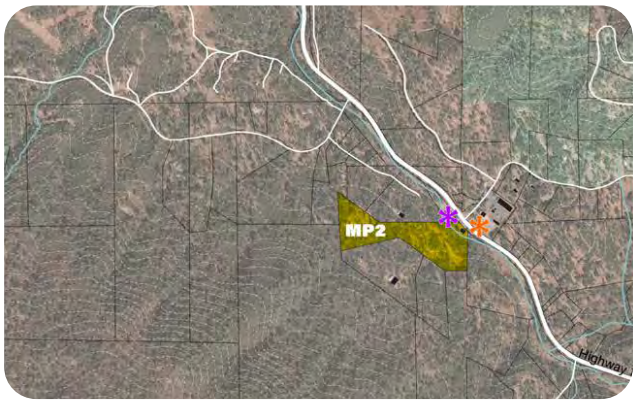
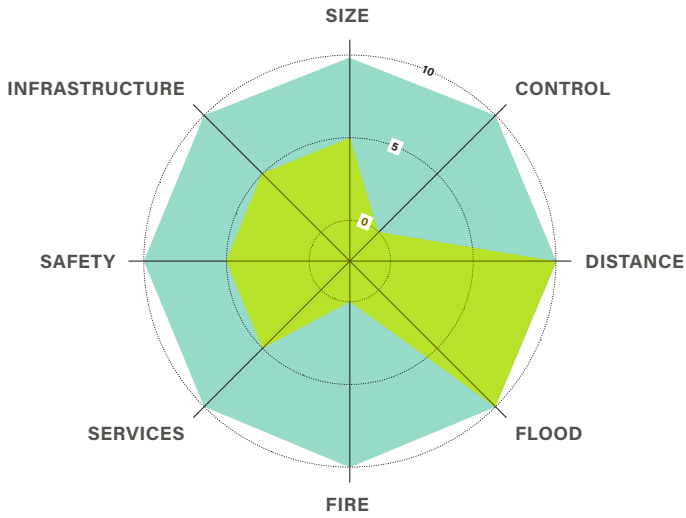
SITE MP2: OUTWARD BOUND





This site scored poorly in most criteria. In addition, it currently operates youth outdoor education programming, something the County and the design team would not want to uproot.

SITE MP3: MIDPINES RV PARK



This RV park scored the same as the Outward Bound site, as they are in similar contexts in Midpines. While this site will not be advanced further during this study, the County recognizes the importance of RV facilities as one component of a well-rounded housing program, with options not only for RVs, but also trailer homes and vans. Securing the necessary approvals for these facilities can be difficult, making this existing site a potential valuable asset for future consideration.

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FULL CRITERIA AND SCORING

FOR INTERNAL USE ONLY.

MARIPOSA IMHS Preliminary Development Site List

PRIMARY SCREEN

Site	Description	Vicinity	Existing Plans/Context/Notes	Size (Ac) NEED TO CONFIRM	Wt.	Site Control	Wt.	Travel Time to Yosemite Valley (Sentinel Dr. Bridge)	Wt.	Flood Zone	Wt.	Fire Hazard	Wt.
				Weighting Factor		Weighting Factor		might be important to consider other destinations	Weighting Factor	FEMA map layer	Weighting Factor	CalFire zones	Weighting Factor
				0 - less than 5 ac 5 - 6-20 ac 10 - more than 20 ac		0 - no / no potential 5 - potential 10 - yes		0 - more 5 - under 1.5 hrs 10 - under 1 hour		0 - yes 10 - no		0 - high 5 - med 10 - low	
M1	**Field of Dreams**	Mariposa	*recreation/sports complex plan*	10	5	10	5	5	5	10	3	5	3
M2	Potential Single Family	Mariposa		10	5	0	5	5	5	10	3	5	3
M3	Stancoha NPLH Round 2 Supporting Housing	Mariposa		5	5	0	5	5	5	10	3	10	3
M4	Connections Homeless Shelter	Mariposa	*existing housing*	0	5	0	5	5	5	10	3	10	3
M5	Story Hill	Mariposa	*Many concepts/Future Hotel/Conference/Performance Center*	5	5	0	5	5	5	10	3	5	3
M6	**Yosemite Conservancy - A (Hillside)**	Mariposa	*NPS Satellite VC/Museum/Discovery Center*	5	5	5	5	5	5	10	3	10	3
M7	Multifamily - Jones St.	Mariposa	*Steepish site*	5	5	0	5	5	5	10	3	5	3
M8	**Yosemite Conservancy - B (VFW)**	Mariposa	*NPS Satellite VC/Museum/Discovery Center*	5	5	5	5	5	5	10	3	5	3
M9	General Commercial (WHO OWNS?)	Mariposa	*connect w/ YC properties?*	0	5	0	5	5	5	10	3	5	3
M10	YARTS Park and Ride	Mariposa	*sink hole...*	0	5	5	5	5	5	10	3	10	3
M11	Multifamily - Joe Howard St.	Mariposa		0	5	0	5	5	5	10	3	10	3
M12	Single Family - Anton Rd.	Mariposa		5	5	0	5	5	5	0	3	10	3
M13	Creekside Terrace NPLH 1 New Affordable Units	Mariposa		0	5	0	5	5	5	0	3	10	3
M14	Single Family - County Property - Pfremmer	Mariposa	*Special Plan underway soon*	10	5	10	5	5	5	0	3	10	3
M15	Route 49 Parcel	Mariposa	*Hardware store or hotel?*	0	5	0	5	5	5	10	3	10	3
M16	Mariposa Trailer Park	Mariposa	*existing homes*	0	5	0	5	5	5	10	3	10	3
M17	**DDL Properties**	Mariposa	*historic mine?*	10	5	5	5	5	5	10	3	5	3
C1	Large Multifamily Parcel	Coulterville		10	5	0	5	0	5	10	3	5	3
C2	Special use trailer park	Coulterville		0	5	0	5	0	5	10	3	5	3
C3	Unknown vacant lot	Coulterville		0	5	0	5	0	5	10	3	10	3
C4	Small unknown vacant lot	Coulterville		0	5	0	5	0	5	10	3	5	3
C5	Small unknown vacant lot	Coulterville		0	5	0	5	0	5	10	3	5	3
C6	Large Multifamily Parcel	Coulterville		5	5	0	5	0	5	0	3	5	3
C7	Historic parcel w/ small lots	Coulterville	*poor access*	10	5	0	5	0	5	0	3	5	3
C8	Small unknown vacant lot	Coulterville		0	5	0	5	0	5	0	3	5	3
BM1	Buck Meadows Cabins	Buck Meadows	*outlier - more for Mather District folks?*	10	5	0	5	10	5	10	3	0	3
MP1	John Muir Lodge	Midpines	*new or substantially improved access, new water and sewer supply.*	10	5	5	5	10	5	10	3	0	3
MP2	Outward Bound	Midpines		5	5	0	5	10	5	10	3	0	3
MP3	Midpines RV Park	Midpines		5	5	0	5	10	5	10	3	0	3
W1	Yosemite West	Yosemite West	*outlier - question of impact to neighbors*	5	5	5	5	10	5	10	3	0	3
-	Yosemite Bug	Midpines	*existing asset, should remain*										
-	Bear Creek Cabins	Midpines	*removed per MC*										
-	Small Multifamily	Mariposa	*removed per MC*										
-	Multifamily Cluster	Mariposa	*removed per MC*										
-	Multifamily Brown Bear	Mariposa	*removed per MC*										
-	Scenic Wonders	Wawona	*owner asked to remove*										
-	Parkline Hotel Uphill	El Portal	*NPS property*										
-	Old El Portal A	El Portal	*NPS property*										
-	Old El Portal B	El Portal	*NPS property*										
-	NPS Trailer Park	El Portal	*NPS property*										
-	NPS Rancheria	El Portal	*NPS property*										

THESE SITES NOT CONSIDERED PER COUNTY DIRECTION.

SCORING SUMMARY

This chart details the results of the primary and secondary screens used to complement and reinforce the existing site knowledge and opportunities identified by the County. These quantitative criteria were scored through a combination of GIS data analysis, mapping, and conversations with the steering committee members and project stakeholders. The design team determined weighting factors for each criteria and produced scores for each site. This first screen was used to distill the long list of 30 sites to those that had potential; if sites did not score higher than 190 they were removed from further consideration.

The Secondary Screen was then used as a mechanism to further refine the shortlist to a manageable number of focus properties.

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grocery, restaurants, social spaces, library, school, daycare, post office, healthcare, etc.	Weighting Factor	Sheriff, Fire, Ambulance	Weighting Factor		Weighting Factor		Routes 49/140/120/41	Weighting Factor	how far to an existing bus stop	Weighting Factor				steeply sloped, forested, remote access- GIS Slope Analysis, GIS land cover	Weighting Factor	considering new code reqs. for 30 unit+	Weighting Factor		Green consid detaile yellow potent remov study.
0 - distant		0 - 10+ mi		0 - none / limited			0 - + 1/2 mi		0 - none					0 - high		0 - none			
5 - somewhat accessible		5 - 5-10 mi		5 - potential		Scoring	5 - w/in 1/2 mi		5 - w/in 1 mi		0 - no		0 - no	5 - med		5 - one		Scoring	Sc
10 - easily accessible		10 - less than 5 mi		10 - existing/adjacent			10 - w/in 1/4mi		10 - w/in 1/2mi		5 - yes		5 - yes	10 - low		10 - two or more			
Proximity to Nearby Density/Services/Amenities	Wt.	**First Responder Proximity**	Wt.	**Utility Service: Power/Water/Sewer**	Wt.	**PRIMARY SCREEN**	**Access to Major Roads/Infrastructure**	Wt.	**Transit Access**	Wt.	**Previously Identified Priority Site**	Wt	**Currently Vacant**	Wt	**Development Burden**	Wt.	**Egress Roads**	Wt.	**SECONDARY SCREEN**	**TOTA (B SCR**
10	3	10	3	5	5	255	10	3	5	1	5	5	5	3	5	5	10	5	150	
10	3	10	3	5	5	205	10	3	5	1	0	5	5	3	0	5	10	5	100	
10	3	10	3	10	5	220	10	3	5	1	0	5	5	3	5	5	5	5	100	
10	3	10	3	10	5	195	10	3	5	1	0	5	0	3	0	5	5	5	60	
10	3	10	3	10	5	205	10	3	5	1	5	5	5	3	10	5	10	5	175	
10	3	10	3	10	5	245	10	3	10	1	5	5	5	3	10	5	5	5	155	
10	3	10	3	10	5	205	10	3	10	1	0	5	5	3	5	5	10	5	130	
10	3	10	3	10	5	230	10	3	10	1	5	5	5	3	10	5	10	5	180	
10	3	10	3	10	5	180	DOES NOT ADVANCE													
10	3	10	3	10	5	220	10	3	10	1	0	5	0	3	0	5	5	5	65	
10	3	10	3	10	5	195	10	3	10	1	0	5	5	3	0	5	5	5	80	
10	3	10	3	5	5	165	DO NOT ADVANCE													
10	3	10	3	5	5	140														
10	3	10	3	5	5	240	10	3	10	1	5	5	5	3	5	5	5	5	130	
10	3	10	3	10	5	195	10	3	10	1	0	5	5	3	10	5	10	5	155	
10	3	10	3	10	5	195	10	3	10	1	0	5	0	3	0	5	5	5	65	
10	3	10	3	10	5	255	10	3	10	1	0	5	5	3	10	5	10	5	155	
5	3	0	3	5	5	135														
5	3	0	3	5	5	85														
5	3	0	3	5	5	100														
5	3	0	3	5	5	85														
5	3	0	3	5	5	85	DO NOT ADVANCE													
5	3	0	3	5	5	80														
5	3	0	3	0	5	80														
5	3	0	3	5	5	55														
0	3	5	3	5	5	170														
5	3	5	3	10	5	235	10	3	5	1	5	5	5	3	5	5	5	5	125	
5	3	5	3	5	5	160														
5	3	5	3	5	5	160	DO NOT ADVANCE													
0	3	0	3	5	5	155														

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SHORTLISTED SITES

SITE M1 - FIELD OF DREAMS

Located on the north end of the Town of Mariposa, the Field of Dreams site was shortlisted for its many advantages. Among the most important were the facts that the property is already under County ownership and is within the MPUD boundary, making the delivery of necessary infrastructure and utilities that much easier. In addition, its significant size, proximity to the planned Mariposa Creek Parkway, and clear egress opportunities make this property an ideal candidate for workforce housing that is rooted in the surrounding community.

While various ideas have been proposed for this property in recent years, notably a recreation facility, this effort has revealed strong potential for housing that is well-connected to the existing urban fabric and that contributes to the overall town character of Mariposa.

SITE M17 - DUBBERKE, DUBBERKE, & LAWSON

Located on the southeast end of the Town of Mariposa, this property has connections to existing trails, is very close to the school district and historic town core, and boasts beautiful views and rich heritage.

The historic Mariposa mine is located on the property, and while there are steep slopes and woodlands present, the development could be focused on areas of land that are more gently sloping, closer to the existing street network, and within the MPUD boundary.

The IMHS process has revealed that this property could be a prime example of how to develop moderately dense housing while being sensitive to the surrounding context and landscape conditions.

SITES M6 & M8 - YOSEMITE CONSERVANCY

These twin properties have been shortlisted for their location in the center of town and because they are wholly controlled by willing project partners with a commitment to serving Yosemite. In addition, they are being positioned as a combined mobility and housing hub, with M6 slated to hold NPS staff housing that is across the street from the envisioned Yosemite Satellite Visitor and Transportation Center. Staff will easily be able to access shuttles to and from the Valley, and ideas are being considered for additional staff offices and parking.

Housing on this site could also be focused on seasonal employees that are not looking for a permanent residence. The parcel is big enough to support dormitory or shared living style units, with common facilities and easily accessed community services.

Located at the corner of Highway 140 and Jones St., the local VFW Hall has also agreed to be a willing partner in the transformation of this important intersection. They are willing to be relocated if a fitting new location can be identified, thus leaving a larger parcel to be built out for the transportation hub.

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▲ **COMMUNITY TIES:** *All four of the shortlisted sites are within (or on the edge of) the Town of Mariposa. This speaks to the value of community assets and services, but also the bonds and relationships that County residents already have or seek to establish.*

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INTEGRATED MOBILITY & HOUSING STRATEGIES

1. PRIORITIZE THE FUNDAMENTALS

2. REINFORCE COMMUNITY STABILITY, CONNECTIONS, AND ROOTEDNESS

3. THE LANDSCAPE MAKES THIS PLACE

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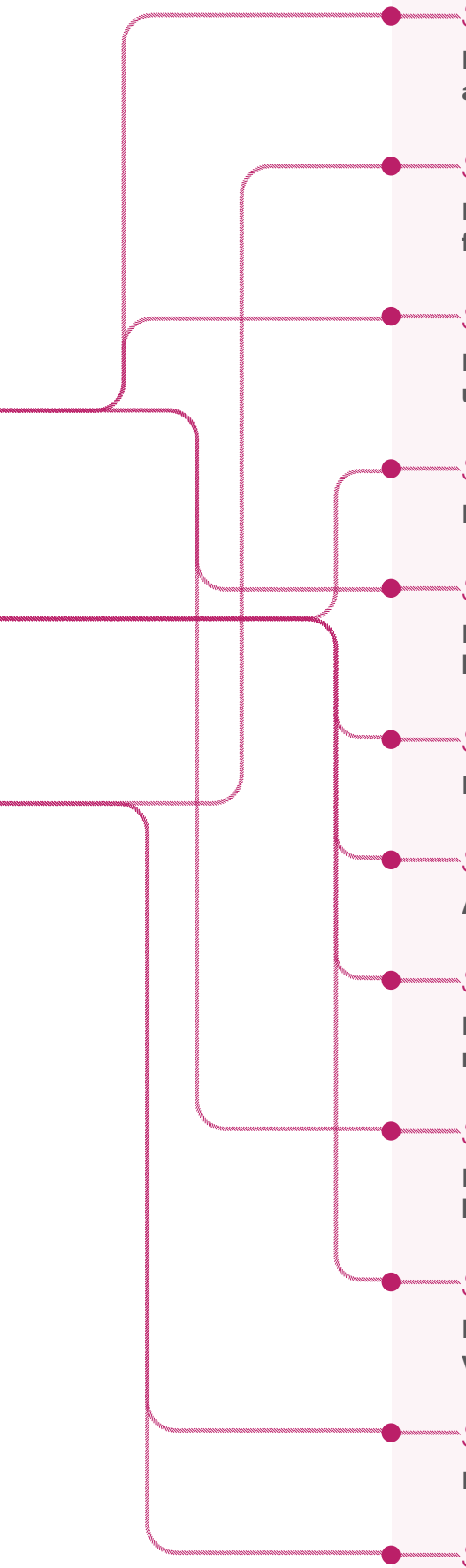
These are a synthesis of the Project Assumptions from Chapter 1 and the Community Themes presented in Chapter 2. The Strategies developed in this plan are built off of sound planning principles and the values that emerged from speaking with the community about their challenges and visions for the future. The community engagement confirmed the urgent need for multiple stakeholders across the County to work together to relieve the stressors associated with housing and mobility.

Many gateway communities today are faced with the challenge of trying to increase the availability of affordable workforce housing in environmentally constrained areas that also serve a high volume of tourists seasonally. As part of the research and comparative analysis for Mariposa County, several precedents from other gateway communities emerged as examples of potential strategies to increase workforce housing and mobility options. These are included to illustrate these potential strategies.

The following strategies are focused on the areas which the Mariposa County Planning Department and its partners can support or directly implement to address present-day (and looming) housing and mobility challenges. Later in the plan, these Strategies are applied to key selected development sites to illustrate their potential implementation.



STRATEGY 1.

Prioritize access to essential community services, like groceries, schools, and employment.

STRATEGY 2.

Build within the ecological context of the land to accentuate natural features and reduce environmental impacts.

STRATEGY 3.

Invest in infrastructure necessary to support new development, including utilities, broadband, and emergency services improvements.

STRATEGY 4.

Increase flexible, shared mobility options.

STRATEGY 5.

Partner with developers and non-profits to provide both rentals and homes for purchase at all price points.

STRATEGY 6.

Implement affordable housing incentives at scale.

STRATEGY 7.

Allow for increased density in areas served by shared mobility options.

STRATEGY 8.

Encourage remote work policies and create co-working offices spaces near housing.

STRATEGY 9.

Encourage workforce dormitories and other flexible or non-traditional living arrangements.

STRATEGY 10.

Reduce congestion at Yosemite entrances for both commuters and visitors.

STRATEGY 11.

Build opportunities for community interaction and access to the outdoors.

STRATEGY 12.

Celebrate local materials and neighborhood resources.

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STRATEGY 1

Prioritize access to essential community services, like groceries, schools, and employment.

An essential part of a complete community includes access to basic goods and services. The goal of this strategy is to ensure that housing and mobility options are provided nearby to other amenities that reduce the need for vehicular miles traveled, and ensure the community is resilient during extreme weather or natural hazard events.

Our survey results and stakeholder interviews revealed a desire for convenient community services, like schools, grocery stores, health care, and the proximity of first responders. We want to complement and enhance these qualities and explore how we can replicate the most favorable characteristics of life in Mariposa County.

STRATEGY 2

Build within the ecological context of the land to accentuate natural features and reduce environmental impacts.

The team will approach each site by first considering the existing conditions, and the opportunities and constraints framed by the landscape. This strategy will help ensure development proposals don't risk detrimental impacts to the surrounding special character and setting of Mariposa County.

STRATEGY 3

Invest in infrastructure necessary to support new development, including utilities, broadband, and emergency services improvements.

The County and its partners could ensure that newly-constructed housing is affordable by finding funds and grants to offset the costs of land, roads, and utility service improvements required for larger housing developments. This level of coordination also makes it more likely that sustainable features at a district scale may be more feasible and cost effective. Additionally, prioritizing infrastructure improvements to infill sites could allow for denser land use designations, resulting in more compact and efficient development in areas that are capable of supporting it.

STRATEGY 4

Increase flexible, shared mobility options.

MOBILITY ACTION: EMPLOYER-SUPPORTED EMPLOYEE VAN-POOLING PROGRAM

This program would connect residents and employees that have similar commute times and locations and create routes that link with new housing developments. Vans could be provided (perhaps with fuel, maintenance, and insurance) for a monthly fee, or NPS staff could have dedicated shuttles from designated housing and transportation hubs. Parking spaces for employee vans would be designated at housing sites.

MOBILITY ACTION: IN-TOWN SHUTTLE

A new free shuttle service could be implemented in Mariposa, to facilitate easier movement between the historic core and the proposed transit hub. This would also complement the YARTS Park N Ride lot and enable visitors to "park once" upon arrival into town.

STRATEGY 5

Partner with developers and non-profits to provide both rentals and homes for purchase at all price points.

The County has had recent sucess building new affordable housing at Creekside Terrace with a non-profit developer. For the priority sites, it could again bring on a developer with experience in affordable housing, that may or may not be a non-profit organization, early on in the process to ensure that the objectives and goals for the development of key sites are achievable through an open process. The County

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▲▼ **JACKSON HOLE HOUSING TRUST:** *The Redmond Street development by Jackson Hole Housing Trust provides affordable rental housing in the form of 4-unit apartments organized around courtyards and shared open space. The Jackson Hole community experiences housing pressures due to its proximity to Grand Teton and Yellowstone National Parks. Additional successful housing models are shown below (Daisy Bush and Glory View). The Daisy Bush development was created for professionals who cannot afford market rate housing options. The choice of materials reduced costs and flexible floorplans provide two unit types. These units are deed-restricted.*

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could issue a request for qualifications or proposals for this process.

STRATEGY 6

Implement affordable housing incentives at scale.

In addition to encouraging the development of more housing units in residential areas through the refinement of zoning codes and building development standards that limit development potential, the County could provide additional incentives for development based on the number of housing units made available to low-income residents. These incentives center around reducing risk to the developer, through streamlined permitting processes, subsidies, or guaranteed infrastructural improvements.

STRATEGY 7

Allow for increased density in areas served by shared mobility options.

By allowing for a greater number of housing units to be built in appropriate locations, the County can ensure that the few available development areas that align with community goals for housing are developed to their fullest potential.

A County-wide site analysis process identified in this study has defined ideal housing- and mobility-friendly sites that could support dense housing. These areas are often already served by regional transit or alternative mobility options and are in infill conditions with access to utilities, basic community amenities, and within reach of emergency response teams.

If these few remaining sites were developed using the existing development standards, the opportunity to provide affordable housing in the community would be severely limited and future growth would require significant environmental impacts and infrastructure investment. Reducing parking requirements would also create space for more units or less environmental impact. Offering density bonuses for development proximate to transit would unlock additional units.

STRATEGY 8

Encourage remote work policies and create co-working offices spaces near housing.

Many employees within the County, including many office workers located in Yosemite Valley had an unprecedented shift in their work and commute habits during the COVID-19 pandemic. Some employees were able to work remotely from their homes during this time, and many of them shared an interest in maintaining the remote work culture to some extent once the pandemic is over.

This strategy could significantly reduce the daily travel between Mariposa County communities and Yosemite Valley. The mobility and housing site studies could include spaces for remote work either as space within the home, or as local co-working office spaces throughout the community. These could occur at currently vacant shopfronts, or in reimagined community halls with new amenities for dedicated or shared workspaces.

STRATEGY 9

Encourage workforce dormitories and other flexible or non-traditional living arrangements.

Several employers in Mariposa County, including the National Park Service, Yosemite Conservancy, and the school district, have identified the need to provide more housing for their employees. There is a clear understanding that staff recruitment and retention has been directly impacted by the lack of affordable housing options for potential employees. In addition, building restraints in Yosemite Valley make it difficult to provide the much-needed housing for employees within the Park.

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▲ **MOAB COMMUNITY LAND TRUST:** *Single family and multi-family planned development led by the Moab Community Land Trust provides affordable sustainable workforce housing in a land trust model that allows for home ownership and holds the land ownership in a community trust to ensure affordability over time. The development serves the communties adjacent to both Arches and Canyonlands National Parks.*

▼ **BAR HARBOR ISLAND HOUSING TRUST:** *The Jones Marsh development by Island Housing Trust in Bar Harbor, Maine provides affordable housing to offer a pathway to ownership for the community's workforce nearby Acadia National Park..*

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Worker dormitories could be located within existing communities, offering the County and potential interested employers an opportunity to partner in the development and potential future management of the properties. As for other non-traditional living arrangements, considerations could be made for Special Use Occupancy RV parks, temporary labor camps and Rural Housing Demonstration sites per Department of Agriculture guidelines. These include "innovative housing units and systems that do not meet existing published standards, rules, regulations, or policies."

STRATEGY 10

Reduce congestion at Yosemite entrances for both commuters and visitors.

MOBILITY ACTION: ARCH ROCK ENTRANCE GATE RELOCATION AND IMPROVEMENTS

By shifting the gate to a location where the canyon floor widens, a new lane could be created that is dedicated to employees and buses. This strategy complements additional housing outside the valley by reducing commute times and reducing congestion. This strategy would take time and dedication to clear significant expected constraints and challenges, but it builds upon many previous efforts to do the same already undertaken by the NPS.

MOBILITY ACTION: PROVIDE MORE POINTS OF "ENTRY" VIA A SATELLITE TRANSIT CENTER

If visitors can get information and suggestions for their visit, pick up permits and supplies, and perhaps park their car and get on a shuttle bus in Mariposa, congestion (and pollution) in the Valley would be reduced, and land dedicated to parking lots could be allocated for other uses or used for restoration efforts.

STRATEGY 11

Build opportunities for community interaction and access to outdoors.

An important thread throughout the community engagement process was the notion that the Mariposa County residents value their proximity to outdoor recreational amenities and that they connect with their neighbors in these venues. Many of the shared values in the community are related to recreational access but also to an environmental ethic and respect for nature. The development of housing and mobility strategies and the potential development of individual sites should consider ways to fold in access to the outdoors and opportunities for community interaction throughout. Connections to existing or new trails should be prioritized.

STRATEGY 12

Celebrate local materials and community resources.

The development of new housing and mobility sites offers the opportunity to build off of, and where possible and appropriate, raise the bar for existing architectural character of the neighborhoods across Mariposa County. The regional landscape and its materiality offer clues to inform this character as well.

The curation of the form, density and appearance of the new structures within the community is important to ensure that growth continues to provide new shared amenities and benefits for the community as a whole. In addition to the character of the architectural features of the structures, the overall site planning and organization of massing, preservation of views, and improved public realm are important design aspects that contribute to neighborhood character.

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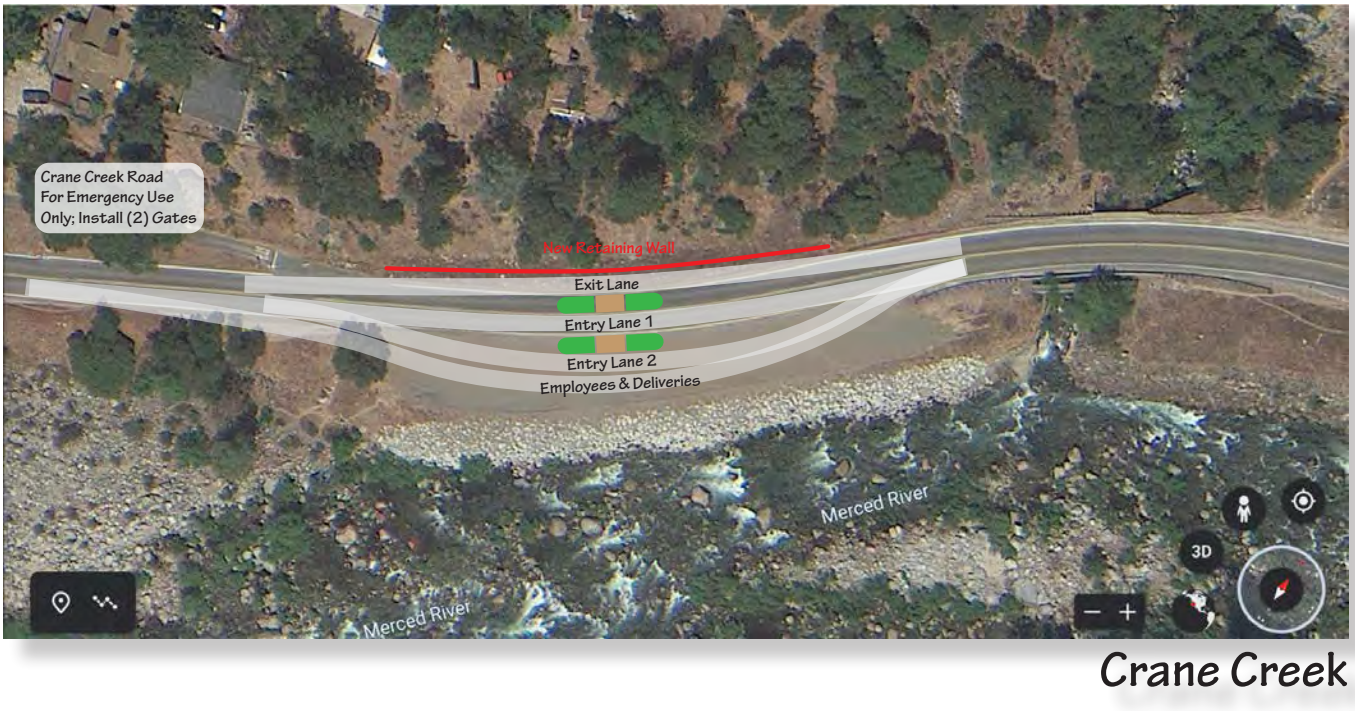
▲ **MARIPOSA ARTS COUNCIL:** *Mariposans celebrating local culture and artifacts in the landscape.*



▲ **ENTRANCE GATE RELOCATION:** *The following gate relocation options are initial concepts studied by the Yosemite NPS staff to reduce congestion by providing an additional bypass lane for employees and deliveries. The relocation is necessary due to the constraints of the Merced River and the steep canyon walls alongside the current gate at Arch Rock.*

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04.

PROJECT DESCRIPTIONS

INTEGRATED MOBILITY & HOUSING DEVELOPMENT

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

PRIORITY SITES

Here is where ideas that have been formulated over the course of this project begin to get a step closer to reality. The Project Team has explored how the summary findings, community themes, and site evaluations line up with building massings, infrastructure requirements, built form, physical character, and quality of life for Mariposans.

This chapter contains development concepts for four shortlisted sites, three of which aim to deliver substantial housing units, and one of which creates a multi-use visitor contact center, office space, and transportation node for Yosemite National Park. However, importantly, each site has been considered for both its housing potentials and contributions to the mobility strategies outlined by the IMHS. Each proposal has been designed with county residents and workforce in mind — whether teachers, young families, NPS employees, service industry workers, emergency responders, or anyone else looking for a place to live and call Mariposa County home.

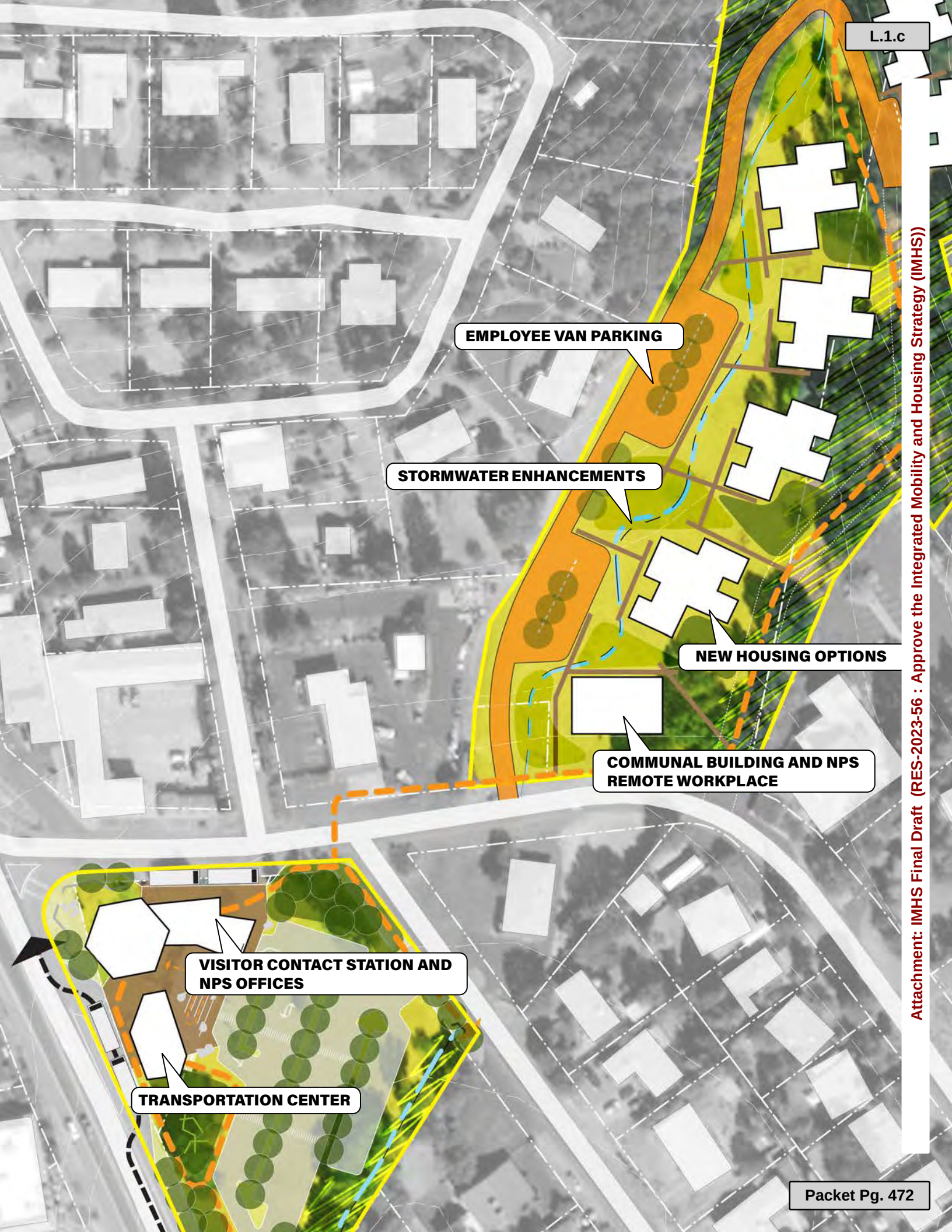
For purposes of this project, the team acknowledges that each site has unique potentials and target audiences. One site is in private control with willing development partners, one site is owned by the County, and two sites are owned by the Yosemite Conservancy. This has reinforced the project's desire to showcase a diverse range of development potentials, and investigate various avenues for advancing housing and mobility goals in line with the strategies of the IMHS and existing planning efforts by Mariposa County and the National Park Service. While they may not answer all of the region's housing and transportation challenges, they do address a wide array of constituents' needs, and may provide a foundation for futher discussions or be looked to as exemplar approaches to these interconnected issues.

BIG PICTURE

We also believe the proposals that follow for the Yosemite Conservancy sites may contribute to dialogue around the role Visitor Centers can play in delivering the experiences sought by parkgoers. Ideas around the future hybrid nature of these facilities is discussed. This planning process has facilitated a rethinking of park visitor expectations, and the role that gateway communities can play in new tourism models for enjoying our National Parks. The Team sees room for a new Park Service position of a cross-cutting liaison, knowledgable on housing and facilities, community relations, concessionaire/park service representation, transportation hurdles, and the sharing of public information, all with an eye toward re-evaluating the models and preserving the traditions of our shared park heritage.

It should be noted that while only four sites have been chosen for detailed investigation, the Project Team acknowledges the significant potential of many other sites in the County that may be explored in the future.

▶ **SYNERGISTIC RELATIONSHIP:** *The new transportation center is located in proximity to the new workforce housing on the Missouri Gulch site, creating a strong relationship between housing and mobility options.*


EMPLOYEE VAN PARKING
STORMWATER ENHANCEMENTS
NEW HOUSING OPTIONS
COMMUNAL BUILDING AND NPS REMOTE WORKPLACE
VISITOR CONTACT STATION AND NPS OFFICES
TRANSPORTATION CENTER

Many locations may be ideal for temporary or seasonal housing that can support the Park concessionaire staff. We also believe in the significant potential of El Portal to be reconsidered for its value to the Park Service. A detailed planning study of that site and its advantages is beyond the scope of this project, but its inherent NPS employee campus-like qualities should not be ignored.

This however will take an alignment of funding, government action, policy updates, land availability, philanthropy, and hard-charging park visionaries similar to that seen in Mision 66 era that first claimed El Portal as the release valve for Yosemite Valley pressures. Though the legacy of major infrastructure initiatives like Mission 66 are complicated and not without their critiques, especially regarding their impacts on cultural sites, it is clear that there is a huge role for federal investment and leadership in implementing mobility and housing improvements in greater Yosemite. The newly formed Yosemite Housing Task Force may be just the right start.

PROJECT STAKEHOLDER WORKSHOPS

In May 2022, the Project Team gathered in Mariposa to to meet with property owners and stewards of each priority site to test ideas for site development options. We explored site opportunities and constraints and confirmed the results of the preliminary site evaluation and shortlist of selected sites.

This was a chance to have focused meetings around each of the five primary sites selected by the IMHS. It showed the true scale of each site and explored a range of potential unit types and building footprints that could be iteratively deployed on site plans. The team was able to better understand the appetite for density and built form on each site, and create conceptual site plans that respond to existing conditions and intentions for each of the property owners. Discussions were facilitated by sharing information from outside conversations with similar national park managers and gateway communities, including the Jackson Hole Housing Trust and Acadia National Park.

NPS leaders were able to provide insight into the types of housing that their target employees would desire. This was critical - the team moved away from dormitory style staff housing to more family-oriented multi-plex structures that would be viewed as more permanent homes for career-minded Park Service professionals - an important shift in constituency. From this basis, we advanced the planning of each

▲ **BUILDING BLOCKS:** *The Team used scaled cut-outs of different building typology footprints to communicate site potentials.*

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site to incorporate potential amenities and program areas. Services, infrastucture needs, and possible policy changes that would enable such developments to occur were discussed, including zoning amendments, parking requirements, building heights, and stormwater management requirements. Further disussion will advance the design thinking around materiality and built form.

Through these workshops, the Project Team gained a much deeper understanding of the site's and the motivations of the project partners and property owners. The result is a diverse proposal of development options that are tailored to the unique circumstances and target audiences of the IMHS site shortlist. The Team came away with refreshed and better informed framework to advance the design concepts in meaningful ways. Big changes resulted from conversations around transportation, with a reconfigured mobility hub and visitor contact station that was steered by Park staff.

▲ **ON LOCATION:** *The Team hosted County officials and stakeholders alongside Yosemite National Park leadership to work together to consider implementation strategies and evaluate development site potentials.*

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HOUSING DEVELOPMENT PROPOSALS

The following development schemes are preliminary.

No building applications have or will be filed by the IMHS project team. These ideas provide grounding for the IMHS and may be seen as a launch point for valuable conversations around housing and mobility in Mariposa County.

Working with the County, the Project Team has advanced four sites for further detailed study within the Town of Mariposa, emphasizing the importance of the "All-Season Highway" that is Route 140, and the center of gravity that Mariposa holds as a gateway community to Yosemite National Park.

This list represents the prioritized development objectives (outside ongoing concurrent efforts) for the Mariposa County Planning Department and its project partners, but is by no means a complete and absolute — hopefully these sites serve to inspire further exploration of other opportunistic properties in the region.

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SELECTED SITES:

FIELD OF DREAMS (M1)

MISSOURI GULCH (M6)

VISITOR CONTACT STATION AND TRANSPORTATION CENTER (M8)

SOUTHERN MANZANITA ESTATES (M17)

M1: FIELD OF DREAMS

OWNER: Mariposa County

DESCRIPTION

The Field of Dreams site is currently deed-restricted to recreational and open space uses through 2025. It's name comes from a previous proposal to construct sports facilities, which would have required massive amounts of regrading and habitat loss. Additionally, it is important to note that recent to develop recreational amenities on this site were not successful. These proposals, which include an application to the California Department of Parks and Recreations' Statewide Park Development and Community Revitalization Program, were deemed financially and logistically unviable. The IMHS continues the vision for a recreation-based destinaion, however consider the site to be large enough to support housing alongside open space and recreational amenties. The goal is to develop housing in a way that nestles into the oak woodland and celebrates the recreational opportunities that this site provides, through hiking trails, birding/wildlife viewing, biking, and an overall connection to nature that is reinfoced through the sheer size of the site and small development footprint.

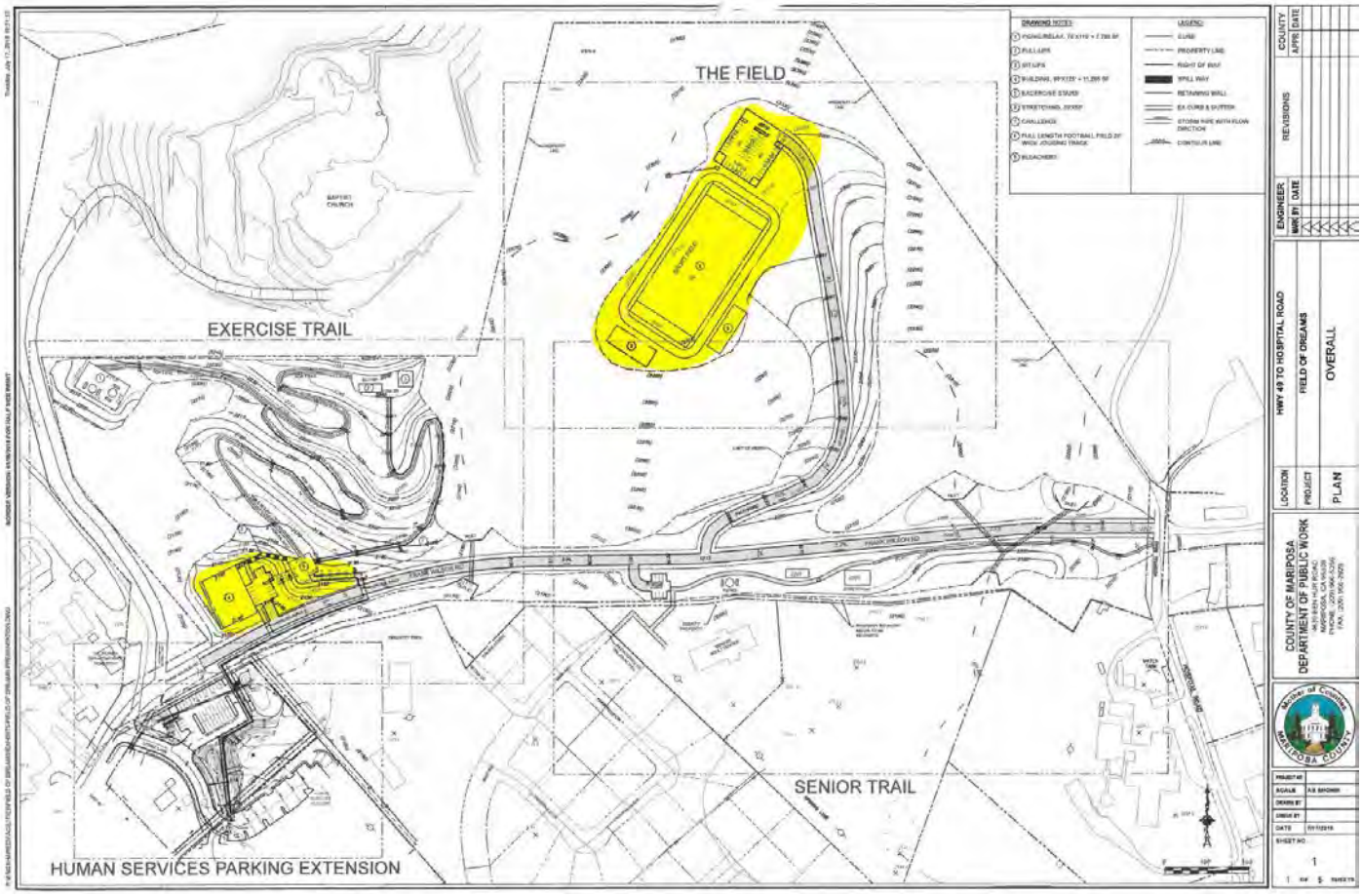
This strategy makes sense primarily due to the limited effective developable area. Currently the landscape consists of a thriving blue oak woodland, with mixed soils, hydrology, varied topography and aspect. Many areas of the site are steeply sloping and would be expensive to regrade for the sake of roads or housing. This project takes a sensitive approach that focuses new housing and infrastructure in gently sloping zones near existing developed areas and away from natural drainages.

M1 is entirely within the MPUD boundary and thus contains adequate infrastructural development potential as well as good proximity to a variety of community services. The proximity of many health and wellness related facilities, including the the Health & Human Services Administration (currently supporting a small unsheltered population, with plans for a Navigation Center), Mariposa Senior Services, and the John C. Fremont Healthcare District (which will expand and redevelop its campus in the near future) means the site could have meaningful impact through nature-based and fitness-related programs.

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

BACKGROUND

▼ **FIELD OF DREAMS:** *The plan below shows a previous proposal for a sports field on the site which was not approved.. The images below show the current conditions and blue oak savanna and woodland.*



Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

M1: FIELD OF DREAMS

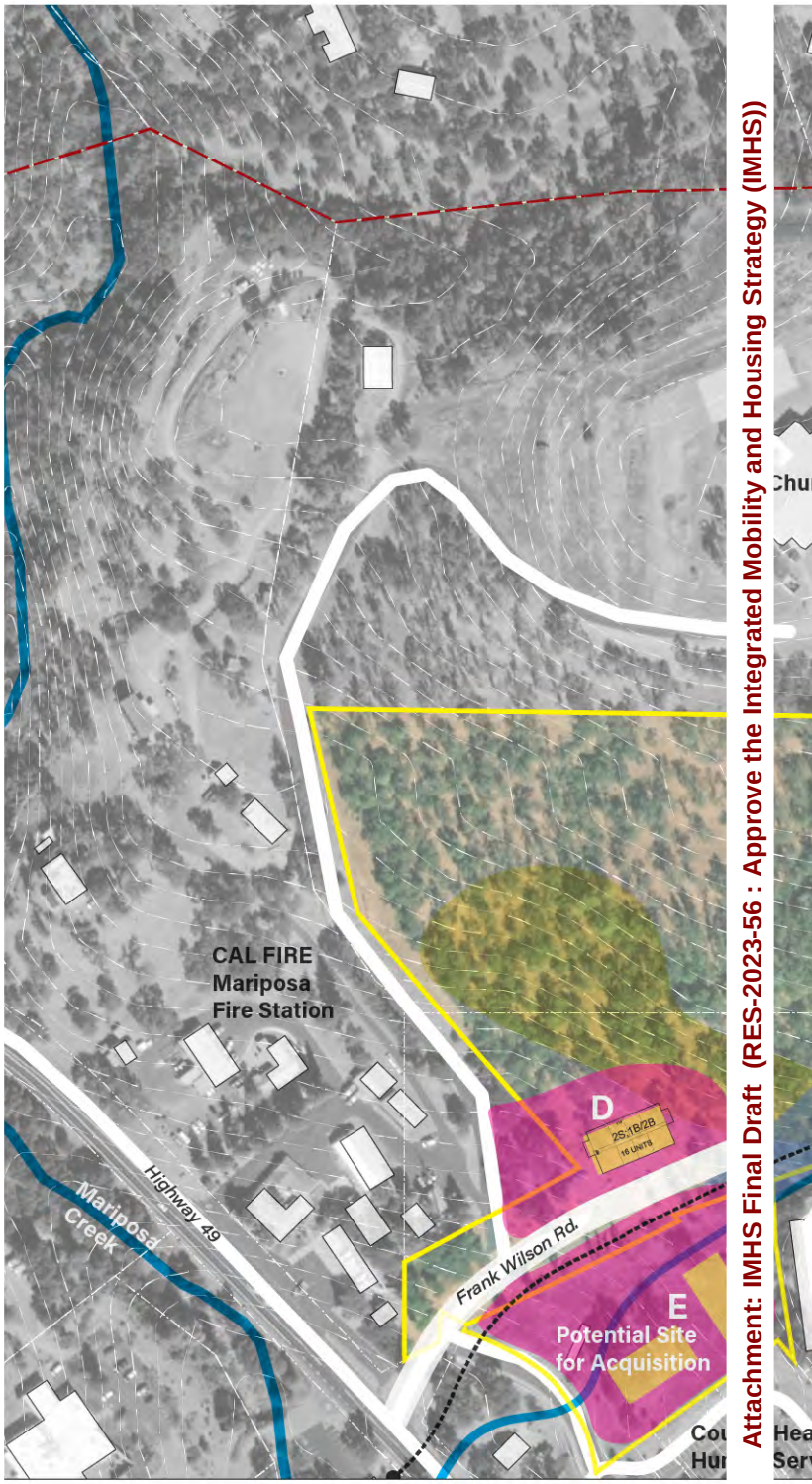
SITE OPPORTUNITIES & CONSTRAINTS

- Key Players: HHSA / Hospital / Senior Services
- HHSA wants to quickly move forward on 5-acres at the western corner of the site; could collaborate w/ non-profit developer and would need full County support
- Much of the site is steeply sloped and wooded, plus drainages
  - > Open space benefits (fits recreation criteria) and potential trail connection to Mariposa Creek Parkway
- Development clustered to SE corner where the site is flatter
  - > New road, water/sewer
  - > Opportunity to connect Spriggs Ln, Hospital Rd, potentially to Highway 49
- Dense, multi-family condo or townhome units to serve workforce, market rate, and vulnerable populations
  - > HHSA, NPS, Seniors, Emergency or Transitional Shelter
- Housing could take advantage of sloping terrain, nest into and respect the blue oak woodland and hillsides

SUPPORTING THE IMHS

This site's development proposal would create new housing in an area proximate to many existing community facilities, which aligns with the desired outcome of the IMHS to build complete and rooted communities. It has the potential to provide highly desireable dwellings for many constituents, including healthcare workers or those in need of supportive or transitional housing.

A trail network across the site would connect residents with nearby services and the Mariposa Creek Parkway and downtown Mariposa and boost recreational amenities in the north end of town.



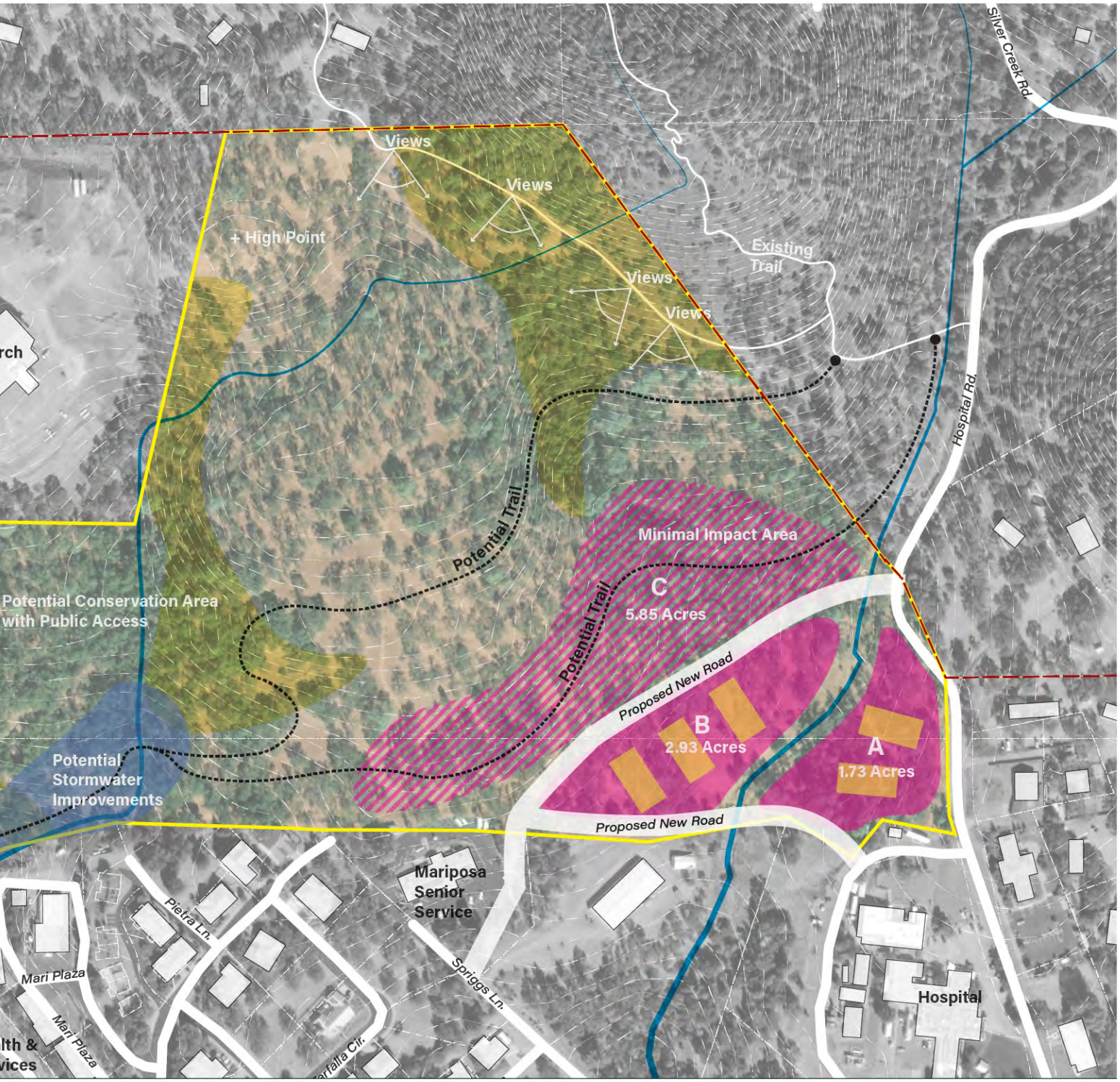
WRT

MARIPOSA COUNTY INTEGRATED MOBILITY AND HOUSING

FIELD OF DREAMS(M1) - ANALYSIS -

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

ANALYSIS



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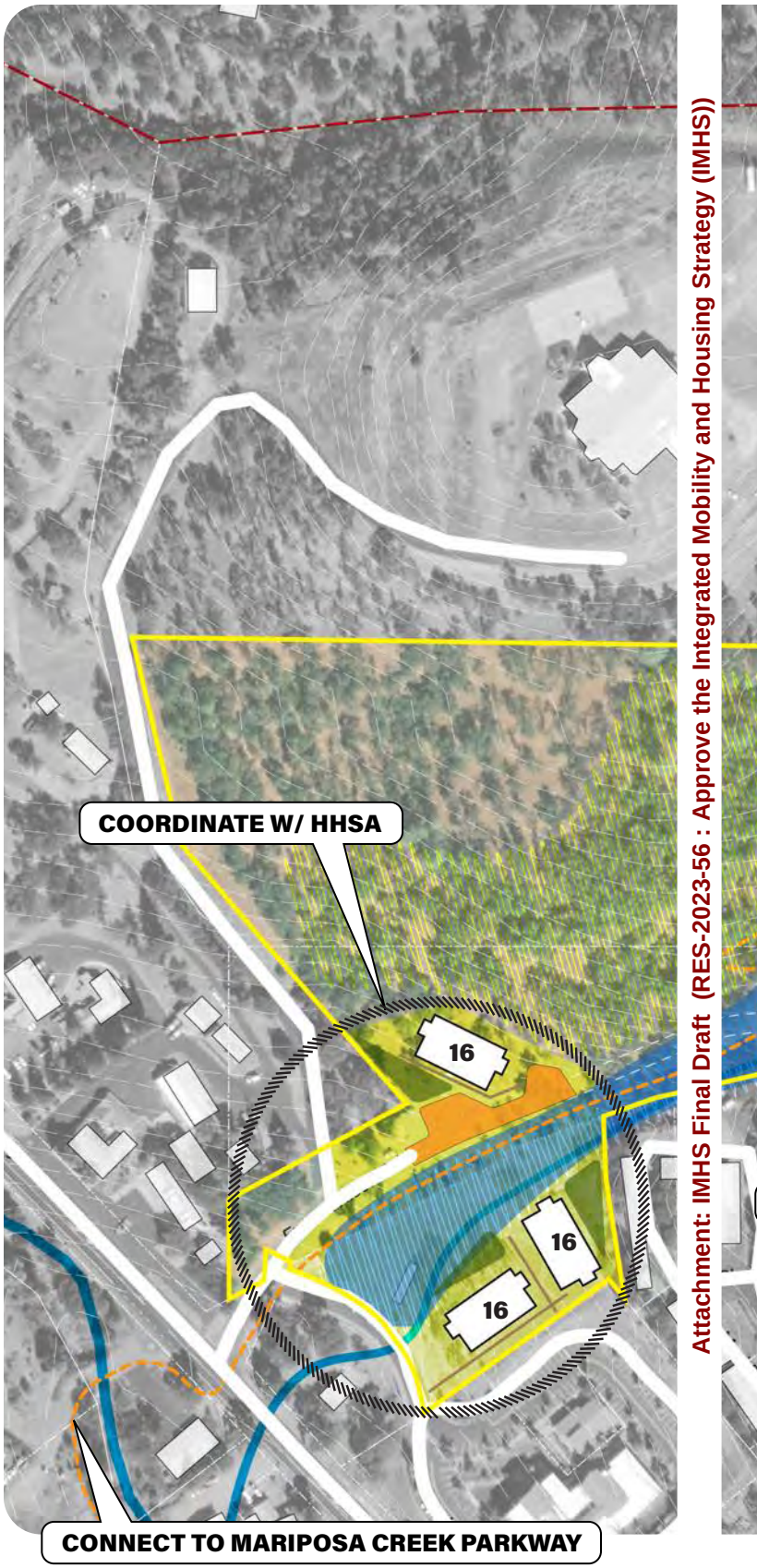
M1: FIELD OF DREAMS

PROPOSED DEVELOPMENT AND PROGRAM

- Through a mixture of unit types and price points, the development **increases workforce housing options** in a location that builds upon neighboring assets.
- Townhomes and condos are arranged in a linear fashion along a new connecting road.
- A Housing Trust could be formed to **keep this new housing affordable.**
- Buildings take advantage of sloping terrain to create up/down duplex and multi-plex building typologies. Interstitial spaces create **opportunities for community interaction and access to outdoors.**
- Units are spaced to create low visual impact on the surrounding woodland, with viewsheds preserved through the use of grading and varied building heights.
- Materials and form reflect the surrounding
- The remainder of the site is designated for recreational use through a trail network that connects into larger regional resources and amenities. Appropriate improvements could be envisioned that offer a diversity of options for recreation. These would be evaluated and identified in a future County effort.

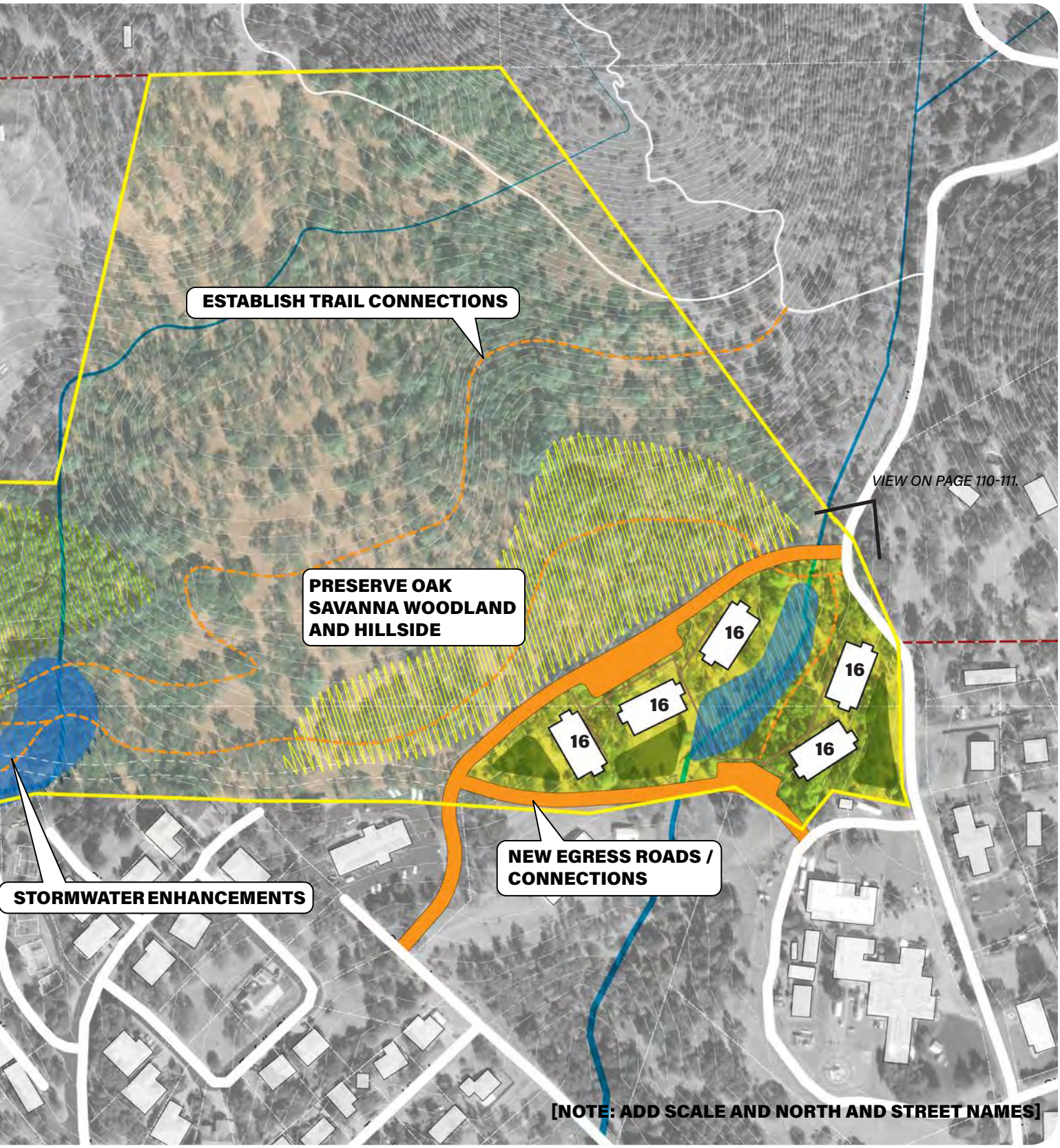
PHASING

- Phase I may be initiated by the HHSA and a non-profit developer to build supportive housing on the southwest corner of the site, along with a trail connection to the Hospital. This phase could also entail an expansion of the current HHSA campus, to include a housing navigation center to help serve residents of future supportive housing.
- Phase II could entail the construction of a new road connecting Hospital Rd and Spriggs Ln, defining two new development zones in the southeast corner of the site.



Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

SITE PLAN



Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

M6: MISSOURI GULCH

OWNER: Yosemite Conservancy

DESCRIPTION

In 2010, M6 (along with M8) was acknowledged for its potential ability to contribute to NPS operations through improved visitor experiences and expanded administrative support facilities for Yosemite. The site was subsequently purchased by the Yosemite Conservancy to hold for future development that could address these operational objectives.

Centrally located in the Town of Mariposa, and near the major intersection of Highways 49 and 140, the site also sits within the context of the existing neighborhood, and is therefore well served by utilities and primed for infill development.

SUPPORTING THE IMHS

The primary driver for development on this site is the potential to house Park-associated employees (as well as other Mariposans who do not work at or for Yosemite) in a location adjacent to the planned Transportation Center and Yosemite Gateway (M8). These "Park workforce" residents would likely be mid-career professionals looking to move into Town and out of Yosemite Valley. It also creates new housing near existing community services, and will be a critical tool to recruit and retain talented staff.

By pairing the housing component of this site with new flexible work spaces, NPS can shift more employees to the Town of Mariposa in roles that don't need to be in the Park proper, alleviating commute times and congestion in the Valley.

▼ **MISSOURI GULCH:** *The below image is taken from Jones St and shows the level ground ripe for development toward the front of the site.*

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

BACKGROUND

Mariposa County
Board of Supervisors

District 1 ..... BRAD ABORN
District 2 ..... LYLE TURPIN
District 3 ..... JANET BIBBY
District 4 ..... KEVIN CANN
District 5 ..... JIM ALLEN

RICHARD J. BENSON
County Administrative Officer
MARGIE WILLIAMS
Clerk of the Board
P.O. Box 784
MARIPOSA, CALIFORNIA 95338
(209) 966-3222
1-800-736-1252
FAX (209) 966-5147
www.mariposacounty.org/board

April 20, 2010

Honorable George Radanovich
United States Congress Member
2410 Rayburn House Office Building
Washington, DC 20515

Dear Congress Member Radanovich:

The Mariposa County Board of Supervisors enthusiastically supports your proposed legislation authorizing the National Park Service (NPS) to acquire up to 18 acres in or around the community of Mariposa. It is understood that the purpose of the land acquisition will be to provide for improved visitor services and potential administrative support facilities for Yosemite National Park.

We are especially pleased that the bill advises the NPS to partner with the County of Mariposa on all land use planning related to the acquired lands. The Board of Supervisors stands ready to work with Yosemite National Park on all issues of mutual interest.

We particularly appreciate your proactive approach to helping Yosemite National Park advance its visitor service objectives and recognizing the strategic role gateway communities share in that vision.

Sincerely,

KEVIN CANN
Chairman

KC/mbh

cc: Senator Feinstein
Senator Boxer
Superintendent Neubaucher

▲ **COMMUNITY SUPPORT:** *Letter from Board Chairman Kevin Cann to members of Congress in support of the land acquisition.*

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

M6: MISSOURI GULCH

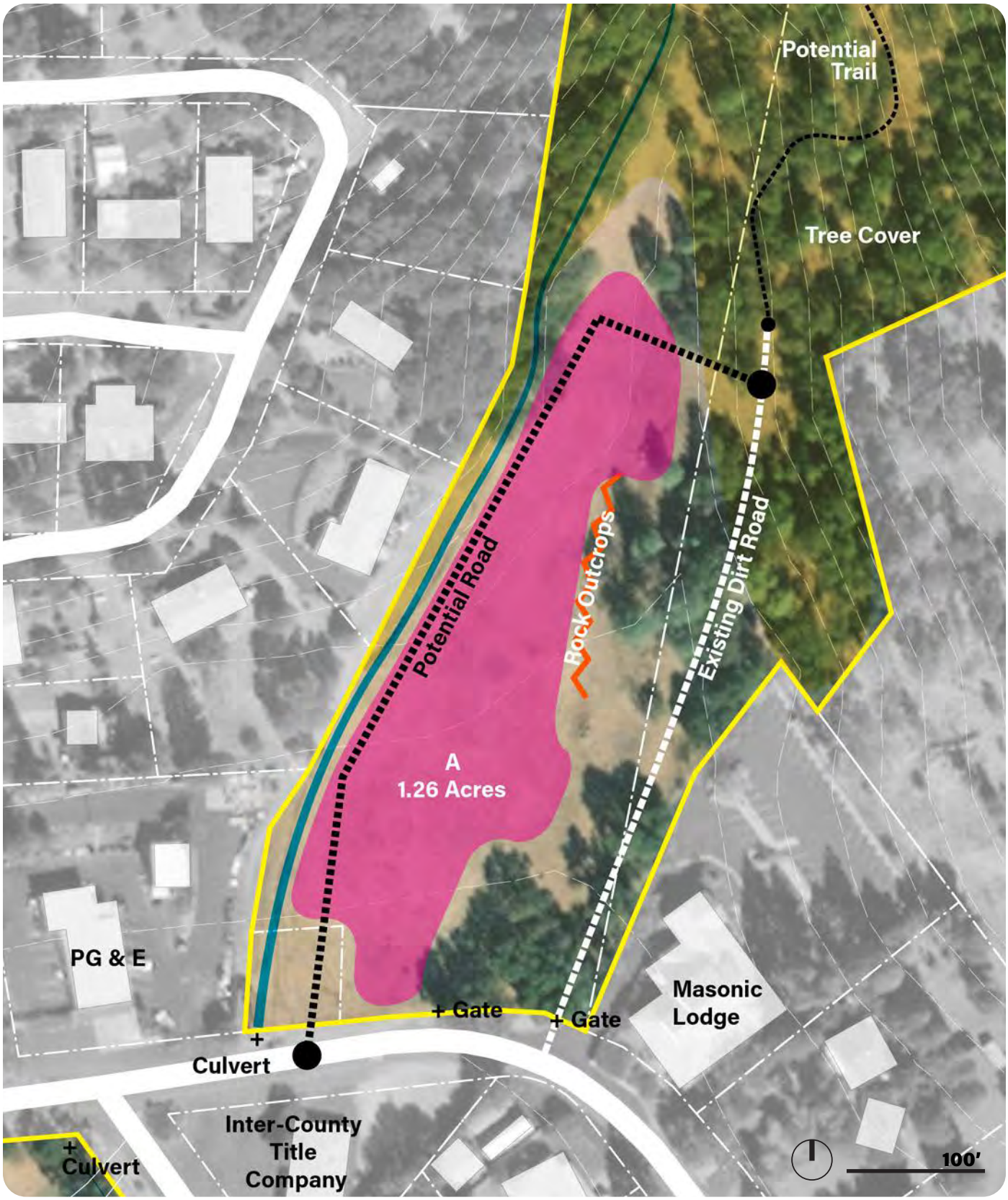
SITE OPPORTUNITIES & CONSTRAINTS

- Lower site is a large flat expanse, while the upper site is steeply sloped and wooded
  - > Development should be focused on the lower site, and the upper site preserved
- Potential site egress from two County-maintained roads: Jones St. and Old Highway
- Potential for Housing Trust model development, or limited equity housing cooperative
- Dense residential with shared open spaces
- Less desire from NPS for large staff dorm-type facility
- Rental units could be appealing to NPS seasonal employees or young professionals
- Heights up to 3 stories would create more density
- Space for a Community Building at Jones St. frontage to include:
  - > Flex work spaces, services such as daycare, dog wash, library/game room, and an event space, kitchen, restroom, and laundry
- Potential for additional housing units in residential area of Town of Mariposa to exacerbate longstanding neighborhood concerns with traffic and pedestrian safety on residential streets
- Tie this site into a significant Park purpose by making it central to Operations & Employees
  - > NPS can then fully support and perhaps guarantee occupancy
- Could support NPS employees plus collaborators:
  - > School District, Yosemite Conservancy, NatureBridge, other Marposans

▼ **MISSOURI GULCH:** *The below image is taken from deep within the site, looking southwest toward Jones St.*

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

ANALYSIS



Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

M6: MISSOURI GULCH

PROPOSED DEVELOPMENT AND PROGRAM

- Parking will be limited and clustered into parking pods (not at unit entrances)
- Trails will be created for both on-site circulation and to extend outward to the Stockton Creek Preserve and the Transportation Center.
- The Missouri Gulch, currently a ditch along the western edge of the site, will be diverted and restored (no incised banks, native planting), and stormwater will be managed with sustainable techniques to prevent flooding during the rainy season.
- A sequence of shared public and semi-private outdoor spaces is envsioned between buildings, to promote outdoor lifestyles and community.
- A community building at the front of the along Jones St will contain essential services and gathering space, along with flexible workspaces for NPS employees.
- Traffic calming measures on Jones and Bullion Streets to mitigate existing and potential increase in neighborhood concerns about vehicular safety
  - > Speed Reduction: speed humps, chicanes, chokers, lane narrowing
  - > Cut-Through Reduction: diagonal diverters, half closures, median barriers/turn islands

TOTAL UNIT COUNT: 36 - 48

▼ **MISSOURI GULCH WORKFORCE HOUSING:** *Conceptual rendering of proposed development, stormwater swale, parking, and circulation.*

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

SITE PLAN

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

M8: YOSEMITE VISITOR STATION /

DESCRIPTION

M8 was purchased along with M6 by the Yosemite Conservancy, to one day support improved visitor services and administative capabilities for the National Park Service. This project builds upon that understanding, and expands the reach of this parcel to include the property currently occupied by the local VFW Post. With the backing of VFW representatives, the Project Team is prepared to move forward with design ideas that expand the site to include this additional property on the corner of Jones St and Highway 49/140. This highly visitble location and additioanal acreage enables a much more significant vision for the potential of M8.

The physical setting of the site is a large level ground bordered by drainage ditches. Access from the Highway on the west side is inhibited by steep grade change, but this also serves to isolate the interior of the site from roadway noise and pollution. The southern edge of the parcel abuts neighboring housing and will need buffering to mitigate detrimental impacts on these residents. An existing building with entrances on two levels bridges the grade change on the north side, and the east side presents a flush vehicular entry from Bullion St.

SUPPORTING THE IMHS

The ideas for this site address head-on the challenges presented in the IMHS to improve mobility in Mariposa County, alleviate congestion in Yosemite Valey, and decrease commute times for NPS employees. By creating a central hub for multi-modal transportation options, this new development would complement additional strategies like employee Van Pools and entrance gate relocations. By creating office space for remote work, coalesce into a visitor and employee experience that centers Mariposa as the gateway to Yosemite National Park. This project promotes the sense of arrival and delivers on the expectations of tourists while providing new mobility options and park-related services.

SITE OPPORTUNITIES & CONSTRAINTS

- While the project does not seek to reorganize the YARTS system, this site presents an opportunity to add a new YARTS stop, in addition to the Park N Ride facility separate from this site.
  - > The intent is that day-trippers to the park would use the Park N Ride, while guests staying in Town could come to Transportation Center on the In-Town shuttle to catch a YARTS bus to the Park.
- VFW is amenable to moving but needs help relocating and replacing revenue stream.
- Transit Hub Building.
  - > Accommodate Van Pool, shuttles and private tour/guide buses
  - > Options for pull-off/staging bays along 140/49 or on-site drop-off and pick-up
  - > Town shuttle, hotel shuttles (no park res. needed)
  - > Limited vehicle size improves site circulation and potential
- The Visitor Contact Station: an information station, a place to gather, a community hub.
  - > A sense of arrival; deliver on the experience that is expected
  - > Appeals to the day tripper staying in town, or the visitor just passing through and looking for a rest stop, or the backcountry hiker looking for a permit and supplies.

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

ID TRANSIT HUB **BACKGROUND**

▲▼ **PRECEDENTS:** *The example above is the Craig Thomas Discovery & Visitor Center from Grand Teton National Park by BCJ Architects. The architecturally-significant form evokes the landscape beyond through siting, views, exhibits, and material selections.*

Tahoe City Transit Center by WRNS Architects.

Big Bend Fossil Discovery Exhibit by Lake|Flato Architects.

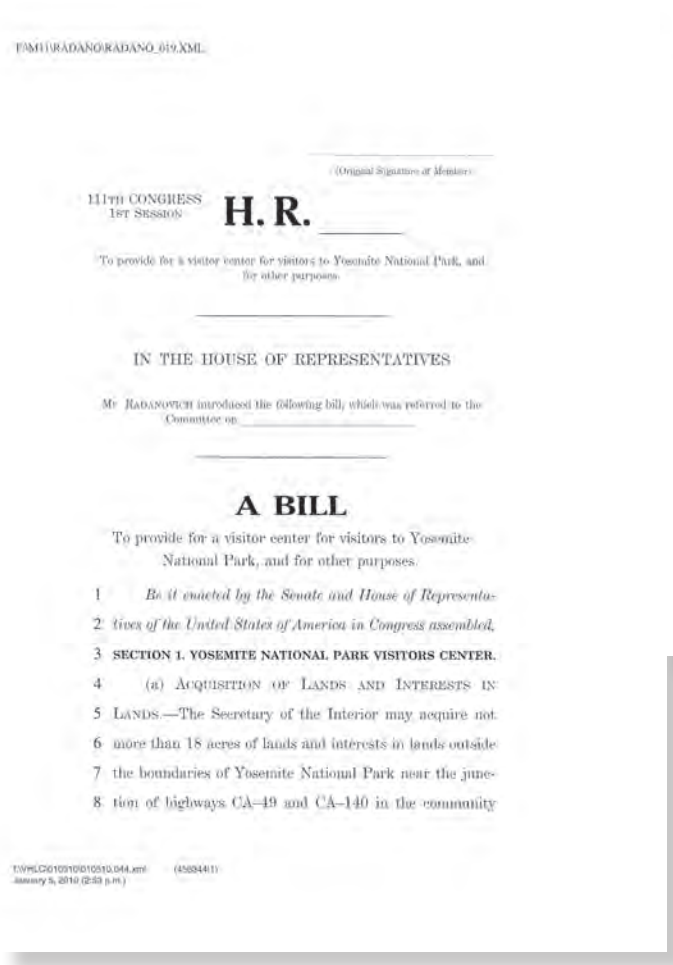
Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

M8: YOSEMITE VISITOR STATION / V

POTENTIAL SITE AND BUILDING PROGRAMMING:

The IMHS project team has studied the site and the space requirements for various programs that may be proposed for a new visitor facility and mobility hub. The ultimate usage and staffing capabilities of either the NPS or the Yosemite Conservancy would be determined at a future date, but the current conceptual goals for what this site can accommodate include:

- Office space for remote workers (alleviate Stroming Bldg costs and sense of disconnectedness — a new and transparent hive of NPS activity)
- Interagency station (USFS / BLM / NPS)
- Visitor contact station (permits, trip planning, interpretation/information)
- Museum or rotating exhibit space
- Theater / Stage
- Roadside rest area (restrooms)
- Commercial space (guide services, outfitter, coffee shop or snack bar, provisions and supplies)
- NPS flex space (training, events)
- Emergency services (NPS, CalFire, County Sheriff)
- Park / Playground / Climbing wall
- Parking for employees (20 spaces)
- Community event space
- Transportation Hub (in-town hotel shuttle, private motorcoaches, YARTS, Amtrak bus, short-term parking for private vehicles)
- Enhanced / replanted seasonal drainage swale



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(Original Signature of Member)

111TH CONGRESS
1ST SESSION

H. R. _____

To provide for a visitor center for visitors to Yosemite National Park, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

Mr. RADANOVICH introduced the following bill; which was referred to the Committee on _____

A BILL

To provide for a visitor center for visitors to Yosemite National Park, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. YOSEMITE NATIONAL PARK VISITORS CENTER.

(a) ACQUISITION OF LANDS AND INTERESTS IN LANDS.—The Secretary of the Interior may acquire not more than 18 acres of lands and interests in lands outside the boundaries of Yosemite National Park near the junction of highways CA–49 and CA–140 in the community

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of Mariposa, California, to provide a site or sites for visitor services and administrative purposes.

(b) PERMANENT IMPROVEMENTS FOR VISITOR SERVICES AND ADMINISTRATIVE FACILITIES.—

(1) IN GENERAL.—The Secretary may use Federal and other available funds for the design, construction, management, and maintenance of permanent improvements to provide visitor services and administrative facilities on lands and interests in lands acquired under subsection (a).

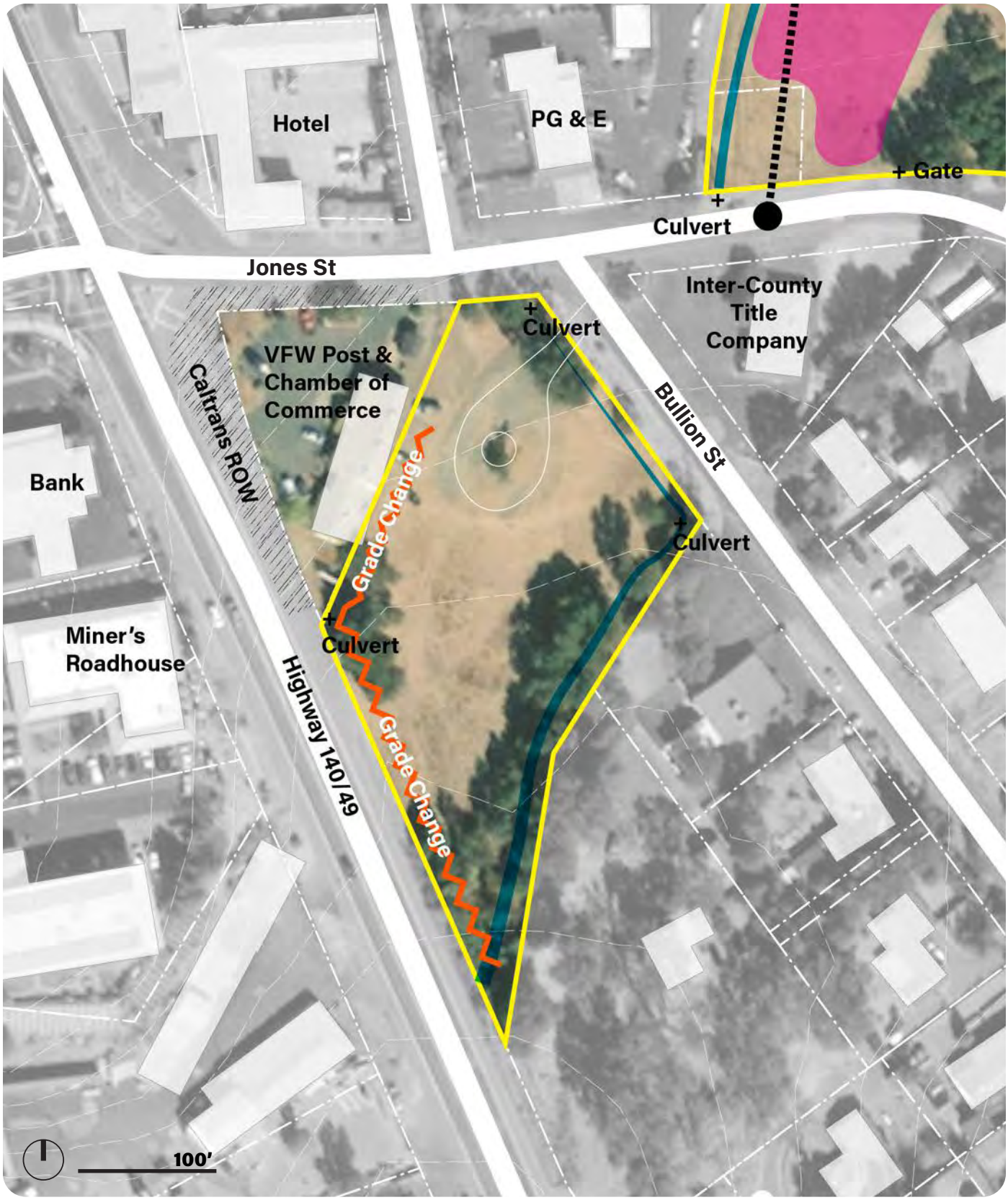
(2) PLANNING.—When planning permanent improvements under paragraph (1), the Secretary may—

(A) partner with Mariposa County on land use planning related to the lands and interests in lands acquired under subsection (a); and

◄ **TRANSPORTATION CENTER BILL:** *This bill was introduced on May 26, 2010, by Representative Radanovich in a session of Congress, but it did not receive a vote.*

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

ID TRANSIT HUB ANALYSIS



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M8: YOSEMITE VISITOR STATION /

PROPOSED DEVELOPMENT AND PROGRAM

- The Visitor Contact Station will occupy the northwest corner of the site. It will be multiple stories with a extensive atrium/lobby space and visible entry points from both within the site and along the Jones Street and Highway 49 frontages, with arrival plazas and perhaps an integrated climbing wall.
- The Transit Hub is envisioned to be a secondary structure, focused on ticketing and sheltered waiting area that can double as a community space in the evenings or during non-peak times.
- Primary bus and shuttle service loading will be from the Highway pullout, while returning drop-offs may circulate along Jones St.
- Private vehicle parking will be provided to the extent possible (estimating 70-75 spaces), once bus and shuttle level of service requirements have been determined. 20-25 employee spaces are also included. If more parking is deemed necessary, potential exists for underground parking that takes advantage of the site's natural grade change.
- A park with play spaces and picnic areas, and perhaps a Ranger talk amphitheatre will extend outward from the Transit Hub and provide welcome respite for travelers.
- Traffic calming measures on Jones and Bullion Streets to mitigate existing and potential increase in neighborhood concerns about vehicular safety (see suggested list from M6)

▼ **EXISTING CONDITIONS:** *The site is occupied by an existing VFW Post and Mariposa County Chamber of Commerce. A substantial grade change creates opportunities for multi-level programs and amenities that facilitate transit options and deliver unique visitor experiences.*

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

ID TRANSIT HUB SITE PLAN

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

M8: TRAFFIC CALMING MEASURES

AN EXISTING ISSUE TO BE MITIGATED

In recent years, residents of Jones and Bullion Street have expressed concerns over the impacts of traffic on this part of the Town of Mariposa. While the volume and speed of passing vehicles tends to be the most frequent complaint, residents also frequently voice a desire for improvements to the streetscape, like sidewalks and street trees to provide shade and other benefits, that would make this largely residential area more attractive and livable.

If the recommendations for M6 and M8 are implemented, these new developments could potentially exacerbate longstanding local concerns about vehicular traffic in this area. To mitigate these potential impacts, and to broaden the benefits of these investments to the surrounding streetscape, the IMHS recommends that implementation of either or both of these developments be accompanied by additional investment in traffic calming on Jones and Bullion Streets. This will ensure that the Missouri Gulch and Yosemite Visitor Center and Transit Hub do not have unintended consequences for the immediate community and make positive contributions to regional and local mobility objectives.

The following are eight common traffic calming measures which, either alone or in some combination, could be effective in mitigating potential impacts associated with the M6 and M8 developments, and improving the built environment in the Town of Mariposa.

Further study and engagement with the local community and guidance from the Mariposa County Public Works Department is needed to ensure that the right strategy is identified and tailored to these specific conditions. Regardless of strategy, ample funding mechanisms, including public grants like the Caltrans Active Transportation Program and Department of Housing and Community Development Infill Infrastructure Grant, are available to support these improvements.

▼ **EXISTING CONDITIONS:** *Bullion St currently offers an attractive cut-through for people wanting to bypass Highway 140/49, get to the County offices, or get to the School District campus. Streetscape improvements are proposed to promote slower speeds and mitigate the effect of increased traffic.*

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PRECEDENT EXAMPLES

Speed humps

Perhaps the most recognizable and frequently used traffic calming device, a speed hump (distinct from a speed bump, which is higher, intended to bring vehicles to a full stop, and typically found on private property rather than public streets) is a rounded device across the roadway that causes vehicles crossing them to slow down. Speed humps can contain signage or markings to increase their visibility, and even could present surfaces for innovative, appropriate public art.

Though often spanning the entire roadway, it is increasingly common for speed humps to leave a gap between the curb and outside of the hump to allow cyclists to bypass them. Additionally, some speed humps are also designed to have multiple gaps, spaced to allow higher clearance emergency response vehicles to clear the hump without having to slow down.

Raised crosswalks

Similar to a speed hump, raised crosswalks cause the roadway to be gradually elevated when approaching a crosswalk, causing vehicles to slow down and drawing motorists' attention to the pedestrian crossing area. In addition to calming traffic, raised crosswalks also enhance the pedestrian experience, resulting in a generally more walkable environment. Raised crosswalks can occur in mid-block conditions, but are also frequently applied at intersections, where they can be paired with signage, lighting, and other streetscape elements.

Road diet with sidewalk

Though frequently thought of as a lane reduction, a road diet is technically any situation where the vehicular travel width of a road is reduced, with the remaining area given over to some other use. Road diets effectively result in narrower streets,

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

M8: TRAFFIC CALMING MEASURES

which typically results in slower traffic, quieter neighborhoods, and less frequent and severe accidents. Significantly, road diets can be achieved multiple ways, such as by converting portions of the roadway into sidewalk, bike lane, planting areas, or some combination of all these uses.

Curb Extensions (Bulbouts)

A specific strategy for implementing a road diet, these features extend the sidewalk into the roadway, creating a host of traffic calming, pedestrian safety, and streetscape beautification benefits. This project type helps reduce the effective roadway width by formalizing a lane of on-street parking behind the bulbed area. It also creates a tighter radius for turning vehicles, forcing them to slow down when turning more than they would without the bulb-out. Finally, curb extensions shorten the distances that pedestrians need to travel to safely cross the street, while providing new spaces in the public realm for landscaping and street furnishings.

Chicanes

Similar to curb extensions, chicanes are comprised of a series of alternating mid-block bulb-outs that both narrow the roadway, and shorten the distance of straightaways on neighborhood streets. Both the narrower road widths and the curving, s-shaped path that vehicles most follow reduce speeds, while the chicanes provide opportunities for streetscape enhancements like seating areas, planting, and other amenities.

Medians and Islands

Medians and islands, which separate opposing directions of traffic on the roadway, are another option for simultaneously creating narrower, slower residential streets and spaces for beautification, pedestrian safety improvements, and green infrastructure benefits.

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

PRECEDENT EXAMPLES

These features can be flush with the road surface, raised, or depressed beneath it, providing a variety of options for calming traffic and enhancing the streetscape. One consideration—in some conditions, simply adding a median can have an inverse effect on vehicular speeds by reducing the "friction" felt by vehicles moving in opposing directions without a buffer.

Mini Roundabout

These features consist of raised islands in the middle of low-volume intersections that require traffic to circulate. Not only do they slow traffic by forcing vehicles to navigate a curve, they also serve to visually break up long, straight roads that can cue motorists to accelerate through. Additionally, the middle of the roundabout provides opportunities for landscaping which add beauty and green infrastructure to neighborhood streets. Importantly, mini roundabouts are distinct from traditional traffic circles, which can be very large and operate at high speeds.

Striping

One short-term improvement would be to delineate the travel lanes by applying roadway striping to Jones and Bullion Streets. As is, without clearly demarcated southeast and northwest travel lanes, motorists tend to travel down the middle of each street, reducing the amount of perceived "friction" between the vehicle and passenger side edge (often created by parked cars). Specifying where vehicles traveling in either direction are intended to be can reduce speeds by restoring that natural level of "friction." However, though the most immediately implementable and economical option on this list, striping alone is not likely to have an significant effect on traffic calming, and is best paired with one or some of the other strategies.

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

M17: SOUTHERN MANZANITA EST. T

OWNER: Dubberke, Dubberke, Lawson

DESCRIPTION

Site M17 anchors the southern end of the Town of Mariposa. Within its boundaries lies the original Mariposa Mine, where gold was first discovered and lured thousands to the Sierra Foothills. Today the site is largely meadow and woodland, with varying topography and an informal network of trails and animal tracks. The property creates a clearly defined edge between town and surrounding landscape — a characteristic that should be preserved.

Currently the MPUD service boundary splits the site, with the town-side half of the property within the district. The boundary is expected to expand to encompass the whole site in the near future as the County and MPUD complete a 2021 Municipal Service review, but there is significant potential for the preservation of open space on the "exterior" half — an important contributor to the quality of life in Mariposa and it's identity within the foothills region. Previous subdivision development proposals used the current zoning of single family parcels not less that 9,000 sq/ft, and blanketed the entire parcel with homes — a

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

project that would be both excessively costly and destructive of the site's rolling topography and ability to anchor the southern end of town with expansive open space. As an alternative proposal, working with the property owners, the IMHS puts forth a vision for clustered development adjacent to the existing urban fabric, and sets aside the stunning ridgeline, woodlands, and trail connections to the adjacent Stockton Creek Preserve.

SUPPORTING THE IMHS

This development is located to serve many community members looking for housing that is well-connected to downtown Mariposa's existing infrastructure, community services, and school district facilities. It's proximity to the YARTS stop, the Amtrak shuttle, and the proposed in-town electric shuttle to the Transportation Center provide mobility options, while the Historic Core of Mariposa's retail district is within walking distance. The potential to connect to the Stockton Creek Preserve trail network and future ridge trail to the Mariposa Fair Grounds will provide substantial recreational opportunities.

▼ **PHASE I SOUTHERN MANZANITA ESTATES:** *Conceptual rendering of proposed development and infrastructure improvements.*

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

M17: SOUTHERN MANZANITA EST. T

SITE OPPORTUNITIES & CONSTRAINTS

- Incentivize with infrastructure, re-zoning, or conservation easement on sensitive hillside, savanna, and mine site
- Explore affordable construction methods (prefab)
- Propose an entirely residential development
- Create significant open space contribution and connection to Stockton Creek Preserve and Mariposa County Schools
- Density of 4-8 units per building, mix of unit types
- Target NPS missing middle occupants, either as rental units or outright purchase

PHASING

- Phase I: street extension (and necessary water and sewer, gas and electric services) from Jones St. to 2nd St.
  > Homes would be aligned along northeast side of the new street encouraging infill development along Jones St.
- Phase II: A new road is constructed surrounding Pork Chop Hill and connecting to Trabucco St.
  > Homes would be built into the hillside, with potential access to upper and lower units
  > Additional homes would be added along the connection to Trabucco St.

▲ **JACKSON HOLE PRECEDENT:** *The housing typologies proposed for this site are modeled after the Redmond Street development in Jackson Hole; however, the homes here may be rental units or for purchase.*

▼ **DDL:** *The team met with property owners to discuss development options and ways the County might incentivize development that is targeted toward Mariposa's workforce. The site of a potential Phase I road is shown in the image below.*

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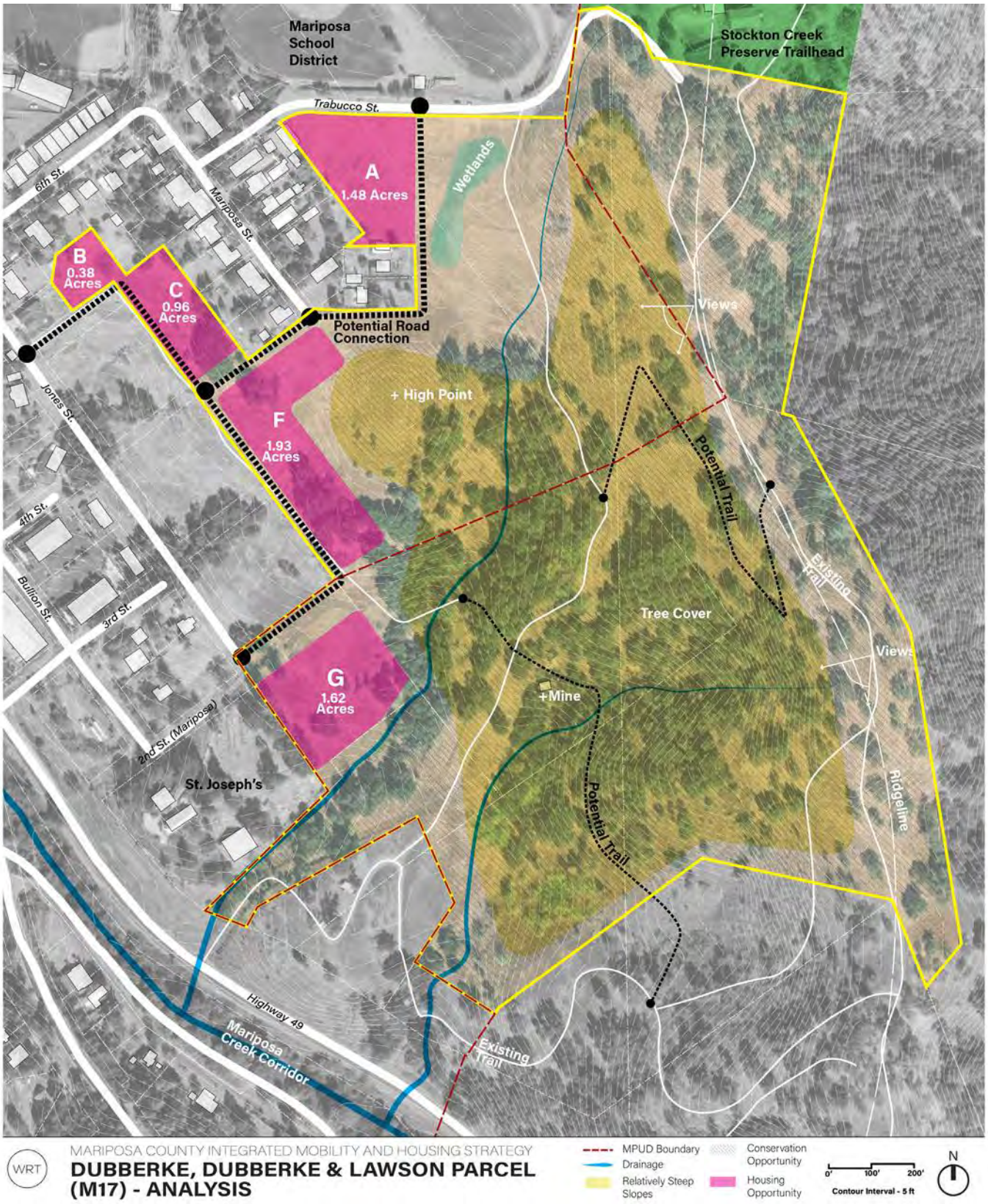
TES

ANALYSIS



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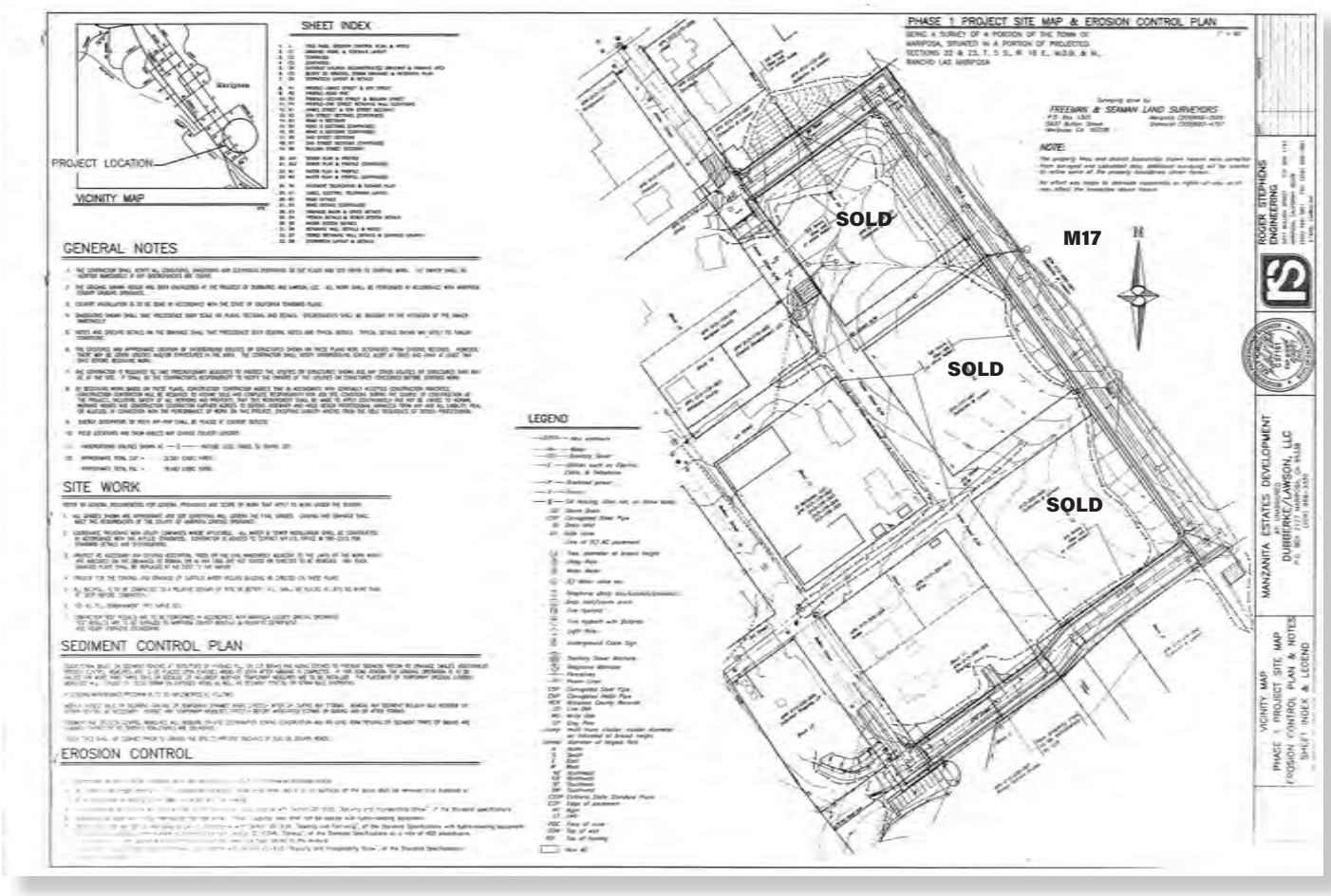
M17: SOUTHERN MANZANITA EST. T

PROPOSED DEVELOPMENT AND PROGRAM

- The site is an opportunity for the property owner to partner with a developer to **provide a significant number of rental units** in Phase I, and homes for purchase in Phase II.
- **Sustainable design techniques** will be deployed to manage and harvest stormwater, capture solar power, and mitigate wildfire risk.
- New housing will be priced to accommodate local teachers and the downtown Mariposa service industry workforce.
- The County will assist the property owner on infrastucture (road, sewer, water) investments to **incentivize a development pattern that protects the site's natural resources and provides affordable housing options** to Mariposa County residents.
- The undeveloped portion of the site (estimated at 43 acres) would be designated as a Conservation Easement, and conveyed to a land trust for management and public use in perpetuity.
- Cultural resources, including the **mine site, will be studied for safe integration with public use and a new trail will be created along Stockton Ridge** to perhaps eventually connect with future phases of the Mariposa Creek Parkway and the Mariposa Fairgrounds.

▼ **NEW INFRASTRUCTURE:** *Previous engineering studies have laid out the proposed road and utility connections into Site M17, forming the basis for the site plan on the opposite page.*



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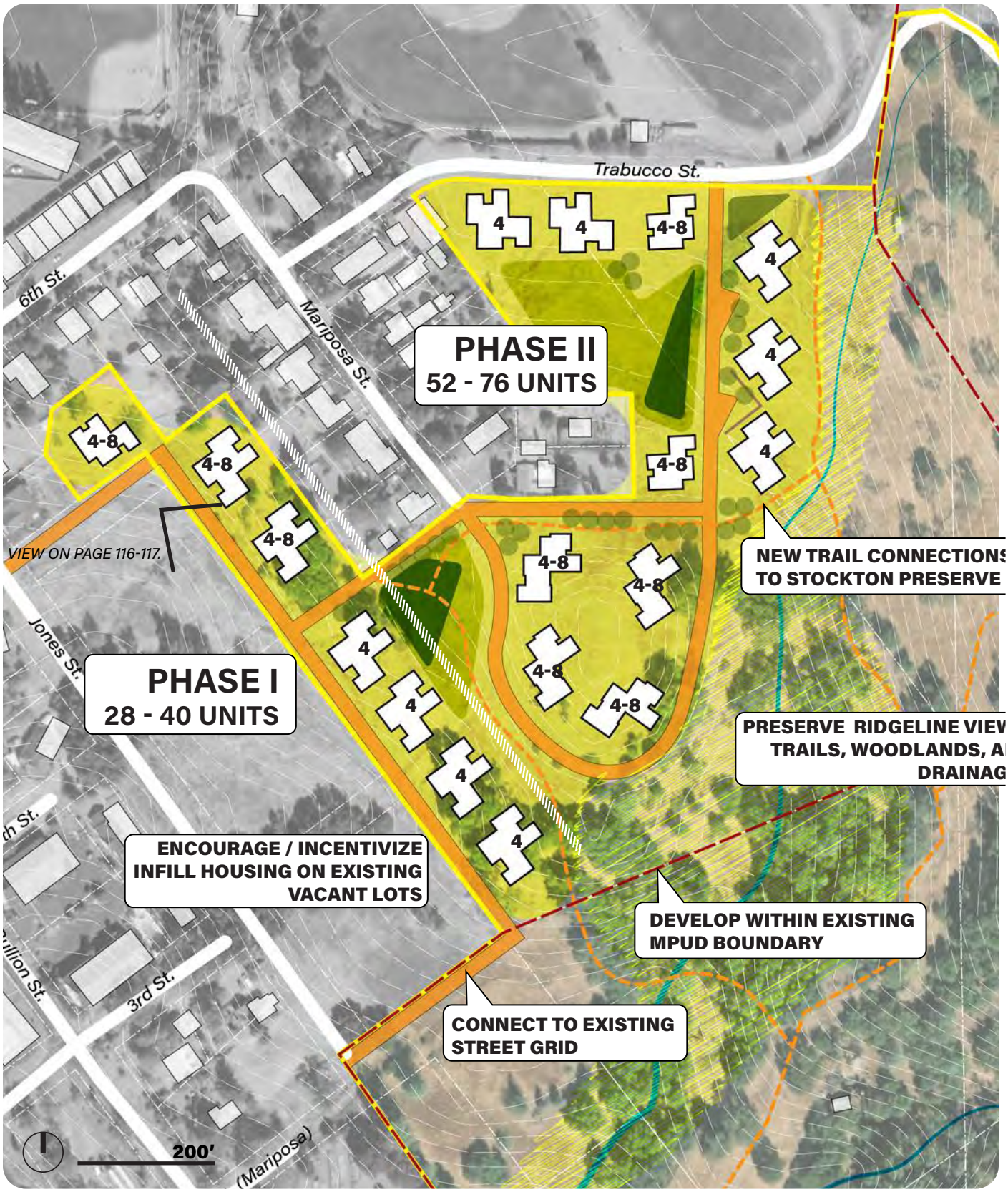
SITE PLAN



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STRATEGIES DEPLOYED

FIELD OF DREAMS

This site's development proposal would create new housing in an area proximate to many existing community facilities, which aligns with the desired outcome of the IMHS to build complete and rooted communities. It has the potential to provide highly desireable dwellings for many constituents, including healthcare workers or those in need of supportive or transitional housing. A trail network across the site would connect residents with nearby services and the Mariposa Creek Parkway and downtown Mariposa and boost recreational amenities in the north end of town.

MISSOURI GULCH

The primary driver for development on this site is the potential to house Park-associated employees (as well as other Mariposans who do not work at or for Yosemite) in a location adjacent to the planned Transportation Center and Yosemite Gateway (M8). These "Park workforce" residents would likely be mid-career professionals looking to move into Town and out of Yosemite Valley. It also creates new housing near existing community services, and will be a critical tool to recruit and retain talented staff. By pairing the housing component of this site with new flexible work spaces, NPS can shift more employees to the Town of Mariposa in roles that don't need to be in the Park proper, alleviating commute times and congestion in the Valley.

VISITOR CONTACT STATION AND TRANSPORTATION CENTER

The ideas for this site address head-on the challenges presented in the IMHS to improve mobility in Mariposa County, alleviate congestion in Yosemite Valey, and decrease commute times for NPS employees. By creating a central hub for multi-modal transportation options, this new development would complement additional strategies like employee Van Pools and entrance gate relocations. By creating office space for remote work, coalesce into a visitor and employee experience that centers Mariposa as the gateway to Yosemite National Park. This project promotes the sense of arrival and delivers on the expectations of tourists while providing new mobility options and park-related services.

SOUTHERN MANZANITA ESTATES

This development is located to serve many community members looking for housing that is well-connected to downtown Mariposa's existing infrastructure, community services, and school district facilities. It's proximity to the YARTS stop, the Amtrak shuttle, and the proposed in-town electric shuttle to the Transportation Center provide mobility options, while the Historic Core of Mariposa's retail district is within walking distance. The potential to connect to the Stockton Creek Preserve trail network and future ridge trail to the Mariposa Fair Grounds will provide substantial recreational opportunities.

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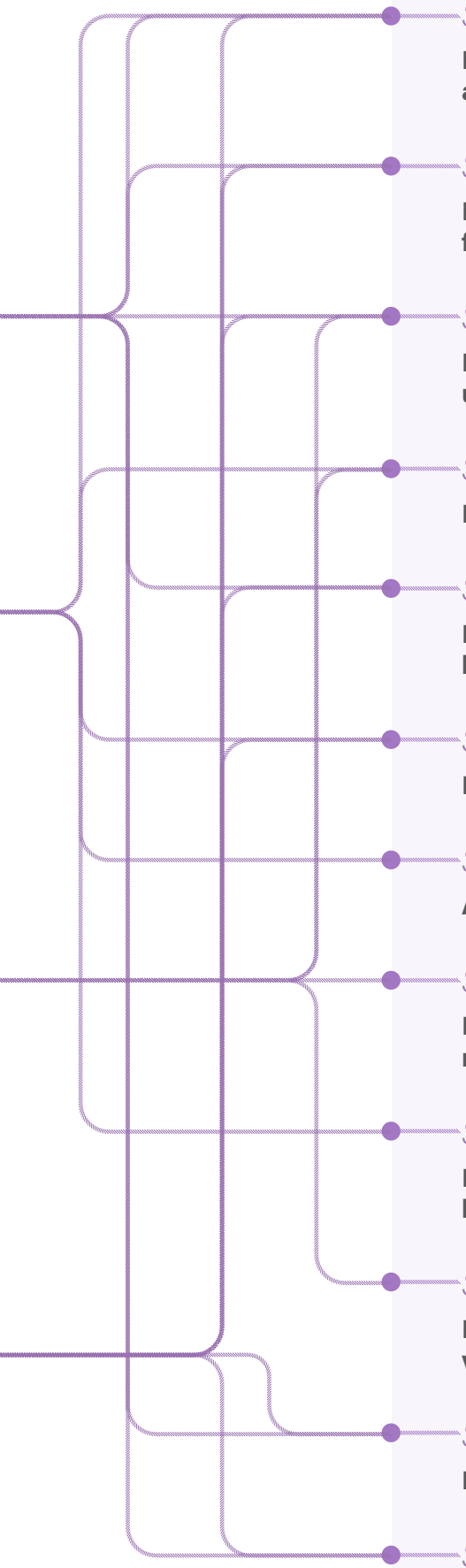

STRATEGY 1.

Prioritize access to essential community services, like groceries, schools, and employment.

STRATEGY 2.

Build within the ecological context of the land to accentuate natural features and reduce environmental impacts.

STRATEGY 3.

Invest in infrastructure necessary to support new development, including utilities, broadband, and emergency services improvements.

STRATEGY 4.

Increase flexible, shared mobility options.

STRATEGY 5.

Partner with developers and non-profits to provide both rentals and homes for purchase at all price points.

STRATEGY 6.

Implement affordable housing incentives at scale.

STRATEGY 7.

Allow for increased density in areas served by shared mobility options.

STRATEGY 8.

Encourage remote work policies and create co-working offices spaces near housing.

STRATEGY 9.

Encourage workforce dormitories and other flexible or non-traditional living arrangements.

STRATEGY 10.

Reduce congestion at Yosemite entrances for both commuters and visitors.

STRATEGY 11.

Build opportunities for community interaction and access to the outdoors.

STRATEGY 12.

Celebrate local materials and neighborhood resources.

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05

PROJECT IMPLEMENTATION

IMPLEMENTATION OVERVIEW

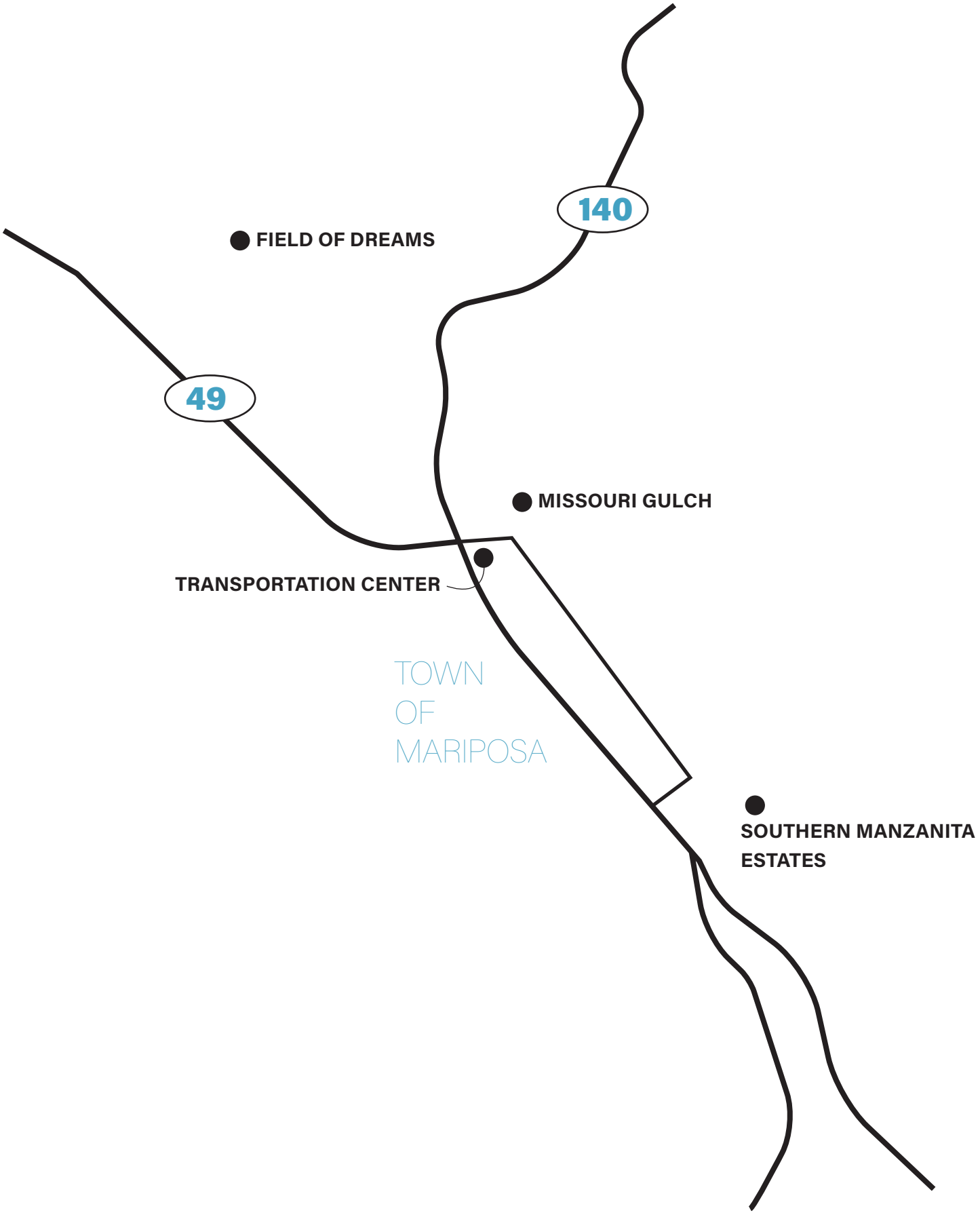
Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

INTRODUCTION

While many of the overall mobility and housing strategies are applicable across all of Mariposa County at a high-level, each of the potential development sites included in Chapter 4 demonstrate a range of potential partnerships and opportunities for collaboration and coordination that can serve as a model for individual properties.

The implementation of effective mobility and housing strategies is dependent on the alignment and coordination across multiple partners from landowners, financiers, planners, to developers, large employers and individual tenants. Many of the key partners involved in the IMHS share common values with an interest in providing better housing, mobility and overall quality of life for County of Mariposa residents. Local roots, long-term interest in the County's success, partnership and good working relationships between the County and large employers like NPS, Yosemite Conservancy, and others, make the implementation of the strategies more likely to succeed.

The following chapter summarizes the mobility and housing strategies implementation actions that have been prioritized through multiple conversations with the steering committee and potential implementation partners identified throughout the process.



Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

ACTION: CONSTRUCT NEW HOUSING ON PRIORITY DEVELOPMENT SITES

The shortlist of priority sites and the range of housing types they can fulfill will support an increased supply of housing that is both desirable and affordable to many County residents, including Park Service employees.

IS SUPPORTED BY THESE DEVELOPMENT INCENTIVES

Streamlined Permitting & Design Guidelines: There are many ways the County might ease the burden of development risks and costs, and proactively encourage development and construction models that are sustainable, contextually relevant, and aimed at the right audience. Streamlining the permitting process for development proposals that fit these criteria (and align with the IMHS Summary Findings) would promote further projects.

Infrastructure Improvements: If the County can take the lead and form partnerships for various projects with deveopers around infrastructure, more projects would pencil-out and perhaps be initiated. This may include reconsidering the boundary of the MPUD.

Increased Height Allowances: Enabling the construction of 3-story housing types would increase density and bring more units within affordable price ranges. Currently the County has capped residential construction at two stories. Revisiting these guidelines as a part of development review has been shown to be successful with the Creekside development and should be continued.

Upzoning for Density and Decreasing Parking Requirements: Allow for higher unit counts and a lower number parking spaces, especially for development parcels within the Town of Mariposa. These locations are smart for infill development, instead of spreading outward into areas with increased risks and decreased services. In-town unit occupants may rely less on vehicles.

Reward Pre-Fabricated Construction Methods: By acknowledging a preference and offering incentives for factory-built housing types, the County can encourage use of these cost-saving models of development. New products and options are becoming better understood, are increasingly available, and embraced by the construction industry and should be considered.

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HOUSING STRATEGY IMPLEMENTATION INPUT/OUTPUT ANALYSIS

The below chart represents an schematic process in which the County can facilitate the advancement of housing strategies highlighted in previous chapters.

ENABLES *THESE OUTCOMES*

Prioritized Community Housing Needs and Housing Types: Through the development schemes proposed by the IMHS, various prioritized housing models can be enabled. These may include:

- Affordable low-income housing
- Affordable middle-income housing
- Year-round workforce housing
- Seasonal workforce housing, including dormitories

Minimizing Fire Risk & Water Use: Constructing homes on the priority sites focuses development in areas that are already built up, with more investment and infrastructure and prioritized protection in the event of destructive wildfire. Additionally, homes can be hooked into existing water and sewer services, eliminating the need for additional well water use or septic field constuction.

Deliver a Sense of Community: The proposed development sites situate new housing in proximity to existing services and community assets. They reinvigorate existing neighborhoods with new residents who can stay long term.

Preserve Rural Character: By concentrating new housing development within the Town of Mariposa, the surrounding foohills and forests can be preserved, leaving intact the important defining character of the region, and importantly, the experience of what it means to live and visit.

Reinforce Mariposa as a Destination: The increased presence of Park Service employees and their willingness to identify Mariposa as their home will lend to an increased sense of arrival and awareness of Mariposa as the destination community for visitors to Yosemite National Park.

Better Recruitment & Retention: For both the Park Service and the School District, housing is a consistent problem when it comes to attracting (and keeping) talented staff. By providing more housing options conveniently located within Mariposa, the NPS may be better positioned to offer housing choices to desirable candidates. It may also be able to retain staff as they advance in their careers and seek a quality of life outside Yosemite Valley.

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ACTION: CONSTRUCT THE YOSEMITE VISITOR CONTACT STATION & TRANSPORTATION CENTER

This facility supports connecting people to the park through new ticketing, permitting, and information infrastructure improvements. New transportation programs will reduce local traffic and support local hotel occupancy by enhancing the user experience tied to staying in Mariposa while visiting Yosemite.

IS SUPPORTED BY THESE INITIATIVES

Relocating the Arch Rock Entrance Gate: Currently on busy days this entrance to the park can cause significant delays for visitors and employees. Further study should be initiated to understand possible alternative sites for the gate that would provide extra space for additional facilities.

Construction of an Employee / Shuttle Bypass Lane: Arch Rock will always remain an important gateway feature for those arriving to the park, but when the gate is moved to a location with increased width between the Merced River and the steep hillside, a new lane with a lengthened approach can be built. This additional space might also provide for an additional check-in booth, and a gatehouse with short-term parking, restrooms, and a designated reservation assistance station.

Acquiring the SE Corner Parcel at Highway 140/49 and Jones St: This acquisition is critical to the creation of the Transportation Center. While the current owners, the local VFW branch, are amenable and suppor the project, they have asked for assistance finding a new headquarters and ensuring their existing revenue stream (from property leases and events) can continue.

Working with Caltrans to Define Shuttle Pull-Offs: The transportation program for the site relies upon an assumption that large tour buses and the In-Town Shuttle will utilize shoulder pull-off zones along Highway 140/49. These locations will require coordination with Caltrans to ensure safety requirements are met and traffic patterns continue to function.

Building Workforce Housing Nearby: The transportation center and NPS offices will truly become a hive of activity operating at its highest and best use if employees are able to (and want to) live in proximity to the site and the mobility services it provides.

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MOBILITY STRATEGY IMPLEMENTATION INPUT/OUTPUT ANALYSIS

The below chart represents an schematic process in which the County can advance the overlapping and inter-related mobility strategies highlighted in previous chapters.

ENABLES *THESE STRATEGIES*

Streamlined and Expanded Park Employee Vanpools: County residents working in the park both part time or full time seek commutes without delays. Primary concerns include long distance, uncertain road conditions and entrance gate traffic. As described elsewhere, these delays are caused by a long queue and the time each vehicle takes at the gate to ask questions or seek help. The transportation center will provide a consolidated pick up site and van parking area for park employees, which will expand the existing service and grow the enrollment in the current program, adding to the ongoing practice of vans picking up employees from individual residences. This study anticipated that there may be instances where the consolidated site offers improved access and shorter door to door headways.

In-Town Hotel/Tour Shuttles: The site provides efficient pick up and drop off of visitors who may be staying locally. Research has found that some hotels are already providing this service to guests. The transportation center offers an opportunity for consolidated and shared shuttle services. The County or other entity such as the Yosemite/Mariposa County Tourism Bureau can assist to identify other lodging providers who can participate in a shared program.

Visitor Parking: Short term parking for visitors to the information center can be accommodated on site. Long term (full day) parking may be considered to support van pool or shuttle users, however site constraints will require priority for guests making a quick stop for directions, reservation assistance, park information, and regional attractions.

Electric Car Charging: Towns across the country are positioning to welcome electric car drivers. Mariposa, Groveland, Oakhurst, and other gateway towns are ideally located to host visitors while they charge the car. The amount of time required to charge is similar to shopping and having lunch. The transportation center and NPS information center is an ideal place to provide a bank of changing stations.

Flexible/Remote Workspaces for NPS Employees: The new facility will be able to accommodate space for NPS (and supporting organziations) employee offices and remote workstations. This will offer flexible work solutions for employees who are not required to be in the Park everyday. With the shuttles also on site, trips into and out of the park for various tasks will be easier.

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M1: FIELD OF DREAMS

This County-owned parcel has high habitat value, including protected Blue Oak woodlands, is adjacent to many County health and social service providers. In the past, the County has planned for the site to serve regional recreational needs, but funding applications for those planning efforts were not successful. Future plans for the site include the opportunity to meet critical affordable housing needs on a small portion of the site, while protecting key habitat areas and providing passive recreation access and connections through the area.

EXISTING LOCAL REGULATIONS

- Current deed restriction limits use to recreation until 2025.
- Development standard requirements related to steep slopes, building heights, and parking requirements may need a variance.
- Zoning change to more dense residential designation required.

SITE OPPORTUNITIES AND CONSTRAINTS

- Size: 52.59 acres
- Steep topography across the site, especially along the northern end
- Drainage patterns along the western edge are a challenge for low point of the site where development would be most ideal in terms of topography and proximity to services.
- Mature protected Blue Oak tree canopy across the site, primarily in the center
- Infill development site criteria met for some portions of the site, but not all.
- Proximity to residential, civic, and institutional land uses (including adjacency to HHS, Senior Center, and Hospital)
- Currently serves as a sanctioned emergency housing site for unhoused populations.

PARTNERSHIPS AND ROLES

Landowner (current/long-term):

- Mariposa County currently owns the site.
- Potential for the County to keep ownership of the land and enter a master ground lease for a non-profit developer to use as financial leverage for development

Developer:

- Non-profit developer
- Non-profit affordable housing developer/manager (e.g. SHE)
- OR private developer

Financing:

- Affordable housing infrastructure grants
- LITEC, if affordable units are envisioned as part of the development
- Infill development funding opportunities
- Typical construction loans for gap funding
- Potential contributions from nearby employers interested in reserving housing units for their employees
- REAP, IIG, and AHSC Grants

Building Manager:

- Non-profit affordable housing developer often also manages the property (at least the first ten years, some even longer or indefinitely)

Tenants:

- Qualified affordable housing renters
- Qualified workforce tenants (supported by individual employers)

County Role:

- As landowner, the County has most opportunity to support affordable housing and ensure long-term affordability
- Multiple County partners, including HHSA, can support purchase of adjacent property to expand development potential.

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▼ **COMMUNITY ASSET:** *The recreational potential of Site M1 will be maintained. Road improvements would be sensitive to existing woodlands and topography, and trails could be added to establish new connections.*

DEVELOPMENT GUIDE

● *LEAD* ○ *SUPPORT*	COUNTY PLANNING	COUNTY ADMIN	COUNTY DPW	YOSEMITE CONSERVANCY	NATIONAL PARK SERVICE	DEVELOPMENT PARTNER / THIRD PARTY
LAND ACQUISITION & TENURE	○	○				●
CAPITAL INVESTMENT & FINANCE		○				●
PLANNING & PRELIMINARY DESIGN	●					○
DETAILED DESIGN & PERMITTING	●		○			●
INFRASTRUCTURE IMPLEMENTATION	○		●			○
CONSTRUCTION			○			●
LEASING SALES / OCCUPANCY						●
PROPERTY MANAGEMENT & MAINTENANCE						●

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M6: MISSOURI GULCH

Throughout the development of the project, this site has risen to the top because of its prime location within the Town of Mariposa, the development potential with excellent access to infrastructure and services, including transportation, and the key partners involved including the Yosemite Conservancy and NPS staff.

EXISTING LOCAL REGULATIONS

- Commercial land use designation along Jones Street may require a conditional use permit approval if it's planned for completely residential use. Otherwise office/daycare use would work along that location.
- Development standard requirements related to steep slopes, building heights, and parking requirements may need a variance.
- Zoning change to more dense residential designation required.

SITE OPPORTUNITIES AND CONSTRAINTS

- Size: 9.64 acres
- Steep topography across the site, especially along the northern end
- Drainage patterns along the western edge
- Mature tree canopy along the eastern edge
- Infill development site adjacent to existing infrastructure
- Proximity to both commercial and residential land uses

PARTNERSHIPS AND ROLES

Landowner:

- Yosemite Conservancy currently owns the site.
- Potential for the YC to keep ownership of the land and enter a master ground lease for a non-profit developer to use as financial leverage for development.

Developer:

- Non-profit developer
- Non-profit Housing Land Trust developer
- OR private developer

Financing:

- LITEC, if affordable units are envisioned on the site
- Typical construction loans for gap funding
- Potential contributions from nearby employers interested in reserving units for their employees
- If it's an ownership model, individuals could be interested in pre-purchasing
- REAP and AHSC Grants

Building Manager:

- Non-profit developer often also manages the property (at least the first ten years, some even longer or indefinitely
- If ownership model, then HOA could hire a manager

Tenants:

- Any qualified home buyer, unless the ground lease, or some other agreement, requires some portion be rented to NPS or other employees

County Role:

- Support DA agreement development to identify areas for development standards amendments to ensure high quality middle-income housing production.

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▼ **LEVEL GROUND:** *One of the most advantageous characteristics of Site M6 is the large level undeveloped area, set against a backdrop of forested hillside.*

DEVELOPMENT GUIDE

● LEAD / ○ SUPPORT	COUNTY PLANNING	COUNTY ADMIN	COUNTY DPW	YOSEMITE CONSERVANCY	NATIONAL PARK SERVICE	DEVELOPMENT PARTNER / THIRD PARTY
LAND ACQUISITION & TENURE	○			●		●
CAPITAL INVESTMENT & FINANCE		○		●	○	●
PLANNING & PRELIMINARY DESIGN	○			●		●
DETAILED DESIGN & PERMITTING	○		○	●		●
INFRASTRUCTURE IMPLEMENTATION	○		●	○		○
CONSTRUCTION			○	●		●
LEASING SALES / OCCUPANCY					●	
PROPERTY MANAGEMENT & MAINTENANCE						●

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M8: YOSEMITE VISITOR CONTACT STATION AND TRANSPORTATION CENTER

The site is located at a prime location along the main street of the Town of Mariposa and composed of two adjacent parcels. Currently, the VFW parcel is home to several organizations offering small-scale visitor information and in addition to being to the local VFW community meetings and annual events, it is available for event rentals. The YC-owned parcel is vacant. Through the IMHS project, the site has been identified as an excellent opportunity to provide a staging area for various mobility strategies due to its central location in town.

EXISTING LOCAL REGULATIONS

- Commercial and mixed use land use designation allows for a wide range of uses, including, office, retail/commercial, and housing, if desired.
- Development standard requirements related to building heights, and parking requirements may need a variance.
- Zoning change to more dense residential designation required.

SITE OPPORTUNITIES AND CONSTRAINTS

- Size: 1.54 acres
- Culvert and Drainage patterns along the eastern edge
- Topography differences on each parcel frontage may offer opportunities to increase FAR on site will still complying with height restrictions associated with local fire code.
- Infill development site adjacent to existing infrastructure
- Frontage on a State Highway 140 requires coordination with CalTrans for any new driveways, sidewalk improvements. Caltrans is also a potential funding and implementation partner for those improvements.

PARTNERSHIPS AND ROLES

Landowner(s):

- Yosemite Conservancy currently owns the site, VFW owns the adjacent parcel and is amenable to partnership and/or potential sale.

Developer:

- N/A
- YC would lead a typical RFP process to identify design and construction team.

Financing:

- Potential state transportation grants to support micro-mobility hubs (include bike share, electric charging, park shuttles for employees and others)
- Yosemite Conservancy and other philanthropic donations to support the housing/mobility needs of Yosemite National Park employees
- Typical construction loans for gap funding
- Future office rents would service the construction loans
- Caltrans Sustainable Communities Grant
- FTA Grants for Buses and Bus Facilities
- Federal Lands Access Program (FLAP)
- CERF

Building Manager:

As owner, YC would also manage the building – including the management of the office spaces for NPS employees, and retail spaces that provide information for Park visitors.

Tenants:

- NPS
- Other interested retailers

County Role:

- Support grant writing efforts for state transportation grants to support micro-mobility

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▼ **READY FOR CHANGE:** *The Transportation Center site concept is only feasible due to the supportive owners of the adjacent parcel, the local VFW Post. New community space will enable the VFW to maintain their event calendar.*

DEVELOPMENT GUIDE

● *LEAD* ○ *SUPPORT*	COUNTY PLANNING	COUNTY ADMIN	COUNTY DPW	YOSEMITE CONSERVANCY	NATIONAL PARK SERVICE	DEVELOPMENT PARTNER / THIRD PARTY
LAND ACQUISITION & TENURE		●		●		
CAPITAL INVESTMENT & FINANCE		○		●	●	○
PLANNING & PRELIMINARY DESIGN	○			●		
DETAILED DESIGN & PERMITTING	○		○		●	
INFRASTRUCTURE IMPLEMENTATION	○		●		○	
CONSTRUCTION			○	○	●	
LEASING SALES / OCCUPANCY					●	
PROPERTY MANAGEMENT & MAINTENANCE				●	○	

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M17: SOUTHERN MANZANITA ESTATES

This site is privately owned in a previously undeveloped open space area adjacent to residential uses, and was recently incorporated into the Town Planning Area (TPA). Although there are topographic constraints and sensitive ecological and cultural resources on the site, initial site planning includes potential locations for infill housing adjacent to the existing residential neighborhood.

EXISTING LOCAL REGULATIONS

- Development standard requirements related to steep slopes, building heights, and parking requirements may need a variance.
- Zoning change to more dense residential designation required.

SITE OPPORTUNITIES AND CONSTRAINTS

- Size: Approx. 60 acres
- Steep topography across the site, including "porkchop hill" at the center of the site
- Drainage patterns and wetland areas around the northeastern edge are a challenge for development and should be avoided.
- Infill development site criteria met for some portions of the site, but not all.
- Opportunity to tie directly into Town infrastructure and utilities
- Sensitive cultural resources (old mine site)
- Potential to preserve large portion of open space and connect to the Stockton Preserve Trail system

PARTNERSHIPS AND ROLES

Landowner (current/long-term):

- DDL, private owner

Developer:

- Non-profit developer
- Non-profit affordable housing developer/manager
- Non-profit Housing Land Trust developer
- Private developer
- OR some combination

Financing:

- Affordable housing infrastructure grants could be leveraged as part of an initial phase of construction for affordable housing units.
- LITEC, if affordable units are envisioned on the site
- Infill development funding opportunities
- Typical construction loans for gap funding
- Potential contributions from nearby employers interested in reserving housing units for their employees
- If it's an ownership model, individuals could be interested in pre-purchasing
- IIG and AHSC Grants

Building Manager:

- Non-profit affordable housing developer often also manages the property (at least the first ten years, some even longer or indefinitely)
- If ownership model, then HOA could hire a manager

Tenants:

- Qualified affordable housing renters
- Qualified workforce tenants (supported by individual employers, if they participate in financing)
- Market-rate buyers

County Role:

- Support DA agreement development to identify areas for development standards amendments to ensure high quality affordable and middle-income housing production.
- Connect potential private and non-profit development partners

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▼ **RIDGELINE RECREATION:** *By clustering develoment close to existing the town fabric on Site M17, a large swath of grassland, woodlands are conserved, and views and trails within and connecting out from the site are enhanced.*

DEVELOPMENT GUIDE

● LEAD / ○ SUPPORT	COUNTY PLANNING	COUNTY ADMIN	COUNTY DPW	YOSEMITE CONSERVANCY	NATIONAL PARK SERVICE	DEVELOPMENT PARTNER / THIRD PARTY
LAND ACQUISITION & TENURE						●
CAPITAL INVESTMENT & FINANCE		○				●
PLANNING & PRELIMINARY DESIGN	○		○			●
DETAILED DESIGN & PERMITTING						●
INFRASTRUCTURE IMPLEMENTATION			●			○
CONSTRUCTION						●
LEASING SALES / OCCUPANCY						●
PROPERTY MANAGEMENT & MAINTENANCE						●

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MAKING IT HAPPEN: HOUSING CASE STUDIES

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NEW HOUSING DEVELOPMENT MODELS

Non-profit and affordable housing development models provide highly needed low-income rental housing units in communities across the country and are an important part of the integrated mobility and housing strategies in Mariposa County. In addition to those models, there is a growing community of housing land trusts across the country that provide low to middle-income housing options with both rental and ownership financing models. These "missing middle" housing options are a challenge especially in gateway communities adjacent to national parks and there are various examples of the housing land trust models emerging there that can serve as a model for Mariposans.

COMMUNITY HOUSING LAND TRUST MODEL OVERVIEW

The housing land trust model relies on retention of the ownership of the land by the Trust directly, or through a master land lease agreement with the owner and the Trust. Tenants purchase their homes and/or enter into a rental agreement from the Trust, which qualifies future owners and renters directly, and is also responsible for property management (although several Trust communities also have self-governed HOAs to support property management). Through this process, the cost of the homes is moderated because of the control over the land value, and the existing properties are able to be leveraged, in combination with support from several local employer partnerships and philanthropic funds, to continue developing much-needed middle-income affordable housing in the area.

A range of organization case studies collected here support the development of housing, from non-profit housing manager-developers and housing co-ops, to non-profit lenders and community conveners.

1. **Housing Trust Manager-Developer Model: Jackson Hole Community Housing Trust**

2. **Limited Equity Housing Co-op Model: Dos Pinos Housing Cooperative in Davis, CA**

3. **Non-profit Lender and Technical Advisors: San Luis Obispo County Housing Trust Fund**

4. **Community Conveners: Mountain Housing Council in Truckee, CA**

1 HOUSING TRUST MANAGER-DEVELOPER MODEL: JACKSON HOLE COMMUNITY HOUSING TRUST

A robust housing trust example comes from Jackson Hole, WY, where the Jackson Hole Community Housing Trust (CHT) has successfully developed, built and currently manages 183 stable homes in nine neighborhoods, serving more than 656 people. CHT is a not-for-profit developer that leverages private philanthropy and public subsidies to build affordable homes for people who make less than 120% of the area median income. Through their model, they operate with non-profit overhead and do not collect a developer fee for any projects. Any project savings are reinvested directly back into the project on material upgrades to ensure long-term durability of the homes.

The housing trust model is made possible through a deed restriction on homes in the form of a ground lease, where CHT retains ownership of the land or, a special restriction recorded again the property in cases where CHT cannot retain ownership of the land. CHT qualifies applicants who are selected to purchase or rent a CHT affordable home. In the owner model, CHT sets up the HOA for the affordable ownership developments upon completion. In the rental model, CHT manages the rental developments – both the leases and the physical property.

"Retaining staff is a huge challenge - 90% of my patrol officers commute to work every day, with only 10% living in Teton County. I am convinced the sustainability of this department depends on access to affordable housing in the valley."

Matt Carr, Jackson Hole Sheriff

Recently the CHT has also been involved in managing and disbursing housing assistance funds for local employers who have raised funds to help their employees with a one-time or limited urgent financial need related to housing (e.g. first and last month's rent, hotel accommodation when bad weather prevents commuting).

An important part of the housing trust model involves the management of the affordable housing application process. In addition to qualifying the applicants, CHT also manages the resale of deed restricted ownership homes – including setting the prices, conducting inspections, selecting buyers, drafting all legal documentation for the sale.

www.housingtrustjh.org

HIGHLIGHTS:

- Many roles under one organization including developer, housing manager, applicant manager and qualifier
- 20 plus years of experience
- Serves more than 656 people across multiple properties both for rent and owned

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Primary Community Housing Trust eligibility criteria (for ownership and rental applicants/co-applicants)

1.) Age: Applicant must be at least 18 years of age.

2.) JHCHT Income Limit: Household income must be less than 120% of median income for Teton County, WY.

Household Size	Median Income	120% Median Income	JHCHT Income Limit
1	$86,100	$103,320	$103,320
2	$98,480	$118,320	$147,600
3	$110,700	$132,840	$147,600
4	$123,000	$147,600	$147,600

4.) Net assets: Household may not have assets totaling more than $295,200.

5.) Employment:

- Applicant must be employed at a Local Business for 30 hours per week year-round in Teton County, WY
- The Local Business must be physically located within Teton County, WY and must provide verification of business status physically located in Teton County, WY
- Employees must be required to work in Teton County, WY to perform their job

5.) Appropriate size: Household must be appropriate to the available home size.

Unit Size	Household Size - Ownership	Household Size - Rental	Maximum Household Size
1 BR	1 person minimum	1 person minimum	2 people
2 BR	1 person minimum	2 people minimum	4 people
3 BR	2 people minimum	3 people	6 people

Secondary eligibility criteria: If you meet the primary eligibility criteria, your application vwill be evaluated based on how long you have lived in the Jackson Hole region, how long your application has been in our database, your employment, and your community involvement.

Note: You may update any portion of your application at any time. We suggest you update employment, volunteer service, and household size annually

2 LIMITED EQUITY HOUSING CO-OP MODEL: DOS PINOS HOUSING COOPERATIVE

The Dos Pinos Housing Cooperative is an early example of an affordable housing cooperative model. The developer, Sweetwater Development, built the homes as a community benefit to satisfy an affordable housing requirement associated with other market rate housing and retail building projects in the City of Davis, CA. Dos Pinos was built without public subsidy. The developer sold shares to prospective members through a sales agent and hired a lawyer to write its bylaws and property management company to maintain the property. The shareholders are residents of the limited equity housing cooperative which is a nonprofit public benefit corporation managed by a Board of Directors.

Almost forty years later, the success of the housing cooperative is notable based on the indefinite moratorium on accepting new applications due to long waiting lists. All sixty units are occupied by residents of all age ranges. There are monthly assessments to cover taxes and maintenance costs, and the are set maximum share values based on the unit size.

The Dos Pinos example is a potential approach to affordable housing development that maintains long-term housing affordability in a community.

www.dospinosdavis.org

HIGHLIGHTS:

- Limited Equity Nonprofit Housing Cooperative
- Resident shareholder model since 1986
- Extensive applicant waitlist for the 60-unit property

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Financial Information

A non-subsidized, affordable housing alternative in Davis, California

- All ages and walks of life are represented-singles, single parents, couples, and families with children.
- Dos Pinos has 60 units: one-, two-, and three-bedroom units with private individual courtyards and washer/dryer hookups.
- Members may also use the pool, spa, community room, and communal laundry room.
- Pets are allowed at Dos Pinos within our policy guidelines.

Unit Size	Number of Units	Approx. Square Footage	Monthly Assessment as of Jan. 2022	Max. Basic Share Value as of Dec. 2021*
1BR	6	652	$795	$25,049
2BR	28	928	$1083	$33,075
3BR	26	1238	$1340	$42,144

- Dos Pinos members who itemize their income tax deductions are able to deduct their portion of the corporation's mortgage interest and real estate taxes. For 2021, proportional mortgage interest and real estate taxes were $1332 (1BR); $1896 (2BR); and $2268 (3BR).
- Each member's share value appreciates per criteria outlined in our Bylaws. The annual rate of appreciation is the prime interest rate (as of Jan 1st of each year) as reported by the Wall Street Journal up to a maximum of 10%. Historically, annual rates have ranged from 3.25% to 10.0%.
- Shareholders may apply for Board approval for permanent improvements to their units with the cost of improvements, less depreciation, added to the share value of the unit within the terms of our Permanent Improvement Policy.
- There are minor transfer costs when memberships are purchased or sold, but no closing costs as would be paid when buying a house or condominium.
- **Approximate financial qualification for membership** is a monthly household gross income that is equal to or greater than 2.5 times the monthly assessment noted above.

** The maximum transfer value may be more. The share value and features associated with an individual unit may differ depending on Board-approved permanent improvements made by members, which add value to the share. Most shares have at least one permanent improvement.*

3 NON-PROFIT LENDER AND TECHNICAL ADVISORS: SAN LUIS OBISPO COUNTY HOUSING TRUST FUND

The San Luis Obispo County Housing Trust Fund (HTF) is a private nonprofit created to increase the supply of affordable housing across the County. Incorporated in 2003 by a broad-based group of volunteers, the HTF provides financing and technical assistance to help private developers, nonprofit corporations and government agencies produce and preserve homes that working families, seniors on fixed incomes and persons with disabilities can afford to rent or buy. Loans from the HTF may be used for a variety of purposes, including project planning and predevelopment expenses, site acquisition, site development, construction, rehabilitation and to bridge other financing gaps. Both ownership and rental housing, including housing that provides transitional or seasonal shelter, are eligible for financing. At least one unit in the project must provide long-term affordable housing for very low, low and/or moderate-income households. Since 2005, the HTF has loaned $30 million to assist over 1,300 units of affordable housing. The vast majority of these units are for low-income households.

Reference materials are available online including example loan applications, presentations with technical assistance overviews, and program guidelines. See the appendix for more information.

www.slochtf.org

HIGHLIGHTS:

- Nonprofit lender provides gap funding to support affordable housing development
- Provides finance and technical assitance to private developers, nonprofits, government agencies
- Has loaned $30 million to assist over 1,300 affordable homes

As of 2022, efforts to assemble a similar source of funding for affordable housing development in Mariposa County known as the "Mariposa County Community Housing Trust Fund" are under way. Funded by the Transient Occupancy Tax (TOT) in Mariposa County, the money would also be eligible for affordable housing developers to increase the supply of housing in the County.

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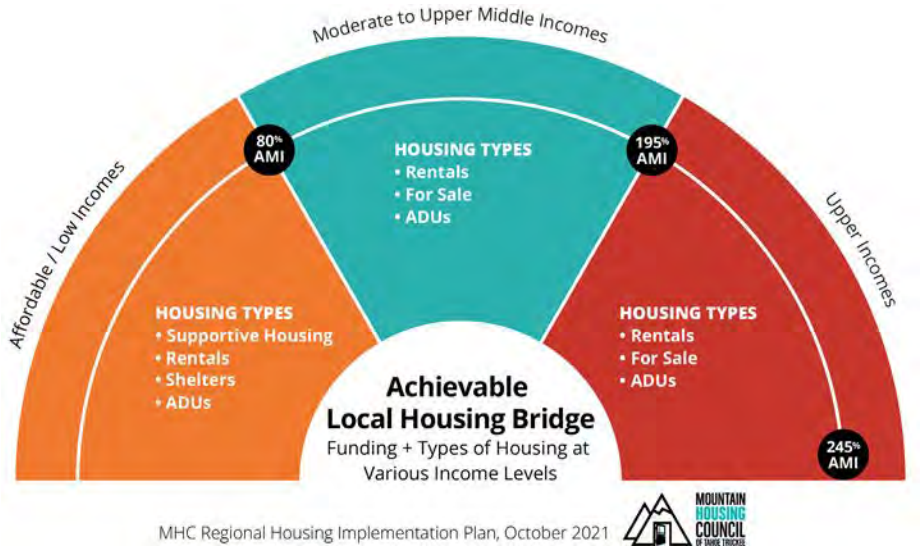
4 COMMUNITY CONVENERS: MOUNTAIN HOUSING COUNCIL



Although the Mountain Housing Council does not build or manage housing, it plays an important convening role in the Tahoe Truckee region to align housing efforts. The Mountain Housing Council of Tahoe Truckee (MHC) is a project of the Tahoe Truckee Community Foundation and brings together 29 diverse partners to accelerate solutions to achievable local housing. The MHC's goal is to build on the needs identified in the Truckee North Tahoe Regional Workforce Housing Needs Assessment and tackle the unique and pressing challenges of housing in the North Tahoe-Truckee region, including availability, variety, and affordability. Through the Housing Needs Assessment, the MHC has expanded their housing goals beyond the traditional "affordable" definition to include "achievable" local housing options for those lost in the gap between low-income and market-rate housing. In addition to the Housing Needs Assessment, MHC provides resources and connections across various stakeholder groups. A collaborative agreement between the partners identifies the role of the MHC staff, supported by the Tahoe Truckee Community Foundation, and the role of the four key stakeholder groups, including: Council Community Partners made of other non-profits, associations or networks aligned with the mission; Council Funding Partners made of local agencies, special districts and corporations who have committed funding; Collaborative Partners and Deal Makers Network made of private investors, developers, landholders and property managers who come together to advise and advance housing solutions; and the public who help inform promote and amplify the work.

www.mountainhousingcouncil.org

HIGHLIGHTS:

- Leads Regional Workforce Housing Needs Assessment Updates
- Defines "achievable local housing" as a goal
- Collaborative agreement between nonprofits, government agencies, developers, and the public

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CALFIRE DEVELOPMENT REQUIREMENTS

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

AN EVOLVING REGULATORY ENVIRONMENT

Development standards for new construction in the Mariposa County State Responsibility Area (SRA), which is where all of the priority IMHS sites are located, are governed by the ***California Board of Forestry and Fire Protection SRA Fire Safe Regulations.*** These standards layout the guidelines regarding Emergency Access and Egress, with detailsand reference information for road widths, roadway surfaces, roadway turning radii, and other topics.

These standards were updated through regulatory action on January 1, 2020, to include new requirements in the face of a changing wildfire regime:
This action amends and reorganizes regulations which set standards for future design and construction of structures, subdivisions, and developments in State Responsibility Areas to ensure basic emergency access and perimeter wildfire protection, signage, building numbering, private water supply reserves, and vegetation modification. The purposes of the amendments and reorganization include addressing inconsistencies and conflicts within and between codes and regulations, addressing the needs of fire apparatus and civilian vehicles during wildfire emergencies, and clarifying the applicability, enforcement, and implementation of the regulations for the regulated public.

Further standards have come online through the course of this project including a requirement for any subdivision over 30 units to have two egress routes improved to the same standard in 2020.

- **https://bof.fire.ca.gov/media/9267/6-sra-fire-safe-regulations-2020-approved-ada.pdf**

SUBDIVISION SCALE BEST PRACTICES

Also of note is the County's ***2020 Community Wildfire Protection Plan***, which includes a discussion of fire-adapted landscapes at multiple scales, includes a subdivision scale which is relevant and appropriate to the IMHS developement proposals.

Fire-adaptation at the subdivision scale focuses on neighborhoods and associated infrastructure, including transportation routes, parks, waterways, and other features. At this scale, communities can improve resident and first responder safety and take strategies to reduce property loss or damage.

Interventions at the subdivision scale can include:

- requiring buffering or screening measures that reduce installation or plantings of hazardous fuels
- ensuring specific criteria are met for developing and maintaining water supply, emergency routes, roads, and bridges to ensure safe public evacuation and first responder access
- creating development setbacks from features such as forested areas, steep slopes, or other elements that may exhibit extreme fire behavior
- implementing vegetation management plans

in neighborhoods to reduce hazards and limit allowable tree and plant species

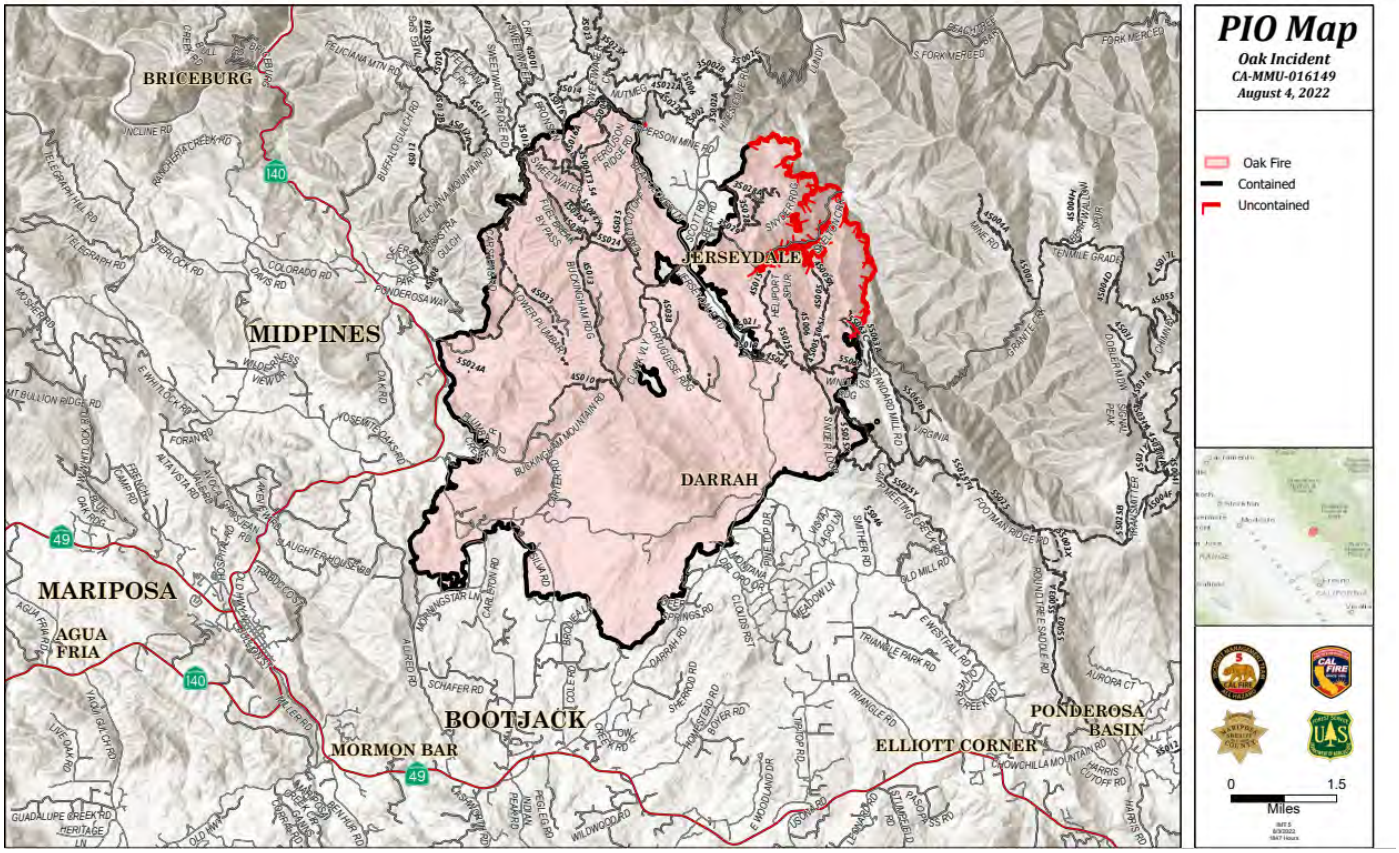
Activities at this scale are typically implemented through a combination of mandatory and voluntary efforts, including: adopting access, water supply, landscaping and other safety regulations in the subdivision, zoning, WUI, and/or fire codes, development of plans and policies that support neighborhood risk reduction (e.g., creation of neighborhood CWPPs), and participation in community recognition programs and community evacuation planning efforts.

- https://www.mariposacounty.org/DocumentCenter/View/87096/-Mariposa-County-CWPP-2020--PUBLIC-REVIEW-DRAFT

OAK FIRE

The Oak Fire started on July 22, 2022, and burned until August 5th. It consumed more that 125 homes across almost 20,000 acres (shaded area in map below). This part of Mariposa County is dominated by tall grasses, chaparral, and woodlands. Fire personnel reported excessive ground fuels in large size (downed timber) due to 2015-2016 tree mortality (beetle kill) and subsequent blow-down events.

The loss of these homes places a significant burden on a community already straining to find adequate housing opportunities for all residents. While no sites considered by the IMHS were affected by the fires, the threat is real and must be considered by any development scheme.



Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

PUBLIC EMPLOYEE HOUSING POLICY

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

RELEVANT LEGISLATION

When faced with a perceived impossible administrative challenge in the Park Service, there is a togue in cheek saying that "it will take an act of Congress to get this fixed/changed". As it turns out in the world of federal housing development that is often true.

This section is a brief foray into the world of federal quarters law that was sparked by the IMHS's investigations into successful and failed NPS housing projects, and further informed by an August 10, 2021 meeting with Yosemite and Washington Area Service Office (WASO) leadership and housing staff. It is no way comprehensive but does lay out some of the key laws and regulation that govern federal housing uses and expenditures. If one is interested in developing housing with the National Park Service, a strong legal understanding of the following acts of congress will assist the financing and business relationships necessary to put a project on the ground. This is also for those interested in community development and federal housing policy.

5 US Code 5911 Quarters and Facilities: this code governs rental rates and uses for Government housing.

US Code 2014 Title 54 Code 101332-101338: This is a critical section of law as it sets standards for Park Service housing lease agreements and public private partnerships (PPP). Note: much weight was given to the hope that PPP's would be a solution to the Park Service community housing shortage and many anxiously awaited a proposed PPP in ***Acadia National Park***. This would have been the first time the Title 54 PPP authority was exercised. During the IMHS study the Acadia PPP was found unfeasible and the IMHS team met with Acadia Superintendent Kevin Schnieder and Management Assistant John Kelly, to learn more.

In the Acadia PPP case study, the project proponent needed to insure high year-round occupancy (rental income) to be able to finance the up-front capital improvement cost. This could not be done solely through park employees which have a large seasonal swing in work force numbers. The project proponent proposed housing non-federal staff from the local hospitality industry in the new housing units on park land, which would not be allowable under current law.

Senator Angus King of Maine continues to advocate for housing in Acadia and National Park gateway communities.

OMB Circular A45 and A45r(2019): Importantly lays out framework regulation for the rental and construction of Government housing. It also includes policy 5.a related to the reliance on private housing markets. This reliance is a core challenge noted in the IMHS as housing affordability and availability in gateway communities becomes scarce.

Policy 5.a

"Reliance on private housing market. It is the policy of the Federal Government to rely on the private housing market to provide housing for its civilian employees. If there is no requirement of service or protection or if there is adequate available private housing in the market, agencies must not acquire additional rental housing. Therefore, the Federal government, as the owner and manager of its housing, reserves the right to eliminate its housing, relocate employees, or terminate an employee lease at any time, with at least a 30day advance written notice. Assignment to government housing is not a right or a benefit of government employment; assignment to housing is never guaranteed. At all times, the Government reserves the right to manage its housing in whatever way it deems necessary to meet mission requirements and to rely on the private market to meet employee housing needs to the maximum extent possible."

Public Law 104-333 The Omnibus Parks and Public Lands Management Act of 1996: The establishment of the Presidio Trust of the Presidio of San Francisco was enacted by PLAW 104-333. This is a key moment in federal housing history enacting "innovative public/private partnership that minimizes the cost to the United States Treasury and makes efficient use of private sector resources."

Additionally, buried within the primary objectives of the law is a attempt to re-examine housing for employees and ways to encourage innovative development through public/private partnerships:

SEC. 814. NATIONAL PARK SERVICE ADMINISTRATIVE REFORM.
(a) NATIONAL PARK SERVICE HOUSING IMPROVEMENT.—
(1) PURPOSES.—The purposes of this section are—
(A) to develop where necessary an adequate supply of quality housing units for field employees of the National Park Service within a reasonable time frame;
(B) to expand the alternatives available for construction and repair of essential Government housing;
(C) to rely on the private sector to finance or supply housing in carrying out this section, to the maximum

Public Law 104–333
104th Congress

An Act

To provide for the administration of certain Presidio properties at minimal cost to the Federal taxpayer, and for other purposes.

Nov. 12, 1996
[H.R. 4236]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE AND TABLE OF CONTENTS.

Omnibus Parks and Public Lands Management Act of 1996.
16 USC 1 note.

This Act may be cited as the "Omnibus Parks and Public Lands Management Act of 1996".

Sec. 1. Short title and table of contents.

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

extent possible, in order to reduce the need for Federal appropriations;
(D) to ensure that adequate funds are available to provide for long-term maintenance needs of field employee housing; and
(E) to eliminate unnecessary Government housing and locate such housing as is required in a manner such that primary resource values are not impaired.

IQMIS (Internet Quarters Management Information System): Although not directly a federal housing law, IQMIS should be considered by those interested in federal housing development as it will dictate the rental rates of government owned or leased housing. During the IMHS, project staff interviewed Rusty Mizell, Chief of Facilities at ***Grand Teton National Park*** to learn about their strategies to providing additional housing for park staff. Through the interview we learned that NPS can lease private buildings for employee housing, but the landlord must be agreeable to federal rental rates that are set by the IQMIS system.

As noted in the implementation strategies of the IMHS, NPS master leasing of private housing units may be a solution to gateway housing scarcity, but those lease rates would be subject to IQMIS. Savvy developers interested building new housing and in engaging in a master lease agreement with the Park Service would benefit from an understanding of the IQMIS system and pulling IQMIS calculations into their architectural design and financial proformas.

The LODGE Act (Lodging Options Developed for Government Employees) H.R. 7615: Introduced to the US House of Representatives on 4/28/2022 by Rep. Moore of Utah, this bill lays the groundwork for the next stage in NPS housing. Particularly interesting is that this bill allows for the inclusion of public renters on public lands in NPS housing units.

As of 12/30/2022 the LODGE Act has been placed on the union calendar. The IMHS project team, Mariposa County, Yosemite National Park, and partners are monitoring the progress of this bill as it will affect occupancy mix in Park service housing. See bill summary below.

Lodging Options Developed for Government Employees Act or the LODGE Act
This bill expands the current authority of the Department of the Interior to enter into agreements with housing entities to provide rental housing for employees. The bill allows Interior to enter agreements with other federal agencies, state or local governments, tribal governments, or other public or private organizations to develop, construct, rehabilitate, or manage housing for rent to field employees and members of the public

- *on public lands, including National Park System units;*
- *off public lands in the vicinity of system units; or*
- *on a combination of such lands.*

Interior may allow field employees and members of the public to occupy and lease project quarters. Field employees and members of the public shall be prohibited from subleasing housing established pursuant to this bill. To the maximum extent practicable, priority for occupancy in project quarters shall be given to field employees. Interior may allow partners in agreements to collect rents directly from housing occupants. The bill modifies the lease-to-build program to allow Interior to lease federal land and interests in land to qualified persons for the construction of field employee quarters for any period not to exceed 60 years (under current law not to exceed 50 years).

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Union Calendar No. 499

117TH CONGRESS
2D SESSION

H. R. 7615

[Report No. 117–682]

To authorize the Secretary of the Interior to enter into partnerships to develop housing, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

APRIL 28, 2022

Mr. MOORE of Utah (for himself and Mr. PANETTA) introduced the following bill; which was referred to the Committee on Natural Resources

DECEMBER 30, 2022

Additional sponsors: Mr. O'HALLERAN, Mr. NEWHOUSE, and Ms. PORTER

DECEMBER 30, 2022

Reported with an amendment, committed to the Committee of the Whole House on the State of the Union, and ordered to be printed

[Strike out all after the enacting clause and insert the part printed in italic]

[For text of introduced bill, see copy of bill as introduced on April 28, 2022]

2

A BILL

To authorize the Secretary of the Interior to enter into partnerships to develop housing, and for other purposes.

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

OVERVIEW OF FUNDING OPPORTUNITIES

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

OVERVIEW OF FUNDING OPPORTUNITIES

Though many of the IMHS' recommendations require little or even no additional financial resources to implement, the most significant priorities, including the construction of new housing and mobility facilities, will require significant outlays. The broad range of partners identified for each of the example sites above also offer a variety of funding sources in order to build and maintain the new housing and mobility improvements identified. While the County of Mariposa alone cannot build and maintain new housing options, they are able to support the efforts by connecting partners, removing zoning and development standard barriers, and by applying to various grant programs available for planning and construction and implementation of various housing and mobility improvements that could support housing growth.

While the National Park Service relies of relatively stricter federal funding allocations and regulations associated with the uses of federal funds, their non-profit partner, the Yosemite Conservancy has more flexibility to support the Park Service in addressing its housing and mobility challenges in and outside of the NPS lands. Through partnerships with the County, non-profit developers, philanthropists and others, the Conservancy can provide support to ensure NPS housing needs are met.

Finally, non-profit developers, especially the relatively new and emerging Housing Land Trust model provides a new creative opportunity for the County to provide "missing middle" housing options for its residents.

This section identifies several priority state and federal funding opportunities that project partners can collaborate to pursue to implement key IMHS recommendations. Its important to note that this list is neither exhaustive, nor timeless—new state, federal, and even local funding sources will become available over time, so the IMHS partnership will need to be flexible and aggressive in identifying external funding that can support rapid and comprehensive implementation of the strategy's recommendations.

STATE GRANTS

Affordable Housing and Sustainable Communities (AHSC) Grant

The AHSC, which is administered by the Strategic Growth Council and implemented by the California Department of Housing and Community Development, provides affordable housing loans and capital grants for the creation of affordable housing that is coordinated with transportation improvements. The grant program evaluates proposals by the extent to which they reduce greenhouse gas emissions and vehicle miles traveled, and increase accessibility of housing, employment centers and key destinations through low-carbon transportation options such as walking, biking, and transit. For FY 19-20 and 20-21, Round 6 of the AHSC program awarded 37 grants totaling over $808M in state dollars. This includes five awards to Rural Innovation Project Areas totaling more than $78M.

This grant program is perfectly aligned with the premise and spirit of the IMHS. In particular, the project concepts for the **Missouri Gulch, Field of Dreams, and Dubberke, Dubberke, Lawson** properties stand out as compelling projects for which to pursue funding through this grant program.

Typically, the notice of funding availability for this grant program is released in the winter, with applications due in early spring. Draft grant guidelines are released in the preceding fall, and direct technical assistance is available for interested applicants at no charge. Project partners should consider seeking technical assistance for a future AHSC application (or applications) as soon as feasible to implement the IMHS's recommendations.

Though direct technical assistance will be essential for determining thresholds for competitive proposals from Mariposa County's unique rural context, strong applications to this program typically include funding to support **transportation-related infrastructure** (such as bikeways and accessible walkways), **community greening, solar photovoltaic systems, publicly available commercial/civic spaces** (like a community room or day care)**, and limited parking supply.**

Regional Early Action Planning (REAP) Grant

REAP, a program of the California Department of Housing and Community Development, is intended help to regional entities and governments facilitate local housing production that will assist local governments in meeting their Regional Housing Need Allocation (RHNA). Currently on its second iteration, REAP 2.0 will provide $600M to expand the program's focus by integrating housing and climate goals and allowing for broader planning and implementation investments, including infrastructure. While applications to the current cycle closed in December 2022, it is anticipated that the next cycle will be announced in spring 2023.

It is crucial to note that REAP funds cannot be used for housing construction activities. However, this grant can fund several hard development costs to catalyze future development, including **upgrading infrastructure needed to accommodate more intensive development.** It can also be used to address various soft costs, such as design and engineering, permitting, and other activities necessary to get the recommendations of the IMHS—**especially the development concepts for the Missouri Gulch and Field of Dreams sites**—shovel-ready for future implementation funding.

Given the program's emphasis on partnership and regional impacts, it is essential to emphasize the

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

connection between Mariposa County and Yosemite National Park in developing and submitting project proposals to the REAP program. It would also be advantageous to explore opportunities to partner with other logical collaborators, such as Yosemite Area Regional Transportation System (YARTS) and potentially other gateway communities (Madera, Tuolumne, and Mono Counties) to determine if collaborative applications make sense for all parties.

Infill Infrastructure Grant (IIG)

The IIG grant program, a program of the California Department of Housing and Community Development, promotes housing development in infill conditions by providing financial assistance for necessary infrastructure improvements, such as development or rehabilitation of parks or open space, **water, sewer or other utility service improvements, streets, roads,** parking structures, transit linkages, transit shelters, traffic mitigation features, sidewalks and streetscape improvements. Critically, Both infill projects and areas must have either been previously developed or be largely surrounded by development.

In June 2022, a Notice of Funding Availability (NOFA) for Round 7 of the IIG program was released for this program that allocated $160M for eligibly projects, including $90M for small jurisdictions (populations under 250,000). Applications for that allocation were due in September 2022, but the Round 8 NOFA is anticipated in spring 2023.

Interestingly, **applicants for the IIG program are developers** (either non-profit or for-profit), rather than local governments. However, development partners can jointly apply with localities. In the case of IMHS implementation, applicants should consider partnering with both Mariposa County and, to the extent possible, Yosemite National Park to submit a comprehensive and attractive proposal.

It is noteworthy that, in the Creekside Terrace project, Mariposa County has a recent precedent for effectively partnering with a regional non-profit developer (in this case, Self-Help Enterprises) to achieve mutually desirable affordable housing outcomes. This model and partnership could be instructive for pursuing future IIG funding, especially for the development concepts identified in the IMHS on the **Field of Dreams and Dubberke, Dubberke, Lawson parcels**. Given this grant's comparatively complex application and financial requirements, it would behoove the project team to lean on a partner with experience in applying to and managing funds from this program.

Sustainable Communities Grant Program

The Sustainable Communities transportation planning grant program, administered by Caltrans, encourages local and regional planning that supports state goals, implements Regional Transportation Plan Sustainable Communities Strategies, and to ultimately achieve the State's greenhouse gas (GHG) reduction targets. In some ways, it is a clearinghouse for innovative, impactful transportation planning initiatives that embed transportation solutions, including transit and active modes, into vibrant, livable places.

Mariposa County has successfully pursued funds from this grant program several times—indeed, development of the IMHS was funded by a grant from the FY 20-21 cycle. In consultation with staff from Caltrans District 10, it was recommended to **pursue an additional Sustainable Communities grant to further implementation of the Visitor Station and Transit Hub** identified in the IMHS as an opportunity to further this identified priority.

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Of note for this specific project, the Sustainable Communities grant program will only pay for design and documentation **up to 30% design**—not more rigorous and technical design and documentation necessary to bid or construct the project. Cost associated with environmental studies, plans, or documents for **CEQA or NEPA review are also not eligible.** However, this grant program could be extremely valuable for advancing the design concepts for this site that has been sketched out in the IMHS, and preparing it to pursue additional funding from other public sources (including several of those identified in the federal grant section below).

Since the Sustainable Communities grant program is annual, with annual awards around $30M-$40M (in FY 22-23, $34.7M was awarded, including $18.4M in the competitive category), and since the County is well versed in the application process, project partners should anticipate pursuing this funding as soon as practicable. Applications for the current cycle are due in March 2023.

Community Economic Resilience Fund (CERF)
CERF, which is managed by the Governor's Office of Planning and Research, allocates funding to communities and regional groups to support economic recovery from the ranging impacts of the COVID-19 pandemic, and transition to carbon-neutral economies in the process. In the first phase, this entails the establishment of 13 Regional Collaboratives that receive $5M to develop regionally resonant economic recovery plans that recommend investments which achieve the program's goals of economic diversification, growth in sustainable industries, and job creation. In the second phase, the program includes nearly $500M, available to each region on a competitive basis, to implement key projects identified in the plans developed in the first phase.

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Mariposa County is located in the Eastern Sierra region, along with Amador, Calaveras, Tuolumne, Alpine, Inyo, and Mono counites. The Sierra Business Council (SBC) serves as the regional convener and fiscal agent, facilitating the development of the Phase I regional economic plans and coordinating their implementation during the second phase of the program. Currently, SBC is accepting applications to the High Road Transition Council, which will serve as the region's CERF-specific governing and decision-making body. It is anticipated that the Eastern Sierra HRTC will begin making recommendations for Phase II funding sometime in the fall of 2024.

In numerous ways, the CERF program aligns with the premise and spirit of the IMHS and its recommendations. In particular, the **Visitor Station and Transit Hub** could be a good fit for funding from the program in the Phase II—especially if the concept is scaled up and contextualized for other gateway communities that serve the park in neighboring counties in the Eastern Sierra CERF region. Project partners should consider participating in the CERF process, even serving on the HRTC, to continue to explore the potential of CERF support for this (and other) IMHS recommendations and, if appropriate, advocating for their inclusion in the Phase I regional economic plan.

FEDERAL GRANTS

Federal Transportation Agency (FTA) Grants for Buses and Bus Facilities

This grant, also known as FTA 5339, makes federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment **and to construct bus-related facilities,** including technological changes or innovations to modify low or no emission vehicles or facilities. This latter objective is relevant to the IMHS, especially in terms of its potential to support implementation of the **Visitor Station and Transit Hub** sketched out in the IMHS.

Eligible recipients for this program include entities that allocate funds to fixed-route bus operators and states. Since Mariposa County does not meet these criteria, the County would be a subrecipient to an eligible recipient. In this case, **that would likely be Caltrans,** who serves as an eligible recipient for competitive subrecipients throughout the state. Indeed, there is recent regional precedent for this—Caltrans is currently serving as an eligible recipient on behalf of Yosemite Area Regional Transportation System (YARTS) on a grant from the FY-21 cycle of this annual grant.

Mariposa County and Yosemite National Park have had preliminary conversations with Caltrans staff who manage this grant program, and anticipate expanding these conversations after adoption of the IMHS to further explore and develop a proposal to this grant program.

Federal Lands Access Program (FLAP)

The FLAP grant, administered by the Federal Highway Administration, exists to transportation facilities that provide access to, are adjacent to, or are located within Federal lands, with an emphasis on high-use recreation sites and economic generators such as Yosemite National Park. In addition to infrastructure like public roads and mobility programs like transit systems, FLAP also supports transportation facilities. It therefore stands out as a strong candidate for the **Visitor Station and Transit Hub** identified in the IMHS.

Funds are allocated by the federal government to individual states on a formula basis, with applications

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to each state's program accepted on a yearly basis. In FY 21, California's allocation was over $30M, managed by federal staff assigned to that coordinates FLAP awards throughout the Central region. Project partners, including Mariposa County and Yosemite National Park staff, should consider engaging with the Central federal lands FLAP coordinator after the IMHS is adopted to better understand the competitiveness of IMHS implementation in future grant cycles.

Community Development Block Grant (CDBG)

The CDBG program, administered by the US Department of Housing and Urban Development, includes a range of grant programs for state and local governments, all of which are intended to "to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons." The program is both highly diverse and flexible, but typically, and of most relevance to IMHS implementation, CDBG funds are used for construction of public facilities, including utilities and infrastructure, and are required to be used to benefit low- moderate-income individuals.

Construction of new housing is typically not an eligible activity for CDBG funding. Nonetheless, as with California's Infill Infrastructure Grant (discussed above), this federal grant program could be enormously beneficial for supporting the infrastructure necessary to accommodate many of the new housing communities identified in the IMHS, including the concepts for the **Field of Dreams and Dubberke, Dubberke, Lawson parcels.**

Significantly, CDBG funds can (and frequently are) used to f**und broadband/telecommunications projects,** including installation of wiring, fiber optic cables, and permanently affixed equipment such as receivers for areas to receive broadband/internet access. In addition to benefitting IMHS projects, especially the development program at Missouri Gulch, which would include co-working spaces for NPS employees, this investment could benefit others in the County by making broadband internet more accessible. Mariposa County staff, especially those in the Administration department, have experience with various CDBG grants, and should be consulted after the IMHS is adopted to collaborate on an approach for pursuing these funds to implement the document's recommendations.

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NEXT STEPS

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

MOMENTUM BUILDING

Already through the course of the project we have seen actions undertaken that springboard off the planning objectives of the IMHS. While this document may provide a basis and guidelines for next steps, the dialogue is constantly evolving and it should not be seen as a static resource.

- ***WASO*** visited the Park and has undertaken a new Housing Needs Assessment for Yosemite.
- The ***Yosemite Housing Task Force*** has been formed by Yosemite leadership to advance discussions on employee housing.
- The ***Yosemite Conservancy*** has taken an active interest in potential grant funding mechanisms in partnership with NPS to advance ideas laid out in the IMHS, particularly on the Missouri Gulch site.
- A ***Short-Term Rental Housing Study*** has been initiated by the Mariposa County Planning Department to better understand the nuances and challenges this model presents, and to investigate how other gateway communities are grappling with the issue.
- ***Legislation*** at the federal level is advancing the topic and could ultimately identify new avenues for housing development. The IMHS can contribute to this urgent conversation.
- ***Fire and severe weather*** have impacted County infrastructure, reinforcing the need for smart planning principles when considering new investment, and highlighting the importance of community bonds.
- ***Conversations have begun*** with community services such as HHSA, who are launching into site development potentials on the west side of the Field of Dreams site.

STRATEGIES FOR FURTHER EXPLORATION

We recognize that this plan is not able to develop many of the other recommendations and ideas that have been uncovered through the process. There are more sites with development potential, just as there are more policies and guidelines that could be instituted at the County or Park Service level. The following is a short list of potential avenues that warrant further exploration in subsequent studies:

- ***Untapped Potential of El Portal***

Though the IMHS explicitly focused on identifying opportunities for housing outside of Yosemite, where new investment would contribute to wider county livability objectives, the community of El Portal presents one of the best opportunities in the Yosemite region to provide additional units of workforce housing for the park. Since this area is within National Park Service jurisdiction, developing new housing in this community will be led by NPS. However, the IMHS partnership could discuss opportunities for Mariposa County to support that work.

- *Housing for Concessionaire Employees*

Housing for Park Concessionaire employees is an interest to Yosemite National Park and Mariposa County (particularly the quantity and quality of these units) but this housing fell slightly out of the scope of the IMHS. This is due to the fact that during the community engagement portion of the study concessionaire employees expressed a desired to live in the park and were not interested in relocating to an alternative site in the County. Additionally, the Park Service is responsible for oversight of concessionaire housing through a 15-year contract, and IMHS staff had established a report with park staff to address this issue. Many of the IMHS strategies do benefit concessionaire employees that have integrated into the private housing market in the gateway communities.

- *Accessory Dwelling Units*

ADU's are a state-wide strategy for establishing small secondary residences on residential parcels. Inherently affordable due to a smaller building footprint (less than 1200sq/ft), and excluded from short term rental use, ADU's are recognized by the IMHS for their potential to add workforce housing to the community housing stock. Secondary residences have been allowed in the County for decades, but California's recent incentivization of ADU development through development standards reductions has invigorated County staff to further promote ADU development. Currently County staff is drafting a ADU workbook for the region that will guide and empower individuals through the ADU entitlement and construction process.

- *Fire Recovery & Reinvestment*

The destruction from recent wildfires have placed additional stress on Mariposa County's supply of housing. However, as devastating as these losses (and the collective psychological trauma of this and other disaster events) are for individuals and the community overall, the ongoing recovery effort could provide opportunities to build back in ways that contribute to the livability objectives that the IMHS' recommendations seek to serve.

For example, recovery funds could help support construction of accessory dwelling units or improve infrastructure for residential development, which could potentially expand the amount of available housing units in the areas most affected by the fire. Significantly, this includes the communities of Midpines, which is geographically closer to Yosemite than the town of Mariposa, and served by several existing YARTS stops.

- *Increased coordination with YARTS*

While the project did not directly address the existing regional transit system (YARTS), the team recognizes the critical resource it provides. Further study is needed to consider how to fold in this transit network, and how the strategies identified in the IMHS can enhance user experiences on regional bus service. Of particular interest is the implications of the new Transportation Center and how it can complement and build upon YARTS infrastructure.

- *Coordination with other Gateway Communities*

Clearly this project has implications for other gateway communities grappling with similar issues. The ability to present the findings in the IMHS and share them more broadly will open up conversations and reveal the larger picture of strategies and innovative solutions that communities across the country are attempting. National Park destinations may only be one type of context — there are similarities to be explored at other tourism destinations both in the US and abroad.

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- *Advancement of other concurrent County planning efforts*

This project specifically did not choose properties that were already being considered for other development or planning purposes. The Mariposa Creek Parkway Phase 4 (Pfremmer Property) is a good example. As the planning study moves to completion, the application of the strategies included here might lead to rapid advancement of site development or coordinated infrastructure investments.

- *Development of Other High-Scoring Sites*

As noted repeatedly in the document, there are a number of other development sites with significant potential that should be explored. The priority sites that were selected for the IMHS should be seen as example investigations and basic frameworks to build upon. If any of these initial studies advance to completion, they should be evaluated as case studies with an eye toward improving on the next site, especially as the policy environment evolves.

CONCLUSION

The IMHS has identified a mix of coordinated mobility and housing strategies that support a vibrant and increasingly livable Mariposa County. It addresses many systemic issues stemming from the complex relationship between the County, tourism to Yosemite National Park, and the National Park Service workforce and institutional mandate.

These are not new questions, but they are becoming increasingly painful to ignore. Renewed energies are focusing-in on the topic around the country, as gateway communities strive to protect their quality of life and the resources that drive visitation for recreation, respite, and renewal.

Importantly, it's not about making Mariposa into something it's not. This is not about importing a sanitized version of a rural lifestyle in a rugged setting. The geography of the foothills will continue to limit infrastructure improvements; extreme weather events will (and always have been) a fact of life in the Sierra; people will continue to be drawn to this place for its special character. But by serving those that serve the resource, better experiences for visitors to Yosemite will yield an increased understanding of environmental values and the important role these destinations play in our national psyche, and Mariposa County residents will be better able to retain the special ties they have to the awe-inspring but sensitive and deeply-cultural resources that drew them to this landscape.

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A

APPENDIX

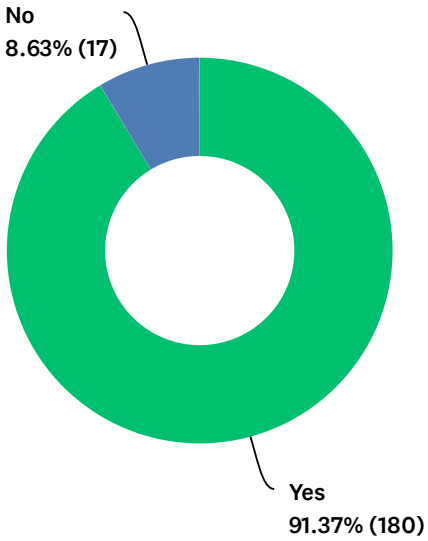
COMMUNITY SURVEY REPORT

The following pages include the raw data results from the online community survey conducted during the Summer of 2021. The survey was distributed and available to all County residents, including Yosemite employees and concessioner staff. Almost 200 responses were received.

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q1 Do you live in Mariposa County?

Answered: 197 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	91.37%	180
No	8.63%	17
TOTAL		197

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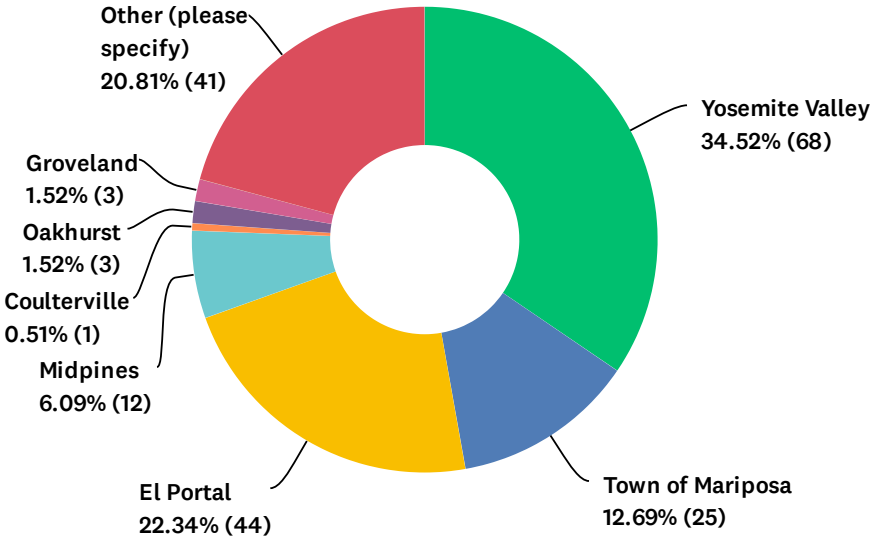
Q2 Where do you live?

Answered: 197 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yosemite Valley	34.52%	68
Town of Mariposa	12.69%	25
El Portal	22.34%	44
Midpines	6.09%	12
Coulterville	0.51%	1
Oakhurst	1.52%	3
Groveland	1.52%	3
N/A	0.00%	0
Other (please specify)	20.81%	41
TOTAL		197

#	OTHER (PLEASE SPECIFY)	DATE
1	Wawona	6/30/2021 12:42 AM
2	Wawona	6/26/2021 10:03 PM
3	wawona	6/26/2021 5:25 PM
4	Orange County	6/25/2021 11:22 PM
5	Fish Camp	6/25/2021 1:26 PM
6	Yosemite West	6/24/2021 10:15 PM
7	wawona	6/24/2021 8:33 PM
8	Wawona	6/24/2021 6:03 PM

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9	Wawona	6/24/2021 7:34 AM
10	Bootjack	6/23/2021 7:14 AM
11	Forestville CA	6/22/2021 11:17 AM
12	Wawona	6/21/2021 5:49 PM
13	Fresno, CA	6/20/2021 10:56 AM
14	Triangle Rd	6/20/2021 9:50 AM
15	Foresta	6/20/2021 9:33 AM
16	Foresta	6/20/2021 9:20 AM
17	Fish Camp	6/20/2021 8:22 AM
18	Foresta	6/20/2021 6:38 AM
19	Arizona	6/18/2021 1:33 PM
20	Lush Meadows area	6/17/2021 7:49 AM
21	Mormon Bar	6/13/2021 4:43 AM
22	Darrah Road	6/11/2021 8:30 PM
23	Wawona	6/11/2021 12:31 PM
24	Wawona	6/11/2021 9:48 AM
25	Foresta	6/9/2021 2:58 PM
26	Wawona	6/9/2021 2:58 PM
27	Wawona	6/9/2021 9:53 AM
28	Ponderosa Basin	6/9/2021 9:38 AM
29	Yosemite West	6/9/2021 9:21 AM
30	Wawona	6/5/2021 1:05 PM
31	WBP, FL 33401	6/4/2021 1:35 PM
32	Bootjack	6/3/2021 11:09 AM
33	Yosemite West	6/2/2021 9:40 PM
34	Foresta	5/28/2021 10:17 PM
35	Mariposa	5/27/2021 7:22 PM
36	WAWONA	5/27/2021 5:30 PM
37	Jerseydale	5/27/2021 2:02 PM
38	Both Yosemite Valley and Mariposa	5/27/2021 12:37 PM
39	Wawona	5/27/2021 10:56 AM
40	Ponderosa Basin	5/27/2021 10:19 AM
41	Close to the town of Mariposa	5/26/2021 2:25 PM

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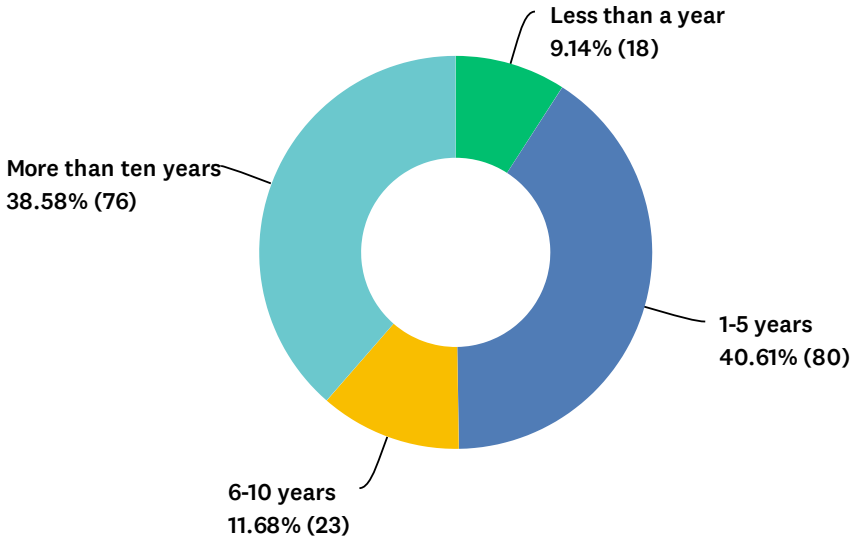
Q3 How long have you lived there?

Answered: 197 Skipped: 0



ANSWER CHOICES	RESPONSES	
Less than a year	9.14%	18
1-5 years	40.61%	80
6-10 years	11.68%	23
More than ten years	38.58%	76
TOTAL		197

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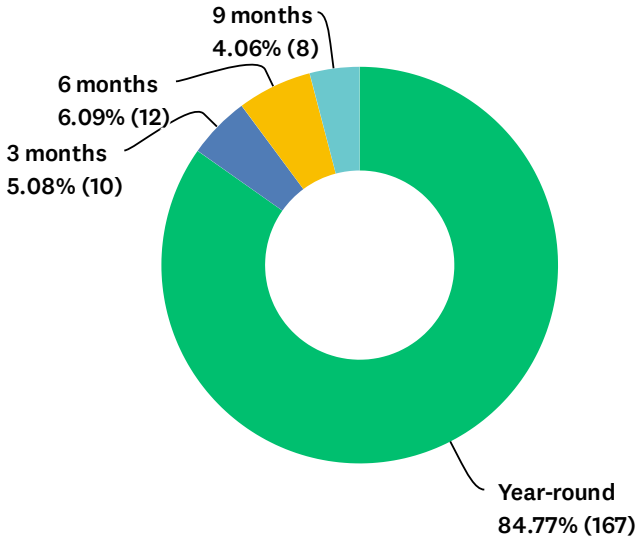
Q4 What part of the year do you live there?

Answered: 197 Skipped: 0



ANSWER CHOICES	RESPONSES	
Year-round	84.77%	167
3 months	5.08%	10
6 months	6.09%	12
9 months	4.06%	8
TOTAL		197

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Q5 What do you love about where you live?

Answered: 175 Skipped: 22

#	RESPONSES	DATE
1	night sky	7/7/2021 11:30 AM
2	Small community feel	7/7/2021 12:25 AM
3	Convenient to Oakhurst; Reasonably priced rental	6/30/2021 12:42 AM
4	Nature	6/26/2021 10:03 PM
5	Natural beauty and it not being crowded	6/26/2021 5:25 PM
6	Peaceful forest surroundings The quiet of winter	6/25/2021 1:26 PM
7	Quiet, close access to Yosemite and Sierra Nevada outdoor activities.	6/25/2021 11:46 AM
8	Not feeling isolated. I have lived in el portal and Yosemite valley and they make it convenient for work but really hard outside of that. Especially winter.	6/25/2021 7:02 AM
9	It's Yosemite -- what else?!	6/24/2021 10:15 PM
10	The peace and quiet, a dark sky at night. Neighborhood feeling	6/24/2021 8:33 PM
11	being in the Wawona area. It is our vacation home and we do rent it out through the Redwoods	6/24/2021 6:03 PM
12	community	6/24/2021 2:45 PM
13	Beauty, history, community, safety	6/24/2021 7:34 AM
14	It is affordable and convenient. Plus beautiful location.	6/24/2021 1:09 AM
15	3200’ elevation, seasons, solitude, meeting friends socially in town,	6/23/2021 7:14 AM
16	Beautiful place, lovely people.	6/22/2021 5:32 PM
17	The community and the location	6/22/2021 3:31 PM
18	access to both town services / businesses and recreation (Yosemite, foothills, national forest)	6/22/2021 3:15 PM
19	The low population numbers. The chance of snow in the winter. Being close to Yosemite.	6/22/2021 3:12 PM
20	Like? It's worse than prison	6/22/2021 2:38 PM
21	Peace & quiet	6/22/2021 11:26 AM
22	It’s incredible!	6/22/2021 11:20 AM
23	Climate diversity liberal	6/22/2021 11:17 AM
24	Yosemite valley	6/22/2021 10:58 AM
25	Community, Yosemite NP	6/22/2021 10:33 AM
26	Accessibility to world-class hiking and climbing without the necessity of driving a vehicle. The appeal is that I never have to leave Yosemite Valley. I can wake up, climb, and then walk to work.	6/22/2021 8:40 AM
27	I get to live in Yosemite. Can't argue with the cost of rent either	6/22/2021 1:39 AM
28	It’s full of life: great community, thriving gardens and houses full of character.	6/21/2021 9:37 PM
29	It's walkable and not terribly far from where I work in El Portal. Stockton Creek Preserve.	6/21/2021 7:52 PM
30	I get to live in Yosemite! I get to walk to work.	6/21/2021 7:32 PM
31	The beauty of Yosemite and the strength of the community.	6/21/2021 9:20 AM

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32	The good parts of the community The forestry The freedom to enjoy nature Being able to work and live in the park The people who care about preserving nature	6/20/2021 8:05 PM
33	It's Yosemite, I can hike out my door, swim across the street, ski in the winter, ride my bike to work. I have one of the best jobs in the world, I get up every day happy to go to work, and there is an incredible community of people in and around the Park. I can volunteer in the park, and in the Summer, access the high country and the Eastside. In the winter, there's loads of Central Valley wildlife reserves to bird in when I'm tired of the cold. SF and the central coast are close enough for weekend visits. Amstock, Sal's, the Bug, the Mobil, swimming holes, dark night skies, clean rock, resinous forest wind, wildflowers climbing the west slope as spring move up… bears, bobcats, brodeias, sequoias, snowpack, you name it. Everything is here but the ocean.	6/20/2021 6:07 PM
34	Access to downtown Mariposa.	6/20/2021 5:20 PM
35	It's peaceful and a small community.	6/20/2021 4:59 PM
36	Huff	6/20/2021 4:36 PM
37	Waking up and seeing Half Dome	6/20/2021 1:54 PM
38	the nature, community, and sense of connection	6/20/2021 12:16 PM
39	Living so close to the park!	6/20/2021 12:00 PM
40	it's in beautiful Yosemite!	6/20/2021 11:48 AM
41	Close to the river, quiet, secluded, great community.	6/20/2021 11:25 AM
42	Close proximity to my family.	6/20/2021 10:56 AM
43	Proximity to activities, sanctity of nature, etc.	6/20/2021 10:21 AM
44	The area	6/20/2021 9:50 AM
45	It's beautiful and quiet.	6/20/2021 9:50 AM
46	This is home. We need housing closer to the park. Groveland and Mariposa and Midpines etc. are too far away and the drive is too dangerous! It is not sustainable. I had to leave the area for 6 mos because I couldn't find housing. With Airbnb and rising rents, we have a disaster on our hands.	6/20/2021 9:33 AM
47	The privilege of living in Yosemite Valley; proximity to work (pre-COVID); having a outdoor space to entertain friends/family	6/20/2021 9:22 AM
48	quiet, beautiful, inside the park	6/20/2021 9:20 AM
49	The community, close to work, no commute. Sense of pride of keeping a historic home in clean and good condition.	6/20/2021 9:06 AM
50	Proximity to Yosemite, and I've grown up here.	6/20/2021 8:22 AM
51	the location!	6/20/2021 7:51 AM
52	Accessibility to the outdoors	6/20/2021 7:37 AM
53	Inside Yosemite	6/20/2021 6:38 AM
54	The environment and people within it	6/20/2021 3:24 AM
55	Born and bred.	6/18/2021 1:33 PM
56	I love living in the Sierras with Yosemite nearby. I love our small town, the bars with live music, the live music in the park.	6/18/2021 10:59 AM
57	short commute to work	6/18/2021 2:52 AM
58	Commute to work	6/17/2021 3:34 PM
59	Location	6/17/2021 3:00 PM
60	Living inside the park close to work	6/17/2021 12:26 PM

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

61	Not much	6/17/2021 11:16 AM
62	Quiet	6/17/2021 7:49 AM
63	Living in the park.	6/16/2021 11:54 PM
64	The beauty of walking back forth to work since my schedule changes and no being stuck in a car or bus. I love to walk	6/16/2021 10:38 PM
65	I love the community and being in an optimal location to Yosemite.	6/16/2021 1:13 PM
66	It is close to the park and the RMS building. Both of which I frequent on work days.	6/16/2021 9:59 AM
67	Living in the park	6/15/2021 9:20 AM
68	being alone	6/14/2021 7:26 PM
69	The commute to work is typically about 30 mins, the community of people, local community events, safety of the neighborhood.	6/14/2021 7:09 PM
70	nothing	6/14/2021 6:57 PM
71	the people	6/14/2021 8:20 AM
72	The community, the river, the beauty, the access are some of the things that I love the most.	6/14/2021 7:44 AM
73	The commute	6/13/2021 1:43 PM
74	Peaceful, private, wildlife and vegetation	6/13/2021 4:43 AM
75	rural community and life away from work; personal space	6/12/2021 1:46 PM
76	Good people. Decent access to Yosemite. Great access to USFS land for running, biking, and firewood.	6/12/2021 9:41 AM
77	affordable rent, access to forest service roads for recreation	6/12/2021 9:26 AM
78	Quiet, area has good recreation opportunities. Mariposa has good amount of law enforcement, feel safe!	6/11/2021 8:30 PM
79	Rural area close to a town, within 45 minutes of work in El Portal.	6/11/2021 7:53 PM
80	Access to the outdoors / location	6/11/2021 3:37 PM
81	Privacy	6/11/2021 1:00 PM
82	Community, closeness to work	6/11/2021 12:31 PM
83	It’s in the park. No commute. Easy walking. Close to work.	6/11/2021 11:15 AM
84	close to park	6/11/2021 10:03 AM
85	close but not too close to town, enough acreage to buffer between neighbors	6/11/2021 10:00 AM
86	Recreational opportunities, and small town mountain life	6/11/2021 9:48 AM
87	My roommates	6/11/2021 8:53 AM
88	Quiet	6/10/2021 12:56 PM
89	Winters	6/10/2021 12:55 PM
90	Foresta road	6/10/2021 9:34 AM
91	Close to town and my work duty station in Yosemite Valley	6/10/2021 9:27 AM
92	Vibrant multi-generational community, closeness to work / easy commute, beauty, proximity to recreation (park, river, etc)	6/10/2021 8:22 AM
93	Small close community. Fresh air, clean water, mountains.	6/10/2021 12:08 AM
94	It is near the one trail in town	6/9/2021 3:00 PM
95	Close to Yosemite Valley	6/9/2021 2:58 PM

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

96	Inside the park, close to office, close to recreation opportunities.	6/9/2021 2:58 PM
97	Everything, the seasons, the people and the waterfalls.	6/9/2021 2:14 PM
98	Location, location, location	6/9/2021 1:25 PM
99	Access to the park, river and the community.	6/9/2021 12:59 PM
100	Close to the park, great community	6/9/2021 10:44 AM
101	space, being in mountains, tall trees	6/9/2021 10:23 AM
102	Location	6/9/2021 10:01 AM
103	It’s in Mariposa County	6/9/2021 9:53 AM
104	Walking distance to work	6/9/2021 9:46 AM
105	Natural beauty, quiet, great neighbors, proximity to Yosemite	6/9/2021 9:38 AM
106	The community, the river, and the schools.	6/9/2021 9:30 AM
107	Proximity to work in the park	6/9/2021 9:21 AM
108	being near nature, being away from the city, access to recreation, community	6/9/2021 9:16 AM
109	Location	6/8/2021 7:06 PM
110	I like the remoteness of the area. It's less crowded than the park.	6/8/2021 2:15 PM
111	Love it friends and neighbors, if we didn’t have a river to recreate in during hot months I would be out of here	6/8/2021 1:08 PM
112	Nature, community	6/5/2021 1:05 PM
113	I love the location, obviously. My neighbors are wonderful and I think the house is cute and quaint.	6/4/2021 3:48 PM
114	not much...just the palm trees	6/4/2021 1:35 PM
115	The house is spacious, clean, the appliances work, and there is plenty of parking.	6/3/2021 12:12 PM
116	great community, the sound of the river, surrounded by open space	6/3/2021 11:16 AM
117	Community, access to river	6/3/2021 11:12 AM
118	The view! I'm on top of a mountain without too many neighbors and look out over the spring hill area	6/3/2021 11:09 AM
119	Access to Yosemite, having neighbors who also work for the park	6/3/2021 10:33 AM
120	The park. How could one not love living IN Yosemite?	6/3/2021 10:30 AM
121	The environment, community, proximity to Yosemite Valley and the Yosemite Valley School and community.	6/2/2021 9:40 PM
122	The river, the views, the community, the valley school and teachers!	6/2/2021 7:06 PM
123	The forest	6/2/2021 4:43 PM
124	Community, landscape, quiet, close to YNP	6/2/2021 4:02 PM
125	Living by the river and in a place where I can walk without cars, not having to lock my doors, small community, being by the park.	6/1/2021 9:37 AM
126	It's beautiful	5/30/2021 1:38 PM
127	being located in Yosemite Valley	5/30/2021 12:42 PM
128	Sunsets	5/30/2021 10:56 AM
129	Quiet, rural feel	5/30/2021 9:46 AM
130	It’s my own space	5/29/2021 1:54 AM

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

131	Beautiful, community, having a yard, quiet, in Yosemite	5/28/2021 10:17 PM
132	The nature	5/28/2021 6:18 PM
133	It's beautiful!	5/28/2021 5:24 PM
134	Being in a small town in the canyon that's close to Yosemite!	5/28/2021 5:15 PM
135	Being in the valley and walking distance to work	5/28/2021 1:38 PM
136	The community, the Merced River, the adventures at every bend of the mountains/river,	5/28/2021 12:26 PM
137	I love the location and proximity to the park.	5/28/2021 11:21 AM
138	I love the fact that I am surrounded by a gorgeous environment and that I am able to explore that environment with little or no preparation.	5/28/2021 9:15 AM
139	Living in such a beautiful location. Close to work.	5/28/2021 8:41 AM
140	Inbetween town and park location. Not a bad location. I can have a garden!!!!! After living in Yosemite Valley for 12 years, this is a treat.	5/28/2021 5:51 AM
141	Everything except aramark	5/28/2021 5:07 AM
142	Beautiful, unique location	5/27/2021 9:55 PM
143	The beautiful location, the walkability to friends houses and places to eat like the pizza deck, the hiking opportunities	5/27/2021 9:55 PM
144	Being involved with the people that make this place 'go', and being of service while I'm here.	5/27/2021 9:49 PM
145	Everything except the fires.	5/27/2021 9:46 PM
146	Being close to town (we both work in Mariposa) but also close to the river and the Valley.	5/27/2021 9:39 PM
147	The people, the,beauty.	5/27/2021 8:00 PM
148	location, safe neighborhood, the people, the river, the plants and animals, the trails	5/27/2021 7:51 PM
149	People	5/27/2021 7:22 PM
150	Close to my friends who live here, community events.	5/27/2021 6:21 PM
151	Proximity to work, close to Yosemite	5/27/2021 6:01 PM
152	The beauty and how peaceful it is	5/27/2021 5:41 PM
153	Beautiful area	5/27/2021 5:30 PM
154	The Beauty, but the rent is nice	5/27/2021 3:45 PM
155	The community. Small. Non commercial and YOSEMITE!	5/27/2021 3:05 PM
156	Solitude	5/27/2021 2:02 PM
157	It’s Yosemite!	5/27/2021 1:59 PM
158	Community, accessibility to the park/high country/east side.	5/27/2021 1:38 PM
159	Nature	5/27/2021 1:33 PM
160	Access to outdoors, cheap rent that’s auto deducted from paychecks, close proximity to work, affordable, amenities,	5/27/2021 1:28 PM
161	Community	5/27/2021 1:11 PM
162	The scenic beauty of the area	5/27/2021 1:10 PM
163	Community	5/27/2021 1:07 PM
164	Access to Yosemite National Park.	5/27/2021 12:58 PM
165	Yosemite!	5/27/2021 12:37 PM
166	The beauty	5/27/2021 12:15 PM

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167	The steady community and changing seasons	5/27/2021 11:48 AM
168	Off-season, I love the quiet, beauty, and solitude.	5/27/2021 10:56 AM
169	The park in general.	5/27/2021 10:49 AM
170	Natural, rural, weather (mostly), Yosemite	5/27/2021 10:41 AM
171	The rural life, swimming in the river, hiking eveywhere.	5/27/2021 10:41 AM
172	Great neighbors, 2 acres with stream and trees, wildlife	5/27/2021 10:19 AM
173	I am retired so I am thankful for the conveniences that I have I town.	5/26/2021 4:16 PM
174	Natural Beauty, access to nature and nature based activities. Small friendly community.	5/26/2021 2:25 PM
175	good	5/26/2021 12:15 PM

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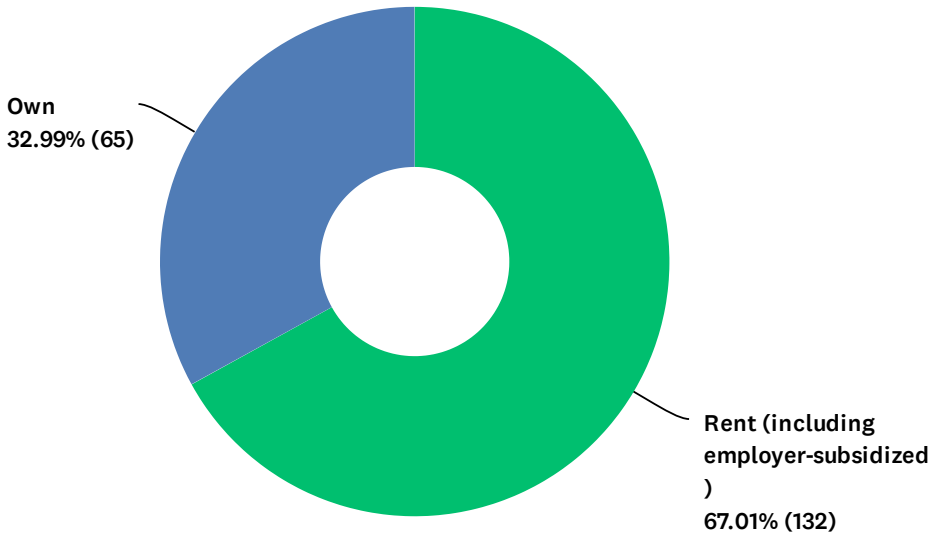
Q6 Do you rent or own your home?

Answered: 197 Skipped: 0



ANSWER CHOICES	RESPONSES	
Rent (including employer-subsidized)	67.01%	132
Own	32.99%	65
TOTAL		197

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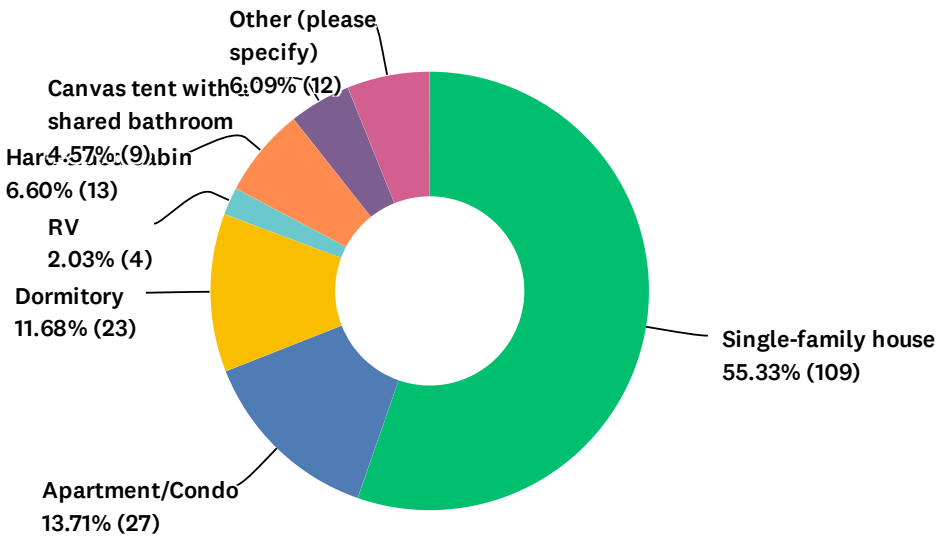
Q7 What kind of home do you live in?

Answered: 197 Skipped: 0



ANSWER CHOICES	RESPONSES	
Single-family house	55.33%	109
Apartment/Condo	13.71%	27
Dormitory	11.68%	23
RV	2.03%	4
Hard-sided cabin	6.60%	13
Canvas tent with a shared bathroom	4.57%	9
Other (please specify)	6.09%	12
TOTAL		197

#	OTHER (PLEASE SPECIFY)	DATE
1	WOB	6/20/2021 1:54 PM
2	3 bedroom	6/20/2021 12:04 PM
3	Wob (hard sided tent) with shared facilities	6/20/2021 3:24 AM
4	studio on top of a house	6/16/2021 9:59 AM
5	converted garage	6/14/2021 7:44 AM
6	1 bedroom with bath shared kitchen	6/13/2021 1:43 PM
7	Single-wide trailer.	6/12/2021 9:41 AM
8	Single-wide trailer with ramada installed over it	6/12/2021 9:26 AM
9	I rent an apartment in a divided single-family home	6/10/2021 9:27 AM
10	Dorm	5/28/2021 8:41 AM

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11	Mobile Home	5/27/2021 1:10 PM
12	Tent in Yosemite, trailer in Mariposa	5/27/2021 12:37 PM

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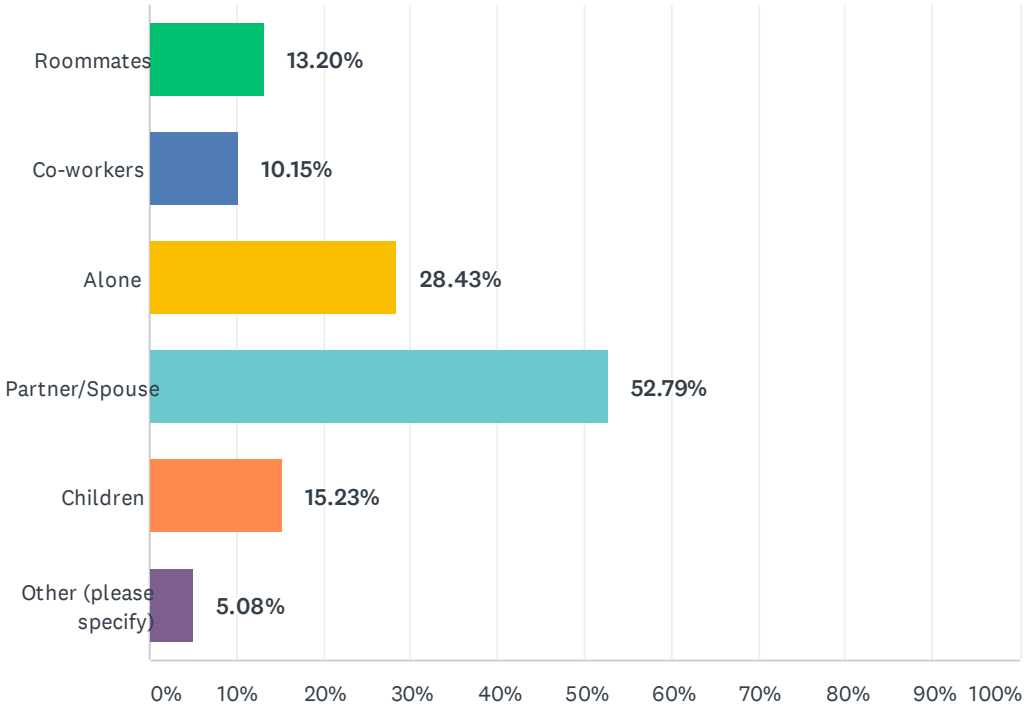
Q8 Who do you live with? Select all that apply.

Answered: 197 Skipped: 0



ANSWER CHOICES	RESPONSES	
Roommates	13.20%	26
Co-workers	10.15%	20
Alone	28.43%	56
Partner/Spouse	52.79%	104
Children	15.23%	30
Other (please specify)	5.08%	10
Total Respondents: 197		

#	OTHER (PLEASE SPECIFY)	DATE
1	Currently alone, but once cover restrictions are lifted, will have roommates	6/22/2021 8:40 AM
2	Mom	6/20/2021 12:04 PM
3	Family	6/20/2021 9:50 AM
4	Have friends who stay over when it gets to hot in there tent	6/20/2021 3:52 AM
5	Family	6/17/2021 3:00 PM
6	Mr. Fuzz, a gray tabby cat. He's a mellow roommate, but doesn't hold up his end of the chores.	6/3/2021 10:30 AM
7	My parents	5/28/2021 12:26 PM
8	Usually I have a roommate, but with covid single-occupancy rules.	5/28/2021 9:15 AM

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9	After covid restrictions are lifted we will be assigned a roommate	5/28/2021 8:41 AM
10	Pet	5/27/2021 9:55 PM

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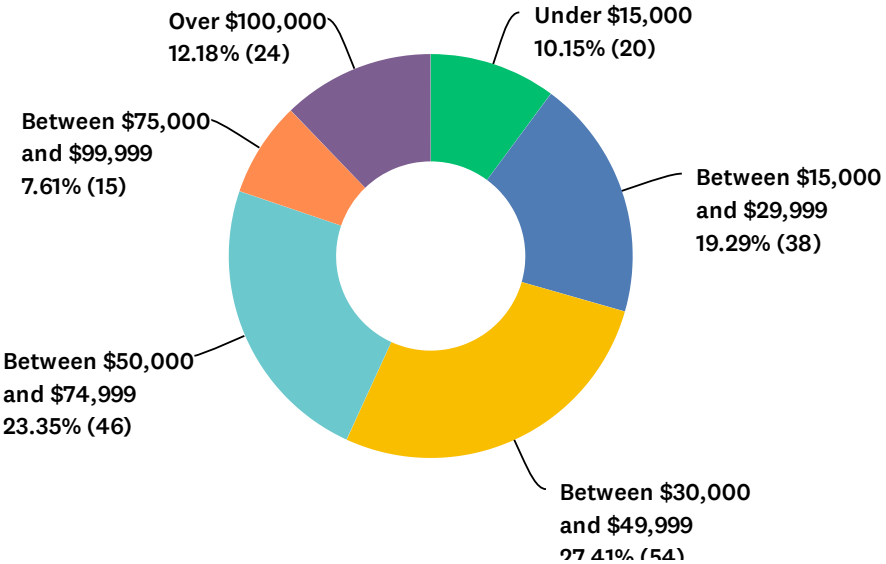
Q9 What is your annual salary/income?

Answered: 197 Skipped: 0



ANSWER CHOICES	RESPONSES	
Under $15,000	10.15%	20
Between $15,000 and $29,999	19.29%	38
Between $30,000 and $49,999	27.41%	54
Between $50,000 and $74,999	23.35%	46
Between $75,000 and $99,999	7.61%	15
Over $100,000	12.18%	24
TOTAL		197

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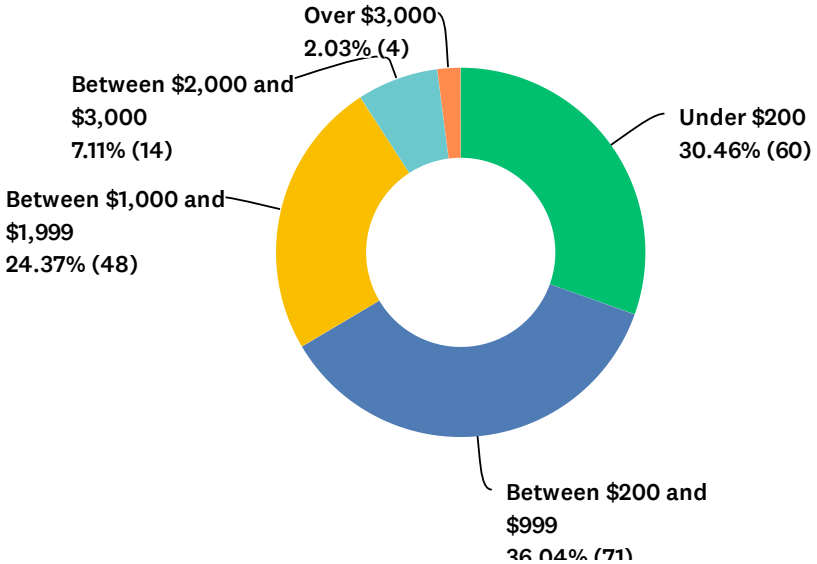
Q10 What is your total monthly cost of housing (rent or mortgage)?

Answered: 197 Skipped: 0



ANSWER CHOICES	RESPONSES	
Under $200	30.46%	60
Between $200 and $999	36.04%	71
Between $1,000 and $1,999	24.37%	48
Between $2,000 and $3,000	7.11%	14
Over $3,000	2.03%	4
TOTAL		197

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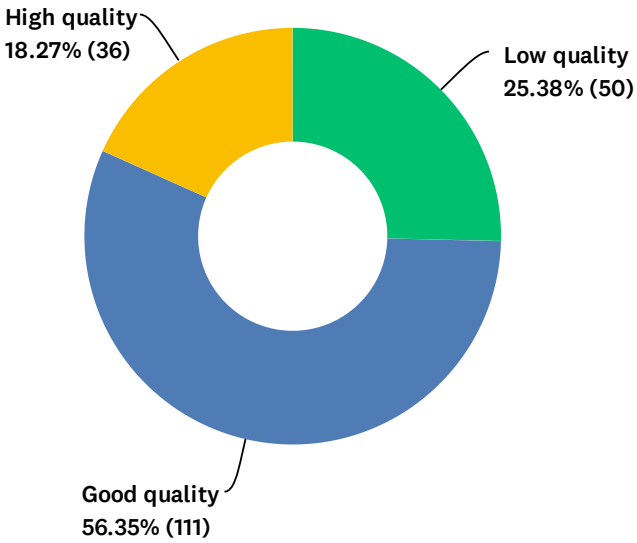
Q11 How would you rank the condition where you live?

Answered: 197 Skipped: 0



ANSWER CHOICES	RESPONSES	
Low quality	25.38%	50
Good quality	56.35%	111
High quality	18.27%	36
TOTAL		197

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Q12 What do you dislike about where you live?

Answered: 170 Skipped: 27

#	RESPONSES	DATE
1	commute to work	7/7/2021 11:30 AM
2	Visitors disregard for traffic sign, Auth Veh. Only, No Parking and Do Not Enter signs/Little being done about it.	7/7/2021 12:25 AM
3	Extreme number of rental cabins with very limited enforcement ability with regard to noise, parking, and number of people gathering. Ordinances need to be created and enforceable by NPS law enforcement.	6/30/2021 12:42 AM
4	Not enough privacy, reading to get into the park	6/26/2021 10:03 PM
5	poor county services--poor road maintenance, garbage pickups are often missed. Too much traffic on Hwy 41. We can't get out to shopping certain times of the day due to traffic backups at the Yosemite entrance station. Daily admittance to Yosemite needs to be decreased and reservation checking process at gates needs to be much more efficient.	6/26/2021 5:25 PM
6	Lack of services: Needle collection Poor condition of secondary roads Forest Dr. , Laurel Ave., Fishcamp Lane, Silvertip Rd	6/25/2021 1:26 PM
7	Lack of medical services, cultural diversity, and economic industry for jobs.	6/25/2021 11:46 AM
8	It’s far from work. The commute in the winter time is relatively dangerous with snow and ice	6/25/2021 7:02 AM
9	Dirt and weeds everywhere, zero effort to make employee housing better, emergency repairs only	6/25/2021 1:26 AM
10	Road conditions. Potholes need fixing.	6/24/2021 10:15 PM
11	High Fire danger, emergency services need more funding and supporr	6/24/2021 8:33 PM
12	drive to the store, drive to the doctor, drive to the dentist, drive, drive, drive. Also the 5th season is longer than it used to be. That season is when the temps reach in the triple digits during the day and night temps don't drop below 90F. I call it HELL	6/24/2021 2:45 PM
13	Natural hazards: smoke, fire, wind; distance to hospitals.	6/24/2021 7:34 AM
14	Far away from necessities. Dated amenities in every home.	6/24/2021 1:09 AM
15	Five acre lot next door turned into an animal circus with 4 horses, 6 goats, pigs, turkeys, chickens, 6 dogs and a donkey!!	6/23/2021 7:14 AM
16	Tents are super hot in the summer and below freezing in the winter	6/22/2021 5:32 PM
17	Traffic on our stry	6/22/2021 3:31 PM
18	difficult to access quality reliable health care and other services (contractors and other skilled workers never call me back when I request help)	6/22/2021 3:15 PM
19	The summer heat and fires I dislike.	6/22/2021 3:12 PM
20	Yolanda not trust worthy, Housing leads not trustworthy.	6/22/2021 2:38 PM
21	I love it!	6/22/2021 11:26 AM
22	Fire danger earthquake risk,	6/22/2021 11:17 AM
23	Aramark. Not allowed to have guests or visitors. Whether they are from another housing area Aramark or nps or outside guests. Aramark claims it’s due to covid however we are at much higher risks during at work activities	6/22/2021 10:58 AM
24	The heat.	6/22/2021 10:33 AM

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

25	Living in a food desert.	6/22/2021 8:40 AM
26	Lack of gender neutral bathrooms. Lack of private individual bathing facilities. No personal running water. Shared kitchen and bathroom facilities. The housing office manager reserves better housing for her friends. No regard for transgender employees.	6/22/2021 1:39 AM
27	It’s expensive and hot.	6/21/2021 9:37 PM
28	Surrounded by AirBnBs now. I miss living in a neighborhood with actual neighbors.	6/21/2021 7:52 PM
29	I wish more transportation was available . There use to be a regular free bus that went from Wawona to the Valley and back on a regular basis.	6/21/2021 5:49 PM
30	There are constant repairs that need to be made. My door wouldn't even stay shut a couple days ago, and it took a whole week for someone to come by and fix it. No central ac, pest problems in the kitchen prevent me from keeping food in my cupboard.	6/21/2021 9:20 AM
31	Disrespectful people Sexual harassment Guests who don’t care about Yosemite Lack of attention to basic appliances that need to be fixed	6/20/2021 8:05 PM
32	Unlike NPS housing, my home is in the middle of visitor activity and I’m frequently woken up by late night drunk visitors (I’ve also lived in Lower Housing, El Portal and Foresta where I could sleep on my porch and not be woken up), there’s no space out of the public view outside the housing, it’s located between two areas that have 100s of fire rings that load the air with particulates all summer long, I have no cover for my vehicle, the parking spots are about 12 inches wider than my compact sized vehicle and therefore my car is constantly being damaged. Also, plowing for employee lots is very poor, sporadic and mostly relies on residents to clear snow other than a single narrow lane. Aramark also has significant backlogs in maintenance and took weeks and sometimes months to fix really important things like heat stopping and sewage drains backing up into buildings repeatedly. Also, the clinic no longer provides primary care and finding dental, medical, & vision care for full-time residents is a nightmare and often requires trips to the Central Valley. Also, concession housing is severely overcrowded in assigned rooms/tents, kitchens, common areas, and bathrooms.	6/20/2021 6:07 PM
33	Commute to work and resulting difficulty of finding community since my family is either working or commuting most days.	6/20/2021 5:20 PM
34	Zero cell service, poor internet service, frequent power outages, high rent and few home improvements for the $$	6/20/2021 4:59 PM
35	The community space. There is no community Center to watch TV and hang out with friends.	6/20/2021 1:54 PM
36	It’s old and when the power we don’t get AC and everyone else does	6/20/2021 12:04 PM
37	It’s expensive, I wish I could live inside the park, the housing is poor quality	6/20/2021 12:00 PM
38	Yosemite needs more dorm-style housing, like what was built in 2007	6/20/2021 11:48 AM
39	I know that if I advance higher into my organization where I do not have employer provided housing, I won’t be able to live in el portal/it will be a significant portion of my income to pay my rent.	6/20/2021 11:25 AM
40	The heat, and the 3 hour commute to work.	6/20/2021 10:56 AM
41	Facilities are not properly cleaned/maintained, guests make their way into our kitchens/bathrooms/parking areas, and the housing staff is usually pretty indifferent.	6/20/2021 10:21 AM
42	Fire	6/20/2021 9:50 AM
43	The threat of forest fires every year.	6/20/2021 9:50 AM
44	It is old and full of pests and plumbing problems!	6/20/2021 9:33 AM
45	Non-emergency maintenance concerns take an inordinate amount of time to be fixed	6/20/2021 9:22 AM
46	Far from groceries/health care; filled with mostly vacation homes, only one road out in case of fire	6/20/2021 9:20 AM
47	Housing manager plays favorites. Does not always give the legal notice before entering my house. Rent is going up exponentially while our salaries are stagnant and living conditions do not get better.	6/20/2021 9:06 AM

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

48	Yosemite park traffic backing up into town, long lines at the gate. (Worse with the reservation system).	6/20/2021 8:22 AM
49	Not having a bathroom in my space. Having something a little bit larger(even without a bathroom) would be a step up!	6/20/2021 7:51 AM
50	Bathrooms & kitchens get dirty fast because no one knows how to clean up after themselves	6/20/2021 7:37 AM
51	Nothing	6/20/2021 6:38 AM
52	The constant fear of getting roommates the space is extremely small	6/20/2021 3:24 AM
53	12 miles from grocery store.	6/18/2021 1:33 PM
54	Nightly rentals in my neighborhood instead of single family homes. Get rid of AirBB type rentals in what should be family neighborhoods. Monthly rentals are needed for Park employees and families in Mariposa. I know everyone knows this is the problem with lack of rentals, but the ones making the decisions have rentals themselves and are reluctant to fix the problem. Homeless people living around and leaving trash and having fires. Need a plan for these poor people.	6/18/2021 10:59 AM
55	no cell service in my room, parking difficult at times, small	6/18/2021 2:52 AM
56	Nothing	6/17/2021 3:34 PM
57	Nothing	6/17/2021 3:00 PM
58	The building needs serious repairs not just quick fix	6/17/2021 12:26 PM
59	The drive, the isolation.	6/17/2021 11:16 AM
60	High cost of fire insurance, summer heat, worried about well going dry (it has not gone dry previously).	6/17/2021 7:49 AM
61	nothing	6/16/2021 11:54 PM
62	I like everything.	6/16/2021 10:38 PM
63	There are minimal opportunities to own a home. Even in Midpines or Mariposa, there isn't a large market and it sounds like folks are making cash offers above asking price - there is no way for a government employee to compete with that.	6/16/2021 1:13 PM
64	It is very small, no heat other than a wood burning stove, no AC... the amenities are quite rudimentary and beyond anything it was VERY VERY hard to acquire a rental unit.	6/16/2021 9:59 AM
65	A roommate; don’t have my own apartment or kitchen	6/15/2021 9:20 AM
66	The landlord	6/14/2021 7:26 PM
67	The extremely limited supply of opportunities to buy a home in El Portal.	6/14/2021 7:09 PM
68	Yolanda	6/14/2021 6:57 PM
69	fires	6/14/2021 8:20 AM
70	I don't really save money since the rent is pretty high and the work I do isn't very lucrative. We have an overpriced grocery store and a few dining options.	6/14/2021 7:44 AM
71	I need my own kitchen	6/13/2021 1:43 PM
72	Distance to Yosemite Valley	6/13/2021 4:43 AM
73	commute time to work, fire hazard, inability to find housing opportunities to buy home for long-term	6/12/2021 1:46 PM
74	Fear of wildfire 5 months/year. Hot. We rent, so it feels like our money is being wasted on rent instead of improvements on a home that we own.	6/12/2021 9:41 AM
75	We are having trouble with deer mice and other vermin in the walls and roof; w/d has occasional problems that we repair; no fire clearance; inefficient to heat and cool	6/12/2021 9:26 AM
76	Roads need better maintenance. Roads sides overgrown hard to maintain a defensible zone. Need to raise taxes!	6/11/2021 8:30 PM

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

77	High cost of living, increasing taxes, people speed on our road	6/11/2021 7:53 PM
78	shared toilet	6/11/2021 3:37 PM
79	Long commute.	6/11/2021 1:00 PM
80	Difficult to get NPS B&G to repair things , they are not a good landlord	6/11/2021 12:31 PM
81	expensive!!! we don't get paid near enough for rent around here!!!	6/11/2021 10:03 AM
82	The road I live on (Ben Hur) can be quite busy. I also am close enough to 49 that I hear a lot of traffic noise at times.	6/11/2021 10:00 AM
83	The lack of work opportunities, the fact that many promotions happen in house rather than being fairly and competitively hired, the high cost of living, all the second homes	6/11/2021 9:48 AM
84	The floors are wonky, the walls paper thin, eventually will have to have a roommate and it is hard to fit two people into a dorm	6/11/2021 9:40 AM
85	It’s far from work. The neighbors fire guns indiscriminately in the middle of the night. We lose power often. WiFi is expensive and unreliable. It’s very hard to find something affordable.	6/11/2021 8:53 AM
86	I rent from a private homeowner in old EP and I constantly worry that she is going to try to sell the house and kick me out, forcing me to have to search for housing again. She has already offered to sell to other people, so housing insecurity is a pretty big worry. My landlord also randomly decides to increase rent and there is no rent control here so because people are in desperate need of housing there's always the possibility that if I'm unable to afford rent at some point it'll just go to someone else who is willing to pay out of desperation. Rent pricing in EP is outrageous for people coordinating with private owners. It's also pretty annoying that people who don't work in YNP are able to own and live in EP though guidance says otherwise. I feel that's something that needs to be better enforced. Additionally, there's a house in EP that's on the market for half a million dollars and literally not sure who in this community can even afford that? These things aren't accessible to employees who are trying to make a living, it's literally things like this that signal a keep out sign to employees like me.	6/10/2021 5:37 PM
87	Fire danger. PG&E leaving trees on ground that they cut. Heat and Foxtail grass.	6/10/2021 12:56 PM
88	Other people properties that are not kept up. Used as a dumping grounds.	6/10/2021 12:55 PM
89	Mice and anta	6/10/2021 9:34 AM
90	My daily commute to work is approximately 1 hour 15 min in good traffic each way. Drivers in the river canyon can be reckless, I have experienced several near misses from people improperly passing, speeding, or running the red light on the Ferguson Bridge. Also, internet and internet options available at my home are poor. We need to the internet infrastructure in Mariposa County, in El Portal and in residential areas in Yosemite Valley.	6/10/2021 9:27 AM
91	All the limitations on EP as a "company town" (no leases, so no bank loans etc).	6/10/2021 8:22 AM
92	Chance of wildfire.	6/10/2021 12:08 AM
93	I moved here during the pandemic, so my opinions may be not indicative of normal times, but there seems not be a strong community feel in Mariposa. Also, there are very few places to recreate (running and biking)	6/9/2021 3:00 PM
94	Well water is not consistent, fire danger is high, rent is expensive.	6/9/2021 2:58 PM
95	Limited and scarce housing options. Housing options are poor quality. Price to buy housing is too high to afford. Housing costs are inflated relative to local income level. Most housing is second homes/ vacation rental properties. Lack of diversity in terms of socio-economic, ethnicity, and race.	6/9/2021 2:58 PM
96	Small space.	6/9/2021 2:14 PM
97	The buildings need a lot of love. The communal areas are insufficiently stocked with equipment, and the equipment is frequently faulty. Company housing seems seriously underfunded.	6/9/2021 1:25 PM
98	Lack of rentals available, the small space, there's mold, our child is outgrowing it.	6/9/2021 12:59 PM
99	Distance to stores	6/9/2021 10:44 AM

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

100	It is “maintained” by the National Park Service	6/9/2021 9:53 AM
101	Lack of private bathroom and kitchen	6/9/2021 9:46 AM
102	Fire season, remoteness, power outages	6/9/2021 9:38 AM
103	Lack of services and amenities	6/9/2021 9:21 AM
104	do not lease my land, in spite of Congress' order in the 1980s commanding NPS to issue EP homeowners long term leases as soon as administratively possible, therefore, cannot reasonably develop my home as cannot get a normal mortgage.	6/9/2021 9:16 AM
105	Fire danger, no facilities	6/8/2021 7:06 PM
106	The govt. Seasonal built apartments are not vey well made, there are many structural issues.	6/8/2021 2:15 PM
107	Hot smoky summers	6/8/2021 1:08 PM
108	Too many outdoor lights from rentals that glare on the roads and neighboring houses - not only spoils dark skies but actually makes driving more dangerous in some spots.	6/5/2021 1:05 PM
109	I dislike the age of the building. It was clearly a large house that was cut into two. The building is old, electrical is not equipped to handled more than a few items plugged in and, the area around me is not fire safe. Also, there is no central heating or air conditioning.	6/4/2021 3:48 PM
110	too hot and humid too much of the time	6/4/2021 1:35 PM
111	The AC is locked so that it will not go lower than 75°. My room is so hot I cannot sleep at night. I also don't like how long it takes to commute to Yosemite valley.	6/3/2021 12:12 PM
112	nothing	6/3/2021 11:16 AM
113	Lack of restaurants, medical providers, services; Ferguson slide bridge.	6/3/2021 11:12 AM
114	Utilities are too high	6/3/2021 11:09 AM
115	Extremely small space that I share with my partner (who is also a park employee)	6/3/2021 10:33 AM
116	Nothing. I am *VERY* lucky to live in the housing that I have. I'm a one-percenter as far as housing goes - I know that 99% of the people who live and work here don't have it nearly as good.	6/3/2021 10:30 AM
117	Not a very family friendly place.	6/2/2021 9:40 PM
118	Park crowds and traffic, far from grocery options and other amenities, lots of driving to get anywhere, distance to high school, fire season.	6/2/2021 7:06 PM
119	Housing updates	6/2/2021 4:43 PM
120	The apartment is too small, but we cannot afford to buy a house here because one can't get a mortgage here, as you don't own the land your house sits on in El Portal. We do not come from families with money. Anywhere that we could buy a house in neighboring communities involves too long a commute each way to Yosemite Valley where we usually work. So we continue sinking money into rent as a trade-off to living and working here.	6/2/2021 4:02 PM
121	Lack of housing, limited services (grocery, medical, extra-curricular), limited employment possibilities.	6/1/2021 9:37 AM
122	Very little food. There are limited groceries and most take out is closed by 6 pm. There is also zero local hangout place	5/30/2021 1:38 PM
123	No WIFI in employee housing, crowded kitchens, and being around first year employees who keep you up all night while trying to sleep.	5/30/2021 12:42 PM
124	It’s over an hours drive to my workplace. No community outside of church groups. Undrinkable hazardous ground water. Slim choices for dining. No access to trails or rec in town. Terrifying racist attitudes of “mountain people” to the “valley trash.” Unsafe to walk on roads.	5/30/2021 10:56 AM
125	Systematically losing my long time neighbors to vacation rentals. ☹. I also live on a very rural road and hate the lack of enforcement for speeding and drunk/drugged up drivers past my house.	5/30/2021 9:46 AM

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

126	I work in Yos Valley and have a 90 min commute each day	5/29/2021 1:54 AM
127	It's a far drive to get to town for groceries and medical care. The house is old and falling apart when you look closely	5/28/2021 10:17 PM
128	There's a black mold problem, the door doesn't seal all the way, my floor is about to cave in in a few spots, the heater barely works and when it does theres an awful smell, rotting steps, washing machine is broke half the time.	5/28/2021 6:18 PM
129	Expensive housing few and far between makes it nearly impossible to financially be able to get out of employee housing... which means this isn't a long term living situation for many.	5/28/2021 5:15 PM
130	Unclean restrooms, dilapidated HVAC systems, poor lighting, poor communal space.	5/28/2021 1:38 PM
131	There’s no other housing around so I have to live with my parents at 25 yrs old	5/28/2021 12:26 PM
132	very nice housing but limited options in terms of who I get to live with. Long distance for any groceries and other essential needs (i.e. pharmacy)	5/28/2021 11:21 AM
133	To utilize a decent kitchen, I must enter a commons area. Also, the carpet could stand to be changed. I believe this is the original carpet installed when they built new housing.	5/28/2021 9:15 AM
134	Shared room. Number of kitchens are not adequate for number of residents. Walls are paper-thin, zero privacy.	5/28/2021 8:41 AM
135	Fire danger, foxtails	5/28/2021 5:51 AM
136	Aramark has destroyed employee morale, I used to like working here, but now I'm only staying for the park	5/28/2021 5:07 AM
137	The apartment is falling apartment and NPS maintenance does not respond to work requests. Washer and dryer hook ups available but we are not allowed to use them. We get zero direct sunlight so we can’t have a garden. I’d love to have a yard but since it’s employer provided housing that will never be an option.	5/27/2021 9:55 PM
138	It's an old building and I think it has a mold problem related to the decaying roof.	5/27/2021 9:55 PM
139	The horrible traffic - not being able to get to any appointments easily from the valley and then back home; lack of Privacy during the high months;	5/27/2021 9:49 PM
140	1. Wildfires. 2. Potential for losing home insurance due to wildfires.	5/27/2021 9:46 PM
141	Rattlesnakes and fire insurance prices	5/27/2021 9:39 PM
142	Lack of services, difficulty getting people to come to el portal for home repairs.	5/27/2021 8:00 PM
143	Old housing	5/27/2021 7:22 PM
144	Difficult to change housing (no availability), trouble parking, tough to upkeep, no anonymity.	5/27/2021 6:21 PM
145	Poor Internet, very small space	5/27/2021 6:01 PM
146	When there are storms we have to relocate due to hazardous trees and branches falling	5/27/2021 5:41 PM
147	Lots of people	5/27/2021 5:30 PM
148	Having communal bathroom if I could afford my own bathroom I would move outside the park	5/27/2021 3:45 PM
149	Commute	5/27/2021 2:02 PM
150	Roomates	5/27/2021 1:59 PM
151	Fire danger, dispersed camping along 140 and no action taken to deter it.	5/27/2021 1:38 PM
152	Sometimes it can be noisy. Safety has been an issue with folks on drugs, having fires, and illegal camping.	5/27/2021 1:33 PM
153	Shared housing (pre-covid), limited housing options, no internet, tricky access to grocery/travel out of park dependent on traffic/road conditions etc	5/27/2021 1:28 PM
154	140 and Valley commute.	5/27/2021 1:26 PM
155	Not enough housing and only one bus company going to Yosemite park.	5/27/2021 1:11 PM

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

156	RVBO's, lack of amenities.	5/27/2021 1:10 PM
157	Not a lot of social things	5/27/2021 1:07 PM
158	Old construction with inefficient insulation; no forced air (ie HVAC, mini-split unit, furnace); low quality/unhealthy materials used (ie carpet & linoleum). I do not trust that the NPS house I live in is asbestos and lead free. The house is a poor design and very small for our family size. I dislike not being able to make the property more safe from hazardous trees that are on the lot. In general living in NPS housing is pretty dysfunctional. There seems to be low regard for health and safety and zero regard for environmental sustainable construction updates and practices. Very discouraging.	5/27/2021 12:58 PM
159	Water quality in Mariposa. Housing in Yosemite needs repair and needs new management to facilitate where employees live. It’s been ran by the same person for years and is based on favoritism over seniority.	5/27/2021 12:37 PM
160	Not enough housing, too much traffic.	5/27/2021 12:15 PM
161	The lead paint, mold in the ceiling, ant invasions, very few power outlets, mouse traces	5/27/2021 11:48 AM
162	It is in disrepair, too small, no privacy with Aramark housing employees entering your residence for no reason. Sometimes they will go into your home and not even leave a note	5/27/2021 11:04 AM
163	Tourists	5/27/2021 10:56 AM
164	Nothing	5/27/2021 10:49 AM
165	Fire	5/27/2021 10:41 AM
166	Fire season, my water bill.	5/27/2021 10:41 AM
167	politics, one unpleasant neighbor	5/27/2021 10:19 AM
168	Nothing significant to comment on in this response.	5/26/2021 4:16 PM
169	It is a little close to a major collector road and at time traffic can be noisy.	5/26/2021 2:25 PM
170	good	5/26/2021 12:15 PM

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q13 Other thoughts related to housing in Mariposa County (regarding safety, nearby amenities, quality of life, etc.)

Answered: 129 Skipped: 68

#	RESPONSES	DATE
1	It is hard to feel like I live in a community-live in Mariposa, work in park, not easy to connect with either community due to driving distance.	7/7/2021 11:30 AM
2	Electric skate boards not allowed on the road?	7/7/2021 12:25 AM
3	There is an extreme lack of affordable housing for those people who are not required occupants of the park. The rental market is absolutely out of control and needs to be curtailed. There is no reason for property owners to own 8 or 10 homes that are all rentals. Limit the number of properties in a given area that can be used as short term rentals, limit the number allowed to property owners. Actually enforce things like the number of parking spaces required.	6/30/2021 12:42 AM
4	Property tax revenues do not seem to be fairly distributed. We pay high county taxes but receive virtually zero county services here in Wawona.	6/26/2021 5:25 PM
5	Housing inventory is limited from low to none for rentals and purchase.	6/25/2021 11:46 AM
6	Yes -- the county needs to have a stated policy for ADUs in Yosemite West and Wawona. There is an acute housing crisis for those that work in the park and some of the burden could be alleviated through encouraging ADUs.	6/24/2021 10:15 PM
7	Explore ADU potential in Wawona, reach out to property owners.	6/24/2021 8:33 PM
8	again, it is our family vacation home that we enjoy but also rent out through the Redwwods	6/24/2021 6:03 PM
9	Re: Q10 What is your total monthly cost of housing (rent or mortgage)? you need another option because if you live in EP you cannot get a mortgage. You either dip into retirement, have a trust fund, or get an owner-financed loan.	6/24/2021 2:45 PM
10	None	6/24/2021 1:09 AM
11	Dramatic need for workforce housing.	6/23/2021 7:14 AM
12	Seems like if we had a more diverse economy that was based less on tourism we might be better off financially as a county and maybe not have as much trouble with housing shortages (due to housing being used for vacation rentals)	6/22/2021 3:15 PM
13	They should update the hospital.	6/22/2021 3:12 PM
14	You can build dorms at the old Curry stables. If you build dorms outside the park you may want Forresta. You will need busses 24/7 otherwise traffic will just get worse	6/22/2021 2:38 PM
15	N/A	6/22/2021 11:17 AM
16	The positions in the park don't pay much, and the subsidized housing makes it worth it. I'm wondering how new housing will be able to compete with low cost of housing within the park.	6/22/2021 8:40 AM
17	Almost nothing in employee housing areas is ada compliant. There's no gender neutral anything. Bathroom facilities are poorly maintained, and quite frankly, disgusting. Laundry facilities are always in disrepair	6/22/2021 1:39 AM
18	Overall great quality of life.	6/21/2021 9:37 PM
19	I would appreciate more sidewalks or bike lanes. It's hard to get around in some areas without dodging cars.	6/21/2021 7:52 PM
20	The housing outside of Yosemite Valley is hard to find and usually expensive.	6/21/2021 7:32 PM
21	I feel safe in my community.	6/21/2021 5:49 PM

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

22	We need to lock our building so no guests wander in anymore. It hasn't happened in a month or so, but when guests began to make their return, the Ahwahnee dorms saw a huge influx of tourists wandering through here. I even had a friend kick someone out of our kitchen because they needed to cook, despite EMPLOYEES ONLY signs posted at every entrance. I've heard of friends in other parts of the valley be assaulted and I'm concerned for my safety. I've also had to personally stop guests from walking into our dorms in the recent past.	6/21/2021 9:20 AM
23	More transportation should be readily available to park employees, handicapped or disabled, mental evaluation should be more required for employees because I know someone who killed their animal while living in employee housing in Yosemite	6/20/2021 8:05 PM
24	Concession employees work in positions with low compensation when compared to comparable jobs outside the park. With the profound scarcity of housing in the county, high cost of the housing that is available, the combined costs of renting and commuting to housing outside the park (time and $ wise) puts that housing out of budgetary reach. VRBO and other short term rentals soak up much of the available homes and impact this situation to the detriment of employees.	6/20/2021 6:07 PM
25	More washers and dryers would be great. Bigger kitchens and shower houses.	6/20/2021 1:54 PM
26	Our employee housing in Yosemite had a dishwasher that was broken, and filled with black mold. Housing wouldn't do anything about it. Also, many mice living in the walls, with looming threat of Hantavirus.	6/20/2021 10:56 AM
27	Very far from everything	6/20/2021 9:50 AM
28	We need more affordable housing.	6/20/2021 9:50 AM
29	Please help us with homes. Having to move every 4-6 mos and deal with terrible conditions is ridiculous for my income bracket. As a middle class person, I should be able to call a place home in California. To pay taxes and not be able to find a home in this county is unacceptable.	6/20/2021 9:33 AM
30	Living outside the park sounds appealing but the 140 corridor traffic is horrendous during the regular season. If NPS/Concessions could partner for an employee/park partner bus (survey to be completed for route stops/times) and a percentage of ridership maintained it would help environmentally and more people could potentially work in Yosemite without the need for a vehicle	6/20/2021 9:22 AM
31	There are jobs I would like to pursue in/around the park, but have been motivated to stay where I am because I don't want to lose my housing and I know that finding housing when it isn't provided can be incredibly difficult for folks	6/20/2021 9:20 AM
32	Everything is extremely expensive. Buying or even renting is almost impossible.	6/20/2021 9:06 AM
33	The lines at the gate are huge deal, I use Wawona as my back up grocery, gas, and post office. Basics for our small town.	6/20/2021 8:22 AM
34	I dont think it is safe to have roommates yet	6/20/2021 7:37 AM
35	Great community. Good. Neighbors.	6/20/2021 6:38 AM
36	Need more housing for Employees need safe living quarters and non expensive house rentals are to high for the normal seasonal worker who makes 13 bucks an hour they can't afford more then a campsite afforadable low income housing for Them would be amazong	6/20/2021 6:20 AM
37	Safety in yosemite valley housing is subpar to say the least. The women's bathroom door is easily unlockable by any passing tourist with a simple click of the enter button, which has many times led to men (visitors to the park no less) attempting to open individual stalls within the women's restroom, looking under them, peaking in the showers, using the women's facilities, and so fourth. Because of incidents like these and housing doing nothing to fix the issue girls in "huff housing" now feel as if they need to carry a weapon to feel remotely safe accessing the restroom after dark.	6/20/2021 3:24 AM
38	N/A	6/18/2021 1:33 PM
39	Connect town with sidewalks and safe crossing walks. (I believe this is happening) Quit building 3 story housing units in neighborhoods and get rid of nightly rentals. We have really nice hotels that could use the support.	6/18/2021 10:59 AM
40	Love to live in Yosemite Valley	6/17/2021 3:34 PM

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

41	Fire safety: high fuel loading on neighboring lands and in the area in general.	6/17/2021 7:49 AM
42	none	6/16/2021 11:54 PM
43	I don't want to ride a bus to work.	6/16/2021 10:38 PM
44	The indigenous communities do not have opportunities to rent or buy either - it's a large piece of why they can't receive federal recognition. Mariposa County exists on stolen land and there should be a plan to house all indigenous communities who were the first inhabitants of the land.	6/16/2021 1:13 PM
45	Please please PLEASE provide more amenities and construct more pet-friendly housing options for NPS employees within El Portal. It is absolutely insanity that I can acquire well-paying, year-round job for NPS but can end up homeless because of the lack of housing opportunities and unwillingness of the government to allow pets in their rental units for term employees.	6/16/2021 9:59 AM
46	Living outside the park would be a long commute	6/15/2021 9:20 AM
47	Need ATM in valley for cash deposits. Aramark Housing not trust worthy, incompetent. Street lights and walkway lights burnt out never replace. Washers and dryers always breaking down. When the power goes out and then comes back on machines have to be manually reset and we will have no washers for days until the machines are reset by maintenance staff. Housing incompetent with package deliveries. Night housing not always available. Not all kitchens have lockable cubicles for your pots and pans. Not all housing have dedicated power so when power goes out you are in darkness and freezing or roasting which ever the case may be. Housing will plow the parking lot when they feel like it.	6/14/2021 7:26 PM
48	Even if there were more housing rental opportunities in Midpines/Mariposa, the length of the commute for anyone working in Yosemite Valley is still very long and not sustainable as a daily commute.	6/14/2021 7:09 PM
49	Any new housing would have to include access to retail and ATM	6/14/2021 6:57 PM
50	We should convert the old chapel into something useful for the community before it rots away and becomes challenging to restore. Maybe a bakery, diner, farmers market venue, or brewery.	6/14/2021 7:44 AM
51	Would like to buy a house but BNBs are buying up everything and vacation rentals	6/13/2021 1:43 PM
52	There isn’t much to choose from in the rental market, and it very expensive	6/13/2021 4:43 AM
53	amenities are good with access to Mariposa and an hour long drive to Merced or 45 minutes to Oakhurst; safety and access to homes a concern with wildfire hazards; do like that we have cell service here whereas many places closer to the park have no cell service	6/12/2021 1:46 PM
54	I love it here, but the housing market is very expensive relative to incomes. We were incredibly lucky to find an inexpensive rental two years ago and haven't had a rent increase, but friends have not been so lucky and are spending huge proportions of their incomes on rent/utilities. Also, fire safety programs have been increasing in visibility/access since I've been here, but it feels like we still have a long way to go.	6/12/2021 9:41 AM
55	My partner's and my commutes are long but this is the compromise location. Would love to have more bike/walking connections on minor roads instead of having to get on the highways. Housing is extremely hard to find for us and friends/coworkers. Thrilled that the Midpines general store market is reopen.	6/12/2021 9:26 AM
56	Poor hospital.	6/11/2021 8:30 PM
57	Mariposa County in a good place to live, plenty of law enforcement, close to amenities.	6/11/2021 7:53 PM
58	I do love being here, it’s just tragic that so many NPS homes are empty which could be rented to folks who work in the park. The “bidding system” needs to be revised	6/11/2021 12:31 PM
59	yeah, you need to do the same with tuolumne county - annoying that the only county the park is ever concerned about is mariposa, when there are 3 other counties that people commute from.	6/11/2021 10:03 AM
60	I've lived here the majority of my life and am discouraged to see so many vacation rentals. It is really challenging to find affordable housing here. I do feel safe here, and am very grateful to those who keep us safe. Sometimes, it feels like our zoning is out of whack. For example,	6/11/2021 10:00 AM

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

	there used to be houses across the street (west) from the Hall of Records, and now I find out it is zoned commercial.	
61	Second homes have made owning housing out of reach for those of us who live and work here	6/11/2021 9:48 AM
62	Communal facilities are left disgusting, things break often	6/11/2021 9:40 AM
63	We should be permitted to put tiny houses on lots. The number of Air B&Bs should be restricted.	6/11/2021 8:53 AM
64	It's bothersome that Aramark monopolizes on the fact that it has the most convenient gas and market options in YV and EP. Employees shouldn't have to pay outrageous prices for gas and grocery/toiletry needs when they come up. We already don't make very much money working here and then we have to pay tourist prices out of convenience. Aramark should be required to give employees discount cards.	6/10/2021 5:37 PM
65	Would like to see something done about the Homeless people camps springing up. Again, that is a fire hazard.	6/10/2021 12:56 PM
66	Need more amenities	6/10/2021 12:55 PM
67	As a working professional, I would like to be in a position to buy a house. My dream would be to have a modest house/cottage and a garden. There are no 1-2 bedroom houses or condos in Mariposa County where park professionals can live. You have to rent a room in a larger home to find an affordable place to live. I made sacrifices in housing options by coming to Yosemite. Among National Park Service employees it is widely known that housing in and around Yosemite is the greatest challenge and inconvenience that employees face. You have to know someone locally to find somewhere reasonable to live. Some live in tents and cars. Many employees choose to turn down Yosemite jobs because of poor housing options.	6/10/2021 9:27 AM
68	Commutes are a huge part of quality of life and it is really tough sometimes to find and retain good candidates to hire into vacancies because of what they hear about commutes around the County.	6/10/2021 8:22 AM
69	Good	6/10/2021 12:08 AM
70	The price of housing does not seem commensurate with the local wages	6/9/2021 3:00 PM
71	The housing shortage in Mariposa County completely blows my mind given the startling number of vacation rentals that sit empty half the year. The taxes on second homes should incentivize or subsidize renting to local workers (and discourage vacation rentals). We also need a good home loan program for local workers because many banks won't finance fixer uppers and those are the only properties that are affordable. Out-of-town investors can just pay cash. The NPS and other local employers also need to increase their wages substantially to attract and retain talent that doesn't have multi-generational wealth.	6/9/2021 2:58 PM
72	As a resident in the Valley, it's very important for me to live IN the Valley; I hear rumours now and then that there is efforts behind the scenes to move everyone out of the Valley, and I find that a very concerning prospect. Living in the Valley is a huge incentive to WORK in the Valley. People living in company housing sacrifice a lot just to live in the Valley, and that should be considered, not just for future plans but also the quality of the housing. Cracked tile floors in bathrooms are a hazard, as is the mold growing in the grout of the showers, and the kitchens serving dozens of dorm-dwelling employees should have more than one stove; it's hard because of the lack of room to expand, but dinner time comes and people have to wait upwards of an hour to begin cooking because the four burners on the one stove are already occupied. It's not the end of the world; but things could be better.	6/9/2021 1:25 PM
73	NPS wont allow families to live together even when both people work within the park. Seasonals can't have over night guests even though you are married and have a child.	6/9/2021 12:59 PM
74	Oakhurst needs a Dollar General instead of True Value	6/9/2021 9:53 AM
75	None	6/9/2021 9:46 AM
76	Definitely a lack of affordable housing in the area due to vacation rental market.	6/9/2021 9:38 AM
77	Housing should be closer to the park work sites rather than an hour commute from Mariposa- especially for entry level positions.	6/9/2021 9:21 AM
78	There is no upkeep in any of the laundry facilities. Washers and dryers are often broken, semi-	6/8/2021 2:15 PM

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	broken, expensive as a seasonal or volunteer and if we're paying for them I don't understand how they are so poorly kept. There are also not many available in El Portal nor are they located in a highly accessible area. This seems like a small thing but it's just inconvenient enough to compound stress. If work is stressful or life in general, oftentimes doing laundry is the straw that will break the camels back.	
79	Underground power instead of trees and utility poles, at least along pre-ecisting road corridors.	6/5/2021 1:05 PM
80	In a perfect world, I would just like a place that is a bit more up to date with the world we live in.	6/4/2021 3:48 PM
81	no opinion.,...too hot right now....and CA is in a drought	6/4/2021 1:35 PM
82	It would be nice if there were more washers and dryers. there is not one in my building and I have to go three streets over I try to find one in one of the apartment buildings that is open. it also would be nice if the post office was open 12:00 to 7: 00pm instead of 8:00 to 3: 00pm.	6/3/2021 12:12 PM
83	I love shopping in Mariposa. Everything is so close and easy to get to, park, etc... I always see people I know when I shop and it is fun to chat and catch up. I know many of the people working at the different dr, dental offices and other stores and offices in town. I really like small town living	6/3/2021 11:16 AM
84	I consistently feel like the town of Mariposa is not capturing as much tourist money as they could. Why not more ethnic food options, climbing gym, etc.?	6/3/2021 11:12 AM
85	I feel safe living alone and close enough to town to be easy.	6/3/2021 11:09 AM
86	Mariposa County does a pretty good job, in my opinion. However, some of my non-white friends have experienced racism and are afraid to venture off Highway 140, which limits their housing options.	6/3/2021 10:30 AM
87	Would be nice if more affordable housing was here for families to live, for Park families to be more permanent, public transportation or school transportation.	6/2/2021 9:40 PM
88	Housing market makes it hard to buy affordable homes. Diversity is lacking. Not enough public transport options for locals since it seems more tourist drive.	6/2/2021 7:06 PM
89	Buying an affordable house is hard to come by in neighboring communities as well as so many homes are being used for vacation rentals.	6/2/2021 4:02 PM
90	Stop allowing more vacation rentals. There are already way too many making rental or buying options extremely limited.	6/1/2021 9:37 AM
91	Everyone should be able to live in a WOB with access to wifi and air conditioning. Tent Cabins are not an appropriate living situation for someone who been working in the park for 7 years.	5/30/2021 12:42 PM
92	Unsafe for people of color.	5/30/2021 10:56 AM
93	Housing in Mariposa county is awful and over priced and extremely difficult to find- does not make any attempt to support the park which is the counties primary employer	5/29/2021 1:54 AM
94	I wish more housing on Foresta was for park employees rather than almost all being vacation homes and air bnbs	5/28/2021 10:17 PM
95	Needs more fire extinguishers, temporary residences should not be used for 25 years and should be built to code.	5/28/2021 6:18 PM
96	I pay taxes on our federal property and although they are reimbursed I do not see any efforts on the counties part to offer any services to the children of the valley. Not everyone out here can afford daycare. No county swim or summer camps are offered here or in El Portal. It's really disapointing.	5/28/2021 3:28 PM
97	Housing shouldn’t be so overloaded and under maintained. Yosemite workers are people not animals	5/28/2021 1:38 PM
98	El portal has really limited and expensive housing. Half the government housing in rancharia is t even used because nps doesn’t want to pay to maintain it, which pushes more folks into old el portal, and therefore less housing available over all, especially for folks who work for other park partners.	5/28/2021 12:26 PM
99	Transportation getting in and out of the valley can be expensive and challenging.	5/28/2021 9:15 AM

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100	Way too many Air B&B's to find rentals places to buy.	5/28/2021 5:51 AM
101	I don't think its worth working in Yosemite if you need to commute from outside the park every day	5/28/2021 5:07 AM
102	We'd love to buy a house and have a garden, install solar panels, etc but the fire risk and housing prices are way to high. It's literally impossible.	5/27/2021 9:55 PM
103	There is very little affordable housing in the entire county and very few apartment rentals. Also, it's unfortunate that many people who work in Yosemite Valley have to drive an hour all the way out to Mariposa to find an apartment. It would be nice if there was more housing in Yosemite Valley and El Portal for staff. It would be especially nice if there were more government housing apartments in El Portal.	5/27/2021 9:55 PM
104	Living in the valley can be quite a privilege and yet we have no competition for better food/discounts for anything. Not having a resident/employee entrance/exit is a huge problem when commuting; residential areas should be protected from tourists and clear universal signage should be improved.	5/27/2021 9:49 PM
105	It would be great if tiny homes were embraced as an option for those wanting to build a mother-in-law unit on their property.	5/27/2021 9:46 PM
106	Buying our house was REALLY stressful, we got outbid several times before someone accepted our offer, and if we weren't a two-income household (the number above is both of us combined), there's no way either of us could have afforded it on our own. The fire insurance is killer too. With virtually no options to rent, I would have had to turn down the job Yosemite offered me. We're excited to be here, but definitely understand why people get frustrated and leave (or don't bother to come at all). We're also pretty worried about daycare availability as we're hoping to start a family soon-ish.	5/27/2021 9:39 PM
107	We have got to build denser and smaller units to house our seasonal and low income workforce. One and two bedroom apartments, so they don't have to have roommates just because the only available housing is too big and therefore more expensive. Restricting multiple home on lots has really prevented options such as clustered small homes.	5/27/2021 8:00 PM
108	It's getting really hard to find housing here. Airbnb/vacation rentals are negatively impacting our community.	5/27/2021 7:22 PM
109	The prices for renting are ridiculous if not employer sponsored. Hard to live here long term. In EP, the only food is the market which doesn't have great inventory and jacks up the prices.	5/27/2021 6:21 PM
110	Housing and NPS come by far too often	5/27/2021 5:41 PM
111	Homeless people near creek in town are nasty	5/27/2021 2:02 PM
112	No roommates I've had things stolen from me	5/27/2021 1:59 PM
113	Such a housing shortage. I feel so grateful to have a house that is not related to my employment, but it frustrates and saddens me to see my friends struggle to find similar options for their families.	5/27/2021 1:38 PM
114	There need to be more trained mental health professionals in town.	5/27/2021 1:33 PM
115	More than fair pay for what is offered but would like more options of housing choices independent of seniority/job status and job security	5/27/2021 1:28 PM
116	Gas price is very high	5/27/2021 1:11 PM
117	There needs to be more housing for the year round residents, Mariposa needs to git rid on the vacation rentals in areas not zoned for hotels. Residential areas should be for home owners or long term renters only.	5/27/2021 1:10 PM
118	N/a	5/27/2021 1:07 PM
119	The lack of nearby medical resources makes living in Yosemite Valley very difficult. Prior to NPS running the medical clinic there was access to better primary care, a dentist and physical therapist. There is no mental health practitioner in the Valley because the funding was taken away (that's what I heard), and there absolutely should be a mental health provider with an office here. It's incredibly difficult to have to take a day off of work to go to any specialty care	5/27/2021 12:58 PM

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	in Fresno, Merced or Sonora (ie Pediatrician, OBGYN). This leads to more health concerns accumulating due to lack of access.	
120	The employee housing and facilities in Yosemite (for the concessionaire employees at least) are vastly in need of updates and improvements. The cots in the tents are painful and old and the hard sided cabins have mold. The bathrooms and kitchens are disgusting.	5/27/2021 12:37 PM
121	Employee housing needs to be built in Foresta.	5/27/2021 12:15 PM
122	The construction and traffic in yosemite valley has taken a huge toll on quality of life for people who must live outside the park and commute in. There is an order to how housing is dispersed among workgroups, and that order has been disrupted this year - senior employees were dropped from priority housing while a brand new employee was given a Valley bed. There needs to be transparency and merit involved in housing selection, rather than favoritism.	5/27/2021 11:48 AM
123	3 people in a canvass tent or 2 people in a WOB should be illegal. No room dividers no space no privacy . Communal kitchens lack working microwaves or toasters. The fridge doesn't fit everyones food, half the washers are broken and housing only allows a 2 hour window to pick up packages and will send back your mail after one week with no notice	5/27/2021 11:04 AM
124	The tourists are a problem. It would be beneficial if traffic was limited.	5/27/2021 10:56 AM
125	I do love the town of Mariposa but wish town had a bigger variety of shops	5/27/2021 10:41 AM
126	not enough rentals for my co-workers, rentals are ridiculously expensive (ie today say a ROOM, with private bat and fridge) renting for $1000/mo!!	5/27/2021 10:19 AM
127	There has been a history of insufficient planning for workforce housing to support the tourism industry. The County and National Park Servicr should be coordinating on all facets of workforce housing	5/26/2021 4:16 PM
128	I feel lucky to have housing security.	5/26/2021 2:25 PM
129	good	5/26/2021 12:15 PM

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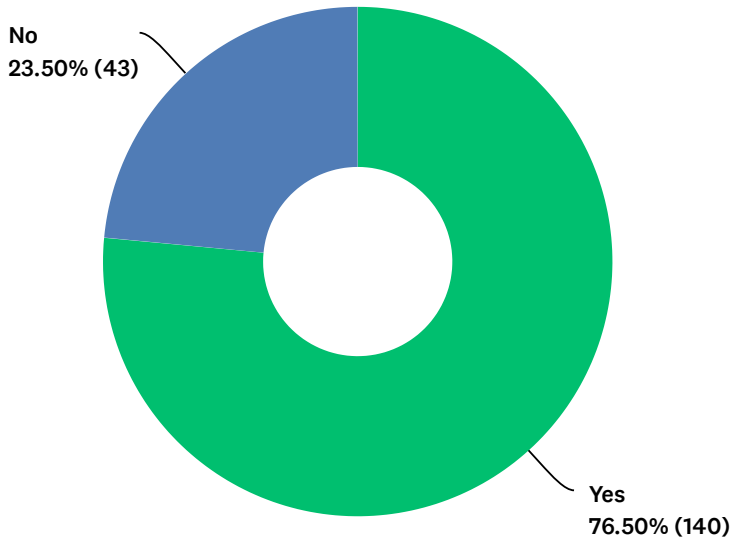
Q14 Do you commute to work in Mariposa County?

Answered: 183 Skipped: 14



ANSWER CHOICES	RESPONSES	
Yes	76.50%	140
No	23.50%	43
TOTAL		183

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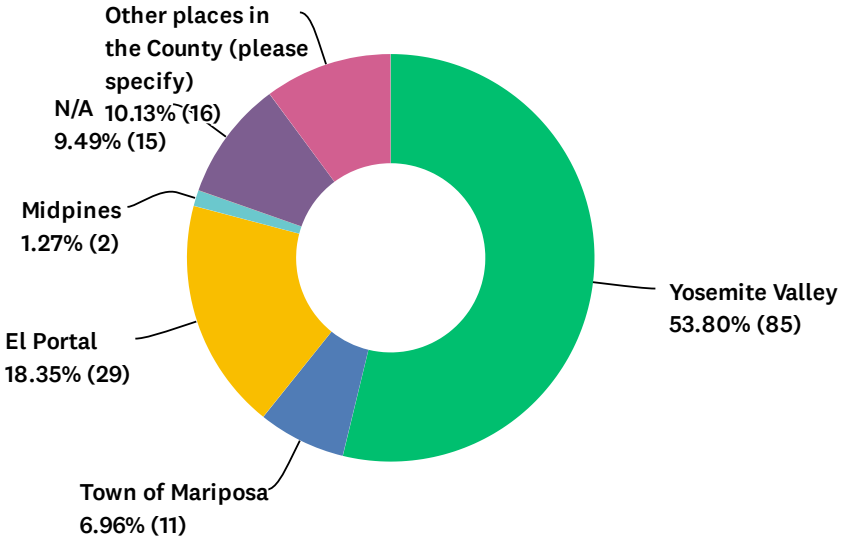
Q15 If yes, where?

Answered: 158 Skipped: 39



ANSWER CHOICES	RESPONSES	
Yosemite Valley	53.80%	85
Town of Mariposa	6.96%	11
El Portal	18.35%	29
Midpines	1.27%	2
Coulterville	0.00%	0
N/A	9.49%	15
Other places in the County (please specify)	10.13%	16
TOTAL		158

#	OTHER PLACES IN THE COUNTY (PLEASE SPECIFY)	DATE
1	Wawona	6/30/2021 12:55 AM
2	Wawona (walk to work)	6/24/2021 7:39 AM
3	El portal, the valley, and Tuolumne Meadows	6/20/2021 9:36 AM
4	Foresta	6/20/2021 6:41 AM
5	Bootjack/Woodland	6/12/2021 9:33 AM
6	South entrance	6/11/2021 1:05 PM
7	Wawona	6/11/2021 12:32 PM
8	Wawona	6/9/2021 3:00 PM
9	Yosemite West	6/9/2021 10:24 AM
10	Wawona	6/9/2021 9:56 AM

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11	Yosemite West	6/9/2021 9:23 AM
12	Yosemite West	6/9/2021 9:17 AM
13	Multiple locations including Wawona, Yosemite Valley, Mariposa	5/30/2021 11:05 AM
14	I am a mix of work from home and commuting to the valley.	5/28/2021 11:24 AM
15	I commute to the Valley daily and my husband commutes to Mariposa daily. Between the two of us we drive about 3 hours every day.	5/27/2021 9:59 PM
16	Currently commute to Mariposa, but I have commuted to El Portal, Yos Valley. and Tuolumne Meadows and will respond as a El Portal Commuter	5/26/2021 2:35 PM

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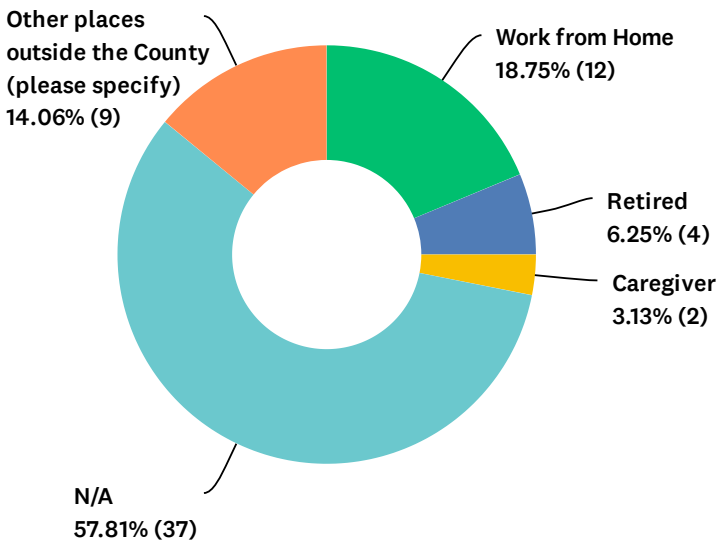
Q16 If no, tell us more:

Answered: 64 Skipped: 133



ANSWER CHOICES	RESPONSES	
Work from Home	18.75%	12
Retired	6.25%	4
Caregiver	3.13%	2
N/A	57.81%	37
Other places outside the County (please specify)	14.06%	9
TOTAL		64

#	OTHER PLACES OUTSIDE THE COUNTY (PLEASE SPECIFY)	DATE
1	I work in the part of the parks that's in Tuolumne County	6/20/2021 5:01 PM
2	Walk to work	6/20/2021 9:08 AM
3	Sonora, Fresno	6/20/2021 8:24 AM
4	Live in park	6/15/2021 9:23 AM
5	Big Oak Flat Ranger Station	6/13/2021 11:50 AM
6	San Benito County	6/11/2021 8:34 PM
7	groveland to the park	6/11/2021 10:04 AM
8	Hetch Hetchy	6/9/2021 3:13 PM
9	I live and work in El Portal.	5/27/2021 3:06 PM

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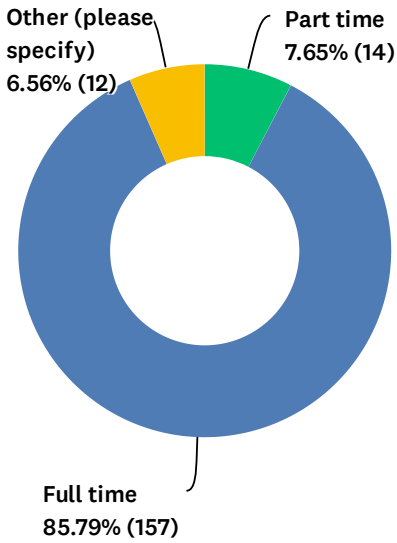
Q17 How often do you work per week?

Answered: 183 Skipped: 14



ANSWER CHOICES	RESPONSES	
Part time	7.65%	14
Full time	85.79%	157
Other (please specify)	6.56%	12
TOTAL		183

#	OTHER (PLEASE SPECIFY)	DATE
1	0	6/26/2021 5:27 PM
2	retired	6/24/2021 6:05 PM
3	Currently awaiting re-employment at full-time as usual	6/24/2021 7:39 AM
4	Stay at home parent	6/24/2021 1:11 AM
5	work full time but currently mostly teleworking from home and commuting to the office once a week; that might change as pandemic effects lessen	6/22/2021 3:18 PM
6	Volunteer	6/22/2021 11:21 AM
7	1-2	6/20/2021 8:24 AM
8	I currently telework but will likely be returning to the office in some capacity soon	6/9/2021 9:45 AM
9	Full time but never 40 hr, about 30hrs per week	5/28/2021 5:13 AM
10	Volunteer	5/27/2021 9:56 PM
11	two part-time jobs	5/27/2021 9:53 PM
12	Retired	5/27/2021 10:58 AM

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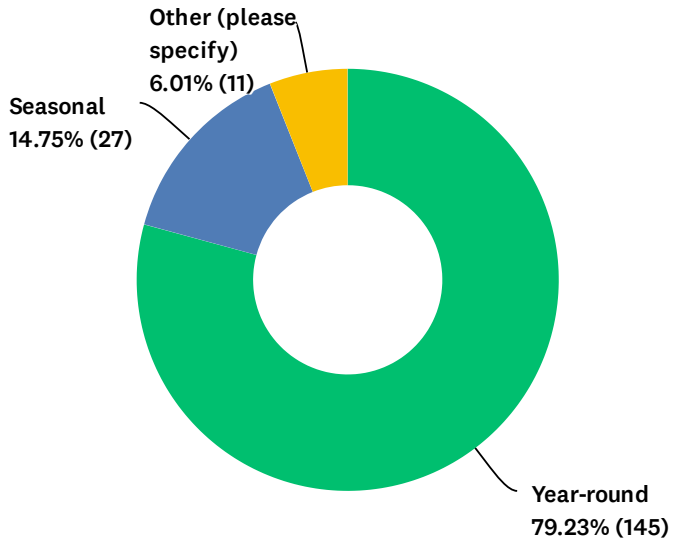
Q18 How often do you work per year?

Answered: 183 Skipped: 14



ANSWER CHOICES	RESPONSES	
Year-round	79.23%	145
Seasonal	14.75%	27
Other (please specify)	6.01%	11
TOTAL		183

#	OTHER (PLEASE SPECIFY)	DATE
1	0	6/26/2021 5:27 PM
2	retired	6/24/2021 6:05 PM
3	due to Covid I no longer have FT work	6/24/2021 2:49 PM
4	Year-round, seasonal transfer between Wawona & Yos Valley	6/24/2021 7:39 AM
5	Seasonal, but trying to piece together year-round work.	6/14/2021 8:04 AM
6	Currently a full time seasonal position	6/11/2021 11:19 AM
7	furlough	6/11/2021 10:04 AM
8	when I feel like it....sometimes volunteer	6/4/2021 1:37 PM
9	Typically year round employment but it does have to be renewed each season.	5/28/2021 11:24 AM
10	Used to be year round, until Aramark started closing curry each winter	5/28/2021 5:13 AM
11	Retired	5/27/2021 10:58 AM

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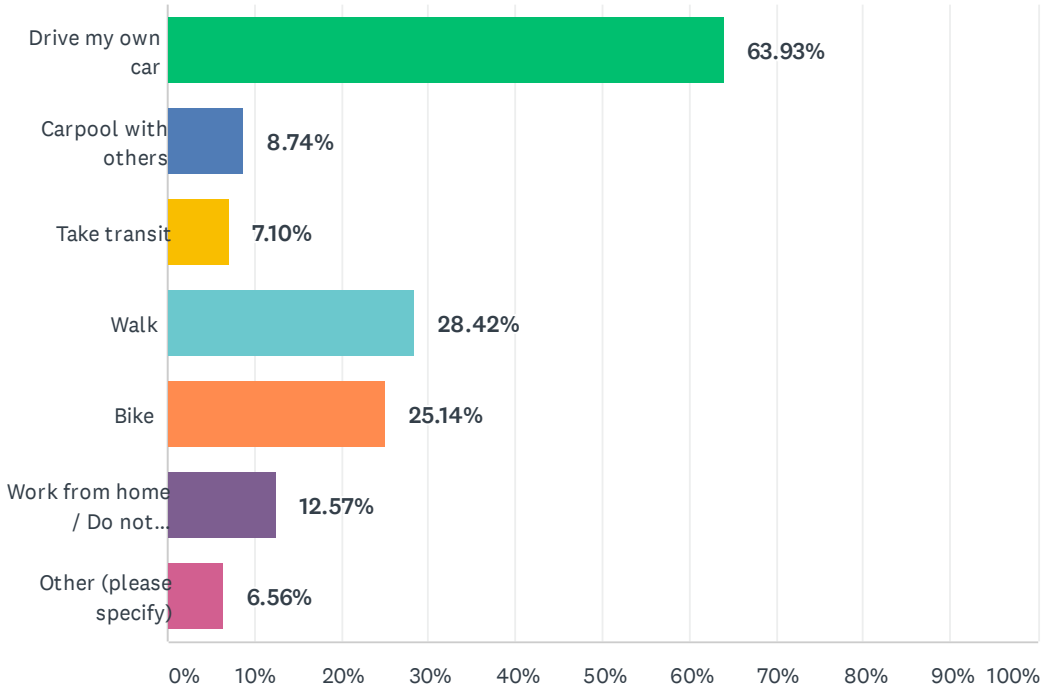
Q19 How do you commute most often? Select all that apply.

Answered: 183 Skipped: 14



ANSWER CHOICES	RESPONSES	
Drive my own car	63.93%	117
Carpool with others	8.74%	16
Take transit	7.10%	13
Walk	28.42%	52
Bike	25.14%	46
Work from home / Do not commute	12.57%	23
Other (please specify)	6.56%	12
Total Respondents: 183		

#	OTHER (PLEASE SPECIFY)	DATE
1	E-board	7/7/2021 12:28 AM
2	no commute	6/26/2021 5:27 PM
3	retired	6/24/2021 6:05 PM
4	on the occasional EP days I can bike, but currently it's mostly Mariposa	6/24/2021 2:49 PM
5	Drive company car.	6/22/2021 3:14 PM
6	There is probably a percentage of NPS folks who will be teleworking around 50% of the time from here on out. That is going to have a big impact on how housing outside of the park will be viewed.	6/21/2021 8:01 PM

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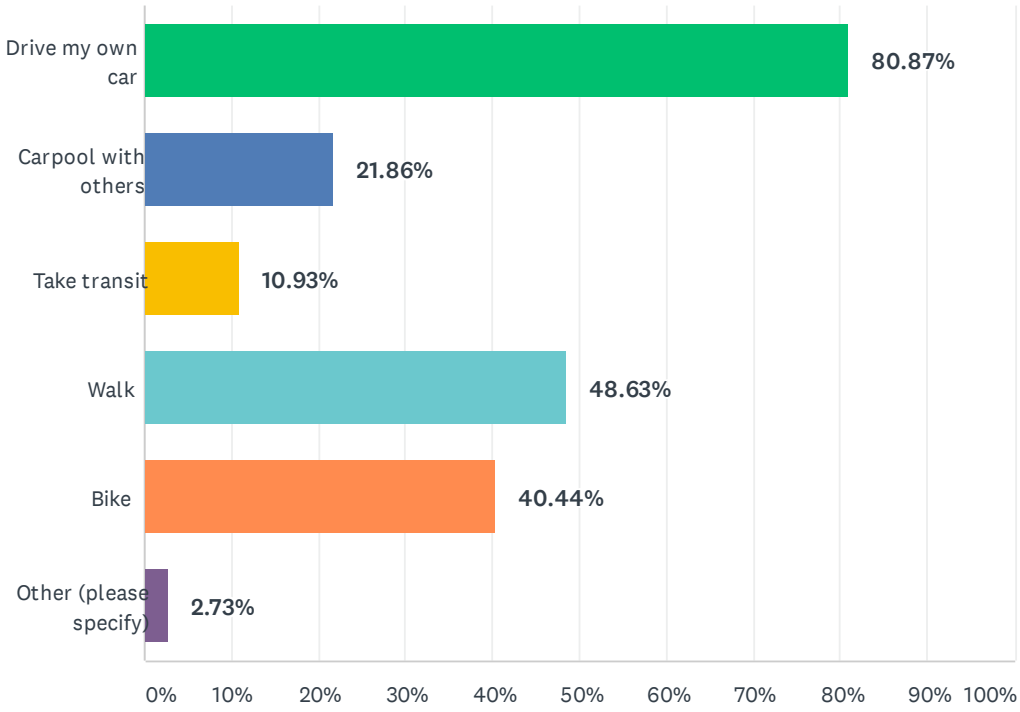
7	Government vehicle	6/20/2021 5:01 PM
8	Live where I work	6/15/2021 9:23 AM
9	Government Vehicle	6/14/2021 8:04 AM
10	Motorcycle	6/12/2021 9:47 AM
11	Motorcycle.	6/3/2021 10:32 AM
12	we did have a vanpool until COVID...	5/27/2021 10:22 AM

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q20 How do you get around when you are not commuting? Select all that apply.

Answered: 183 Skipped: 14



ANSWER CHOICES	RESPONSES	
Drive my own car	80.87%	148
Carpool with others	21.86%	40
Take transit	10.93%	20
Walk	48.63%	89
Bike	40.44%	74
Other (please specify)	2.73%	5
Total Respondents: 183		

#	OTHER (PLEASE SPECIFY)	DATE
1	E-board	7/7/2021 12:28 AM
2	Climb	6/22/2021 11:00 AM
3	iwalk	6/16/2021 10:42 PM
4	Motorcycle	6/12/2021 9:47 AM
5	Motorcycle	6/3/2021 10:32 AM

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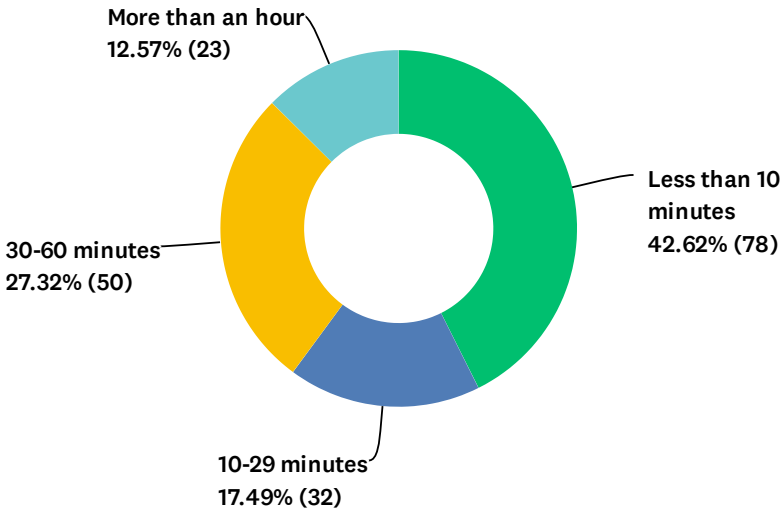
Q21 How long is your commute?

Answered: 183 Skipped: 14



ANSWER CHOICES	RESPONSES	
Less than 10 minutes	42.62%	78
10-29 minutes	17.49%	32
30-60 minutes	27.32%	50
More than an hour	12.57%	23
TOTAL		183

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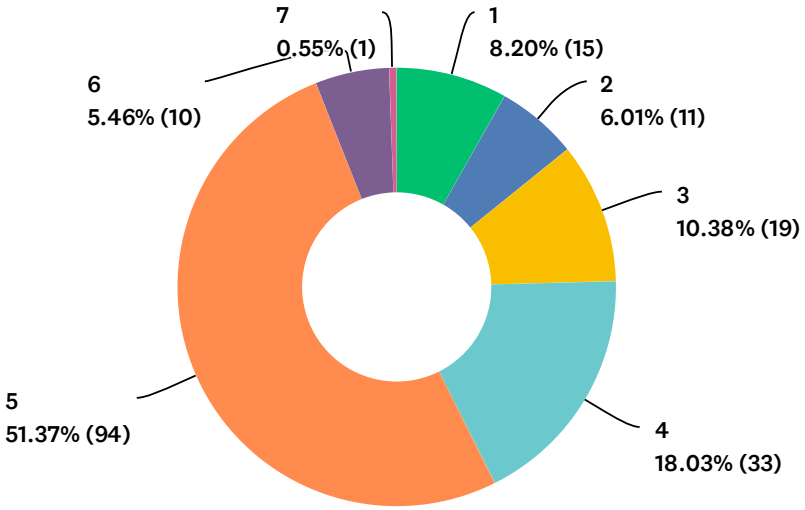
Q22 How many days per week do you have to commute?

Answered: 183 Skipped: 14



ANSWER CHOICES	RESPONSES	
1	8.20%	15
2	6.01%	11
3	10.38%	19
4	18.03%	33
5	51.37%	94
6	5.46%	10
7	0.55%	1
TOTAL		183

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q23 What do you like about your commute?

Answered: 153 Skipped: 44

#	RESPONSES	DATE
1	nothing	7/7/2021 11:32 AM
2	The view and fresh air	7/7/2021 12:28 AM
3	Short.	6/30/2021 12:55 AM
4	Seeing the trees	6/26/2021 10:04 PM
5	short	6/25/2021 1:27 PM
6	The disconnect from work and home.	6/25/2021 7:03 AM
7	no commute, retired	6/24/2021 6:05 PM
8	It's not in LA...	6/24/2021 2:49 PM
9	Short and unencumbered	6/24/2021 7:39 AM
10	Easy	6/23/2021 7:16 AM
11	Not to far, close to home	6/22/2021 5:34 PM
12	Beautiful drive, and Being able to take the bus	6/22/2021 3:39 PM
13	scenery	6/22/2021 3:18 PM
14	It’s short.	6/22/2021 3:14 PM
15	Walking in the sun	6/22/2021 2:43 PM
16	It’s the only time I have to myself	6/22/2021 11:31 AM
17	Yosemite valley! Biking!	6/22/2021 11:00 AM
18	My commute is a walk through Cook's Meadow. It's beautiful, I can see Yosemite Falls in the day, and the stars at night.	6/22/2021 8:45 AM
19	I get to travel through Yosemite	6/22/2021 1:43 AM
20	Short and pretty.	6/21/2021 9:42 PM
21	It is pretty and usually relaxing.	6/21/2021 8:01 PM
22	It’s only about a ten minute walk from home	6/21/2021 7:34 PM
23	I don’t have to commute to work but I commute between Los Angeles where I have another home.	6/21/2021 5:55 PM
24	It's a three minute walk from my dorm building	6/21/2021 9:25 AM
25	Yosemite nature Great bike paths Good for health	6/20/2021 8:06 PM
26	Riding my bike over housekeeping bridge and stopping to watch Yosemite Falls/rainbows/wildlife/sunset etc.	6/20/2021 6:16 PM
27	It’s scenic	6/20/2021 5:22 PM
28	Short	6/20/2021 5:01 PM
29	The walk among the trees	6/20/2021 1:56 PM
30	The view	6/20/2021 12:05 PM
31	easy bike ride	6/20/2021 11:49 AM

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32	It’s a beautiful drive from el portal to the valley!	6/20/2021 11:28 AM
33	The beautiful drive.	6/20/2021 11:00 AM
34	Beautiful scenery	6/20/2021 10:23 AM
35	I commute with my husband, we work nearly the same shift.	6/20/2021 9:57 AM
36	The view	6/20/2021 9:54 AM
37	It is beautiful	6/20/2021 9:36 AM
38	I'm driving against visitor traffic to get to Midpines, driving through the river canyon is beautiful.	6/20/2021 9:23 AM
39	Its a 5 minute walk.	6/20/2021 9:08 AM
40	Nothing	6/20/2021 8:24 AM
41	It is short, beautiful, not much traffic	6/20/2021 7:56 AM
42	Close to work, pretty views, nice people	6/20/2021 7:39 AM
43	I can walk to my overnight rental.	6/20/2021 6:41 AM
44	Drive	6/20/2021 6:22 AM
45	It’s easy and nearby	6/20/2021 3:37 AM
46	Clossness	6/18/2021 1:36 PM
47	Beautiful river canyon	6/18/2021 11:03 AM
48	usually short	6/18/2021 2:55 AM
49	Its short	6/17/2021 3:36 PM
50	The views	6/17/2021 3:03 PM
51	with in walking distance to work	6/17/2021 12:27 PM
52	Nothing	6/17/2021 11:17 AM
53	Scenic	6/17/2021 7:52 AM
54	walking	6/16/2021 11:58 PM
55	nothing. I don't commute. I live in Yosemite valley	6/16/2021 10:42 PM
56	When I did have to commute from Midpines to the park, aside from it being scenic there wasn't anything I liked about it.	6/16/2021 1:16 PM
57	It is close	6/16/2021 10:00 AM
58	Nothing	6/15/2021 9:23 AM
59	Exercise	6/14/2021 7:32 PM
60	It's only about 35 minutes on average.	6/14/2021 7:15 PM
61	nothing	6/14/2021 7:02 PM
62	I drive into one of the most stunning landscapes in the world to go to work.	6/14/2021 8:04 AM
63	2 minutes to work	6/13/2021 1:44 PM
64	Beautiful scenery	6/13/2021 4:49 AM
65	scenery is nice	6/12/2021 1:51 PM
66	Beautiful ride through the Merced River canyon. Not usually much traffic.	6/12/2021 9:47 AM
67	Quiet, generally little traffic	6/12/2021 9:33 AM
68	Listen to music.	6/11/2021 8:34 PM
69	Vanpool with co-workers, makes the time go by faster, saves gas	6/11/2021 7:58 PM

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

70	breezy	6/11/2021 3:38 PM
71	Scenic	6/11/2021 1:05 PM
72	Love I am close enough to walk	6/11/2021 12:32 PM
73	Most of the time it is peaceful and uninterrupted. Sometimes you can help park guests figure out where they can find stuff like bathrooms, coffee or the falls.	6/11/2021 11:19 AM
74	I like driving, and I use the time to process the day and clear my head.	6/11/2021 10:26 AM
75	views	6/11/2021 10:04 AM
76	it is a beautiful and safe drive	6/11/2021 9:50 AM
77	The views	6/11/2021 8:55 AM
78	Early morning lighting and sunsets, but that doesn't fill my tank...	6/10/2021 5:42 PM
79	Pretty drive	6/10/2021 12:59 PM
80	Relatively short	6/10/2021 12:57 PM
81	The drive is scenic, good opportunity to listen to podcasts and catch up on the news	6/10/2021 9:32 AM
82	I can bike it, Foresta Rd from Old EP to warehouse is safe	6/10/2021 8:23 AM
83	Scenic beauty	6/10/2021 12:13 AM
84	It is on slow roads	6/9/2021 3:13 PM
85	That it is not longer. YARTS is an option	6/9/2021 3:01 PM
86	Short	6/9/2021 3:00 PM
87	It’s beautiful and short	6/9/2021 2:17 PM
88	The scenery :)	6/9/2021 1:27 PM
89	The scenery	6/9/2021 1:01 PM
90	Short, near the office, along the Merced	6/9/2021 10:46 AM
91	Like it when not much traffic	6/9/2021 10:24 AM
92	Beautiful scenery	6/9/2021 10:04 AM
93	It’s short	6/9/2021 9:56 AM
94	Beautiful scenery, podcasts	6/9/2021 9:45 AM
95	I am working from home currently	6/9/2021 9:31 AM
96	Relatively short commute and a beautiful drive	6/9/2021 9:23 AM
97	nothing	6/9/2021 9:17 AM
98	The scenery	6/8/2021 7:10 PM
99	Listening to podcasts and music	6/8/2021 2:18 PM
100	Scenery	6/8/2021 1:11 PM
101	Scenic	6/5/2021 1:10 PM
102	obviously the location of my commute is wonderful and it's a short commute so I don't mind it at all	6/4/2021 3:49 PM
103	biking	6/4/2021 1:37 PM
104	It is a beautiful drive	6/3/2021 12:15 PM
105	most beautiful commute in the world :) Usually no traffic if I go early enough and so peaceful	6/3/2021 11:19 AM
106	It is short, I can walk	6/3/2021 11:13 AM

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

107	Love it! It's really easy since I work in town now.	6/3/2021 11:12 AM
108	Scenery	6/3/2021 10:34 AM
109	8 minutes, and I get to ogle Yosemite Falls along the way.	6/3/2021 10:32 AM
110	Pretty scenery	6/2/2021 9:40 PM
111	It’s incredibly short	6/2/2021 7:09 PM
112	The scenery	6/2/2021 4:09 PM
113	Basically not a commute since I live a 10 minute walk from my place of employment. I love not having to drive a long distance.	6/1/2021 9:39 AM
114	I don't commute	5/30/2021 1:40 PM
115	Close proximity to my job	5/30/2021 12:44 PM
116	Nothing	5/30/2021 11:05 AM
117	I don’t.	5/29/2021 1:56 AM
118	The river canyon is beautiful, and I'm driving against visitor traffic	5/28/2021 10:21 PM
119	The nature	5/28/2021 6:20 PM
120	It's beautiful	5/28/2021 5:25 PM
121	Beautiful!	5/28/2021 5:16 PM
122	Short walk, the best thing ever.	5/28/2021 1:41 PM
123	The drive is very nice and gives me time to think/ prep for the day.	5/28/2021 11:24 AM
124	My commute is only one to two minutes.	5/28/2021 9:17 AM
125	Walking distance	5/28/2021 8:43 AM
126	The canyon is beautiful and I get to compare wild flowers and the river daily/weekly. Love jumping in the river on a hot day on my way home.	5/28/2021 5:54 AM
127	I live in the valley, it can't get much better	5/28/2021 5:13 AM
128	Nothing	5/27/2021 9:59 PM
129	N/A	5/27/2021 9:56 PM
130	Only if I time it right, it can be enjoyable with a good audio book.	5/27/2021 9:53 PM
131	Pretty quick and easy to get into town from Midpines	5/27/2021 9:43 PM
132	Beautiful scenery	5/27/2021 8:04 PM
133	The scenery.	5/27/2021 7:27 PM
134	Short, easy.	5/27/2021 6:24 PM
135	Short	5/27/2021 6:01 PM
136	It's beautiful	5/27/2021 5:43 PM
137	Th view	5/27/2021 2:02 PM
138	Scenic, not super long.	5/27/2021 1:40 PM
139	It’s short and the traffic is minimal.	5/27/2021 1:34 PM
140	Accessibility without car except for poor weather which may depend on shuttle running (snow/rain)	5/27/2021 1:30 PM
141	The Merced River Canyon	5/27/2021 1:29 PM
142	The beauty of the drive	5/27/2021 1:13 PM

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

143	In the morning no one around	5/27/2021 1:09 PM
144	Nothing	5/27/2021 12:58 PM
145	The river canyon between the park and Mariposa is beautiful.	5/27/2021 12:44 PM
146	Scenery	5/27/2021 12:17 PM
147	Scenery of the mountains and river	5/27/2021 11:51 AM
148	The scenery	5/27/2021 10:50 AM
149	Simple, not too long	5/27/2021 10:42 AM
150	great scenery!	5/27/2021 10:22 AM
151	I do not have to commute on a regular basis and when I do, the distance is short.	5/26/2021 4:25 PM
152	Time to listen to a podcast, or music and enjoy a nice cup of coffee	5/26/2021 2:35 PM
153	good	5/26/2021 12:16 PM

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q24 What do you dislike about your commute?

Answered: 147 Skipped: 50

#	RESPONSES	DATE
1	I have to donate two hours of my day to have a job while others get to live onsite.	7/7/2021 11:32 AM
2	Guest bikers not paying attention to the path and people in front of them.	7/7/2021 12:28 AM
3	N/A	6/30/2021 12:55 AM
4	Traffic since it is single lane	6/26/2021 10:04 PM
5	Gone all day. Traffic.	6/25/2021 7:03 AM
6	no commute, retired you should have this as an option	6/24/2021 6:05 PM
7	I don't want to drive to work. I want to ride my bike.	6/24/2021 2:49 PM
8	Nothing	6/24/2021 7:39 AM
9	It’s hot	6/22/2021 5:34 PM
10	Length of time and traffic if I don't leave very early. Difficult to get bus reservation when Yosemite Has use limits and more tourists use bus to avoid park reservation system.	6/22/2021 3:39 PM
11	long, dangerous curvy roads that people (mostly locals) drive too fast on	6/22/2021 3:18 PM
12	Getting across hwy 140	6/22/2021 3:14 PM
13	Walking at night in the dark	6/22/2021 2:43 PM
14	Slow drivers who don’t use turn outs	6/22/2021 11:31 AM
15	Traffic!!	6/22/2021 11:21 AM
16	Scenic drive through canyon.	6/22/2021 10:34 AM
17	N/A	6/22/2021 8:45 AM
18	I have to deal with tourist traffic	6/22/2021 1:43 AM
19	Heat.	6/21/2021 9:42 PM
20	It's too long and a bit dangerous. Response time to accidents in the 140 river canyon seems to be very long by everyone (park, CHiPs, Sherriff, ambulance, etc). Cost of gas.	6/21/2021 8:01 PM
21	Long drive.	6/21/2021 5:55 PM
22	Nothing at all	6/21/2021 9:25 AM
23	Busy cars that speed in Yosemite People who clog the bike paths when walking	6/20/2021 8:06 PM
24	Living in the East End of The Valley in the summertime if for some reason I HAVE to take my car somewhere. I have to plan my days/weeks around getting my car out of The Valley when the roads aren’t stand-still parking lots… to the tune of moving my car at 6am to the Lodge so that 10 hours later I can leave.	6/20/2021 6:16 PM
25	It’s long. It can be very slow depending on the time of day.	6/20/2021 5:22 PM
26	The traffic within the Valley.	6/20/2021 1:56 PM
27	The time	6/20/2021 12:05 PM
28	Crowds in the summer time mean I have to add at least an hour to my drive time unless I’m getting there between 7-7:30	6/20/2021 11:28 AM
29	The 3 hour long drive, and the multi-hour long lines of cars you have to wait behind to get into	6/20/2021 11:00 AM

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

	the park just to get to work. (I've missed 4 hours of a shift before, just because of having to wait behind a thousand visitors).	
30	Cars that refuse to stop in crosswalks, too much congestion on walking/bike paths	6/20/2021 10:23 AM
31	It's long, the tourists don't use turnouts.	6/20/2021 9:57 AM
32	Traffic (tourists), gas prices	6/20/2021 9:54 AM
33	It is dangerous and an environmental disaster.	6/20/2021 9:36 AM
34	potential for rock-fall closing the road; long drive	6/20/2021 9:23 AM
35	Construction and park traffic	6/20/2021 8:24 AM
36	The new traffic route in the valley is a little frustrating	6/20/2021 7:56 AM
37	Tourists going 30+ MPH in the parking lot & guests not knowing what "on your left" means	6/20/2021 7:39 AM
38	Nothing	6/20/2021 6:41 AM
39	The construction the cvt truck drivers who are unsafe on the road	6/20/2021 6:22 AM
40	Nothing	6/20/2021 3:37 AM
41	Heat	6/18/2021 1:36 PM
42	Constant road construction. Stop light in the canyon. Tourists driving slow. Locals driving crazy fast. Length of time away from home.	6/18/2021 11:03 AM
43	latest road configuration adds 20+ minutes to part of my commute	6/18/2021 2:55 AM
44	Nothing	6/17/2021 3:36 PM
45	Nothing	6/17/2021 3:03 PM
46	Spending time in the car driving the river canyon	6/17/2021 11:17 AM
47	Length	6/17/2021 7:52 AM
48	none	6/16/2021 11:58 PM
49	nothin	6/16/2021 10:42 PM
50	It is dangerous and takes up a great deal of time.	6/16/2021 1:16 PM
51	Nothing really, it is fantastic to be fortunate enough to have found housing in El Portal (after looking for the better part of a year).	6/16/2021 10:00 AM
52	Long drive	6/15/2021 9:23 AM
53	bad weather while no mass transit	6/14/2021 7:32 PM
54	The traffic in Yosemite Valley can add 30-45 minutes to the commute home on weekends.	6/14/2021 7:15 PM
55	traffic and long loop	6/14/2021 7:02 PM
56	There's usually traffic and distracted drivers.	6/14/2021 8:04 AM
57	Traffic, duration	6/13/2021 4:49 AM
58	curvy roads, winter conditions can be treacherous, awful tourist drivers (drive too fast, tailgate, unsafe), constant construction and road hazards make commute longer than it should be, intermittent shuttle service (YARTS)	6/12/2021 1:51 PM
59	When traffic is bad, it's quite frustrating. When a line builds up behind an RV that won't pull over, my commute can increase from ~30 minutes to nearly an hour.	6/12/2021 9:47 AM
60	Having to get on 49 for the last few miles. Narrow shoulders on Triangle/Carleton/Silva	6/12/2021 9:33 AM
61	Too long, a lot of traffic, crazy drivers.	6/11/2021 8:34 PM
62	Distance, spending at least 1 1/2 hours daily commuting to work, money on gas (gas prices high), wear and tear on vehicle	6/11/2021 7:58 PM

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

63	N/A	6/11/2021 3:38 PM
64	Traffic. Slow tourists	6/11/2021 1:05 PM
65	Nothing	6/11/2021 12:32 PM
66	Bicyclists with no manners	6/11/2021 11:19 AM
67	It is nearly 3 hours out of my day, and if the traffic is bad, it takes even longer. Plus, 140 between El Portal and Mariposa is basically a scary race track.	6/11/2021 10:26 AM
68	slow people. 45 minutes	6/11/2021 10:04 AM
69	tourists drive slowly and erratically, there is no viable public transportation option	6/11/2021 9:50 AM
70	It’s long. The roads are very dangerous when it snows.	6/11/2021 8:55 AM
71	Ridiculous gas prices set by Aramark that means my tank is like $60 to fill almost every week...	6/10/2021 5:42 PM
72	Agressive local drivers. Very unsafe, need to have more traffic enforcement in the canyon.	6/10/2021 12:59 PM
73	Road construction	6/10/2021 12:57 PM
74	The drive gets old. My work day is essentially a 12-hour day.	6/10/2021 9:32 AM
75	Nothing	6/10/2021 8:23 AM
76	Traffic	6/10/2021 12:13 AM
77	Gas money	6/9/2021 3:13 PM
78	Tourists driving slow in the canyon, the light, the fact that the canyon is dangerous in the winter	6/9/2021 3:01 PM
79	Long lines, traffic, construction.	6/9/2021 3:00 PM
80	Dodging tourists	6/9/2021 2:17 PM
81	Witnessing poor behaviour from visitors (walking in meadows, fishing from bridges, illegal parking on vegetation).	6/9/2021 1:27 PM
82	The cost of gas	6/9/2021 1:01 PM
83	N/A	6/9/2021 10:46 AM
84	Line at entrance station	6/9/2021 10:24 AM
85	Nothing	6/9/2021 10:04 AM
86	Mariposa County does a poor job maintaining roads in Wawona	6/9/2021 9:56 AM
87	Winding roads, slow tourists, commute time (1 hour each way), gas prices	6/9/2021 9:45 AM
88	I am hoping to move my office to El Portal	6/9/2021 9:31 AM
89	lines at NPS gate, slow traffic in park,	6/9/2021 9:17 AM
90	The miles it puts on my car and the price of gas	6/8/2021 7:10 PM
91	Uncertain traffic, can be unsafe in incliment weather	6/8/2021 2:18 PM
92	Bad drivers and some crowded roads	6/8/2021 1:11 PM
93	Speeder, tailgaters, lack of signage	6/5/2021 1:10 PM
94	the road redirection	6/4/2021 3:49 PM
95	potholes	6/4/2021 1:37 PM
96	I don't like the unknowns that can make me late to work, like how long will the delay be at the gates, and will there be traffic delays and construction delays.	6/3/2021 12:15 PM
97	It would be nice if my job was such that I could take the bus more or carpool easier	6/3/2021 11:19 AM

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

98	NA	6/3/2021 11:13 AM
99	nothing	6/3/2021 11:12 AM
100	Single lane road and getting stuck behind slow vehicles	6/3/2021 10:34 AM
101	Nothing. There's nothing that a reasonable human could dislike about an 8 minute walk in Yosemite Valley.	6/3/2021 10:32 AM
102	It's long, road closes sometimes.	6/2/2021 9:40 PM
103	Nothing	6/2/2021 7:09 PM
104	The traffic due to road projects and high visitation.	6/2/2021 4:09 PM
105	N/a	5/30/2021 1:40 PM
106	traffic and lack of parking when returning home	5/30/2021 12:44 PM
107	It varies so much. A 50 minute commute on a good day can be a two hour commute on a high traffic day. The road often has periodic closures for tree work, road work, etc that add up to an hour. It’s hypocritical for me to work for a conservation organization talking to people about the effects of climate change on the park and to personally burn as much gasoline as I do getting to work. I hate that it takes a good slice of the time Id rather spend exercising.	5/30/2021 11:05 AM
108	When I do have to drive into Yosemite Valley (approx 1 every two weeks) I do hate 140... so much crazy.	5/30/2021 9:48 AM
109	The commute.	5/29/2021 1:56 AM
110	Even if I wanted to take yarts, I still have to drive 25 minutes to El Portal first. Also the Ferguson light can add many minutes if I hit it wrong	5/28/2021 10:21 PM
111	The traffic.	5/28/2021 6:20 PM
112	Miss the shuttles/5-9 for when it's late, I'm tired, etc	5/28/2021 5:25 PM
113	Always road work... and tourists	5/28/2021 5:16 PM
114	The traffic	5/28/2021 3:32 PM
115	Nothing	5/28/2021 1:41 PM
116	The drive is long and can add so much time to my work day as well as the cost of fuel and miles added to my car.	5/28/2021 11:24 AM
117	Nothing	5/28/2021 9:17 AM
118	Nothing	5/28/2021 8:43 AM
119	Slow cars/RV's, locals that drive the canyon way too fast, construction delays.	5/28/2021 5:54 AM
120	I live in the valley, not much can ruin it	5/28/2021 5:13 AM
121	Constant construction and traffic turns a 25 minute drive to the valley into 60-90 minute drive every day. Winter driving conditions to the valley and Mariposa are very dangerous. Road closures due to rockfall require missing work without pay or driving around.	5/27/2021 9:59 PM
122	N/A	5/27/2021 9:56 PM
123	The tourists not using pull-outs; they just don't understand that we're not on vacation and we just want to get to our destination - work - on time and they must pull over and let us pass and then go at their own vacation pace.	5/27/2021 9:53 PM
124	Tourists in rented RVs with no clue what they’re doing on mountain roads.	5/27/2021 9:43 PM
125	Dangerous road and drivers, traffic jams, unpredictable road conditions (Rockfall, ice). But mostly drivers doing dangerous things like passing on blind curves.	5/27/2021 8:04 PM
126	Traffic occurring earlier.	5/27/2021 7:27 PM
127	Can get backed up entering the park, blind corners with tourists camping illegally.	5/27/2021 6:24 PM
128	Visitors parked in the road	5/27/2021 6:01 PM

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

129	All the traffic in Yosemite valley	5/27/2021 5:43 PM
130	Nothing	5/27/2021 2:02 PM
131	Traffic.	5/27/2021 1:40 PM
132	N/A	5/27/2021 1:34 PM
133	Dependent on visitor traffic/weather during commute which can be unpredictable	5/27/2021 1:30 PM
134	Slow vehicles .	5/27/2021 1:29 PM
135	Traffic and gas prices are very high.	5/27/2021 1:14 PM
136	The time it takes and the deer can be a pain.	5/27/2021 1:13 PM
137	To many people in the afternoon	5/27/2021 1:09 PM
138	Driving and Yosemite traffic.	5/27/2021 12:58 PM
139	Constant delays from construction and traffic	5/27/2021 12:44 PM
140	Traffic	5/27/2021 12:17 PM
141	The backlog from visitors and construction	5/27/2021 11:51 AM
142	Park traffic	5/27/2021 10:58 AM
143	Traffic at times, rockslides	5/27/2021 10:42 AM
144	distance	5/27/2021 10:22 AM
145	N/A	5/26/2021 4:25 PM
146	Traffic, other dangerous commuters, visitors that drive slow and dangerously, road construction and overall time wasted.	5/26/2021 2:35 PM
147	good	5/26/2021 12:16 PM

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q25 How could your commute be better?

Answered: 127 Skipped: 70

#	RESPONSES	DATE
1	law enforcement presence, tired of seeing people pass on double yellow line and coming at me in my lane...commute is TOO LONG!	7/7/2021 11:32 AM
2	Less guest	7/7/2021 12:28 AM
3	N/A	6/30/2021 12:55 AM
4	More lanes	6/26/2021 10:04 PM
5	no commute, retired	6/24/2021 6:05 PM
6	If I moved somewhere that I can commute by bike	6/24/2021 2:49 PM
7	Couldn't be better	6/24/2021 7:39 AM
8	Shuttles	6/22/2021 5:34 PM
9	Fewer delays due to construction	6/22/2021 3:39 PM
10	could bike without risking my life	6/22/2021 3:18 PM
11	Better signage	6/22/2021 3:14 PM
12	A/C Radio	6/22/2021 11:31 AM
13	Less tourists. Limit # of cars in the valley	6/22/2021 11:21 AM
14	Not sure	6/22/2021 10:34 AM
15	I can't imagine a better commute.	6/22/2021 8:45 AM
16	LoL no tourists! But then I wouldn't have a job	6/22/2021 1:43 AM
17	I frequently have to enter Yosemite National Park for my commute, and the line at the gate can add a significant amount of time to my commute.	6/21/2021 9:42 PM
18	If it was shorter, and if they would finish the darn rock shed.	6/21/2021 8:01 PM
19	If there was public transportation. from Los Angeles to Yosemite such as if I could take a train and then Yarts.	6/21/2021 5:55 PM
20	I don't think it can be	6/21/2021 9:25 AM
21	Less people walking on bike path	6/20/2021 8:06 PM
22	If it were shorter or faster	6/20/2021 5:22 PM
23	N/A	6/20/2021 1:56 PM
24	If it wasn't one lane there	6/20/2021 12:05 PM
25	Not sure how to fix the traffic since it's just the two lane highway.	6/20/2021 11:28 AM
26	Having my wife be able to live in employee housing with me, like the ranger's family's get to, so I don't have to commute at all.	6/20/2021 11:00 AM
27	Fewer people	6/20/2021 10:23 AM
28	Remove the tourists…….ha, ha	6/20/2021 9:57 AM
29	Better gas price	6/20/2021 9:54 AM
30	Housing closer to park facilities	6/20/2021 9:36 AM

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

31	finish the ferguson slide project so there's not a light	6/20/2021 9:23 AM
32	Better road infrastructure	6/20/2021 8:24 AM
33	N/A	6/20/2021 7:56 AM
34	Maybe a designated bike path	6/20/2021 7:39 AM
35	N/a	6/20/2021 6:41 AM
36	Time Construction to be off say 6 to 730 and 4 to 6 at night let us get home Talk to cvt owners and tell em we are tired of how they drive down 140 Darrah triangle etc	6/20/2021 6:22 AM
37	By having the buses back before winter. It gets hard getting to and from work in the Winter. So it would be nice to have the busses back in the Valley	6/20/2021 3:54 AM
38	When I used to work at yosemite valley lodge last winter/spring it was extremely difficult to access on bike/skateboard due to how icy and cold it was before 7am. Not having access to the “59” employee transportation bus was a major punch to the gut and left most employees struggling to get rides to work. The alternative set in place was courtesy rides provided by night housing security between 10pm and 6am, this service was completely unreliable for a number of reasons. 1. There was no communication between you and night housing directly you had to go through the valley operator which then asked housing for you, this often lead to rides never showing up. 2. Don’t expect to be at work on time, I’ve personally waited an hour and fifteen minutes for the courtesy ride before and ultimately had to make the decision to bike to work in the 5 minutes I had left before my shift started 2 miles away. This is common as there’s only one night housing personnel doing a slew of tasks, package pickup, other employee rides (with only a 5 seater suv or a 8 seater van), “security rounds” (which is just code word for hassling employees or taking a nap in the housing office) 3. And lastly the courtesy ride system is flawed because that’s exactly what it is... a courtesy, housing is not obligated or required to give employees rides, but if they decide not to or other things come up, employees are just left to hang out and dry because there’s no direct communication between housing and said employee, so once again it comes full circle. You’re just left, without a ride.	6/20/2021 3:37 AM
39	Walk to lose weight	6/18/2021 1:36 PM
40	No construction and their vehicles.	6/18/2021 11:03 AM
41	Not living outside Yosemite Valley to commute to work	6/17/2021 3:36 PM
42	Nothing	6/17/2021 3:03 PM
43	If I didn't have one.	6/17/2021 11:17 AM
44	I would take YARTS if it were faster: it adds about an hour to my daily commute time.	6/17/2021 7:52 AM
45	none	6/16/2021 11:58 PM
46	nothing	6/16/2021 10:42 PM
47	Yarts should offer a better timetable and opportunities to rideshare should be increased.	6/16/2021 1:16 PM
48	Bus transport	6/15/2021 9:23 AM
49	mass transit	6/14/2021 7:32 PM
50	An even shorter commute would be ideal and a commute without traffic.	6/14/2021 7:15 PM
51	build a pedestrian underpass at Yosemite Falls to reduce traffic stand still, waiting for pedestrians crossing and blocking the road. This will keep traffic moving.	6/14/2021 7:02 PM
52	It would be nice to have a parking lot in El Portal and a bus service for visitors to take to reduce the number of cars trying to enter the park during peak season.	6/14/2021 8:04 AM
53	Commuter train from Mariposa to Yosemite Valley would create the perfect solution for work travel	6/13/2021 4:49 AM
54	YARTS or other community shuttle service could have more times and buses available to reduce congestion on highway and provide variety of times to catch the bus to El Portal and YNP Valley, ride-share opportunity exploration?	6/12/2021 1:51 PM
55	I was using YARTS before COVID, but with ridership restrictions I haven't been able to use it	6/12/2021 9:47 AM

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	for commuting for the last year. I'm looking forward to it being easier/more available soon.	
56	I really want to commute by electric bike but the ride can be dicey with cars along the way. The commute could be made better with wider shoulders on Triangle/Carleton/Silva; Bike options either by making a bike corridor along 49 or connecting smaller neighborhood roads.	6/12/2021 9:33 AM
57	Shorter, or no commute.	6/11/2021 8:34 PM
58	If it was shorter, more available housing to purchase closer to El Portal.	6/11/2021 7:58 PM
59	N/A	6/11/2021 3:38 PM
60	Teleportation	6/11/2021 1:05 PM
61	In winter road is not plowed.. can make it a bit tough to walk	6/11/2021 12:32 PM
62	Since the pandemic, I have been mandated to telework exclusively, except for occasional trips to my office in the park. But when telework ends, the commute could be improved by YARTS offering more runs and more direct runs with fewer stops. My 3 hour commute (round trip) turns to 4 or more with the current YARTs configuration.	6/11/2021 10:26 AM
63	not as long	6/11/2021 10:04 AM
64	create a viable public transportation option	6/11/2021 9:50 AM
65	Build more housing near the park.	6/11/2021 8:55 AM
66	YARTS used to offer commuter passes but those are no longer available or honored so there's literally no incentive to take the bus into the park. And in all honesty, commuter passes should be free to park employees. There's a pretty strong correlation with people who have longer commutes are often the people who are lowest paid. And the people who get to work from home or have shorter commutes tend to be on the higher end of the pay scale. Hence why it would be worthwhile to provide free commuter passes to ALL park employees.	6/10/2021 5:42 PM
67	Speeding enforcement and at the stop light	6/10/2021 12:59 PM
68	My work schedule does not give me the option to use YARTS. This is a great service and if the schedule was more reliable I would use the bus.	6/10/2021 9:32 AM
69	N/A	6/10/2021 8:23 AM
70	Leave lane open for local commuters	6/10/2021 12:13 AM
71	I wish there was good public transportation from Wawona to Yosemite Valley and Tuolumne. I would take it every weekend.	6/9/2021 3:00 PM
72	Not sure it can be. Rangers can't be everywhere at once. ♀	6/9/2021 1:27 PM
73	Carpooling	6/9/2021 1:01 PM
74	N/A	6/9/2021 10:46 AM
75	None	6/9/2021 10:04 AM
76	Repaved roads	6/9/2021 9:56 AM
77	Carpooling, increased teleworking flexibility even after Covid	6/9/2021 9:45 AM
78	dedicated resident line in all seasons, public transportation to Yosemite West, with an official stop in the Yosemite West area.	6/9/2021 9:17 AM
79	Mileage compensation	6/8/2021 7:10 PM
80	Local hotels need to have 2 nite minimum stay and their guests need to ride Yarts or a hotel shuttle into Yosemite valley	6/8/2021 1:11 PM
81	More funding for law enforcement	6/5/2021 1:10 PM
82	I would like to not have to go out to El Cap meadow in order to go to the village from the Lodge.	6/4/2021 3:49 PM
83	sometimes have electric-assist	6/4/2021 1:37 PM

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84	I would like there to be a Yosemite conservancy/NPS commuter shuttle bus that runs multiple times a day. Maybe have a phone number that you could call to find out how long the delay is at the gate.	6/3/2021 12:15 PM
85	NA	6/3/2021 11:13 AM
86	nothing	6/3/2021 11:12 AM
87	Having cell service the whole way	6/3/2021 10:34 AM
88	A magic carpet ride?	6/3/2021 10:32 AM
89	Can’t possibly be better	6/2/2021 7:09 PM
90	Less traffic. Having a home closer to the office. YARTS is no longer offering employee passes, so each ride is too expensive. Earlier rides into the Valley would allow more employees to get to work on time and use the bus as an option. Currently anyone who starts work at 7 AM or before is out of luck. More and more timely bus runs might make it better.	6/2/2021 4:09 PM
91	N/a	5/30/2021 1:40 PM
92	not having to wait in 2 hours of traffic to get home.	5/30/2021 12:44 PM
93	It could be shorter. There could be other folks in town that work in the park I could commute with. (So few live in Oakhurst)	5/30/2021 11:05 AM
94	Better YARTS schedule and bring back the commute reduced rate passes - or an emp bus	5/29/2021 1:56 AM
95	I'd love if there was a yarts stop at the diversion dam so I could park there and take it once a week	5/28/2021 10:21 PM
96	Keep reservations full time.	5/28/2021 6:20 PM
97	Not sure it can be if trees and rocks keep falling and Yosemite keeps being a tourist destination :)	5/28/2021 5:16 PM
98	Better traffic flow in the summer.	5/28/2021 3:32 PM
99	No change needed	5/28/2021 1:41 PM
100	Na	5/28/2021 8:43 AM
101	Cell service in the canyon so I don't have to remember to download my podcasts	5/28/2021 5:54 AM
102	Ice cream?	5/28/2021 5:13 AM
103	Reduce construction and traffic. Reduce tourist vehicles overcrowding. Increase signage about slow vehicles using turn outs.	5/27/2021 9:59 PM
104	N/A	5/27/2021 9:56 PM
105	YARTS out of the valley to Mariposa earlier in the day; more pull outs for slow drivers with loud and clear signage that they MUST use them...	5/27/2021 9:53 PM
106	Wider (more debris-free) shoulders or a dedicated bike path (engineering challenges aside) on 140 would make biking more pleasant.	5/27/2021 9:43 PM
107	I'd take the bus more if it ran more often and later into evening.	5/27/2021 8:04 PM
108	Paid commute time. It's a dangerous commute.	5/27/2021 7:27 PM
109	Improved entrance station	5/27/2021 6:24 PM
110	Less cars and better designed roads	5/27/2021 5:43 PM
111	Scooter	5/27/2021 2:02 PM
112	Ride share program, wider shoulders to make me feel more safe on my bike.	5/27/2021 1:40 PM
113	N/A	5/27/2021 1:34 PM
114	Separate access for employee travel around visitor traffic	5/27/2021 1:30 PM
115	Helicopter	5/27/2021 1:29 PM

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116	It would be great if Yarts has employees discount pass again.	5/27/2021 1:14 PM
117	Public transportation	5/27/2021 1:13 PM
118	????	5/27/2021 1:09 PM
119	If I could ride a bus I could do work on the bus.	5/27/2021 12:58 PM
120	Doing more night construction and not just all day mon-fri. More limited day use traffic. Give tourists more options to take busses, expand yarts and add park and ride places at entrance towns	5/27/2021 12:44 PM
121	Not sure	5/27/2021 12:17 PM
122	Better signage so that visitors are not stopping to figure out directions and driving confused	5/27/2021 11:51 AM
123	Limit traffic within the park	5/27/2021 10:58 AM
124	less often or not so far	5/27/2021 10:22 AM
125	I no longer commute to Yosemite Valley from Mariposa, but I did for seven years. I think that the limited YARTS schedules are not sufficient for many park employees. The fare is high fir low wage workers who are not eligible for subsidies by the federal government.	5/26/2021 4:25 PM
126	If the Furguson Rock shelter was complete then traffic would not bunch up at the bridges	5/26/2021 2:35 PM
127	good	5/26/2021 12:16 PM

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q26 Other thoughts related to commuting in Mariposa County (regarding safety, convenience, cost, etc.)

Answered: 75 Skipped: 122

#	RESPONSES	DATE
1	N/A	7/7/2021 12:28 AM
2	We frequently are left without power and are at the absolute end of the line for repair. If you think this is only due to major issues like storms, you're kidding yourself. Mariposa County provides no services except a library on very limited hours conducive only to those who don't work (e.g. 1-3pm; 12-5pm) to the community of Wawona and that is with us helping to fund our own library. You even left us and Yosemite West off this silly survey which is not at all surprising! We have no access to health, wellness or social programs. Everything is 100% Valley and El Portal-centric within the park. Our school isn't even properly funded with tax money...that is sent to Bass Lake or somewhere and the school is left to fundraise to provide school services to the numerous children in our community. We have insufficient garbage and recycling services with dumpsters that have holes in them, are broken, overfilled twice a week because there aren't enough of them, and ignored by Recology. We have insufficient repairs to County-owned roads. The list goes on and on. You rake in TOT taxes and pretty darn close to ZERO of it comes back to this community and even less goes back to Yosemite West. You've got 400 private rental houses that are generating hundreds of thousands of dollars and you can't even plow roads, let alone clear culverts, patch potholes, repair signs, or paint roadway markings or do any kind of preventative or routine maintenance. I've lived here nearly 15 years and have never seen a road repaved. You keep milking the cash cow but never feed it.	6/30/2021 12:55 AM
3	Yarts is very reasonabley priced	6/22/2021 3:39 PM
4	If more Yosemite folks could live closer to work (or continue to telework), that would really cut down on the need for all those people to spend so much time driving	6/22/2021 3:18 PM
5	More lights in town.	6/22/2021 3:14 PM
6	transportation provided by Aramark is hit and miss and jamie_gonzales@parner.nps.gov does not respond to emails	6/22/2021 2:43 PM
7	I wish Midpines store had gasoline	6/22/2021 11:31 AM
8	The shorter a commute, the better. The lower cost, the better. Park employees are not especially well-paid, and adding a lengthy commute to the work day reduces quality of life.	6/22/2021 8:45 AM
9	More YARTS busses and more frequent transfer connections	6/22/2021 1:43 AM
10	See notes regarding telework, this will allow more folks to live further away, possibly.	6/21/2021 8:01 PM
11	I think a reservation system should be year round to avoid too many cars in Yosemite.	6/21/2021 5:55 PM
12	To access other parts of the valley easier, like the grocery store, post office, and wellness center would be fantastic	6/21/2021 9:25 AM
13	The State Police are responsible for patrolling 140 but they are so profoundly understaffed that they have almost no presence from Midpines to the Park border. As a result, there’s a LOT of poor and sometimes seriously dangerous behavior by local drivers happening all the time.	6/20/2021 6:16 PM
14	I worry about accidents, especially in the winter or when there are rockslides in the Merced River canyon.	6/20/2021 5:22 PM
15	A residential cost of gas at the el portal gas station that allows me to pay whatever gas is in mariposa.	6/20/2021 11:28 AM
16	There is always the threat of rocks on the road or a rock slide or trees down. It is expensive. Right now we are paying approximately $75.00 a week to commute.	6/20/2021 9:57 AM
17	Gas prices are high. Almost not worth working in Yosemite	6/20/2021 9:54 AM

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

18	We need more police presence on 140. People follow too closely and drive too fast.	6/20/2021 9:36 AM
19	I wish there was a YARTS stop at the diversion dam (120/140 intersection) so I could take YARTS more often, but it's not worth it at this point if I'm already having to drive to EP	6/20/2021 9:23 AM
20	Housing outside the park is a long commute, expensive rent, pretty much impossible with no COLA. Yosemite will be able to keep more employees if COLA existed.	6/20/2021 9:08 AM
21	We need to improve our overall infrastructure.	6/20/2021 8:24 AM
22	The new traffic route, driving all the way to el cap just to get home to the village when at the lodge, having to do that if it’s snowy or rainy and the busses are running again. Some people don’t know how to drive well in the snow or their vehicles aren’t meant for some of the snow we get down here yet still have to get to work but now they have to drive all the way down to el cap from the lodge just making it unsafe for those who aren’t as comfortable driving in those conditions	6/20/2021 7:56 AM
23	N/a	6/20/2021 7:39 AM
24	N/a	6/20/2021 6:41 AM
25	Nope	6/20/2021 3:37 AM
26	Mariposa is becoming crazy expensive and local wages do not match this change. Get rid of nightly rentals and you will have plenty of housing for the working class people.	6/18/2021 11:03 AM
27	Would not work if not able to live in Yosemite	6/17/2021 3:36 PM
28	I appreciate my employer's willingness to allow maximum telework during the pandemic, and overall support of telework and flexible work schedules.	6/17/2021 7:52 AM
29	If planning would favor walking to work.	6/16/2021 11:58 PM
30	It seems a lot of folks buying houses right now are not locals or from the area - they are buying these houses to use as rental properties. Controls need to be placed on VRBOs and Air Bnb's - people who work and live here have few options and it is wrong to allow it to continue uncontrolled.	6/16/2021 1:16 PM
31	Undafe	6/15/2021 9:23 AM
32	If you build housing outside of park will that create more traffic? 24 hour bus in and out of park for employees. Like maybe every 4 hours. Us graveyard employees need rides too.	6/14/2021 7:32 PM
33	The safety of driving through the Merced River Canyon between Briceburg and Yosemite is a concern, both with the risk of rockfall and the recklessness of some drivers on the road.	6/14/2021 7:15 PM
34	The bus is doable (except during COVID), but often crowded if employees aren’t told to refrain from use due to high visitor usage needs. Generally safe. Road maintenance should be done in off-season though. All the employee cars increase pollution. Gas prices make commuting costly.	6/13/2021 4:49 AM
35	can shuttle system be greener?	6/12/2021 1:51 PM
36	We need more electric vehicle charging infrastructure! I've been hoping to purchase an electric vehicle for the past few years, but there are no charging stations in El Portal or Midpines, which are the towns I commute between. More YARTS runs, other commuting options (van share?, smaller busses for YNP/Aramark employees) would be nice.	6/12/2021 9:47 AM
37	Roads in poor shape.	6/11/2021 8:34 PM
38	The tourists can cause traffic back-ups, vacation rental patrons not knowing where they are going and driving erratically.	6/11/2021 7:58 PM
39	N/A	6/11/2021 3:38 PM
40	Housing in the greater Mariposa area is expensive and hard to find and too far from Yosemite.	6/11/2021 11:19 AM
41	I think we have found that a lot of work can be done remotely and that mindset will continue even after the pandemic allows "normalcy". Maybe consider some communal or partnered touch-down spaces for those who have telework challenges (like slow internet, lack of space) but could still get work done remotely without having to commute to El Portal or Yose Valley.	6/11/2021 10:26 AM

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

	YARTs is really the only transit and I think it is affordable, but they don't have enough runs. A pipe dream would be a rail system into the park again ;).	
42	It would be easy to increase the number and availability of YARTS routes - you have a perfectly good system in place, just need more routes / better time offerings	6/11/2021 9:50 AM
43	Cost of filling up tank is unreasonable for employees.	6/10/2021 5:42 PM
44	Bicycle lanes, Sidewalks	6/10/2021 12:57 PM
45	The wear and tear on my car, the expense of gas and the stress of long commutes after working a long day are all stressful factors.	6/10/2021 9:32 AM
46	I really feel for people who have longer commutes than I.	6/10/2021 8:23 AM
47	The YARTS system is awesome, but there are too few runs and generally they don't align with flight schedules at FAT.	6/9/2021 3:00 PM
48	None	6/9/2021 10:04 AM
49	Make sure Wawona roads are plowed more timely/thoroughly in the winter.	6/9/2021 9:56 AM
50	Employee only gas prices that are lower than the cost for tourists	6/8/2021 7:10 PM
51	Commuting here is never convenient, yet this is what we sign up for upon moving out here. A rideshare program would be so helpful for shopping days, errands, getting out to hike and other things on top of work.	6/8/2021 2:18 PM
52	Increased public transportation.	6/5/2021 1:10 PM
53	I would gladly take yart but it costs more to take the bus than to drive. Ask yarts to bring back the commuter bus pass rates.	6/3/2021 12:15 PM
54	it's a great place to live	6/3/2021 11:19 AM
55	I wish the vacation rental market could be capped so that real people can afford to rent or own a home. I have seen many coworkers driven out of here due to lack of appropriate housing for them and their family.	6/3/2021 11:13 AM
56	more public transportation would be awesome and I would use it	6/3/2021 11:12 AM
57	Highway 140 is dangerous partly because of how people drive (passing when they should't and speeding).	6/2/2021 7:09 PM
58	N/a	5/30/2021 1:40 PM
59	Mariposa county is very expensive to live in and and terrible public transportation	5/29/2021 1:56 AM
60	Gas is expensive along with expensive NPS RO housing. It makes	5/28/2021 3:32 PM
61	Gas prices suck	5/28/2021 5:54 AM
62	Less cars, the new traffic pattern doesn't have many pedestrian crossing signs and I don't trust people in cars up here to watch the road	5/28/2021 5:13 AM
63	I don't think there's anything you can do about the rockfall hazards. But it's terrible.	5/27/2021 9:59 PM
64	N/A	5/27/2021 9:56 PM
65	For safety, we need cell coverage on the whole 140 corridor.	5/27/2021 8:04 PM
66	During road closures, employees should be given extra flexibility with commute times.	5/27/2021 7:27 PM
67	The gas in EP is so expensive it's inconvenient when you're just commuting that you have to go to Mariposa for cheaper gas. The road is unsafe for transportation other than by vehicle.	5/27/2021 6:24 PM
68	Gas is way too expensive	5/27/2021 5:43 PM
69	Aramark should give me a travel stipend.	5/27/2021 1:29 PM
70	Gas prices in Greely Hill are way overinflated.	5/27/2021 1:13 PM
71	Very costly with the price of gas in Yosemite and El Portal.	5/27/2021 12:58 PM

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

72	Need employee housing in Foresta	5/27/2021 12:17 PM
73	The distance from Mariposa abs surrounding hubs make for a long commute to Yosemite Valley. Safety is a concern, especially during inclement weather. Workers often have difficulty coordinating work/commute times and duration with other family members, especially children,	5/26/2021 4:25 PM
74	I've tried it all. Going to work and going home present very different experiences. Mornings are generally nice. Riding a Motorcycle was a good way to go.	5/26/2021 2:35 PM
75	good	5/26/2021 12:16 PM

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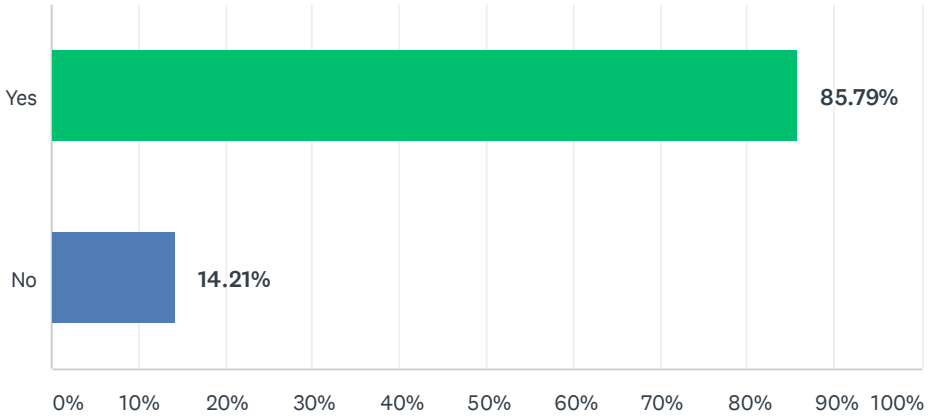
Q27 Do you work in Yosemite National Park?

Answered: 183 Skipped: 14



ANSWER CHOICES	RESPONSES	
Yes (1)	85.79%	157
No (2)	14.21%	26
TOTAL		183

BASIC STATISTICS				
Minimum	Maximum	Median	Mean	Standard Deviation
1.00	2.00	1.00	1.14	0.35

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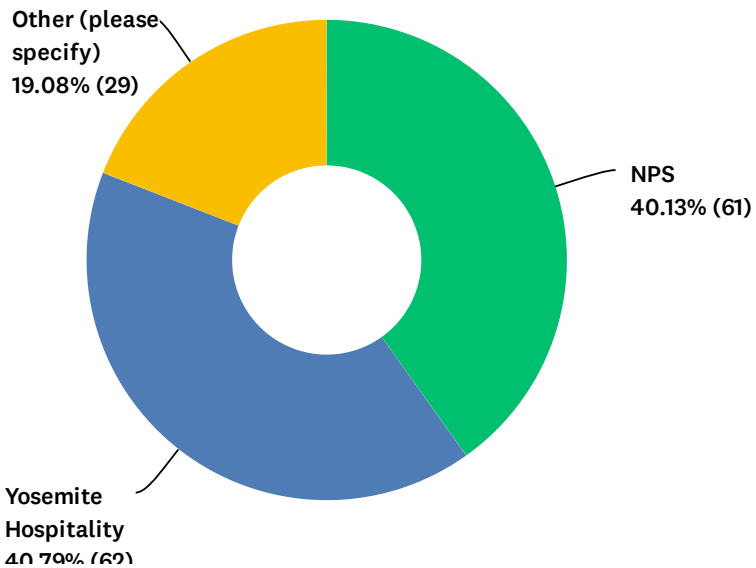
Q28 Who do you work for in Yosemite?

Answered: 152 Skipped: 45



ANSWER CHOICES	RESPONSES	
NPS	40.13%	61
Yosemite Hospitality	40.79%	62
Other (please specify)	19.08%	29
TOTAL		152

#	OTHER (PLEASE SPECIFY)	DATE
1	NatureBridge NatureBridge	6/20/2021 11:28 AM
2	NatureBridge (have been laid off since COVID but will return in October)	6/20/2021 9:25 AM
3	Badger pass	6/20/2021 8:25 AM
4	Myself	6/20/2021 6:43 AM
5	NatureBridge	6/18/2021 11:10 AM
6	You misspelled a word in number #29	6/14/2021 7:09 PM
7	YWECS	6/11/2021 12:34 PM
8	THe Ansel Adams gallery	6/11/2021 11:23 AM
9	Yosemite Conservancy	6/10/2021 5:43 PM
10	NatureBridge	6/10/2021 9:35 AM
11	UC Merced	6/9/2021 3:09 PM
12	Yosemite Conservancy	6/9/2021 3:01 PM
13	Yosemite National Park ChildCare Center	6/9/2021 1:02 PM
14	Yosemite Conservancy	6/9/2021 9:25 AM
15	Yosemite conservancy	6/8/2021 7:11 PM

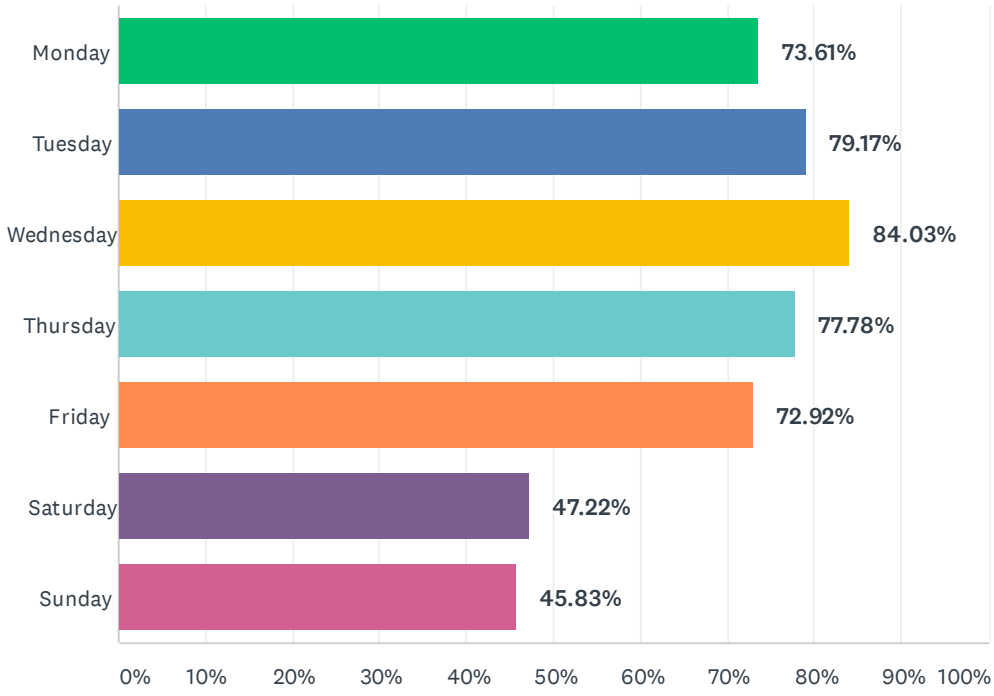
Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

16	Yosemite Conservancy	6/4/2021 1:38 PM
17	Yosemite Conservancy	6/3/2021 12:16 PM
18	Yosemite Conservancy	6/3/2021 11:20 AM
19	NatureBridge	6/2/2021 4:11 PM
20	NatureBridge	5/28/2021 5:17 PM
21	NatureBridge	5/28/2021 11:25 AM
22	Yosemite Conservancy	5/28/2021 5:55 AM
23	YNPCCC	5/27/2021 10:02 PM
24	Mariposa County	5/27/2021 9:53 PM
25	Yosemite Conservancy	5/27/2021 3:07 PM
26	Yosemite childcare center	5/27/2021 1:15 PM
27	non profit	5/27/2021 1:14 PM
28	NaturBridge	5/27/2021 1:14 PM
29	NatureBridge	5/27/2021 12:58 PM

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q29 What days of the week to you have to be at your work site? Select all that apply.

Answered: 144 Skipped: 53



ANSWER CHOICES	RESPONSES	
Monday	73.61%	106
Tuesday	79.17%	114
Wednesday	84.03%	121
Thursday	77.78%	112
Friday	72.92%	105
Saturday	47.22%	68
Sunday	45.83%	66
Total Respondents: 144		

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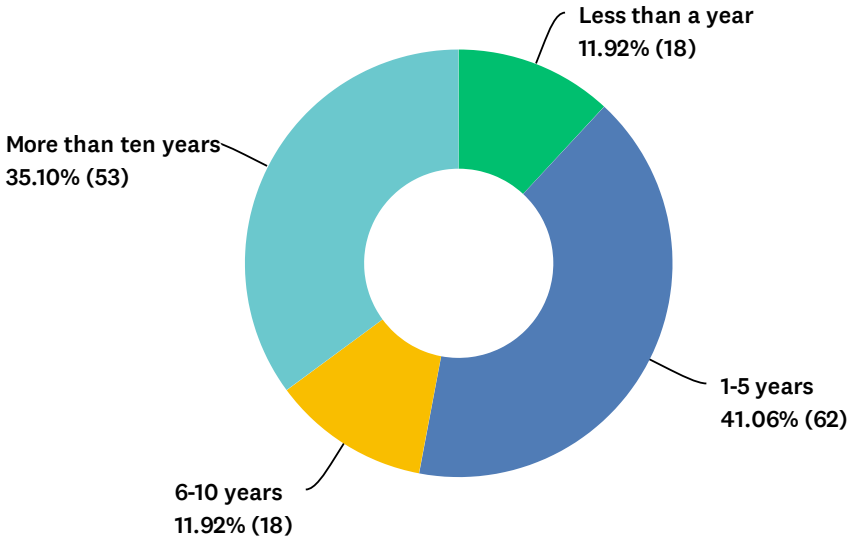
Q30 How long have you worked there?

Answered: 151 Skipped: 46



ANSWER CHOICES	RESPONSES	
Less than a year	11.92%	18
1-5 years	41.06%	62
6-10 years	11.92%	18
More than ten years	35.10%	53
TOTAL		151

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q31 What do you like about working in Yosemite?

Answered: 127 Skipped: 70

#	RESPONSES	DATE
1	It is incredible to work at such a busy park and make a difference.	7/7/2021 11:33 AM
2	NA	7/7/2021 12:30 AM
3	It's a steady well-paying job	6/30/2021 12:56 AM
4	The hikes, the people	6/26/2021 10:05 PM
5	The people both coworkers and sometimes visitors.	6/25/2021 7:04 AM
6	Everything, it’s the best	6/25/2021 1:28 AM
7	Everything	6/24/2021 7:41 AM
8	Good pay, easy job	6/22/2021 5:35 PM
9	my work group and the greater Yosemite community, access to the park, connection to and ability to contribute to a beautiful place that is loved by so many	6/22/2021 3:22 PM
10	Nature	6/22/2021 3:15 PM
11	no utility bills	6/22/2021 2:44 PM
12	I can’t remember	6/22/2021 11:33 AM
13	Yosemite!	6/22/2021 11:03 AM
14	The people	6/22/2021 10:37 AM
15	I'm always in Yosemite. Hiking, climbing, work, stargazing, swimming, all within walking distance. Great views out my front door!	6/22/2021 8:46 AM
16	It's Yosemite	6/22/2021 1:45 AM
17	I like living close to the park, and spending my working time in one of my favorite places.	6/21/2021 9:44 PM
18	My coworkers. The views some days.	6/21/2021 8:05 PM
19	It’s in Yosemite	6/21/2021 7:35 PM
20	The community and abundance of activities for outside of work	6/21/2021 9:28 AM
21	Great nature experience Decent community Awesome manager Cheap affordable rent Freedom to explore	6/20/2021 8:08 PM
22	My job is the BEST. I get to live in the BEST PLACE.	6/20/2021 6:22 PM
23	The staff are by and large very dedicated and incredible people. The park is majestic and beautiful and outdoor paradise	6/20/2021 5:02 PM
24	I love the fri3nds I made within the valley and living in Nature	6/20/2021 1:59 PM
25	Nature, affordable housing, the community	6/20/2021 12:19 PM
26	meet people from everywhere	6/20/2021 11:50 AM
27	The location and the JOY everyone shared about working in such a beautiful place.	6/20/2021 11:28 AM
28	The list is truly limitless.	6/20/2021 11:05 AM
29	Good coworkers	6/20/2021 10:24 AM
30	Besides the beauty of the park. My husband and I have both worked for the concessionaire for 37 years, we have achieved a wage that we cannot make anywhere else in Mariposa County.	6/20/2021 10:01 AM

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

	We like our jobs and have many good friends in the park.	
31	It is Yosemite	6/20/2021 9:55 AM
32	Everything	6/20/2021 9:37 AM
33	incredibly beautiful, I love the community and the job	6/20/2021 9:25 AM
34	My boss is amazing abs i LOVE Yosemite.	6/20/2021 9:13 AM
35	Yosemite	6/20/2021 8:25 AM
36	Almost everything, the place, the opportunity, the experience, the hikes, climbs, tuolumne!!	6/20/2021 7:58 AM
37	Almost everything.	6/20/2021 7:42 AM
38	Great community	6/20/2021 6:43 AM
39	The people	6/20/2021 6:23 AM
40	Cheap rent	6/20/2021 3:39 AM
41	Yosemite is incredible. I think you know how awesome it is. It is a dream to be able to work there.	6/18/2021 11:10 AM
42	close to housing, away from large populations	6/18/2021 2:56 AM
43	The Location	6/17/2021 3:37 PM
44	Being in the park	6/17/2021 3:04 PM
45	being inside the park, the community	6/17/2021 12:28 PM
46	The people and the Park Service Mission of protecting the resource while providing access for visitors.	6/17/2021 11:18 AM
47	A spectacular landscape and a worthy mission.	6/17/2021 7:54 AM
48	Being able to walk to work.	6/16/2021 11:59 PM
49	I love being able to walk to work and to the store. Its so comforting that I'm so close to everything here in Yosemite Valley.	6/16/2021 10:43 PM
50	It's a powerful, scenic, and awe-inspiring place. I enjoy working to protect the land for current and future generations.	6/16/2021 1:18 PM
51	It is beautiful	6/16/2021 10:01 AM
52	No commute; beautiful backyard	6/15/2021 9:24 AM
53	Pays more than other parts of Mariposa county	6/14/2021 7:34 PM
54	The community of people who live here. This incredible park.	6/14/2021 7:17 PM
55	I do what I love and it hardly feels like work.	6/14/2021 8:05 AM
56	The people the beauty	6/13/2021 1:45 PM
57	Rich history, great people, beautiful park	6/13/2021 4:51 AM
58	People, natural beauty, opportunities for recreation. Almost everything.	6/12/2021 9:50 AM
59	It’s a dynamic National Park, great co-workers, beautiful scenery, challenging work assignments.	6/11/2021 8:00 PM
60	Beautiful / Nature	6/11/2021 3:39 PM
61	Love having the park as our classroom, love the families	6/11/2021 12:34 PM
62	It’s great.	6/11/2021 11:23 AM
63	Being a part of caring for such a magical place and being able to see it so often. I also have a great team and very flexible schedule.	6/11/2021 10:39 AM
64	everything	6/11/2021 10:05 AM

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

65	the beauty of the place, the fact that it is the center of the world for rock climbing	6/11/2021 9:52 AM
66	My days off	6/11/2021 8:56 AM
67	I do a job that I'm passionate about and I feel like I bring really good contributions to the program.	6/10/2021 5:43 PM
68	Nice stable place to work. People are great.	6/10/2021 1:00 PM
69	I’m an NPS Ranger proud to work in Yosemite.	6/10/2021 9:33 AM
70	Beauty, civil service	6/10/2021 8:24 AM
71	A beautiful national park	6/10/2021 12:14 AM
72	Opportunities for recreation. Opportunity to help care for a truly special place. It is my home and I can live close to my family.	6/9/2021 3:09 PM
73	Connecting with Yosemite, the community	6/9/2021 3:01 PM
74	The people, the place, my job	6/9/2021 1:30 PM
75	Having access to the park. Being able to raise my child here.	6/9/2021 1:02 PM
76	Conservation, protecting and restoring park resources, access to the park and surrounding public land	6/9/2021 10:47 AM
77	It's Yosemite	6/9/2021 10:05 AM
78	Yosemite Fire is a great program	6/9/2021 9:58 AM
79	Fast paced work environment, meaningful work, excellent field work	6/9/2021 9:47 AM
80	Inspiring	6/9/2021 9:25 AM
81	I just love being there	6/8/2021 7:11 PM
82	The scenery, I technically live in El Portal but due to work / recreation I'm in the Valley alot. I also lived/worked in the Valley before and the Valley loop/ ease of getting around is nice.	6/8/2021 2:20 PM
83	Scenery	6/8/2021 1:19 PM
84	I love the job, the chance to make someone vacation AMAZING, truly motivates me in my professional life. I obviously love Yosemite, and the community here.	6/4/2021 3:51 PM
85	it's beautiful here	6/4/2021 1:38 PM
86	It is beautiful and my employer is ethical	6/3/2021 12:16 PM
87	I feel passionate about my job and it is beautiful, active and outdoors	6/3/2021 11:20 AM
88	It is a beautiful place, challenging work, great coworkers	6/3/2021 11:15 AM
89	Scenery and history of the park, proximity to recreation	6/3/2021 10:36 AM
90	Living in Yosemite.	6/3/2021 10:33 AM
91	The place, helping natural resources, love working for NPS, love my job, the privilege of living in a national park.	6/2/2021 7:15 PM
92	Community, nature, quiet, access to recreation, beauty	6/2/2021 4:11 PM
93	Excellent work/life balance, community, scenery, job growth opportunities	5/30/2021 1:41 PM
94	The scenery, the programs, yhe community and my co workers.	5/30/2021 9:49 AM
95	It’s Yosemite! World class destination and a place I LOVE.	5/29/2021 1:58 AM
96	The nature	5/28/2021 6:22 PM
97	It's beautiful	5/28/2021 5:26 PM
98	I can play outside right before or after working!	5/28/2021 5:17 PM
99	Being in Yosemite, working with the tourist, seasonal changes.	5/28/2021 1:43 PM

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

100	The location gives many opportunities for recreation.	5/28/2021 11:25 AM
101	The manager I work for is one of the few that I trust. Also, the environment is spectacular.	5/28/2021 9:20 AM
102	The park. The excitement of the guests.	5/28/2021 8:46 AM
103	It's Yosemite!! I worked for the concession company for 12 years and now YC for 2. Yosemite is home now.	5/28/2021 5:55 AM
104	Right now my time off	5/28/2021 5:24 AM
105	I worked previously for NB and the daycare and have recently returned to the park after being away for 3 years. I'm having a hard time remembering what I like about it besides the scenery.	5/27/2021 10:02 PM
106	The beautiful location and the walkability of the valley. Also appreciate the hiking opportunities.	5/27/2021 9:57 PM
107	I love being an essential part of our community	5/27/2021 9:53 PM
108	The mission of nps, ththe coworkers. coworkers.	5/27/2021 8:05 PM
109	Waterfalls and the feeling working there.	5/27/2021 7:32 PM
110	Great place to recreate and very structured work environment with decent pay and benefits.	5/27/2021 6:26 PM
111	Dream job	5/27/2021 6:01 PM
112	The people and how beautiful it is	5/27/2021 5:44 PM
113	The purpose, the people, the place.	5/27/2021 3:07 PM
114	The location	5/27/2021 2:04 PM
115	People, scenery, activities are abundant	5/27/2021 1:42 PM
116	Access to outdoors and affordable living accommodations	5/27/2021 1:32 PM
117	The Beauty.	5/27/2021 1:31 PM
118	Beautiful	5/27/2021 1:15 PM
119	The beauty	5/27/2021 1:14 PM
120	Yosemite it's self	5/27/2021 1:11 PM
121	Living in/access to the park	5/27/2021 1:02 PM
122	Access to Yosemite National Park.	5/27/2021 12:58 PM
123	Beauty	5/27/2021 12:18 PM
124	Community and healthy lifestyles	5/27/2021 11:53 AM
125	The people and my backyard	5/27/2021 10:55 AM
126	The view! the park mission.	5/27/2021 10:22 AM
127	good	5/26/2021 12:17 PM

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q32 What do you dislike about working in Yosemite?

Answered: 128 Skipped: 69

#	RESPONSES	DATE
1	the commute	7/7/2021 11:33 AM
2	NA	7/7/2021 12:30 AM
3	It sucks the soul from you over time. Getting in and out of the park is a nightmare. If I have to go to town for an appointment I have to plan at minimum an extra hour to return to the park and that can extend up to 2 extra hours on ANY given day.	6/30/2021 12:56 AM
4	Housing, traffic- not enough lanes to get around	6/26/2021 10:05 PM
5	The commute.	6/25/2021 7:04 AM
6	Distance to groceries	6/25/2021 1:28 AM
7	Nothing	6/24/2021 7:41 AM
8	The system is weird. People are weird.	6/22/2021 5:35 PM
9	Environment, other employees	6/22/2021 3:40 PM
10	long commute, general issues with access to services in a rural area	6/22/2021 3:22 PM
11	Long lines of visitors.	6/22/2021 3:15 PM
12	Aramark	6/22/2021 2:44 PM
13	Upper managements disdain and poor understanding of all maintenance ops.	6/22/2021 11:33 AM
14	Tourists	6/22/2021 11:21 AM
15	Aramarks dealing with employees	6/22/2021 11:03 AM
16	The congestion	6/22/2021 10:37 AM
17	Only that the park can be very crowded on weekends.	6/22/2021 8:46 AM
18	Aramark. They're dissolving everything that makes it enjoyable to live and work here	6/22/2021 1:45 AM
19	Housing is either expensive or lacks personal space. Also the crowds.	6/21/2021 9:44 PM
20	Don't get me started...	6/21/2021 8:05 PM
21	The short staffing	6/21/2021 9:28 AM
22	Lack of concern for individuals who share with new roommates and have to deal with unsanitary, disrespectful roommates with no choice	6/20/2021 8:08 PM
23	Poor and overcrowded housing. Huge disparity in quality of housing, privacy, and lack of a neighborhood between NPS and concessions housing areas. Unaffordability and lack of housing outside the park, unless it were subsidized, no matter how much I'd want to, I couldn't afford to live outside company housing.	6/20/2021 6:22 PM
24	The rent is exorbitant for what you get in return. The connectivity is poor in most areas.	6/20/2021 5:02 PM
25	Dislike ARAMARK!!! The disrespect their employees and give them no feel of community. Dislike the amount of ppl allowed in the park, with no parking. The lack of respect ppl have for the Meadows and animals.	6/20/2021 1:59 PM
26	lack of jobs I enjoy year-round; commute to get groceries/doctor/dentist; not valued by company	6/20/2021 12:19 PM
27	housing needs improvement	6/20/2021 11:50 AM

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

28	Crowds :(	6/20/2021 11:28 AM
29	My wife can't live with me, as she is not a park employee and has her own career, so she lives 3 hours outside of the park. I see her maybe two days out of the week, at most (but rarely) three days. Also, Yosemite housing (Yolanda) plays favorites with who she listens to or ignores. Like our dishwasher full of black mold that she actively ignored. No to mention her part in Aramark illegally evicting us from the park at the beginning of the pandemic. It often feels like employee saftey is not Aramark's priority. Also, a lack of ADA access in employee housing.	6/20/2021 11:05 AM
30	Entitled tourists and indifferent managerial staff	6/20/2021 10:24 AM
31	The commute and the low level of customer service of the current concessionaire.	6/20/2021 10:01 AM
32	Stupid tourists	6/20/2021 9:55 AM
33	Housing challenges	6/20/2021 9:37 AM
34	Not really a hang-out place for locals - everything is geared towards visitors. Love when the carabiner is open in the winter and Sal's nights in EP but wish there was more. Also stress of rock falls and tree falls and other road closures	6/20/2021 9:25 AM
35	Seasonal employees are treated very differently, like second class citizens. Covid made it worse. Seasonal employees could have no visitors at all (awful neighbors watched you and tattled if you social distanced outside) while permanent employees were allowed to do anything. We all pay rent, we should have to follow the same rules. Pure discrimination.	6/20/2021 9:13 AM
36	The park administration and lack of awareness for the community from the current superintendent!	6/20/2021 8:25 AM
37	Sometimes housing is end all be all with the head of housing and it can be difficult to do anything(like enter back into housing) when she is gone on vacation and she does not delegate so that's frustrating	6/20/2021 7:58 AM
38	Housing situation. Sometimes it feels as though our housing is being held over our heads and they were being taunted and traded with it if we make even the smallest mistake. Yolanda needs to be stopped.	6/20/2021 7:42 AM
39	Nothing	6/20/2021 6:43 AM
40	Housing is to expensive	6/20/2021 6:23 AM
41	How the tourists are treated better than the employees making it all happen. We are constantly hassled by NPS, housing, and tourists whenever we aren't at work or commuting to it.	6/20/2021 3:39 AM
42	The commute. Lack of housing inside of the park for employees. Constant projects and road construction. Hate Aramark. Park services pet projects to implement Merced River Plans and Tuolumne River Plans. Their projects causing more harm to the environment by moving stuff, poisoning non native plants, killing fish in high sierra lakes, cutting down trees and making parking lots in Tuolumne, digging up Ahwahnee Meadow, Digging out river at Housekeeping camp. I could go on....basically all the construction and the parking crisis created by Park Service.	6/18/2021 11:10 AM
43	Small living conditions, high grocery prices	6/18/2021 2:56 AM
44	NPS	6/17/2021 3:37 PM
45	Nothing	6/17/2021 3:04 PM
46	traffic	6/17/2021 12:28 PM
47	Summer congestion.	6/17/2021 7:54 AM
48	Roadways that favor cars over pedestrians.	6/16/2021 11:59 PM
49	Nothing	6/16/2021 10:43 PM
50	I strongly dislike how problems like low wages and housing are ignored. The people making decisions do not remember what it is like to be a low-wage employee who has to commute or has to deal with not having housing. These issues affect mental health severely.	6/16/2021 1:18 PM
51	The crowds and lack of ability to navigate around the line of cars at the gate.	6/16/2021 10:01 AM

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

52	Housing sucks	6/15/2021 9:24 AM
53	Aramark	6/14/2021 7:34 PM
54	The high stress of my job.	6/14/2021 7:17 PM
55	ARAMARK	6/14/2021 7:09 PM
56	The uncertainty of my future here. I really just want a permanent job or some sense of stability in my career here.	6/14/2021 8:05 AM
57	The traffic	6/13/2021 1:45 PM
58	No affordable housing for low income federal employees	6/13/2021 11:51 AM
59	Commute. It often affects morale of staff.	6/13/2021 4:51 AM
60	Crowds/traffic can be annoying. The housing situation has been a source of stress for the whole time I've worked here. When my wife and I were dating, we were not allowed to live together in government housing, forcing us to move down to Midpines instead of staying up in El Portal, where I had been based. We love Midpines now, but it's been a source of financial stress and guilt at the resources we consume by commuting.	6/12/2021 9:50 AM
61	Large park, lots of visitors, lots of time in the road and sitting in traffic.	6/11/2021 8:00 PM
62	N/A	6/11/2021 3:39 PM
63	Crowds and stress.	6/11/2021 1:07 PM
64	3 govt entitled to deal with. Often because of that, nothing gets done	6/11/2021 12:34 PM
65	It’s too crowded in normal summers. There needs to be a reservation system in place from April to October every year so that employees and visitors aren’t stuck in traffic for most of the summer.	6/11/2021 11:23 AM
66	The commute can be rough. There is not a lot of opportunity to move up/advance. It can be taxing to	6/11/2021 10:39 AM
67	the pay	6/11/2021 10:05 AM
68	the concessionaire treats its employees with little care and doesn't fulfil the terms of its contract	6/11/2021 9:52 AM
69	Cost of living is high.	6/11/2021 8:56 AM
70	Answer for #33, I already live outside the park but would love the opportunity to live closer to my worksite.	6/10/2021 5:43 PM
71	Too many tourist and traffic conjestion during the summer.	6/10/2021 1:00 PM
72	Impacts on personal life.	6/10/2021 9:33 AM
73	Some aspects of workplace culture	6/10/2021 8:24 AM
74	Traffic	6/10/2021 12:14 AM
75	Scarcity culture in terms of compensation (across organizations), housing, promotion, etc.. Hierarchical leadership structures across organizations that entrench socio-economic differences. Organizations are threatened by new ideas. People and organizations are siloed and not up-to-speed on current societal trends in ethical work environment, productivity research, management research, etc. Inequities in compensation and opportunities that favor white men and people with multi-generational wealth. Summer crowds. Ignorant behavior by visitors (litter, poop, driving, etc.). Lack of opportunity to buy housing. Employees are taken for granted and told they are privileged to live/work here in substandard conditions.	6/9/2021 3:09 PM
76	The commute	6/9/2021 3:02 PM
77	Impossible to afford owning a home.	6/9/2021 3:01 PM
78	The serious flaws in communication (example: no one knew about the Valley traffic pilot program until it was literally being put into place; this is something everyone should have	6/9/2021 1:30 PM

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

	known about to help direct guests as needed, and ensure we also are able to navigate it correctly to get to work on time).	
79	The lack of housing offered. The pay is not good.	6/9/2021 1:02 PM
80	Fires and smoke	6/9/2021 10:47 AM
81	Crowding	6/9/2021 10:05 AM
82	The lack of efficiency/productivity of many of the other programs within the park	6/9/2021 9:58 AM
83	The commute, mostly	6/9/2021 9:47 AM
84	Traffic and increasing number of closures from wildfire and weather.	6/9/2021 9:25 AM
85	Trying to get around in a car	6/8/2021 7:11 PM
86	Not to many things going on for employees.	6/8/2021 2:20 PM
87	Crowds	6/8/2021 1:19 PM
88	I dislike the large amount of crowds. I dislike the disrespect shown to the park by the public.	6/4/2021 3:51 PM
89	gets too hot sometimes.....Covid restrictions	6/4/2021 1:38 PM
90	I dislike that there is no employee grocery shopping hours at the village store, or a separate line for us to check out during lunch.	6/3/2021 12:16 PM
91	when it gets too crowded	6/3/2021 11:20 AM
92	Very high paced and stressful, lots of scrutiny and red tape to get things done	6/3/2021 11:15 AM
93	Crowds, too many employees to get to know, far from stores and other amenities, most higher level permanent staff have very long commutes while lower level seasonal staff get to live in Yosemite Valley	6/3/2021 10:36 AM
94	Yosemite Hospitality is not a good company to work for. At all.	6/3/2021 10:33 AM
95	Traffic, overcrowding, smoke in the summer, long drives to anywhere, the high cost of food in park, not owning our home.	6/2/2021 7:15 PM
96	The crowds when day use permits are not required (though the permit system excludes a variety of communities to be totally honest and critical, which is not fair)	6/2/2021 4:11 PM
97	No food/restaurants/hangout	5/30/2021 1:41 PM
98	The traffic	5/30/2021 9:49 AM
99	The lack of housing, commute, recreation options outside the park	5/29/2021 1:58 AM
100	Toxic management and business practices, low pay and high cost of food.	5/28/2021 6:22 PM
101	Pretty much everything else- the company, cost of groceries, etc	5/28/2021 5:26 PM
102	Very busy all the time and often road work getting to and from.	5/28/2021 5:17 PM
103	Excessive traffic, and tourist unrealistic expectations to see the park from a vehicle	5/28/2021 1:43 PM
104	It can be isolating and far from necessities (groceries, pharmacy,...)	5/28/2021 11:25 AM
105	The cost of food and transportation is too much.	5/28/2021 9:20 AM
106	Feeling unappreciated by Aramark. Feeling as though Aramark treats this premier property as an afterthought. Doing everything as cheaply as possible or not at all.	5/28/2021 8:46 AM
107	How long it takes to get things changed. Aramark and how little they support the community and their employees.	5/28/2021 5:55 AM
108	Aramark, most of my friends are leaving/have left from being overworked or underappreciated... it feels like we're numbers to the company, not people	5/28/2021 5:24 AM
109	Traffic, tourists disrespect for rules, plants, and wildlife. Insular and homogeneous community.	5/27/2021 10:02 PM
110	The housing is very run down and if you are a permanent employee it's extremely to find	5/27/2021 9:57 PM

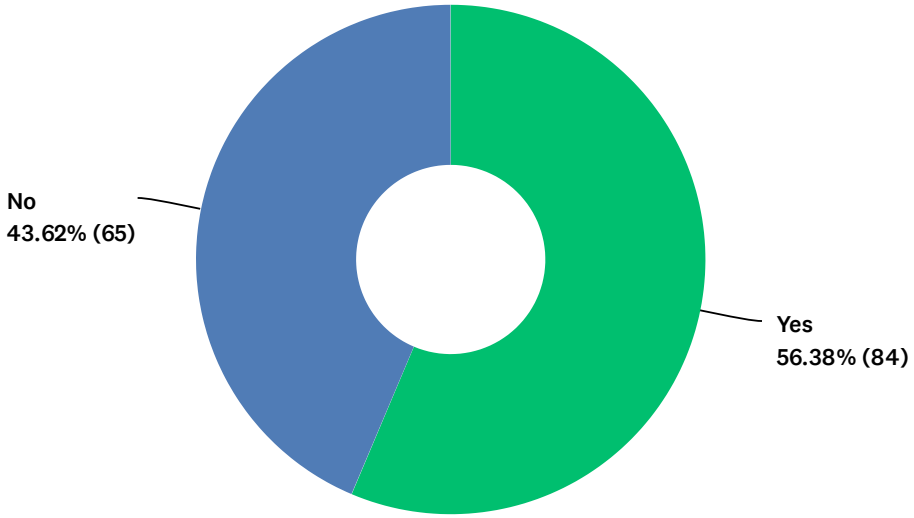
Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

	affordable housing in the county.	
111	Traffic jams.	5/27/2021 8:05 PM
112	It can be a hard place to work in, feel accepted.	5/27/2021 7:32 PM
113	Tourists not following rules	5/27/2021 6:26 PM
114	Annoying guests/visitors	5/27/2021 5:44 PM
115	Hard to find good housing for employees.	5/27/2021 3:07 PM
116	We should work 10ht days for three day weekend	5/27/2021 2:04 PM
117	The traffic when there is construction. Makes it awful when trying to leave at the end of the day.	5/27/2021 1:42 PM
118	Traffic during peak season, limited groceries, spotty internet service	5/27/2021 1:32 PM
119	Too many people and Cars.	5/27/2021 1:31 PM
120	The crowds	5/27/2021 1:14 PM
121	Having to commute	5/27/2021 1:11 PM
122	Housing, Aramark and traffic	5/27/2021 1:02 PM
123	Stifling/debilitating bureaucratic processes. The lack of accountability on Aramark to actually deliver on their operating agreements.	5/27/2021 12:58 PM
124	Traffic, lack of housing	5/27/2021 12:18 PM
125	The lack of transparency and logical order, How slowly progress is made for things like signage when bigger projects happen right away	5/27/2021 11:53 AM
126	Nothing	5/27/2021 10:55 AM
127	the commute	5/27/2021 10:22 AM
128	good	5/26/2021 12:17 PM

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q33 Would you choose to work at Yosemite if you had to live outside the park?

Answered: 149 Skipped: 48



ANSWER CHOICES	RESPONSES	
Yes	56.38%	84
No	43.62%	65
TOTAL		149

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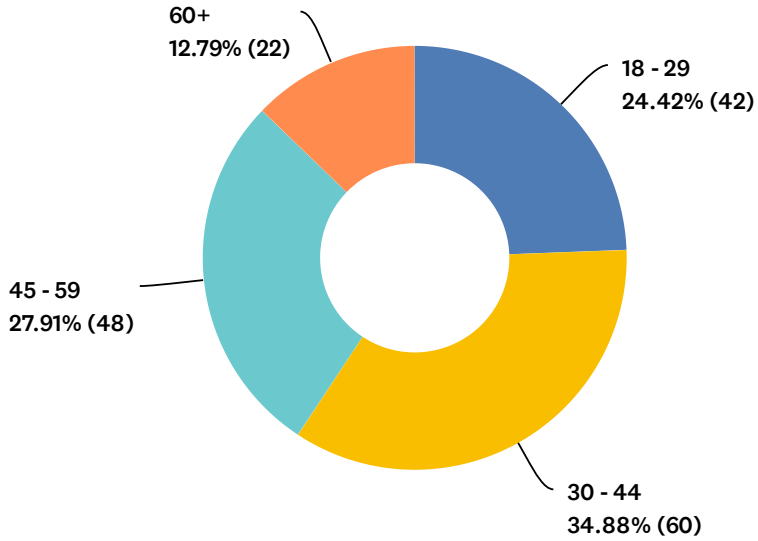
Q34 What is your age?

Answered: 172 Skipped: 25

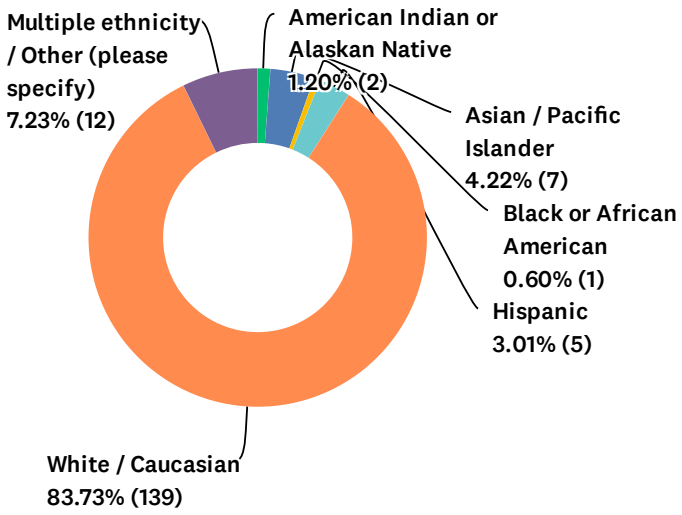


ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18 - 29	24.42%	42
30 - 44	34.88%	60
45 - 59	27.91%	48
60+	12.79%	22
TOTAL		172

Attachment: IMHS Final Draft (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q35 Which race/ethnicity best describes you? (Please choose only one.)

Answered: 166 Skipped: 31



ANSWER CHOICES	RESPONSES	
American Indian or Alaskan Native	1.20%	2
Asian / Pacific Islander	4.22%	7
Black or African American	0.60%	1
Hispanic	3.01%	5
White / Caucasian	83.73%	139
Multiple ethnicity / Other (please specify)	7.23%	12
TOTAL		166

#	MULTIPLE ETHNICITY / OTHER (PLEASE SPECIFY)	DATE
1	not sure	6/26/2021 5:27 PM
2	White, Mexican, Dominican	6/22/2021 5:36 PM
3	not mentioning	6/22/2021 2:45 PM
4	African American / Latin American	6/20/2021 3:39 AM
5	no answer	6/14/2021 7:35 PM
6	White/Asian	6/14/2021 7:18 PM
7	None ya	6/14/2021 7:10 PM
8	Many	6/11/2021 11:24 AM
9	White/ Mexican	6/11/2021 9:41 AM
10	White & Hispanic	6/10/2021 5:44 PM
11	N/a	6/8/2021 2:20 PM
12	Portuguese	5/28/2021 5:25 AM

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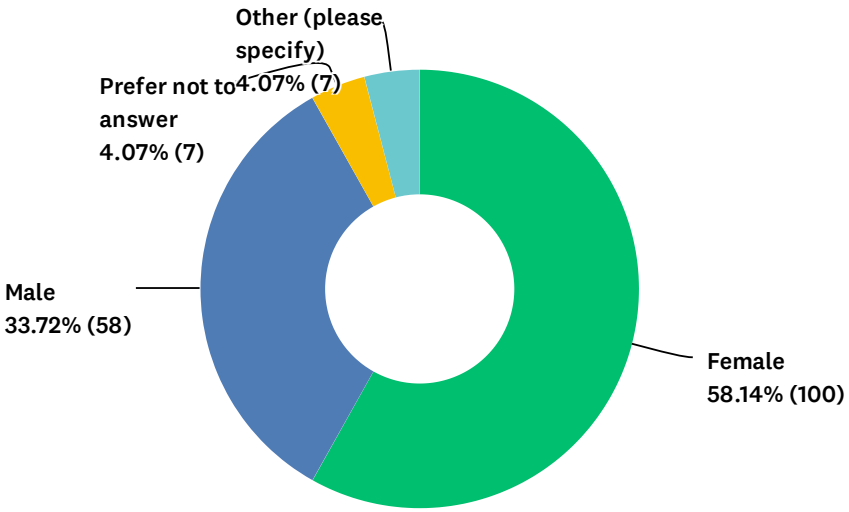
Q36 What is your gender?

Answered: 172 Skipped: 25



ANSWER CHOICES	RESPONSES	
Female	58.14%	100
Male	33.72%	58
Prefer not to answer	4.07%	7
Other (please specify)	4.07%	7
TOTAL		172

#	OTHER (PLEASE SPECIFY)	DATE
1	not mentioning	6/22/2021 2:45 PM
2	Nonbinary	6/22/2021 1:45 AM
3	Nonbinary	6/21/2021 9:29 AM
4	Non-Binary	6/20/2021 3:55 AM
5	no answer	6/14/2021 7:35 PM
6	None ya	6/14/2021 7:10 PM
7	Other	6/11/2021 3:40 PM

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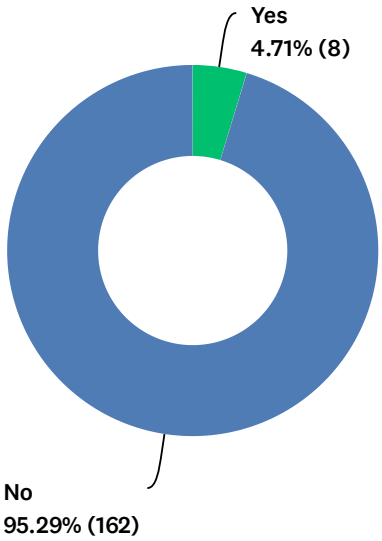
Q37 Are you a person living with mobility challenges?

Answered: 170 Skipped: 27



ANSWER CHOICES	RESPONSES	
Yes	4.71%	8
No	95.29%	162
TOTAL		170

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01.2023

MARIPOSA COUNTY

INTEGRATED MOBILITY & HOUSING STRATEGY

WRT is a team of planners, urban designers, architects, and landscape architects based in San Francisco and Philadelphia. Working alongside communities nationwide, we design places that enhance the natural and social environment and deliver aspirational and implementable plans that unleash transformative impact.

At **Fehr & Peers**, we are passionate about transforming transportation consulting through innovation and creativity. We derive inspiration by partnering with communities to understand and shape local transportation futures objectively tailored to diverse needs.

MARIPOSA COUNTY PLANNING DEPARTMENT

Steve Engfer, Interim Planning Director
Sarah Williams, Planning Director, Ret.
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YOSEMITE CONSERVANCY

Jerry Edelbrock, Vice President & COO
Ryan Kelly, Director of Projects

NATIONAL PARK SERVICE

Cicely Muldoon, Yosemite National Park Superintendent
Teresa Austin, Yosemite National Park Deputy Superintendent
Joe Meyer, Chief of Staff, Yosemite National Park
Jim Donovan, Strategic and Transportation Planner, Yosemite National Park
Schree Yager, Housing Director, Yosemite National Park

ADDITIONAL STEERING COMMITTEE MEMBERS

Kim Tucker, NPS Visitor and Resource Protection/Concessions Management Specialist, Ret.
Mark Marschall, County Resident and NPS, Ret.

Cover image courtesy NPS Archive.

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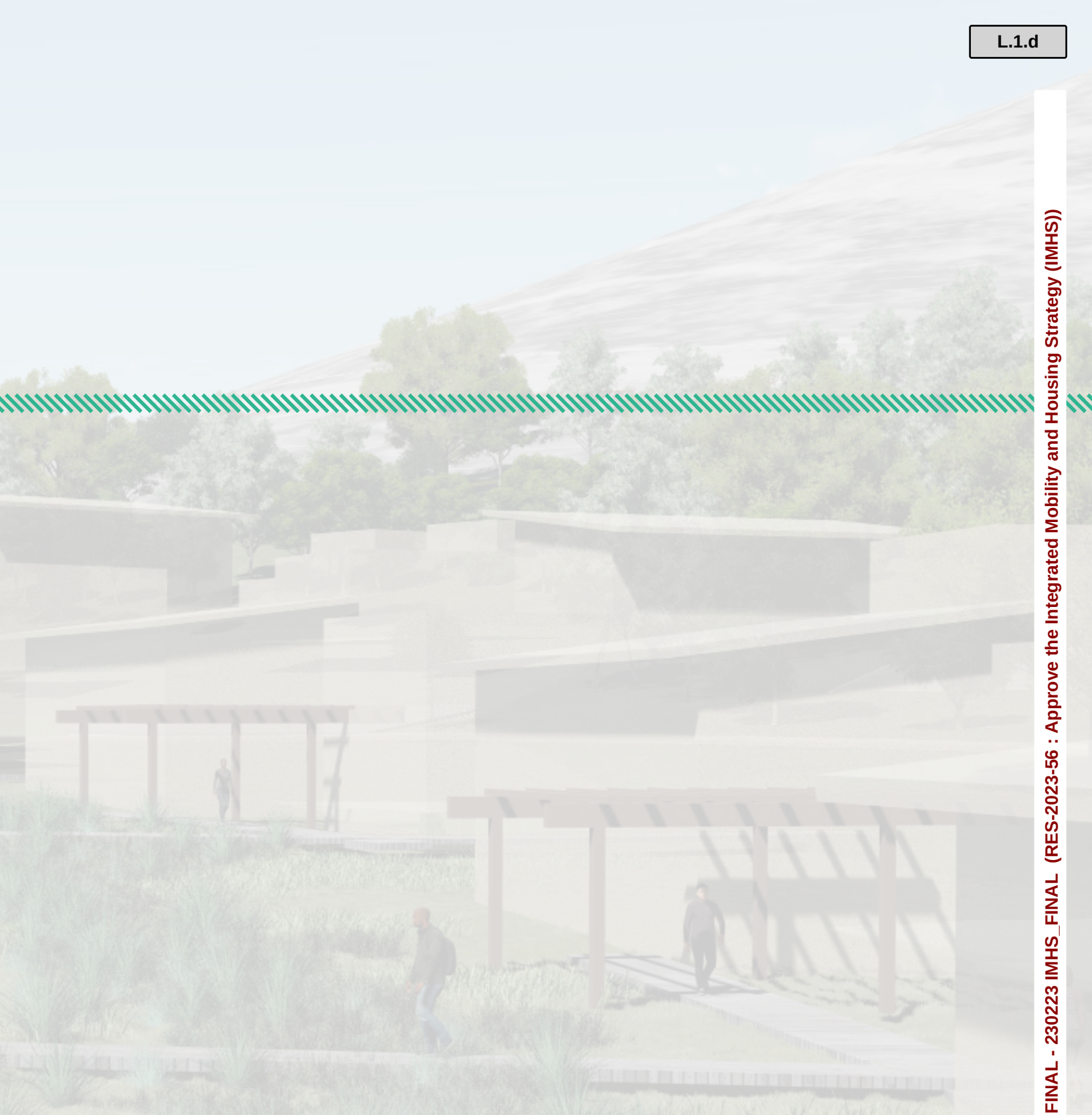

01.2023

MARIPOSA COUNTY

INTEGRATED MOBILITY & HOUSING STRATEGY

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TABLE OF CONTENTS

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

01
Mobility and Housing Challenges in Mariposa County

Yosemite National Park & Mariposa County
Defining the Gateway Community
Planning Context
Project Approach
Project Assumptions

02
Community Perspectives

Engagement Process
Survey Results
Community Themes

03
Sites & Strategies

Countywide Development Potential
Site Evaluation
Full Criteria and Scoring
Shortlisted Sites
Integrated Mobility & Housing Strategies

04
Project Descriptions

Integrated Mobility & Housing Development
Housing Development Proposals
Strategies Deployed by Site

05
Project Implementation

Implementation Overview
Making it Happen: Housing Case Studies
CalFire Development Requirements
Public Employee Housing Policy
Overview of Funding Opportunities
Next Steps

A
Appendix

Community Survey Report

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

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01

MOBILITY AND HOUSING CHALLENGES IN MARIPOSA COUNTY

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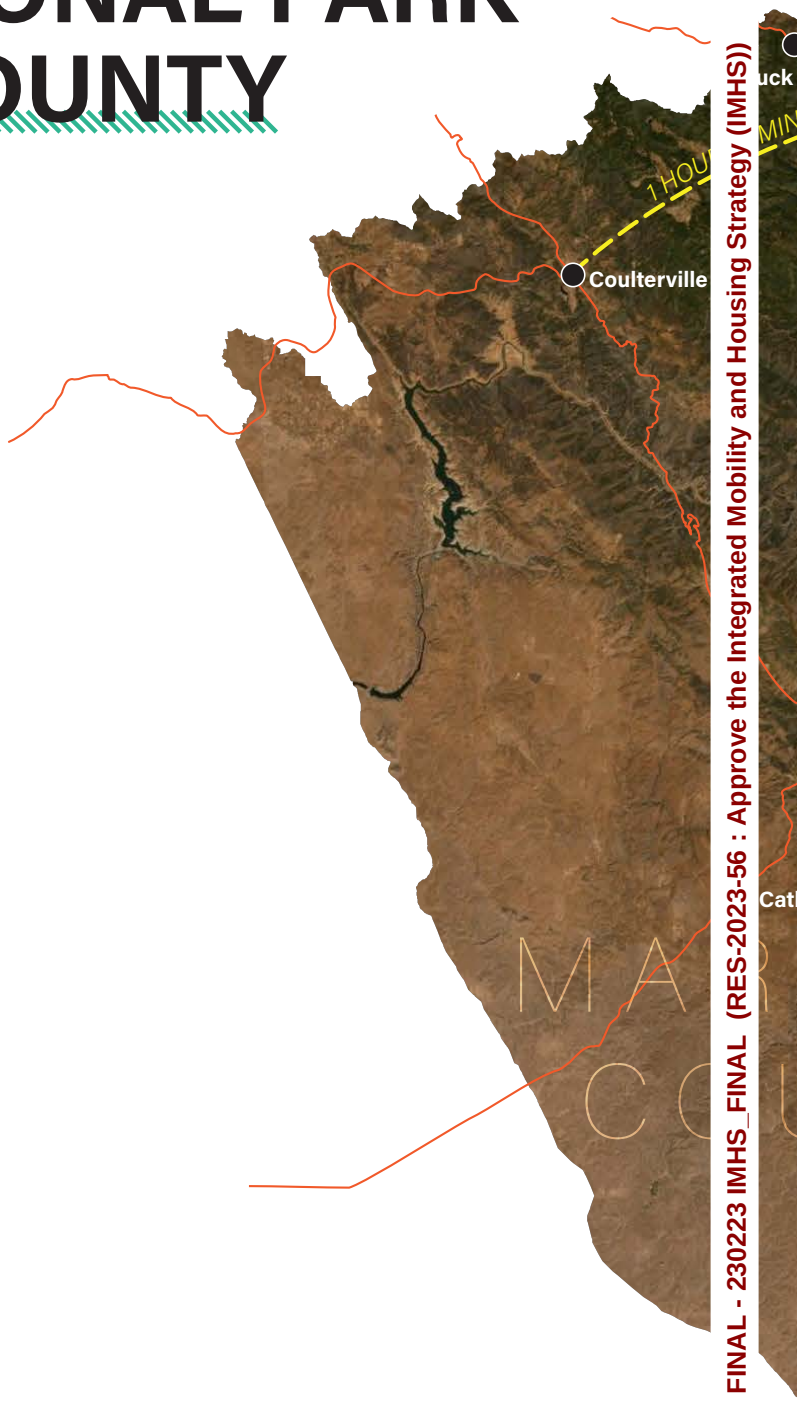
YOSEMITE NATIONAL PARK & MARIPOSA COUNTY



BACKGROUND

The County of Mariposa, in partnership with Yosemite National Park ("YNP" or "the Park"), is spearheading an effort to address the housing and mobility challenges that negatively impact the quality of life of Mariposa County residents. The integrated housing and mobility approach analyzes infrastructure and community resources, and applies an understanding of local challenges ranging from traffic conditions to development challenges and environmental hazards. Ultimately, it establishes a vision to incentivize and support affordable housing and mobility options for all Mariposans. By aligning enhancements in mobility (including both regional transit and active transportation modes) with future investments in housing, this project will result in both a better connected and more livable rural community, and a healthier, higher functioning Yosemite community.

The partnership with Yosemite National Park is important because the Park is both a major attraction for visitors and residents of Mariposa County, and also a major employer. In order to protect the natural resources within the Park, there are major spatial constraints on development, and there is insufficient housing to accommodate the wide network of Park visitors, Park employees, concessioner staff, and partner organizations that are vital to park operations. Housing options outside the Park are affected by the conversion of the historical long term rental market to short term rentals, due to high demand by park visitors, adding additional strain on year-round housing

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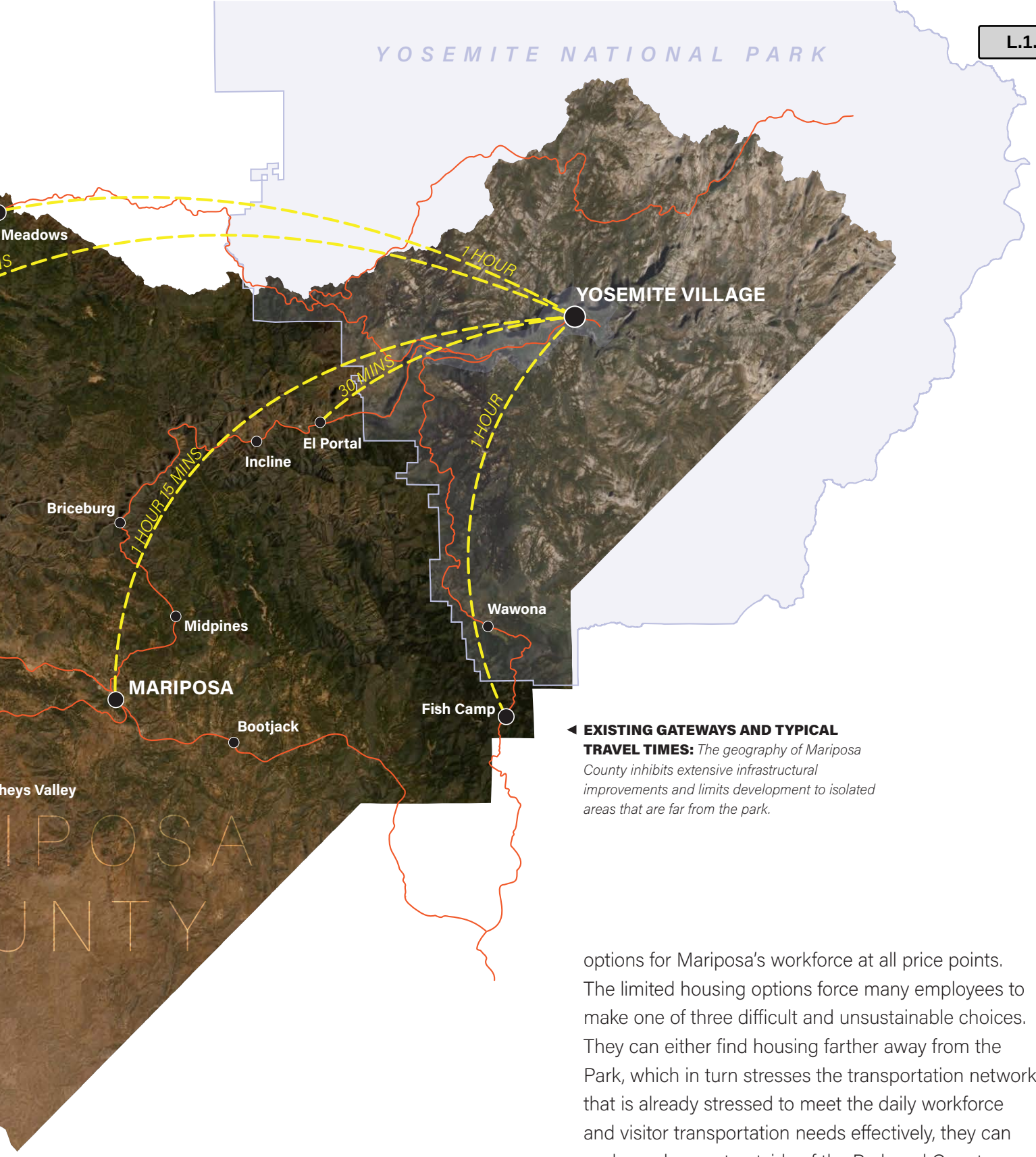

◀ **EXISTING GATEWAYS AND TYPICAL TRAVEL TIMES:** *The geography of Mariposa County inhibits extensive infrastructural improvements and limits development to isolated areas that are far from the park.*

options for Mariposa's workforce at all price points. The limited housing options force many employees to make one of three difficult and unsustainable choices. They can either find housing farther away from the Park, which in turn stresses the transportation network that is already stressed to meet the daily workforce and visitor transportation needs effectively, they can seek employment outside of the Park and County, depleting Yosemite's workforce and contributing to a rural gentrification effect that jeopardizes Mariposa County's sense of place, or they can simply decline to accept an offer of employment by the National Park Service (NPS) or seek employment elsewhere.

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▼ **MERCED RIVER CANYON:** *Highway 140 winds northeast out of Mariposa through steep terrain subject to flooding, fire, and landslides, forming a tenuous link to Yosemite National Park.*

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As the mobility and housing issues in greater Yosemite have continued to go unaddressed, this third choice has become increasingly popular, leaving the Park with significant staffing shortfalls that impact park operations and the protection of its resources.

This project seeks to address this deficiency by planning for transit-oriented development in a rural context, with housing and transportation that connects Mariposa and other key county gateway communities with its major workforce center — Yosemite National Park. Critically, a mode shift to shuttle service or other group transportation will be effective within Mariposa County for a significant percentage of both visitors and workforce commuters if transit service, parking and staging are provided as part of an integrated transportation solution.

Like many rural gateways, Mariposa County faces major obstacles to development and infrastructural improvements. Extreme topography, extreme weather fluctuations, remoteness, and limited tax revenues all create an environment that restricts growth — in not altogether harmful ways. While the geography of the County inhibits the construction of additional highways and housing (as existing roads cling to hillsides through rugged river canyons) these obstacles have shaped the County into what it is today and have protected and molded it into a place that many people find desirable. In addition, much of the County is owned by Federal agencies, further reducing the remaining space for development. Nonetheless, Mariposa County is a special place, worthy of protection against unbridled buildout and wasteful land consumption. It has a carrying capacity like any other place, but pressures up against that capacity are felt more acutely than large urban centers.

With limited space for new housing, an influx of new residents working remote jobs, an increase in short term rental properties, and increased demand for a larger workforce to accommodate increasing tourist pressures, the supply of housing is diminishing and becoming more expensive. This is particularly evident with the fluctuations in population from tourist seasons, when infrastructure is strained, lodging is maxed out, and the desirability that brings people here to visit or live is stressed to the limit. Against this backdrop, this project frames strategic initiatives that fit the context of Mariposa County and help the County and the Park re-balance their relationship, for the betterment of those that live here, and the enjoyment of those that visit.

The project examines the key nexus between workforce and special needs housing development and an active transportation network, through operational strategies, policy recommendations, and physical site plans. The active transportation objectives hinge on meeting the daily workforce needs of NPS employees that commute to YNP from other parts of Mariposa County. By addressing the needs of these county residents, beneficial effects will extend to visitors and tourists that also rely on county infrastructure. Paired with this are new models of workforce housing that create community places, increase affordability and supply of housing, and foster healthy lifestyles for a more livable Mariposa County.

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DEFINING THE GATEWAY COMMUNITY

Several counties in proximity to Yosemite National Park, including Mariposa, Merced, Tuolumne, Madera, and Mono Counties, all share the benefits and face broader externalities related to housing and mobility challenges within the context of this global destination. Mariposa County has "gateway communities" that serve as access points for three of Yosemite National Park's five entrance stations, and the County hosts the Arch Rock Entrance Station, accessible by CA Highway 140 — the "all-weather route" to and from Yosemite through the communities of Midpines and Mariposa.

The opportunities and challenges faced by gateway communities oftentimes depend upon the unique circumstances and relationships between the destination and the community. One gateway community is never the same as another, but there are nonetheless similar thematic narratives around the quality of life in these towns that set them apart from other rural communities. As well, gateway communities are often in remote locations, and grapple with severe weather events and natural hazards, which restrict (and protect) levels of development and investment to some degree.

This project sets forth a methodology for working in gateway communities that is transferable and replicable to other National Parks and destinations that depend on tourism as a primary economic driver, with life usually centered around a natural resource that employs a large workforce and relies on livable community characteristics to support that workforce.

Tipping points for gateway communities in recent years have become more apparent, with narrow margins that enable a happy and productive workforce on the one side (and therefore deliver a well-managed and repeatedly sought-after destination) or dismantle the supportive services industry from within (leading to bad experiences and degraded resources). Mariposa's situation is easily grasped by attempting to enter Yosemite on a busy summer day, or reviewing the local real estate listings. Below we discuss the context of Mariposa County as it relates to these thresholds, as a means of framing the situation and understanding the unique planning context of gateway communities.

AFFORDABILITY

This project will address housing and transportation affordability challenges for all County residents, but is focused most directly on those residents that work for the National Park Service. Mariposa County has 10,411 housing units: 74% single-family homes, 7% multi-unit structures, 18% mobile homes, and the remaining housing units classified as "other." Only 1.7% of the housing inventory was built since 2010, while 7.2% of the houses were first built in 1939 or earlier. Approximately 2,810 housing units were vacant, and 7,600 occupied. Of the occupied housing units, the percentage of these houses occupied by owners (also known as the homeownership rate) was 68% while renters occupied 32% (US Census; American Community Survey, 2019). Recent increases in vacation rentals have further squeezed the available rental housing market.

Housing in Mariposa County is deficient in both quantity and quality, and is dispersed throughout the county in rural areas unconnected to transportation. The County's most recent Housing Element shows that Mariposa, like many counties, is not producing sufficient housing to meet its needs or state mandates.

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PROTECTING ASSETS

Yosemite National Park is a major driver of the regional economy, and the Park and its concessioner are the county's largest employers. Housing availability and proximity are major issues for the Park and for the County. **Lack of quality housing, coupled with long commute times, negatively affects the Park's ability to attract and retain employees.** The Yosemite workforce fluctuates seasonally; it consists of approximately 800 National Park Service (NPS) employees in summer (400 winter) and 1,600 Hospitality employees in summer (800 winter). Additional Yosemite workforce employees come from Park partners such as the Yosemite Conservancy, NatureBridge, and others. **In-park housing is available for only a fraction of the workforce;** the majority of the remainder (a significant proportion of the county's 17,800 residents) reside in Mariposa County gateway communities.

TOURISM/DESTINATION DEPENDENT ECONOMY (VULNERABLE TO CHANGE)

Over 90% of visitors, averaging 3,156 through Mariposa daily, arrive by private vehicles and only 6% arrive by transit; 17 tour buses per day travel through Mariposa. Yosemite entrance gate estimates reveal that **annual travel to the Park increased by approximately 1 million visitors from 2015 to 2016 and has remained above 4 million since 2017.** Annual car counts at the SR-140 Arch Rock entrance for 2019 averaged 44,982/month, and 404,838 cars total through October 2020, already exceeding totals for 2018 and exceeding totals seen in October 2016. Amenities (restrooms and staging for any mode shift) are extremely limited.

The Yosemite Area Regional Transportation System (YARTS) currently makes six runs between Merced/Mariposa/Yosemite in the winter and eight runs in the summer on a daily basis. **Only 2% of visitors use YARTS to get to Yosemite, while 7% utilize commercial tour operators and 91% of visitors travel by car, contributing to idling vehicles, notorious congestion at the SR-140 entrance, and diminished resident and visitor morale.** Interestingly, 84% of Yosemite visitors highly rate availability and utility of the shuttle loop service provided by the Park Service, once they are in the Park, an indication of willingness to leave their private vehicles once they have arrived at their destination.

Approximately 92% of visitors obtain information several weeks or months prior to visiting the County, and 69% of visitors stayed overnight outside the Park prior to a visit. Mariposa is among the top three gateway communities for overnight stays. These data collectively imply that a mode shift to shuttle service or other group transportation will be effective within Mariposa for a significant percentage of both visitors and workforce commuters if transit service, parking, and staging are provided as part of an integrated transportation solution to get people to the Park.

"ZOOM TOWNS"

Like many rural destinations Mariposa County found itself inundated with newly-remote employees during the pandemic. Second-home owners became permanent residents, in some cases overwhelming infrastructure and resources, but at the same time bringing a boost to many local businesses. Housing supply evaporated, and units that may have previously been one-year leases became overnight or short term accommodations.

While the community is adept at handling large fluctuations of tourists during the summer months, the consistent and unrelenting additional expectations increasingly impact hospitality and service industry

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workers in particular. Burnout occurs without a shoulder season break, and overworked employees miss out on even the typical weekday lulls. As well, many businesses struggle to find enough workers to fill shifts, and tourists expecting to find restaurants and shops humming along instead find variable schedules or closures. This staffing issue extends to the School District, the Hospital, and the County Government, and is a key underlying motivator for the IMHS. Fostering community through increased services, transit options, and housing availability is critical in Zoom Towns.

CLIMATE CHANGE: WUI INTERFACE / INFRASTRUCTURAL FRINGE / SEEING MAJOR GROWTH TODAY

Like many other gateway communities, the historical fire regime in areas around Mariposa County have been significantly altered by humans and climate change projections, including increasing temperatures, declining snowpack, and more frequent drought conditions, which will exacerbate imbalances in the natural fire environment and lead to more aggressive and difficult to control wildfires. Drought-induced insect outbreaks and tree mortality are already contributing to the change in wildfire risk. The accumulation of fuel loads and understory growth throughout the Foothills region makes this area particularly vulnerable.

Mariposa County recently prepared a Community Wildfire Protection Plan which identified important takeaways that affect planning in wildfire areas. The Wildfire Risk Assessment identified a number of WUI (Wildland-Urban Interface) communities in Mariposa County that are in very-high-risk areas. Recommendations include a streamlined development review process for fire mitigation across County departments; assessment programs to expand parcel-level mitigation to reduce structural ignitability; and promoting the use of prescribed fires as a tool for landscape resilience and forest health. Ensuring that future growth in the gateway communities is carefully planned and designed with safe egress and landscape decisions will be important.

LOW-DENSITY DEVELOPMENT

The ultra-low density land use patterns of existing county housing present challenges for participation in transit; current transportation options do not meet the needs of residents desiring to connect to public transportation for their daily work commutes into the Park. Newly completed workforce and other housing must be interconnected with multi-modal transportation facilities such as the shuttle, bus, or ride share contemplated in the Transportation Center Feasibility Study Phases I and II (FY 2014-15 and FY2017-18, respectively) and should also take advantage of the developing Mariposa Creek Parkway for active transportation connections.

Mariposa County residents on the whole spend an average of 28 minutes on their commute to work, compared to a national average of 25 minutes and a 26 minute average for surrounding communities (Alpine, Amador, Calaveras, Inyo, Mariposa, Mono, Tuolumne Counties). **Roughly eight percent of County residents "super commute", spending 90 minutes or more on their daily commute to work.** Employees in the town of Mariposa have longer commute times on average (36.5 minutes), and one in five (21%) have "super commutes". Meanwhile, Park visitation has reached all-time highs in the past three years, keeping traffic congestion and frustration for commuters and park visitors at all-time highs.

► **DIVERSE DESTINATIONS:** *Examples of gateway communities found around the count and their associated Parks.*

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ACADIA NATIONAL PARK
Bar Harbor, ME

ARCHES NATIONAL PARK
Moab, UT

GLACIER NATIONAL PARK
Whitefish, MT

GRAND CANYON NATIONAL PARK
Tusayan, AZ

GRAND TETON NATIONAL PARK
Jackson, WY

GREAT SMOKY MOUNTAINS NATIONAL PARK
Gatlinburg, TN

JOSHUA TREE NATIONAL PARK
Twentynine Palms, CA

MESA VERDE NATIONAL PARK
Cortez, CO

MT RAINIER NATIONAL PARK
Carbonado, WA

OLYMPIC NATIONAL PARK
Port Angeles, WA

ROCKY MOUNTAIN NATIONAL PARK
Estes Park, CO

VOYAGEURS NATIONAL PARK / BOUNDARY WATERS
Ely, MN

YELLOWSTONE NATIONAL PARK
Gardiner, MT

ZION NATIONAL PARK
Springdale, UT

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PLANNING CONTEXT

The following planning document summaries provide important background information and planning context for the existing housing and transportation conditions in Mariposa County. Prepared by the NPS and the County over the past 40 years, these documents illustrate the progression of needs and recommendations that have led to the Integrated Mobility and Housing Study.

YOSEMITE GENERAL MANAGEMENT PLAN (GMP) 1980

Ahead of the Yosemite National Park centennial in 1990, the 1980 GMP identified a bold vision by the NPS to redirect development to the periphery of the park and beyond in order to preserve the Park's natural resources. Five main goals were identified in the plan:

- **reclaim priceless natural beauty**
- **markedly reduce traffic congestion**
- **allow natural processes to prevail**
- **reduce crowding**
- **promote visitor understanding and enjoyment**

The plan maps the structures in each of the key areas of the Park, and identifies which structures to remove or relocate to the Park periphery. While many of the recommended relocations did not take place, this document illustrates that many of the congestion issues experienced today were already a problem at the time of the plan.

YOSEMITE HOUSING NEEDS ASSESSMENT (HNA) 2011*

In November 2011, the NPS assessed the overall housing needs of Yosemite National Park to help Park staff determine its need for NPS employee housing. The analysis methods used NPS's HNA web application and compared that analysis to the park superintendent certified numbers. After review, housing need was certified by NPS Directorate.

The HNA included a Local Market Analysis (LMA) of private housing nearby the Park to determine whether the local real estate markets could support the park's staffing needs for NPS employees, using the following parameters:

- Travel time not to exceed 60 minutes from home to assigned workplace;
- Affordability of monthly rent for NPS employees on public salaries or wage grades; and
- Viability as legally established dwellings (disqualifying sub-standard housing, non-permitted subdivisions of houses, garage conversions, etc.).

During the LMA, very few housing units were found available within a 60-minute commute of the park. **Yosemite's location presents an extremely difficult and complex housing environment.** The park is surrounded by national forest, and the two-lane mountain roads leading to the park are often reduced to single-lane, one-way traffic due to construction, repair, or weather conditions. The park attracts approximately four million visitors annually, which require a large park staff. These visitors also bring with them a constant flow of vehicular traffic. All these factors contribute to extremely limited available housing in the communities within reach of the park.

* *NPS considers this document to be obsolete due to substantial changes in the housing market since 2011.*

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YOSEMITE HOUSING MANAGEMENT PLAN 2012

The NPS prepared a Housing Management Plan (HMP) in 2012 to "provide only the number of housing units within the Park necessary to support the NPS mission."

In December 2011, Yosemite's NPS previous summer high season workforce was tabulated at 1,100 persons, including 558 permanent employees and 542 seasonal employees. 87 unpaid staff such as volunteers, interns, SCAs and VIPs worked at the park. The park staff typically doubles in peak season (May to September). However, Yosemite provides a combination of 367 dwelling units, trailer pads and tent cabins for use by NPS employees, and this is insufficient to meet the needs described by the park's Housing Management Plan.

The balance of park housing is reserved for an influx of seasonal employees and NPS volunteers, who are typically housed one or two persons per bedroom. The Housing Management Plan indicates that 318 bedrooms are available in houses, dormitories and apartments reserved for seasonal employees. Less than 20% of the park's permanent employees reside in the park. At peak season, about 48% of the NPS workforce, including volunteers and seasonal employees, live in park housing. Also, during peak season (and peak staffing), 52% of the park's workforce lives outside the park and commute to work each day. Without volunteers and seasonal employees, **the proportion of permanent, year-round park employees who reside outside the park and commute to work is approximately 70%.**

YOSEMITE MERCED RIVER PLAN (MRP) 2014

Adopted in April 2014, the Merced River Wild and Scenic River Final Comprehensive Management Plan (Merced River Plan or MRP) is the guiding document used by the NPS for policy direction related to employee housing. Specifically, Alternative 5 was selected as the Preferred Alternative, and identified key goals for Enhanced Visitor Experience and Essential River Bank Restoration.

Proposed actions in Alternative 5 would:

- *Restore 189 acres of meadow and riparian habitat.*
- *Significantly increase the campsite inventory in all river segments (+36%) and in Yosemite Valley (+37%).*
- *Slightly increase available lodging corridorwide (+3%) and in Yosemite Valley (+5%).*
- *Increase parking for Yosemite Valley day use (+8%).*
- *Make significant changes to the traffic circulation pattern in Yosemite Valley to meet ecological restoration goals while reducing traffic congestion.*
- *Establish a user capacity of 18,710 people at one time for Yosemite Valley, with peak visitation estimated at 20,100 visitors per day.*
- *Manage user capacity for East Yosemite Valley by rerouting traffic at the El Capitan Traffic Diversion prior to reaching established limits.*

In addition to existing housing needs, **the Merced River Plan recommends that a significant number of in-park workforce housing units be removed and shifted to gateway communities where safe and sanitary living conditions can be guaranteed.** This has the potential to create more housing opportunities for essential personnel that need to remain within the Park boundaries.

NPS staff occupies 221 units, equivalent to 405 bedrooms (0.54 units per bedroom or 1.8 bedrooms per unit) in the Merced River corridor, while 1,269 beds are currently required for concessioner employees in various forms of housing. Based on the 2014 MRP, the National Park Service is proposing a

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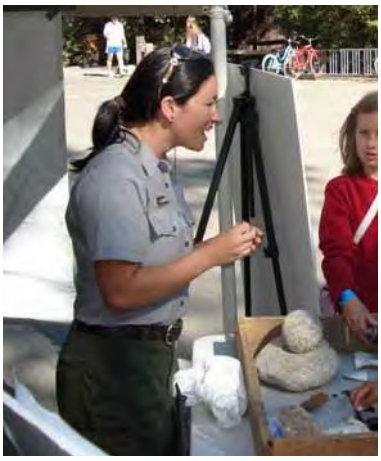
Yosemite National Park

National Park Service
U.S. Department of the Interior



Merced Wild and Scenic River
Comprehensive Management Plan
Record of Decision

March 2014

Providing Access and Protecting Resources

▲ **MERED RIVER PLAN:** *Crowding and housing shortages are not new concerns to the National Park Service. Numerous studies over the years have sought to address these persistent issues from many angles. Our work builds upon these foundational documents.*

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seasonal employee housing shortfall for concessioner employees of approximately 130 beds, equivalent to 70 units. The County continues to coordinate with the National Park Service to determine the number of housing units needed within the County to accommodate NPS and concessioner population.

Seasonal jobs in the tourism industry are primarily minimum-wage service jobs. Collaborative planning by the Park Service and the County as well as independent action by the County is necessary to ensure affordable workforce housing is available. Such housing should be supported by infrastructure, be energy efficient, in good condition, and have easy access to community services such as retail, government, transportation and medical, and financial services.

In order to fulfill concessioner employee housing needs, the MRP assumes a concessioner housing requirement of 1,124 beds, when adjusted for an increased commuter rate. The MRP would attain this goal by reducing the overall number of concessioner employee beds in Yosemite Valley from 1,151 to 862, relocating 160 beds/units in El Portal and retaining 118 beds/units in Wawona.

MARIPOSA COUNTY REGIONAL TRANSPORTATION PLAN (RTP) 2017-2042

The 2017 RTP reflects the latest transportation project funding and planning assumptions, updates regional issues and policies, and updates performance measures for tracking plan progress.
Population growth over the period of the plan is expected to be moderate, due to expected employment and demographic trends including an aging population; however, increasing tourism traffic, especially to Yosemite National Park, may add increasing demands on the roadway system. Emerging transportation technologies may change the way people travel in the long-term, but the automobile and the roadway system are expected to continue to be the dominant mode of transportation. Opportunities exist to improve roadway performance in several deficient locations, and stresses on the roadway system induced by climate change may add demands for investment in the roadway network in coming years.

Key issues identified in the RTP include:

- *Delays on state highways and local roads*
- *Lack of ample parking within Mariposa activity centers and communities*
- *Lack of bicycle and pedestrian paths, trails, and other facilities*
- *Public desire for increased transit connections and more frequent service*
- *Lack of private tour companies domiciled in Mariposa County*
- *Lack of staging areas in Yosemite National Park*
- *Lack of gateway and wayfinding signage*

MARIPOSA COUNTY COMPREHENSIVE HOUSING PROGRAM IMPLEMENTATION STUDY (CHPIS) 2018

The 2018 CHPIS evaluated Mariposa County's housing market conditions, conducted community and stakeholder engagement, and produced a recommended action plan for the County to execute. A housing issues survey for the project received over 300 responses, a Citizens Housing Programs Advisory Committee of community stakeholders was established, and an open dialogue on community housing issues was recorded. Yosemite National Park staff played an integral role in these conversations.

A principal recommendation of the Strategy is that **new housing will be located within the Town of Mariposa to meet workforce needs and the needs of special populations, where infrastructure and services are more readily available.**

The following section is directly from the 2018 Comprehensive Housing Programs Implementation study:

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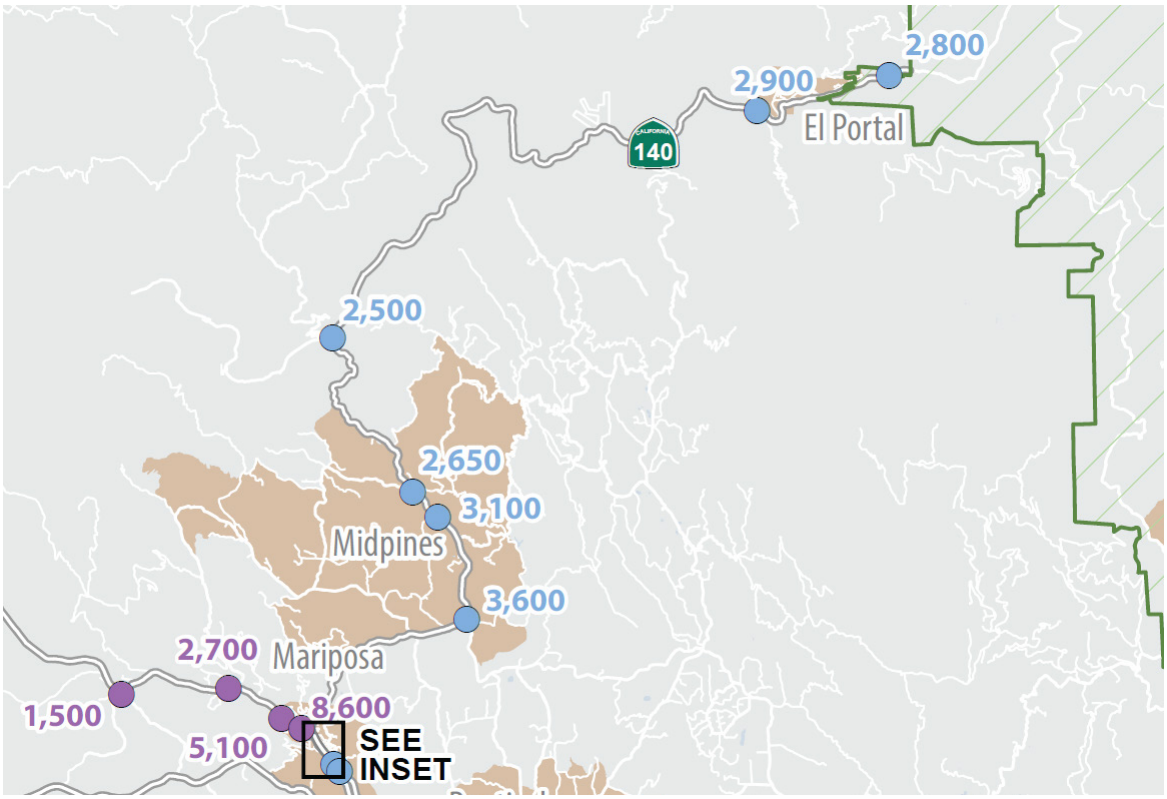
Action Step 8: BUILD PARTNERSHIPS TO ADDRESS HOUSING NEEDS OF SEASONAL WORKERS

Consistent with Mariposa Housing Element Objectives 2.7, 3.5, 4.4, and 5.13

Workforce housing for employees is best addressed in partnership with public and private employers. Housing units may include single family homes, apartments, duplexes and dormitories, and recreational vehicles in extended stay developed campgrounds to meet the needs of a wide range of occupants. The County will work with employers by considering higher density developments in some circumstances, which may require amendments to the Zoning Ordinance. Continued collaboration with employers is needed to identify not only the employers' needs, but tenant-employee needs as well. Communication and collaboration between employers and County representatives regarding strategies for addressing workforce housing needs and facilitating solutions must be an on-going effort.

- 8.1 Convene regular working groups of County staff, National Park Service staff and representatives of the hospitality industry to estimate the annual demand for workforce housing. Seek options for securing adequate housing to accommodate expected demand.
- 8.2 Establish a subcommittee of the Housing Program
- 8.3 Consider defined stay limit for recreational vehicles to coincide with employee needs.
- 8.4 Identify potential sites and zoning to support development of workforce housing.

The 2018 CHPIS also identified the following issues contributing to housing development constraints:



▲ **MARIPOSA COUNTY REGIONAL TRANSPORTATION PLAN (RTP) 2017:** *Average daily traffic volumes as of 2017 on Route 140 from Mariposa to the Arch Rock Gate of Yosemite National park (NOTE: the Detweiler Fire of 2017 may have impacted these figures). The plan predicted that these figures will double by 2040. This emphasizes the need for new mobility strategies along this vital corridor.*

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- Lack of sufficient infrastructure to support new residential development;
- Land use and zoning updates have not kept pace with changes in State housing law;
- High construction costs resulting from limited access to skilled subcontractors as well as State requirements for environmental sustainability and fire protection;
- Incomes growing at a slower pace than construction costs; and
- Lack of multifamily development capacity.

MARIPOSA COUNTY HOUSING NEEDS ASSESSMENT 2019

Mariposa County's 2019 Housing Needs Assessment identified affordable housing as the number one community need with over 83% of respondents rating affordable housing as "important" or a "very important need in the community." The study noted that 33.5% of owners and 38.5% or renters are housing burdened in Mariposa County illustrating the need to rapidly develop the strategies outlined in the 6th Cycle Housing Element and Comprehensive Housing Programs Implementation study.

MARIPOSA COUNTY HOUSING ELEMENT 2019-2024

Several recent documents have spurred the County to a more proactive approach to the development of community housing in Mariposa. One of these is the obligatory and highly informative Housing Element to the County's General Plan that is updated every five years. This document summarizes current housing conditions, establishes the five-year Regional Housing Needs Allocation (RHNA) and assesses the County's potential developable sites to achieve those needs. Past Housing Elements in the County showed very little progress in the development of low income or workforce housing. Much of the development burden for such projects was placed on private developers, and many private developers could not make a project feasible due to lack of infrastructure and high cost of construction. Mariposa County's 2019-2024 6th cycle Housing Element to the General Plan took a tack from previous housing elements and identified an approach to provide 195 housing units. The 6th cycle Housing Element also included mention of several groundbreaking new housing actions within the County: The Creekside Terrace Project (first new affordable housing constructed in 27 years), the preservation and rehabilitation of the Mariposa Oaks (an affordable apartment complex that was reaching the end of its affordability covenant and was resyndicated with a USDA loan), and the establishment of an Emergency Homeless Shelter.

2021 CalSTA - CLIMATE ACTION PLAN FOR TRANSPORTATION INFRASTRUCTURE (CAPTI)

This document acknowledges that California's transportation sector is a significant contributor to greenhouse gas emissions (GHGs), and must do more to tackle climate change challenges. While this affects the health and safety of all Californian's, the report recognizes the increased impact on disadvantaged and low income communities like Mariposa County. In addition, significant GHG loads are created in Mariposa County through the thousands of tourist vehicles that crowd their way to Yosemite. Specifically, this project addresses two key facets of the CAPTI Investment Framework:

- Promoting compact infill development while protecting residents from displacement
- Protecting natural and working lands
- Leverage transportation investments to incentivize infill housing production (strengthen transportation-land use connections)

Lastly, CAPTI supports multi-modal transportation, especially in rural areas where economic disparities can be exacerbated by barriers to transit options.

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PROJECT APPROACH

EXPLORATION AND ENGAGEMENT

The study follows two parallel investigative tracks to outline a pragmatic, community-supported mobility and housing strategy. By combining geospatial analysis with guidance and direction from targeted stakeholders, the planning process identified recommendations that satisfy a range of priorities and perspectives.

Through site visits in June and August 2021, the analysis of GIS data layers, and the weighing of external factors such as site control and concurrent planning efforts, the process identified four primary development sites to explore in detail, along with additional sites acknowledged for their potential but set aside for future study. The assessment of each site is included in **Chapter 3**, and specific site development plans are detailed in **Chapter 4.**

At the same time, extensive public engagement has been conducted with county residents, NPS Employees and concessionaire staff, through in-person events and a virtual survey. The survey received 200 respondents over the course of six weeks, reaching a definitive cross-section of Mariposans. Input was received from first-time seasonal employees and veteran career NPS staff. More details on the engagement results are summarized in **Chapter 2**.

Most importantly, this diverse audience was able to provide context for the thematic drivers of this project, and the feedback received was used to improve and expand the knowledge of the project team and the intended outcomes of the development proposals. By knowing the thoughts of county constituents, the project moved forward deliberately with ideas that will find purchase with those it may impact the most.

Throughout, the study was guided by a steering committee of retired NPS employees and current Mariposa County residents, park leadership, and the Yosemite Conservancy. The project team met with the steering committee on multiple occasions to glean their insights and share project progress. Yosemite Park leadership were instrumental in providing an inside perspective on the housing situation in the Park. The project team was also able to meet with representatives from the NPS Washington DC Housing Delegation, who oversee each of the National Parks and assess housing supply and condition. This broader, agency-wide perspective provided insights from case studies throughout the National Park system, including Acadia and Grand Teton.

This phase revealed two important project directives:

- First, with regard to housing, **the study's emphasis should be on providing additional accommodations for NPS employees,** not concessioner employees. The Park depends on concessioner staff for visitor services, but the seasonal nature of most of these employees and the limited timeframe of the concessioner contract makes it difficult to plan for these constituents.
- Second, with regard to mobility, **the study's emphasis should be on providing additional transportation options for residents (and perhaps visitors), without attempting to reform the ongoing operations of YARTS.** The team considers this to be an additional and standalone project in itself.

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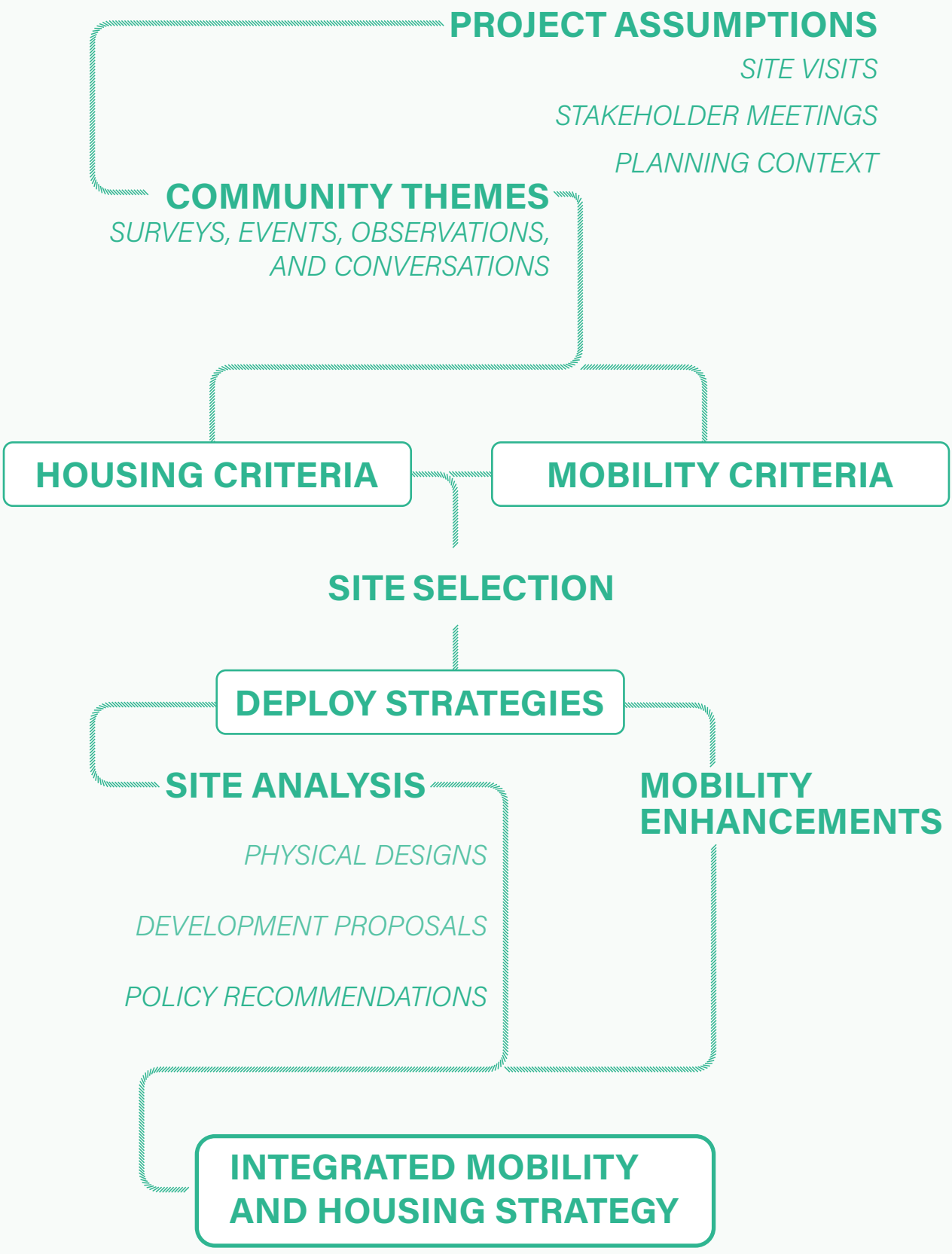

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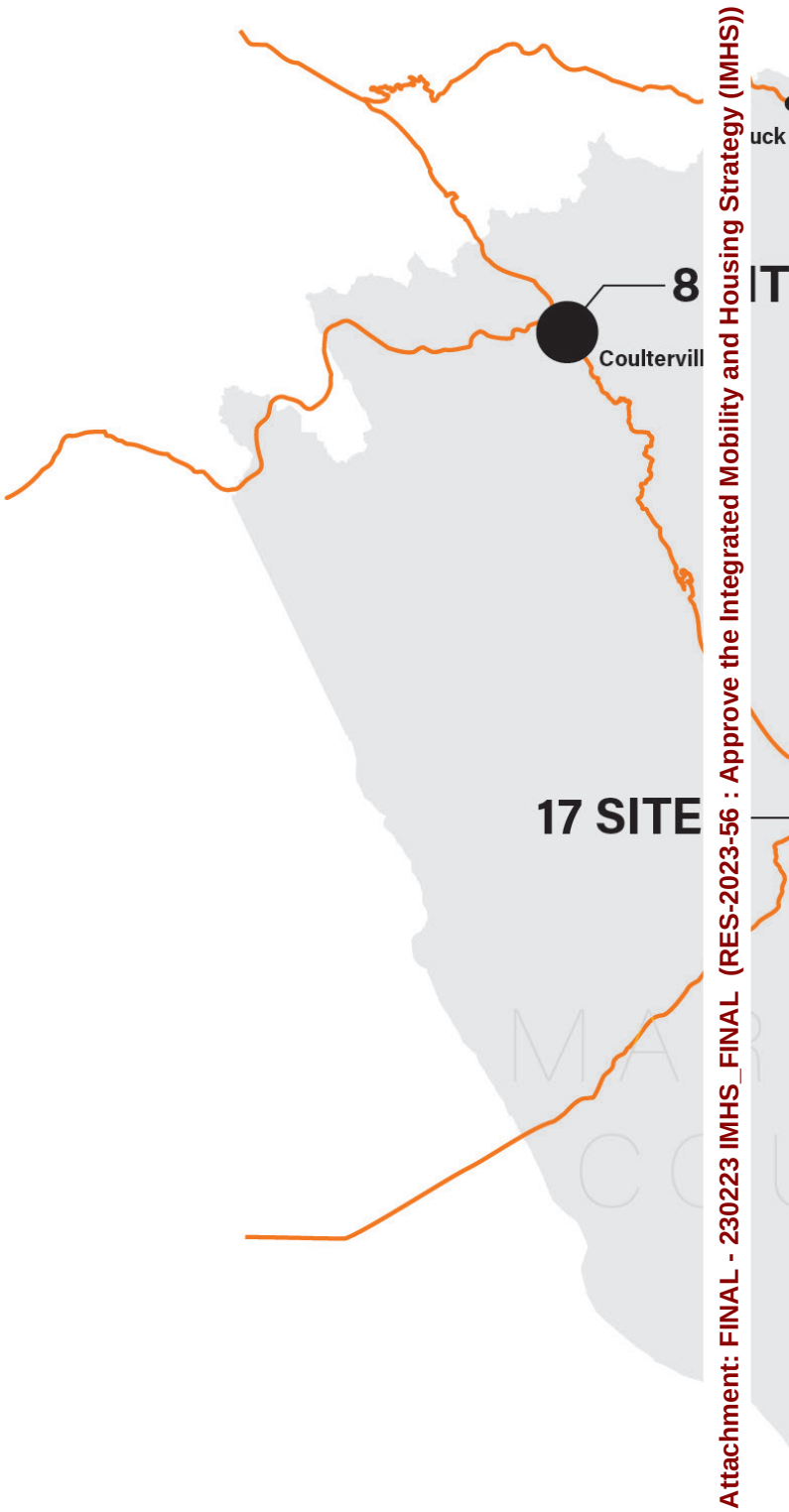
DEVELOPMENT SITES — LONG LIST

The project team was provided with a list of 30 potential development sites within Mariposa County. Additional sites that had previously been in consideration were preemptively removed due to concurrent planning efforts and National Park Service development requirements.

The majority of the sites are found in the Town of Mariposa, where infrastructure and utilities are readily available compared to more remote areas of the County. In addition, as the county seat, Mariposa has a level of development that is concentrated around a historic and walkable downtown core that creates a sense of identity. Services are also conveniently located in town, with the regional grocery store acting as a primary community hub. In addition, the elementary, middle, and high schools are all located in town, along with the library, courthouse, sheriff's department, post office, and options for restaurants, dining and nightlife.

Outlying areas in consideration included Coulterville, a small community with potential for development but a lack of significant infrastructure and services. Coulterville is also over an hour and a half drive to Yosemite Valley. Buck Meadows sits at the north end of the County on Highway 120, a major arrival route to the Big Oak Flat entrance gate. A single site was considered in Buck Meadows for its potential to act as a hub for employees that are assigned to the Mather and Tuolumne Districts (i.e. not Yosemite Valley) of the north side of the park. One site was also proposed in Yosemite West, a cluster of vacation homes that sit just outside the park boundary, primarily for its proximity to the Valley. Lastly, three sites have been reviewed in Midpines, a small community on Highway 140 northeast of Mariposa. These three sites have access to some services, but face additional development



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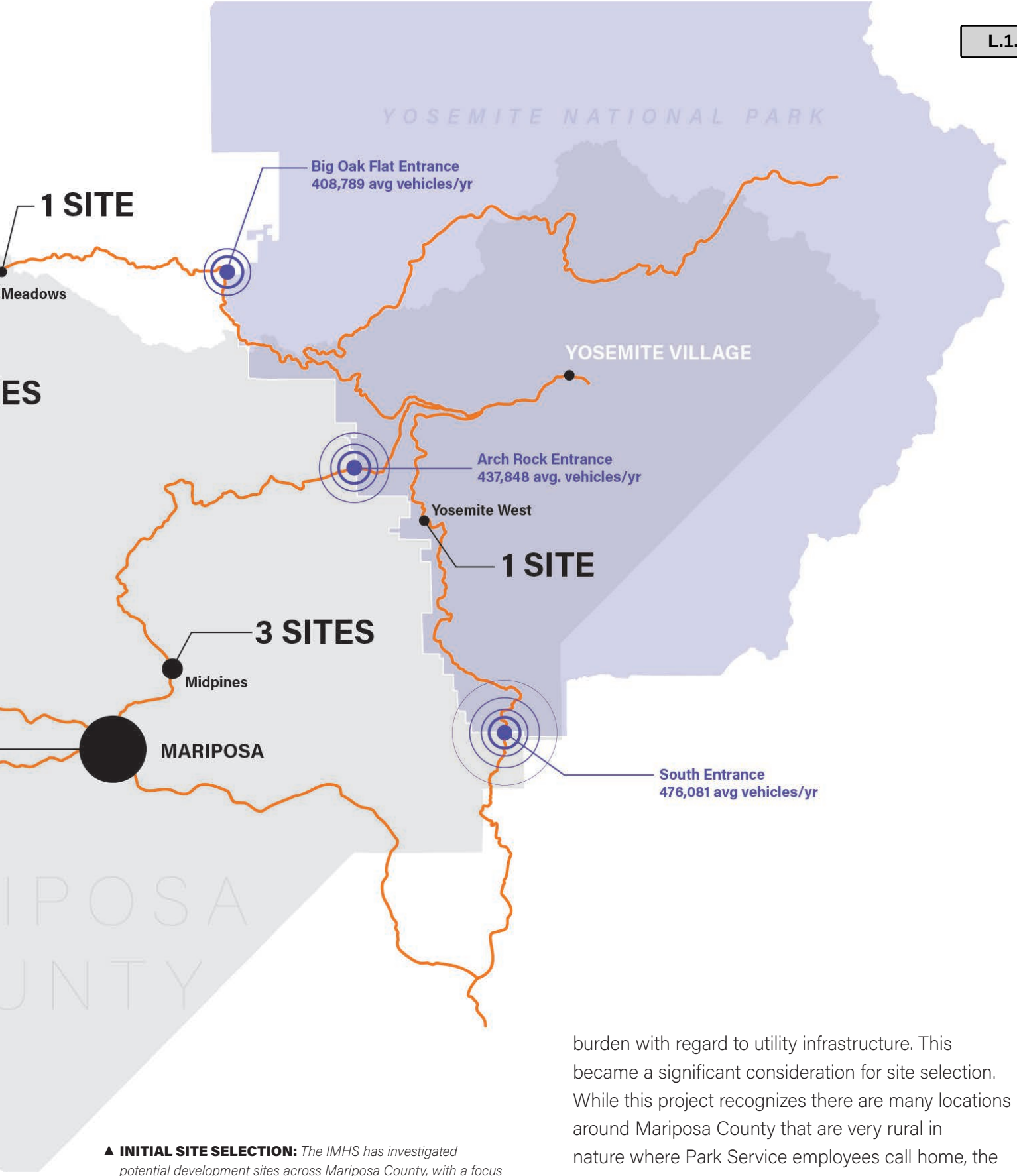

▲ **INITIAL SITE SELECTION:** *The IMHS has investigated potential development sites across Mariposa County, with a focus on properties within existing gateway communities.*

burden with regard to utility infrastructure. This became a significant consideration for site selection. While this project recognizes there are many locations around Mariposa County that are very rural in nature where Park Service employees call home, the development burden to consider new (and dense) housing units in these locales was ultimately deemed too unrealistic for potential development partners to consider.

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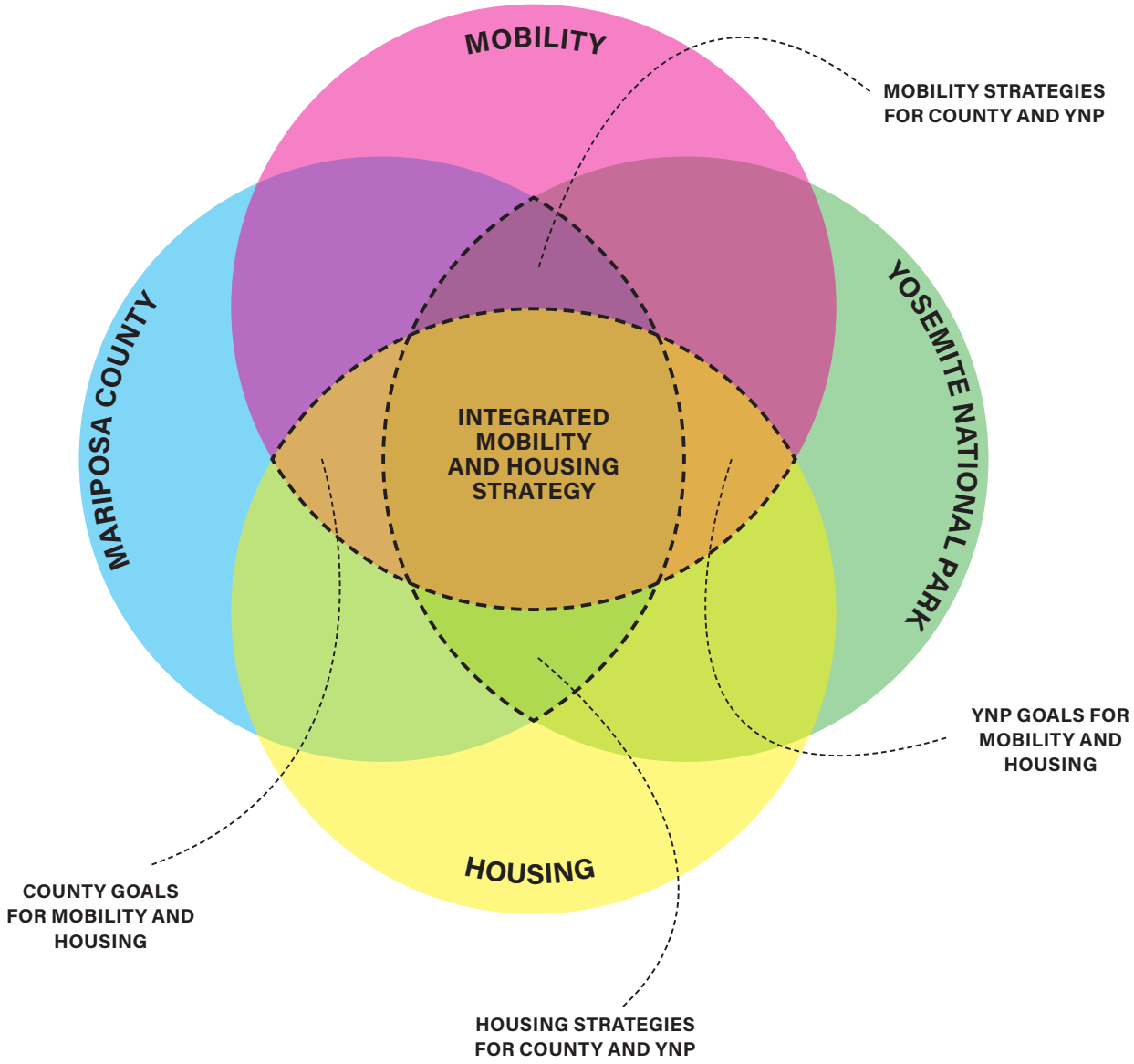
▼ **PROJECT UNDERSTANDING:** *The team's approach to defining the scope of the project set the stage for stakeholder engagement, guided strategy development, and recognized the relationship of these integrated planning components.*



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METHODOLOGY AND ASSESSMENT

The project embraces the reciprocal relationship between Mariposa County and Yosemite National Park. It has examined this relationship through the integrated planning components of Mobility and Housing needs, to determine strategies for implementation that will make Mariposa more livable.

The goals of this approach are two-fold:

1. ***Help the County proactively confront underlying Equity and Quality of Life issues for its residents.***

2. ***Create opportunities for the Park Service to address key tenets of their mission as they relate to Visitor Experience and Resource Protection in Yosemite National Park.***

The result is a guiding document that works at the intersection of complementary planning considerations while acknowledging the charge of each of the primary project partners. By providing for the well-being of the workforce, Mariposa County becomes more resilient – better positioned to adapt to increased pressures and accommodate new challenges. It also helps address the lack of attainable housing at all price points and for all living situations, one of, if not the single most significant limit to achieving the County's vision of a livable, vibrant rural community. Meanwhile, by supporting an adequate workforce of capable and dedicated employees, Yosemite National Park remains a global destination, operationally sound and enjoyable to all.

With this in mind, the project team has coordinated with the steering committee and county staff and reviewed feedback from the community engagement efforts to identify filters and evaluation criteria that most effectively determine a development score for each of the proposed development sites. This was done for a target audience of Park Service employees that are not required to live and work in Yosemite Valley, however, essential workers would see benefits of decreased housing supply pressure as these non-essential employees found other housing.

Input was combined with a visual score on radar plot graphs developed from site evaluations. Sites were first ranked within a Primary Screen of critical factors related to their development potential. The resulting shortlist was then run through a Secondary Screen that included less critical but still important factors. The resulting sites were confirmed with county staff and the steering committee for inclusion in this project. Sites that scored highly but below the threshold for inclusion are noted for their potential for future study. Further details about the scoring for each site can be found in **Chapter 3**.

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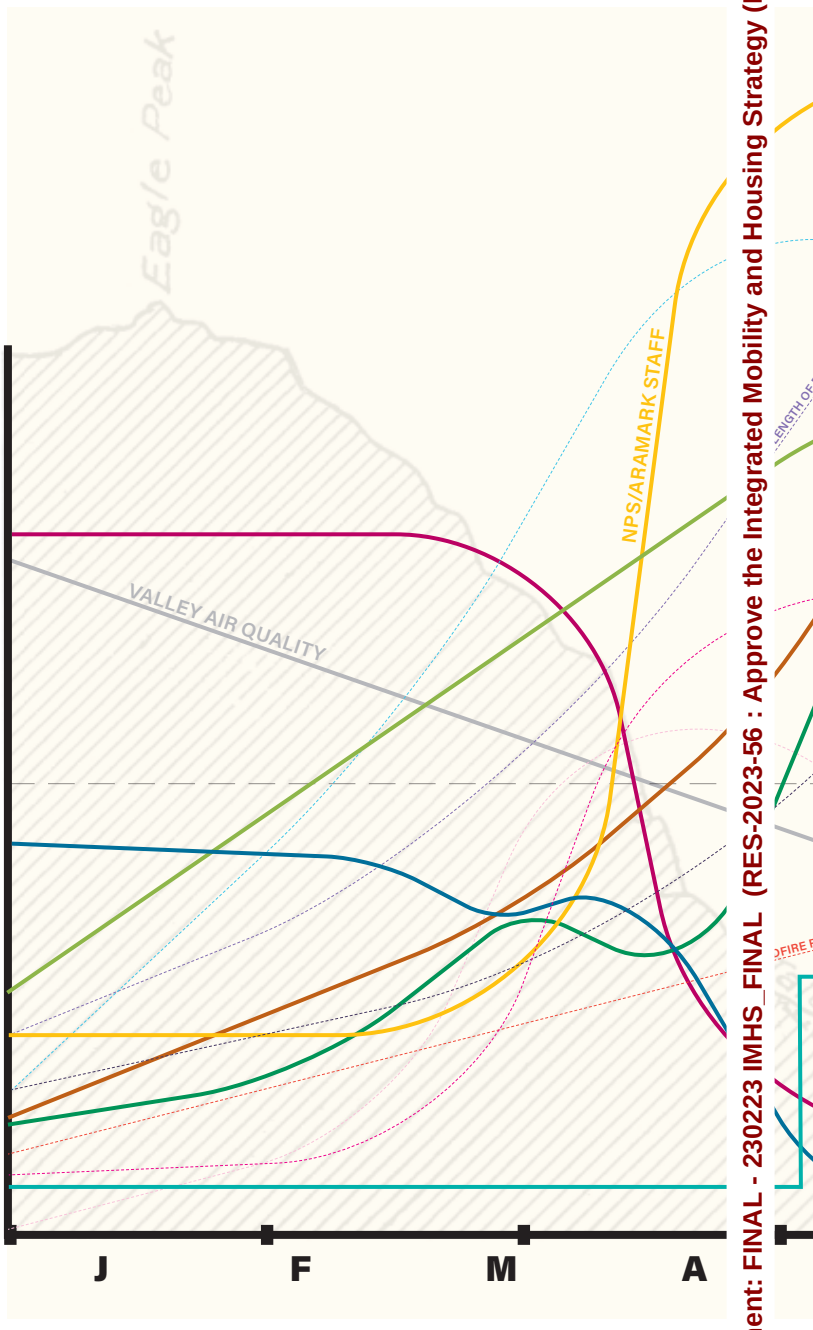
PROJECT ASSUMPTIONS

In many ways, Yosemite operations and, more broadly, life in Mariposa County is seasonal; the summer high season brings more park employees, more tourists, more traffic, as well as more air pollution, more likelihood for wildfire, and more competition for accommodations. Summer is bookended by (rapidly expanding) shoulder seasons that give way to quieter winters. These fluctuations have historically been both the cause and result of operational paradigms and geographic realities — tourists have been drawn to warmer and longer days of summer vacations, which requires more park staff and puts increased demand on housing and infrastructure. But pressures are such that these flows may soon reach a tipping point. New ideas about park reservations, more visitors willing to venture into backcountry areas, and increased climate-driven events like wildfires may soon begin to influence a re-balancing. Already recent summers have seen dips in August visitation due to fires that close roads or make air quality hazardous.



Without significant investments aligned with housing and mobility county-wide, capacities will remain stagnantly low and visitor experiences will suffer (or go elsewhere) as the Park Service struggles to recruit and retain qualified personnel, and the County continues to cope with the fallout of an overburdened resource and an out-of-sync economic engine. This fallout takes many forms — lack of affordability, deteriorating health and wellness, environmental degradation, displacement, and loss of community identity. The project team understands the need for increased capacity in all forms in Mariposa County, and we see opportunities that begin to offer means of re-balancing these relationships.

The following six assumptions frame the project team's overall thinking around strategies to deploy and

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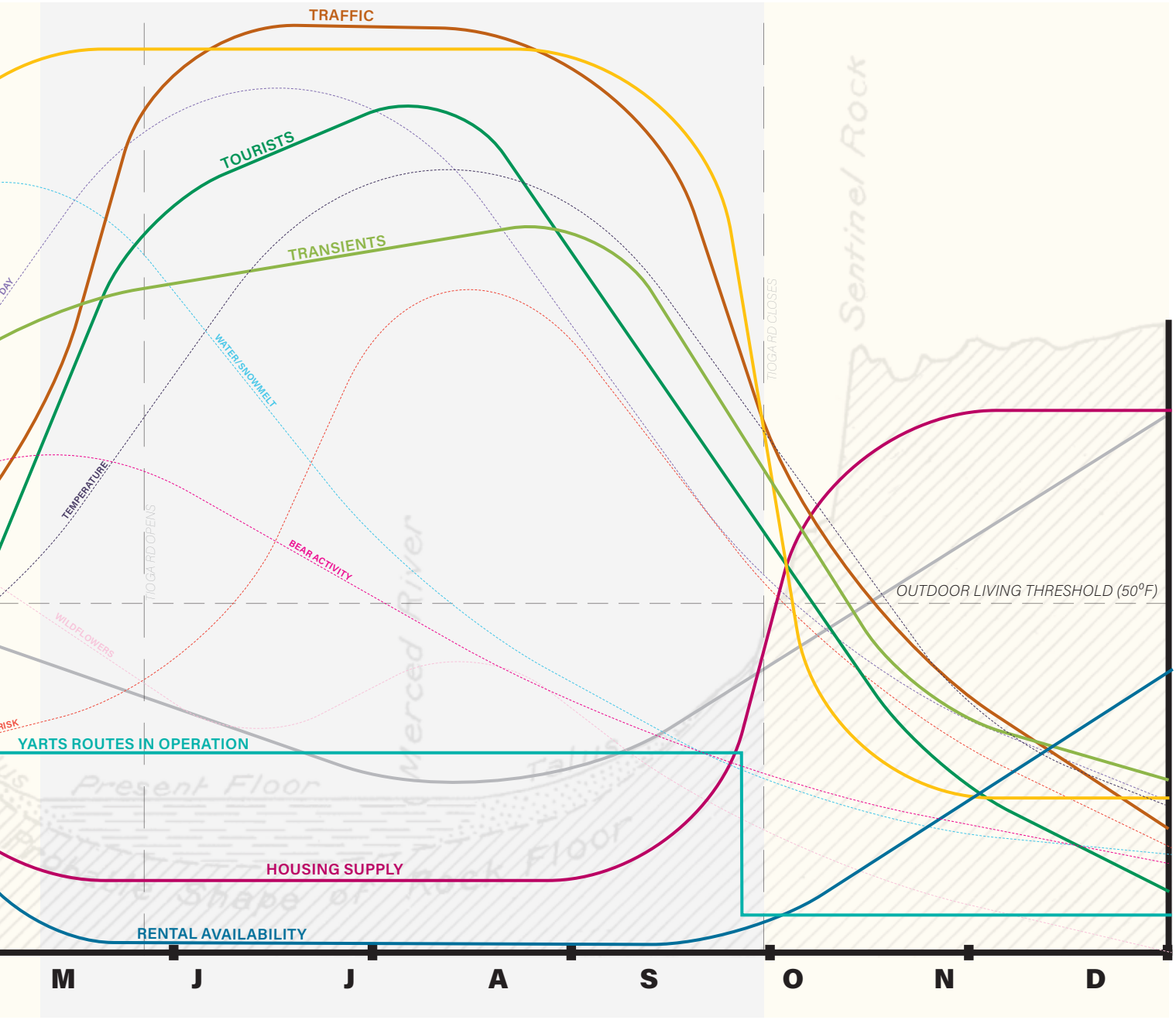

▲ **THE GATEWAY IN FLUX:** *The seasonal nature of tourism and visitation to Mariposa County. These annual flows are important to the way of life in Mariposa and Yosemite — seasonality is a critical component of community resiliency — but their increased intensity and impact has been called into question. The IMHS strives to alleviate these pressures.*

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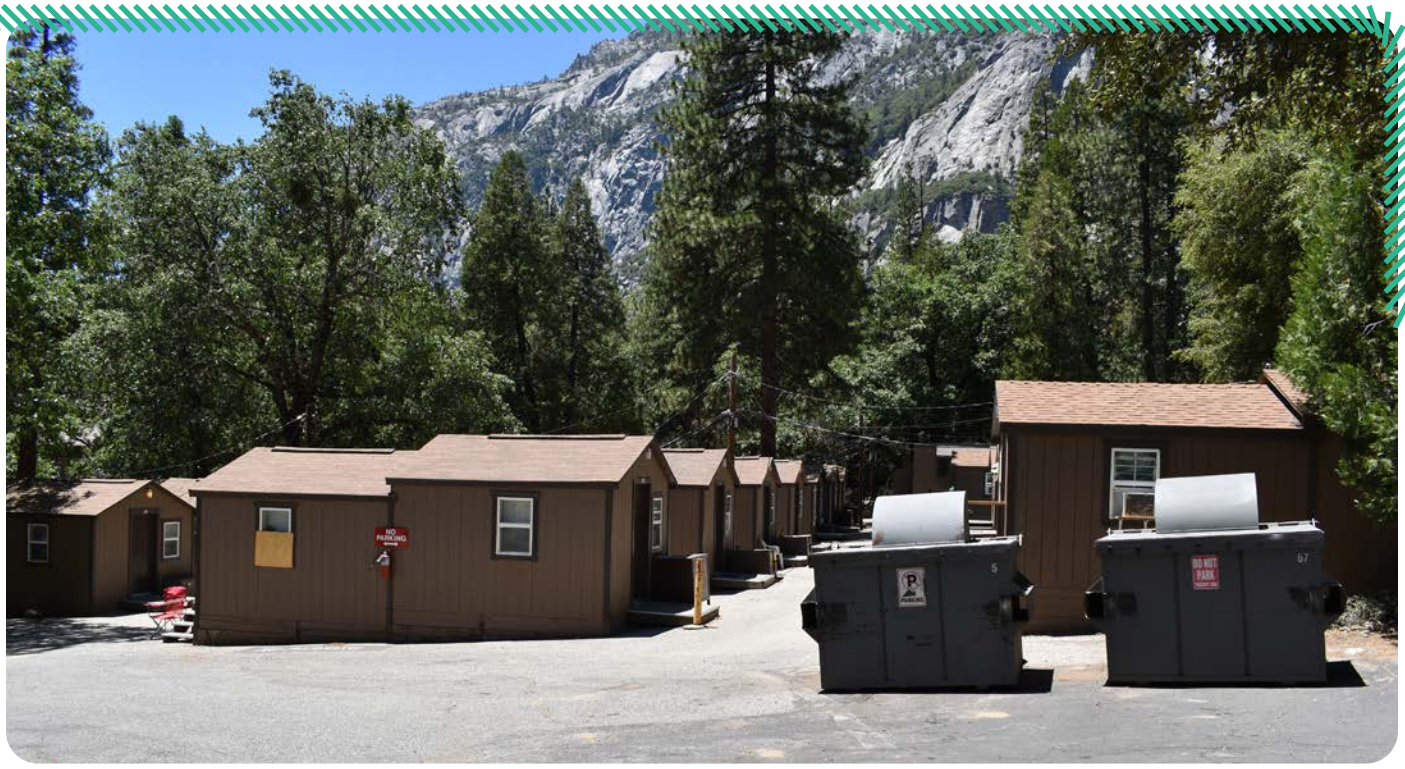
Address Housing Challenges for All County Residents by Assisting the NPS Workforce

The County recognizes the broad housing challenges facing many Mariposans, and assumes this project can ameliorate some of those challenges through various development schemes. However, there is recognition that the economy of Mariposa is largely driven by tourism to Yosemite National Park, and that ensuring the Park Service can recruit and retain a talented and effective workforce (by providing housing that is affordable and available) is of critical importance. Ideally this will help ameliorate pressures countywide on housing for all residents, by creating an outlet to capture a major source of demand.



Mobility Challenges for the Park Workforce, Residents, and Visitors are Linked

This project recognizes that it's hard to get around Mariposa County, particularly for those trying to get to Yosemite either for work or leisure. Highway 140 provides a single tenuous link from Mariposa to the Park, and it is often over capacity. In the Merced River Canyon, threats of fire, landslide, and flood are ever-present, sometimes causing delays or prolonged closure. Recommended mobility strategies will support more flexible means of travel, alleviate traffic congestion during peak periods, incentivize transit options, encourage flexible scheduling, and unclog entrance station delays.
By considering the needs of NPS employees, benefits for county residents and visitors will also be gained, as each of these user groups are confined to the same highway and infrastructures. Accomplishing an overall goal of fewer vehicles on the road (and therefore in the Valley) will ultimately provide increased levels of service for all users: easier commutes for NPS employees, more reliable mode choices for residents, and more enjoyable experiences for visitors.

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▼ **PARK PRECEDENTS:** *Yellowstone National Park recently completed the Old Faithful Dormitory, a LEED Platinum staff housing building constructed with pre-fabricated modular units.*

Designing for Density

The shortlisted sites have been selected for their favorable characteristics, which includes adequate acreage that can support unit counts worth undertaking from a development perspective. While the whole idea is to significantly increase housing availability, the team aspires to do so with a sensitive approach. This includes exploring building material selections that can impact structural capacity, and understanding local codes and fire restrictions that guide building heights, proximity, and massing. Lastly, we need to be mindful of the surrounding character of the sites and the impact of new development on existing rural character — in other words design for density that is appropriate to its context.

Conservation Approach & Respect for the Land

The team will approach each site by first considering the existing conditions, and the opportunities and constraints framed by the landscape. For instance, steep slopes, drainages, woodlands, viewsheds, and trail connections. Sites will likely not be entirely built out. Protecting sensitive habitat and considering risks of fire or flood play an important role in the possible site development. Strategies that deploy smart site planning and reduce VMT and GHG emissions are assumed. This will help ensure development proposals don't risk detrimental impacts to the surrounding special character and setting of Mariposa County.

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Promote Community Objectives and Support Vital Rural Lifeways

Our survey results and stakeholder interviews revealed a desire for convenient community services, like schools, grocery stores, health care, and the proximity of first responders. But we also understand the sense of community that comes from living in Mariposa or in Yosemite Valley, and how much it is valued by current residents and park employees. We want to complement and enhance these qualities and explore how we can replicate the most favorable characteristics of life in Mariposa County.

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

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Identify Catalytic Implementation Opportunities

On the whole, this project aims to work with the community to locate favorable development sites to build housing and assess mobility improvements that enhance quality of life for all Mariposa County residents. Priority projects will be those that have potential for far-reaching impact, by catalyzing long-dormant or vacant parcels or by establishing development models that can be replicated on additional sites across the County. In addition, housing opportunities with obvious mobility advantages or potentials will be prioritized. Secondary project sites may also be identified for future study as a means of furthering the impact of the IMHS.

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02

COMMUNITY PERSPECTIVES

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ENGAGEMENT PROCESS

The IMHS is guided by the community through a series of engagement events and strategies including: **a steering committee convened at key project milestones, stakeholder interviews, a community coffee pop-up event with Yosemite employees, and a county-wide community survey.** This multi-pronged approach to gathering community feedback informed the development of livability themes in this chapter that summarize the key sentiments heard from the community.

◄◄ **COMMUNITY COFFEE EVENTS IN YOSEMITE VALLEY:** *Project team members had a chance to talk to park employees and concessioner staff and better understand the perspectives and priorities of each group.*

STEERING COMMITTEE

A key part of the community engagement strategy for the IMHS was dependent upon the development of a project steering committee. Steering committee members included a range of stakeholders including current and former County and NPS officials, and members from Yosemite Conservancy, all of whom live and work in Mariposa County. Meetings were held both virtually and in person with County staff and the project team during key project milestones.

Steering committee members include:

- Kim Tucker – Mariposa County Housing Programs Advisory Committee, National Park Service (ret.)
- Mark Marschall – National Park Service (ret.)
- Jerry Edelbrock – Yosemite Conservancy
- Ryan Kelly – Yosemite Conservancy
- Joe Meyer – Yosemite National Park
- Jim Donovan – Yosemite National Park

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

EMPLOYEE INTERVIEWS

The team conducted brief open-ended interviews with Park Service staff to gather their feedback and ideas on housing and mobility in Yosemite National Park. The candidness and creativity of the interviewees was apparent in open discussion and the following chapter captures key challenges and potential solutions and ideas to address housing and mobility challenges generated by YNP staff.

COMMUNITY COFFEE POP-UP AND TOUR

On June 22, 2021, the team set up a community coffee pop-up engagement event with maps, precedent images, and key themes to hear directly from Yosemite Hospitality concessioner workers and NPS employees in Yosemite National Park. During these events the team was also able to tour existing housing options and conditions available to those that live and work in Yosemite Valley.

The team toured the Valley to visit canvas tents, pre-fabricated cabins, staff dormitories, and historic single family homes. A number of housing units were in various stages of rehabilitation, as they have been serving park employees for many years. There was a wide range of architectural styles, but a shared aesthetic of color and materiality. We were also able to see the community (shared) facilities that accompany these housing typologies, including recreation centers, kitchens, and bath houses. Given the land constraints of the Valley, it's often not entirely clear where visitor zones end and private/employee spaces begin.

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COMMUNITY SURVEY

A housing and mobility community survey was conducted online for three months from May 25 to July 25, 2021 in order to collect information about housing and mobility trends and hear directly from the broader community across the County. The survey was very successful in reaching a broad representation of the community and **received 200 responses.** Many of the results from this survey are included in the following pages. A full detailed report can be found in the Appendix.

LANDOWNER MEETINGS

As the selected shortlist of development sites narrowed, the team met with County officials and private landowners to discuss the potential for implementation of workforce housing. **Willing partners will be key to advancing the goals of the IMHS**, as properties with favorable characteristics are limited.

Of the final shortlisted sites, one is owned by the County, two are owned by the Yosemite Conservancy, a project partner, and one is owned privately by a family with longstanding community ties and presence. However, while these four sites ultimately advanced forward in the IMHS, other secondary and high-scoring sites exist in the County and will hopefully be folded into future conversations as the initial round of development starts to become available and the process becomes better understood.

WASHINGTON DC AREA SUPPORT OFFICE (WASO) HOUSING INVENTORY PARK VISIT

In August 2021, the team was invited to join the WASO delegation visiting Yosemite to discuss housing policy, understand regulatory constraints, and share the IMHS's goals as they relate to NPS employee housing. This meeting enabled a deeper understanding for our team around the various levels of legislation that guide housing policy for NPS employee quarters, specifically around assessing regional housing markets, establishing rental rates, and how the government has attempted to identify viable means of developing housing.

Attendees of this meeting included:

- Cicely Muldoon, Yosemite Superintendent
- Teresa Austin, Yosemite Deputy Superintendent
- Joe Meyer, Yosemite Chief of Staff
- Schree Yager, Yosemite NP Housing Manager
- Jim Donovan, Yosemite Community Planner
- Tegan Plock, NPS Human Resources
- Rick Maestas, NPS Facilities Operations
- Alicia Overby, NPS Program Manager
- Heather Marashi, NPS Pacific/West Region Housing Manager
- Clarice Henry, NPS Housing Office
- Ryan Kelly, Yosemite Conservancy
- Ben Goger, Mariposa County Housing Specialist
- Andrew Dawson, WRT

Guiding legislation at the federal level has attempted to manage the employee housing (and mobility — particularly commute times) question. Key policy documents include:

- *Public Law 104-333: The Omnibus Parks and Public Lands Management Act of 1996*
- *5 US Code § 5911 - Quarters and facilities; employees in the United States*
- *Circular No. A-45 Revised: Rental and Construction of Government Quarters*

These documents are often cited as the enabling sources for the production of housing units, but they

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also present significant roadblocks to innovative development schemes. Importantly, they demonstrate that changes to NPS housing policy are difficult, requiring an Act of Congress or Presidential authorization. Details and excerpts from each document are included in Chapter 5.

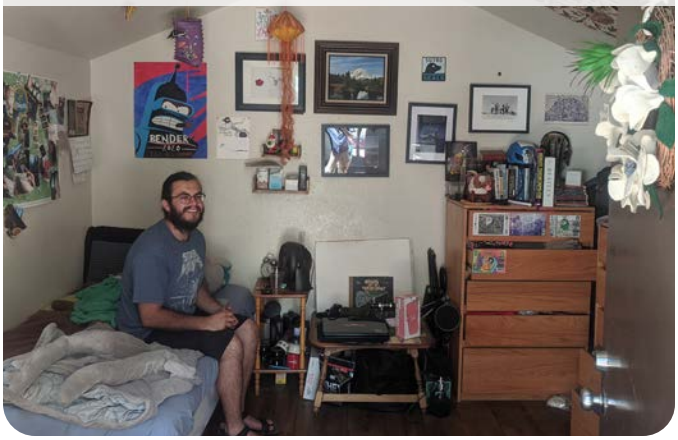
TARGETED CROSS-PARK ENGAGEMENT

This meeting informed further conversations with representatives from Grand Teton and Acadia National Parks, where developing employee housing has been met with mixed success, but nonetheless provide important case studies for consideration by the IMHS.

From Acadia, the Project Team met with Kevin Schneider, Superintendent, and John Kelly, Management Assistant, who have attempted a public-private partnership model for employee housing near Bar Harbor. The seasonal nature of Park Service employees and local hospitality workers and the regulations against mixing public employees in the same housing as market-rate renters derailed the project but they are optimistic and happy to share their lessons learned.

From Teton, the team spoke to Rusty Mizell, Chief of Facilities, where they have had success leasing private buildings to house public employees, as long as the landlord can agree to public quarters rental rates established by IQMIS, which are typically lower than private market rental rates.

A typical concessioner WOB, or "cabin without bath".



Community Coffee Event in Yosemite Village.

Example of historic NPS staff housing typology.

▲ **TOURING THE VALLEY:** *The team's research was supplemented by conversations with Park employees and tours around Yosemite Valley.*

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SURVEY RESULTS

The following themes were developed to capture and organize the community's key sentiments related to housing and mobility issues in Mariposa County. Importantly, the responses highlighted focus on the Yosemite workforce population and the unique circumstances of their experience. Each theme addresses various aspects of daily life in Mariposa County and is supported by information gathered through steering committee meetings, stakeholder interviews, survey questions, and general conversations with the public at pop-up events.

1

PRIORITIZE THE FUNDAMENTALS

WHAT MAKES A GOOD PLACE TO LIVE?

2

REINFORCE COMMUNITY STABILITY, CONNECTIONS, AND ROOTEDNESS

CAN WE FOSTER LONG-TERM RELATIONSHIPS AND CIVIC PRIDE?

3

THE LANDSCAPE MAKES THE PLACE

HOW DO WE BUILD RESPONSIBLY?

The survey question on the opposite page gets at the root of this project's framework — does the opportunity to live in the Yosemite National Park and the treasured experience it provides outweigh all other quality of life considerations? Two interesting takeaways became apparent:

1 *Concessioner staff were more likely to place living in the Park above all else. These are typically seasonal employees with jobs around Yosemite Valley. Most of these respondents were already living within the Park boundary.*

2 *Half the respondents that would live outside the Park and continue to work at Yosemite are NPS employees. These are likely longer term or career-oriented positions. Almost all of those respondents are currently living in the Park, but another 30% already live in the Town of Mariposa or Midpines, over an hour away.*

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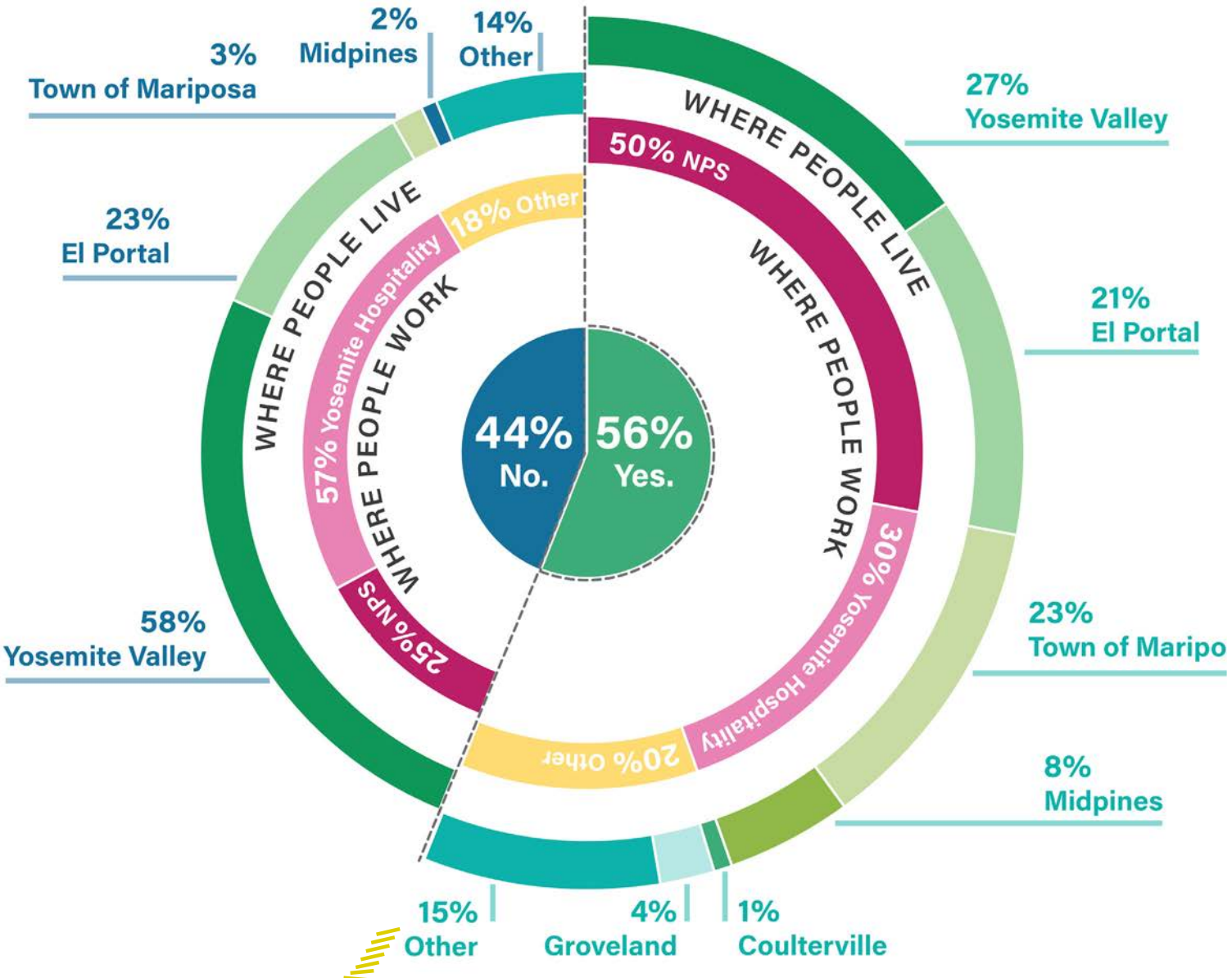
WOULD YOU CHOOSE TO WORK AT YOSEMITE IF YOU HAD TO LIVE OUTSIDE THE PARK?



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1 PRIORITIZE THE FUNDAMENTALS
WHAT MAKES A GOOD PLACE TO LIVE?

BASIC SERVICES

This theme addresses the primary challenge many Mariposans face in retaining basic services. While some areas of the County have clusters of businesses and amenities, most residents have to drive significant distances to purchase food, go to the bank, get to school, or get medical attention.

Many of these issues are compounded for people living in Yosemite Valley. When asked about what they disliked about their housing and mobility challenges, **25 survey respondents (14.7%) identified difficulty or complete lack of access to basic services as a key drawback of life in the Park and Valley.** Sacrifices made during the first few years of residency become increasingly hard to swallow as residents seek a sense of normalcy and strive to "make it work" one way or another. All too often the trade-offs become unbearable or the opportunities for improved housing and mobility options hit a ceiling. While this project doesn't attempt to "normalize" life in the Park, it strives to create alternatives for those that wish to make a transition to newer housing options and remain in Mariposa County.

One respondent identified ***"living in a food desert"*** as a key issue. Respondents living in the Valley in particular find it difficult to access food because there are very limited nearby grocery options and many restaurants with takeout service close by 6pm. Residents here must travel long distances, coordinate with one another, and must plan well in advance to have access to food.

Another important but lacking amenity for residents is reliable cell phone service and Internet connectivity. Like one resident responded, in many areas, there is ***"zero cell service, poor Internet service."*** This is considered an important, fundamental feature for residents in the area to live comfortably connected to their community in cases of emergency and for day-to-day communication.

COMFORT AND SAFETY

Another fundamental aspect of a good place is comfort and safety. In this case, many of the negative comments came from those County residents that reside within the Park.

19 survey respondents (11.2%) identified aspects of neighborhood design that limited their quality of life and perceptions of safety. The size and comfort of living quarters, shared or separate, were commonly cited as a source of frustration: ***"It is very small (living situation), no heat other than a wood burning stove, no AC."***

It's important to note that the NPS in-park housing assignments utilize a competitive selection process

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that favors Required Occupants (ROs) that provide emergency services to park visitors and staff alike, including seasonal employees.

Generally, the balance of personal and shared spaces and amenities for residents in the Park seems to be highly impacted by space constraints and the generally close-quarters of living conditions in the Valley. As employees of the Park, these residents rely on strong social bonds and feed off the camaraderie formed through shared challenges and the rewards of living in this special place — but there's a tenuous balance — often these bonds can be stretched thin over time (especially during the high summer season) and the initial attraction of life in the Valley can grow stale. To wit:

- Residents identified the lack of private individual bathing facilities as a big source of discomfort for respondents, and the lack of personal running water compounds the problem.
- The number of kitchens are not adequate, and some respondents dislike the shared kitchens.
- Respondents also brought up the lack of gender-neutral bathroom facilities as a comfort and safety issue.
- Some respondents dislike having to share rooms.
- Notably, residents in the Park are exposed to visitor activity at all hours of the day and night. One respondent said, ***"My home is in the middle of visitor activity, and I'm frequently woken up by late night drunk visitors."***

A common theme emerged around the lack of community gathering and social spaces for non-visitors. ***"There is no community center to watch***

▼ **TYPICAL VALLEY HOUSING OPTIONS: A CANVAS TENT AND WOB (CABIN WITHOUT BATH)** *Generally reserved for concessioner staff, these units utilize communal bathrooms and kitchens. They are sought-after by seasonal staff and considered an upgrade from a shared bedroom and a fantastic crash pad for the summer, but they are not a viable long-term housing solution for park employees.*

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▲ **BACK OF HOUSE** *Common kitchens and shuttle and employee parking compete for space with visitor services within Yosemite Valley.*

TV and hang out with friends." It was noted that the few common spaces that do exist are not large enough to accommodate the community of residents in the Park. More places to retreat to during bad weather, relax and recharge or socialize, or to escape the throngs of visitors at the end of the working day would be welcome.

MOBILITY

The commute to and from work shapes another fundamental aspect of a good place. Mariposans have a wide range of experiences when it comes to how they commute.

27 respondents (15.4%) referred to **the ease of their commute** as a key component of what they love about where they live. Many of these residents tend to live and work in Yosemite Valley. One respondent said they love ***"the beauty of walking back and forth to work since my schedule changes and I'm not stuck in a car or bus. I love to walk."***

17 respondents (10%) referred to **the difficulty of their commute** as a big reason why they dislike where they live. Many of these residents have extensive commutes — especially those who live outside of the Park. One respondent shared, ***"My daily commute to work is approximately 1 hour 15 min in good traffic each way."*** This clarifies the project team's understanding that many Park Service employees are driving long distances to their respective job postings, and inevitably find themselves caught up in visitor traffic to and from the Park.

EXPENSIVE TRANSPORTATION COSTS

Financial costs for both private drivers and transit users are cited as major concerns. 10 survey respondents (6.8%) identify the financial costs of their commute as among the biggest issues they dislike about their commute. This includes both the cost of gas, and the wear and tear on private vehicles that drive potentially hundreds of miles per week through mountainous terrain. One respondent said, ***"The wear and tear on my car, the expense of gas and the stress of long commutes after working a long day are all stressful factors."*** Another respondent said, ***"Gas prices are high. [It's] almost not worth working in Yosemite."***

HOUSING COSTS IMPACTED BY SHORT-TERM RENTAL MARKET

Many respondents were concerned with the cost and availability of housing and cited the trend of viable rental properties being converted to vacation rentals throughout the county. Many vacation rentals are not fully occupied throughout the year which in turn has negative implications both for the housing market and the community character. One respondent said directly, ***"Get rid of AirBB type rentals in what should be family neighborhoods."*** Another respondent said, ***"the housing shortage in Mariposa County completely blows my mind given the startling number of vacation rentals that sit empty half the year."***

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HIGH COST OF LIVING

Some people are interested in building an accessory dwelling unit (ADU) to add to the housing supply but don't have the financial means to start the project.

This theme captures the two-sided nature of quality of life in Mariposa County, and the advantages and disadvantages of living in Yosemite. The range of feedback highlights the unique housing and mobility realities that are important to keep in mind through the IMHS, to ensure basic needs are met, creature comforts are delivered (where appropriate), alternatives to the status quo are explored, and the Park continues to function effectively with a happy and productive workforce. This project believes that such a special place, surrounded by the wonders of nature and the challenges they present to infrastructure and services, can also be a welcoming place for people to live comfortably together if the right release valves can be identified.

PERCEPTIONS OF SAFETY

Generally, survey respondents in Mariposa County feel safe and have positive experiences and appreciation for law enforcement and emergency service providers. One respondent said, ***"Mariposa has good amount of law enforcement, [I] feel safe!"*** Another respondent said, ***"I do feel safe here, and am very grateful to those who keep us."*** This sense of pride and reliance on these service providers should be maintained and accessible to people moving into any new development areas. A friendly recognition of neighbors by those in positions of authority contributes to a feeling of community stability and connection in the face of many visitors that come and go.

SURVEY SNAPSHOT:

YOSEMITE VALLEY JANITORIAL CREW

ONE RESPONDENT is a twenty-year park service employee that relocated from the Midwest to live in the Mountains. He now has a wife and two small children and is grateful to have been able to purchase a home 8 years ago when real-estate prices where more affordable fo his line of work. As a Supervisor for the Yosemite Valley Janitorial Crew, he finds lack of available housing as a primary challenge in recruiting and retention of sta He has changed his language in oral and written communication with potential staff, removing the words that you "may be eligible for Park housing."

He has had new staff accept a position without permanent housing then proceed to live in their vehicles in an undisclosed location. When they could not find housing they would quit their jobs without notice. He feel like the scarcity of affordable housing is a serious challenge t his employees that have a lower pay scale.

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2 REINFORCE COMMUNITY STABILITY, CONNECTIVITY, AND ROOTEDNESS
CAN WE FOSTER LONG-TERM RELATIONSHIPS AND CIVIC PRIDE?

This theme highlights the importance of human connections and the role a place can play in facilitating those connections. Proximity to neighbors, opportunities for social interaction, and access to shared outdoor experiences where those connections can take place all contribute to this common theme.

THE IMPORTANCE OF RELATIONSHIPS

Friends and neighbors help to shape the culture and vibrancy of a place. **65 survey respondents (37.1%) either explicitly mentioned "community," or identified people, friends, and connections with others as a core benefit of where they live.** This is particularly important to people living year-round in Yosemite Valley, where feelings of isolation and monotony can set in over time, and tight-knit relationships are formed to counter-act the geographic remoteness. Additionally, those living elsewhere in the County also emphasized the importance of community vibrancy, something the IMHS has prioritized in the evaluation of potential development sites. New housing should be located where residents can readily plug in to existing social scenes, instead of being asked to live in an isolated environment.

INABILITY TO FIND SUITABLE OR AFFORDABLE HOUSING TO BUY OR RENT

Throughout the survey, respondents shared thoughts about their desire to sink or maintain roots in Mariposa County, but their inability to find suitable or affordable housing in the area — either to rent or to own — limits their ability to stay. This situation causes feelings of instability and anxiety, themes which have been echoed by non-park employees throughout the County in other planning initiatives.

One respondent said, ***"expensive housing few and far between makes it nearly impossible to financially be able to get out of employee housing... which means this isn't a long-term living situation for many."***

Those that have found housing in the private rental market are not any more optimistic. One respondent rents in El Portal and cited the ever-present threat of the owner selling the house out from under her, or simply raising rent beyond reach. Coordinating and renewing a long term lease with private owners can be stressful, especially when there are opportunities for owners to transition to the short term rental market.

LOSS OF STABLE WORKFORCE AND EXPERIENCED WORKERS

NPS Human Resources shared that they've seen hundreds of applicants decline offers for positions over the last four years that specifically cite location as the reason for the declination. 219 of these were

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▲ **COMMUNITY GATHERINGS AND COMMUNITY LOVE:** *A three day festival along Mariposa Creek in 2019 attracted over 500 community members and numerous local businesses, showcasing civic pride for planned improvements along the creek and the importance of small town social ties. IMHS survey responses show how much people care for their community.*

in 2020 and 2021, and the declinations are coming at all grades and pay scales. Too often they are seeing the top three candidates decline, resulting in less qualified employees accepting open positions. More broadly, 1100 offers were declined over the last four years, but not categorized with any specific reason. It is believed that these likely include a significant number of declinations due to housing, salary, lack of job opportunities for spouses, and other reasons not included in the dataset.

There is an overwhelming agreement based on the stakeholder interviews that housing shortages limit workforce recruitment in the Park and across the County at multiple pay levels. Limited housing also prevents new families from staying in the area, leading to a high turn over in experienced staff at the park.

BUILDING A HOME NEAR THE PARK

More than half of the respondents that work in Yosemite are willing to live outside of the Park. Most but not all of those are NPS employees and about half of those currently live in Yosemite Valley or El Portal. This is a key demographic to consider in future planning that might shift the location of housing and approach to mobility in the future.

When we look at the data, those respondents that work in Yosemite and would not be willing to live outside of the Park primarily work for the Park concessioner, currently live in Yosemite Valley or El Portal, and likely have a need and interest to be in the Park full time.

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▲ **TYPICAL SUMMER DAY AT THE ENTRANCE GATE** *Crowds at the Park entrances are not new, but now this traffic also contains many employees that are trying to get to work.*

VARIABILITY, SEASONALITY, AND UNCERTAIN COMMUTES

Seasonal changes and in fluxes of people through the year, the unpredictability of commute times, in addition to the need for flexible transit schedules to accommodate a wider range of work shifts and childcare schedules, make it difficult to rely on the YARTS regional transportation system alone.

10 survey respondents (6.8%) identify the variability, seasonality, and uncertainty of their commute as key issues, suggesting the need for a flexible and dynamic mobility strategy.

One respondent said, ***"Crowds in the summer time mean I have to add at least an hour to my drive time unless I'm getting there between 7-7:30."*** Another respondent dislikes ***"The multi-hour long lines of cars you have to wait behind to get into the park just to get to work."*** One respondent shared, ***"I don't like the unknowns that can make me late to work."***

TRANSIT SERVICE

10 survey respondents (7.9%) reference more frequent transit service and a more expansive timetable as a key improvement. One respondent said, "I would take YARTS if it were faster: it adds about an hour to my daily commute time."

Other respondents suggested a shuttle to supplement the YARTS system: a ***"community shuttle service could have more times and buses available to reduce congestion on highway and provide variety of times to catch the bus to El Portal and YNP Valley."*** Another respondent said, ***"I would like there to be a Yosemite Conservancy / NPS commuter shuttle bus that runs multiple times a day."***

Work schedules and transit schedules do not often align closely enough and make it difficult for residents to rely on the regional service. ***"My work schedule does not give me the option to use YARTS. This is a great service and if the schedule was more reliable I would use the bus."***

While some residents try to reduce the number of solo trips to work by carpooling, existing carpooling among employees is not completely inclusive and wavers from year to year depending on turn over. Carpooling that does occur is often most popular among new employees that may live closer together. It's difficult for residents that are more spread out in the County to coordinate carpooling without having a forum to exchange contacts and help coordinate scheduling.

PARK ENTRANCE IMPROVEMENTS

The park entrance has long been the source of many of the complaints from both residents and visitors. 9 survey respondents (7.1%) cite mobility and scheduling improvements specifically geared towards park employees to pragmatically improve the commuting

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SURVEY SNAPSHOT:

HOUSING FOR PARK PROFESSIONALS

experience. One respondent suggested the park entrance be modified to ***"Leave a lane open for local commuters (at the park entrance gate)"*** in order to reduce congestion. Another respondent also requested an ***"Improved entrance station"*** as a solution to improving their commute challenges.

TELEWORK OPTIONS

During the COVID pandemic, while many Park employees were able to work from home, some respondents noted that there was a sense of alleviated pressure by no longer having to wait in long lines of traffic for their commutes. While not overly emphasized, 4 survey respondents (5.3%) specifically advocated for continuing or expanding telework where possible.

One respondent said, "***If more Yosemite folks could live closer to work (or continue to telework), that would really cut down on the need for all those people to spend so much time driving."***

While another respondent shared, ***"I think we have found that a lot of work can be done remotely and that mindset will continue even after the pandemic allows 'normalcy.' Maybe consider some communal or partnered touch-down spaces for those who have telework challenges (like slow Internet, lack of space) but could still get work done remotely without having to commute to El Portal or Yose Valley."***

The variability and length of typical commutes, combined with the flexibility provided by the potentials of remote work, may present an opportunity for an operational shift for Yosemite employees in the future. This may also present more housing options (if location is less important) and could be useful as a recruitment or retention tool.

ONE RESPONDENT said:

As a working professional, I would like to be in a position to buy a house. My dream would b to have a modest house/cottage and a garden. There are no 1-2 bedroom houses or condos in Mariposa County where park professionals can live. You have to rent a room in a larger home to find an affordable place to live

I made sacrifices in housing options by coming to Yosemite. Among National Park Service employees it is widely known that housing in and around Yosemite is the greatest challenge and inconvenience that employees face. You have to know someone locally to find somewhere reasonable to live. Some live in tents and cars. Many employees choose to turn down Yosemite jobs because of poor housing options.

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3 THE LANDSCAPE MAKES THIS PLACE
HOW DO WE BUILD RESPONSIBLY?

This theme highlights the common value and respect for the natural environment in Mariposa County. The community acknowledges the importance and responsibility of maintaining a balance between protecting the natural beauty of the place while also providing opportunities for the community to responsibly enjoy it. The community connections that develop around these shared values for outdoor experiences and enjoyment of the landscape are important considerations for the future approach to housing and mobility in Mariposa County. Many of these aspects are key parts of why people love their home and are important to continue to support in the future as we strive to build responsibly.

NATURAL BEAUTY — IN PERPETUITY

Mariposa County has many natural resources that are managed by many different federal and local land managers and agencies. Each has a different approach to managing and conserving the landscape, including their approach to public access. Residents noted that they enjoy the access these public lands provide above and beyond the National Park. 100 survey respondents (57.1%) described things like beauty, solitude, and the joys of living amidst stunning natural beauty as a reason they love where they live.

The ability to enjoy a natural setting that is kept largely intact due to public landholdings is an important component of the quality of life in Mariposa. These lands also contribute significantly to retaining the rural character of the County, as they are off limits to infrastructure and development. As well, there is an important acknowledgment that these lands shall exist in perpetuity — residents have come to count on the recreational opportunities, viewsheds, and landscape experience that these lands provide. This project needs to balance this natural bounty (and the ability to access and enjoy it) alongside the need to find suitable land for housing and mobility improvements.

DEEP CONNECTIONS

Respondents liked having outdoor recreation in all its forms, including opportunities for more passive connections with the environment and chances for solitude, something this rural County has plenty of space for. This represents an important counter-point and complement to the intensity of the sought-after tourism high points of Yosemite Falls or Half Dome. While they are an integral part of Mariposa's identity, the hyper-programmed, curated "fee area" recreational spaces such as Yosemite Valley are less important to many residents. Instead, they often seek ***"the peace and quiet, a dark sky at night."*** Another said they love the ***"space, being in mountains, tall trees."*** In general, respondents love ***"the beauty and how peaceful it is"*** and the chance to escape.

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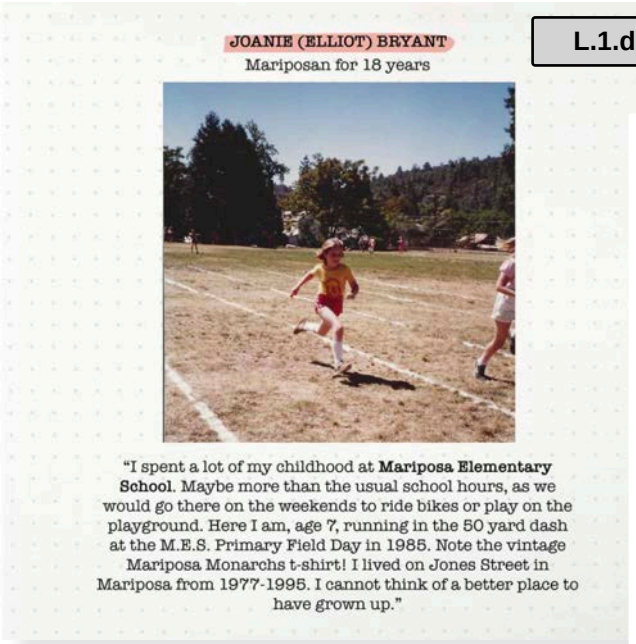
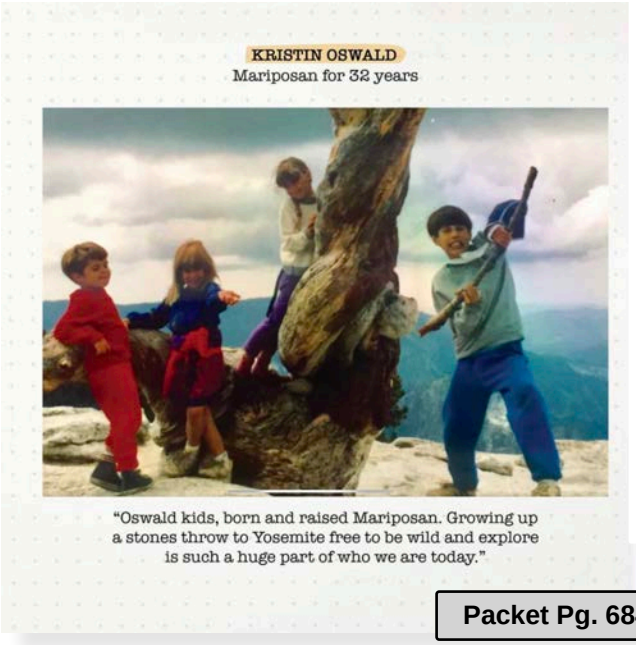
▶ IMAGES FROM THE MARIPOSA COUNTY CREATIVE PLACEMAKING STRATEGY: *The community shared their favorite spaces throughout the County and demonstrated their diverse interests.*





Understanding the relevance of these deep connections with the landscape conveys a note of caution when considering the creation of new infrastructure, new community spaces, and building more housing. There are lessons to be taken from the core desire of many residents to maintain a personal connection with their environment. This project will want to consider how development takes this to heart.

OUTDOOR RECREATION AND EXPERIENCES

Mariposa County offers many great opportunities for residents and visitors to experience the outdoors, in areas both in and outside of Yosemite National Park. One respondent highlighted that they loved where they lived because of ***"great access to USFS land for running, biking, and firewood."*** Others mentioned, ***"The freedom to enjoy nature,"*** and being ***"close to the river."*** The river is an especially important asset in the summer. ***"If we didn't have a river to recreate in during hot months I would be out of here."***

COMMUNITY OF NATURE LOVERS

Interestingly, a remarkable amount of people mentioned both their community and the landscape and environment in the same response to "What do you love about where you live?" (45 respondents 25.7%). Responses included:

- ***"Great community, the sound of the river, surrounded by open space."***
- ***"The community, the Merced River, the adventures at every bend of the mountains/ river."***
- ***"The people, the river, the plants and animals, the trails."***
- ***"The steady community and changing seasons"***
- ***"Natural Beauty, access to nature and nature***

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▲ **PEOPLE LOVE THIS PLACE:** *Briceburg is a popular destination along Highway 140, for local families to relax and enjoy a day on the water in the stunning canyon setting.*

based activities. Small friendly community."

All of these quotes support the notion that the future housing and mobility strategies in Mariposa County are highly dependent on the shared values for the landscape and the environment **AND** a strong sense of community.

A WILD PLACE

The ability to live in Mariposa and enjoy these spaces does come with some significant challenges. Wildfire is a seemingly more regular threat most summers. Burn scars leave steep slopes vulnerable to subsidence and landslide. The Merced River (shown at left) and the many creeks and rivers of the County can flood during significant rain events or rapid snowmelt. On the other side of the coin, prolonged periods of drought are straining vegetation and inhibiting activities like river rafting (while also contributing to increased wildfire intensity and occurrence). These realities of living in Mariposa County are a reminder of the wild nature of the place, and need to be at the forefront of any planning effort that looks at building new mobility infrastructure or placing housing in new locations.

A reminder of this was the havoc wreaked by the Oak Fire in the summer of 2022, destroying over 100 homes while the County and Park strive to find ways of creating more housing in an already strained market. Ongoing natural disasters will continue to frame the importance of this project's goals.

THE DRAW OF "THE PARK"

When asked "What do you love about where you live?," 48 respondents (27.4%) explicitly mentioned Yosemite or a singular aspect of the park that simply cannot be replaced elsewhere. The range of responses included:

- ***"It's Yosemite -- what else?!"***

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

SURVEY SNAPSHOT:

A REALITY CHECK ON ADVENTURE

- ***"Waking up and seeing Half Dome"***
- ***"The privilege of living in Yosemite Valley"***
- ***"The park. How could one not love living IN Yosemite?"***
- ***"The park in general."***

However, when asked, more than half of the respondents that work in Yosemite are willing to live outside of the Park. Most, but not all, of those respondents are NPS employees and about half of them currently live in Yosemite Valley or El Portal. This is a key demographic to consider in future planning that might shift the location of housing and the County's or Park's approach to mobility in the future.

There were additional respondents that work in Yosemite and would not be willing to live outside of the Park. When we look at the data, those respondents primarily work for the Park concessioner, currently live in Yosemite Valley or El Portal, and likely have a need and interest to be in the Park full time.

The most resounding consensus was that, regardless of whether or not they work in Yosemite National Park, Mariposa County residents love the natural beauty of their home and all of the opportunities it offers to connect with their community in the outdoors. There are fundamental characteristics about Mariposa County and its essence that provide a special and unique draw for people to want to live and work here. This feedback reinforces the efforts to address the housing and mobility challenges while also protecting and providing access to the unique natural resources in the County. People love Mariposa, and the housing and mobility strategies will need to support and perhaps enhance those important County assets.

ONE RESPONDENT is a 30+ year Yosemite employee and has worked in a variety of capacities in the park though ou his career. He now has a home in Midpines with wife and high school/college aged children an commutes to Yosemite Valley daily for work. He sees employe housing an ongoing saga as YN employees are drawn to the par for outdoor adventure and wish to live in the park close to that adventure, then as their values mature with career or family responsibilities, they must adopt alternate housing strategies.

He also commented on transportation issues he has been observing or having. The long commute is tiresome and time consuming. Some of his fellow division employees have started a van pool to their duty station in El Portal. He would like to participate in the van pool bu location and timing do not serve him as he starts and finishes work in Yosemite Valley.

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COMMUNITY THEMES

Throughout the project, the community shared insights into the advantages and challenges of living and working in Mariposa County. The community feedback received was organized around key themes which cover a wide range of sentiments and first-hand accounts.

We heard from many different types of residents, from those who have lived in the County for multiple decades to new comers, from those just beginning their careers, those with families, and those who have retired. We heard from people that work for the National Park Service and other organizations in Yosemite Valley, and from those who only visit the Valley sparingly and live and work in other parts of the County. The themes cover the full range of feedback received both the commonalities and the unique perspectives.

These themes build upon the quantitative analysis conducted in parallel with the community engagement. From the themes the project team has drawn planning principles which, together with the site evaluation criteria, will directly inform the integrated mobility and housing strategies outlined in the following chapters of this report.

"An ideal outcome would include candor, transparency, cooperation and **a desire by the leadership of National Park Service and Mariposa County to acknowledge the full scope of their shared problems.** Each side should come to the table with an open mind. Mariposa County should recognize the political, legal, and topographic realities of housing large numbers of park workers within the boundaries of the Park.

Mariposa County relies on a tourism economy that is based almost exclusively on travel to Yosemite National Park. **Mariposa County should be a willing partner with Yosemite National Park to achieve the goals of the citizens of the County."**

-Steering Committee Member

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Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

1

PRIORITIZE THE FUNDAMENTALS

WHAT MAKES A GOOD PLACE TO LIVE?

2

REINFORCE COMMUNITY STABILITY, CONNECTIONS, AND ROOTEDNESS

CAN WE FOSTER LONG-TERM RELATIONSHIPS AND CIVIC PRIDE?

3

THE LANDSCAPE MAKES THIS PLACE

HOW CAN WE BUILD RESPONSIBLY?

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03

SITES & STRATEGIES

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

COUNTYWIDE DEVELOPMENT POTENTIAL

This process began with a list of 41 possible development sites scattered around Mariposa County, shown on the opposite page. These sites were identified in the 6th Cycle Housing Element plan as developable sites, and County staff further refined the list and added others that may be appropriate for redevelopment.

Early discussions during the project revealed significant obstacles for many of the sites, in particular those that are located on NPS land. While their proximity to Yosemite Valley makes them attractive places to house employees, due to regulatory constraints these parcels were removed from consideration prior to any additional investigation into their potential.

As well, care was given to reconsider sites that have existing uses and that contribute to the overall character of Mariposa County. The County used the resulting filtered list to begin approaching private landowners and discussing partnership options for the development of workforce housing. Through this process, more sites were revealed and added to the list — a process that has benefited the project team's direction.

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1. *Field of Dreams*
2. *Potential Single Family*
3. *Multifamily Parcel*
4. *Connections Homeless Shelter*
5. *Story Hill*
6. *Yosemite Conservancy - A (Missouri Gulch)*
7. *Multifamily - Jones St.*
8. *Yosemite Conservancy - B*
9. *General Commercial*
10. *YARTS Park and Ride*
11. *Multifamily - Joe Howard St.*
12. *Single Family - Anton Rd.*
13. *Creekside Terrace NPLH 1 New Affordable Units*
14. *Single Family - County Property - Pfremmer*
15. *Route 49 Parcel*
16. *Mariposa Trailer Park*
17. *DDL Properties*
18. *Large Multifamily Parcel*
19. *Special use trailer park*
20. *Unknown vacant lot*
21. *Small unknown vacant lot*
22. *Small unknown vacant lot*
23. *Large Multifamily Parcel*
24. *Historic parcel w/ small lots*
25. *Small unknown vacant lot*
26. *Buck Meadows Cabins*
27. *John Muir Lodge*
28. *Outward Bound*
29. *Midpines RV Park*
30. *Yosemite West*
31. *Yosemite Bug*
32. *Bear Creek Cabins*
33. *Small Multifamily*
34. *Multifamily Cluster*
35. *Multifamily Brown Bear*
36. *Scenic Wonders*
37. *Parkline Hotel Uphill*
38. *Old El Portal A*
39. *Old El Portal B*
40. *NPS Trailer Park*
41. *NPS Rancheria*

MARIPOSA

There were 17 sites selected in the Town of Mariposa. Many of these sites have been considered for some form of development in recent years. These sites are (for the most part) serviced by the existing utility district and are proximate to many community services and amenities, making them desirable locations for additional housing.

Site M14 was removed from further analysis as the County is undertaking a separate planning study for that property as it relates to the extension of the Mariposa Creek Parkway. Site M17 was added after the project started, after the County was approached by the landowner who expressed interest in accommodating workforce housing as part of an overall site development scheme.

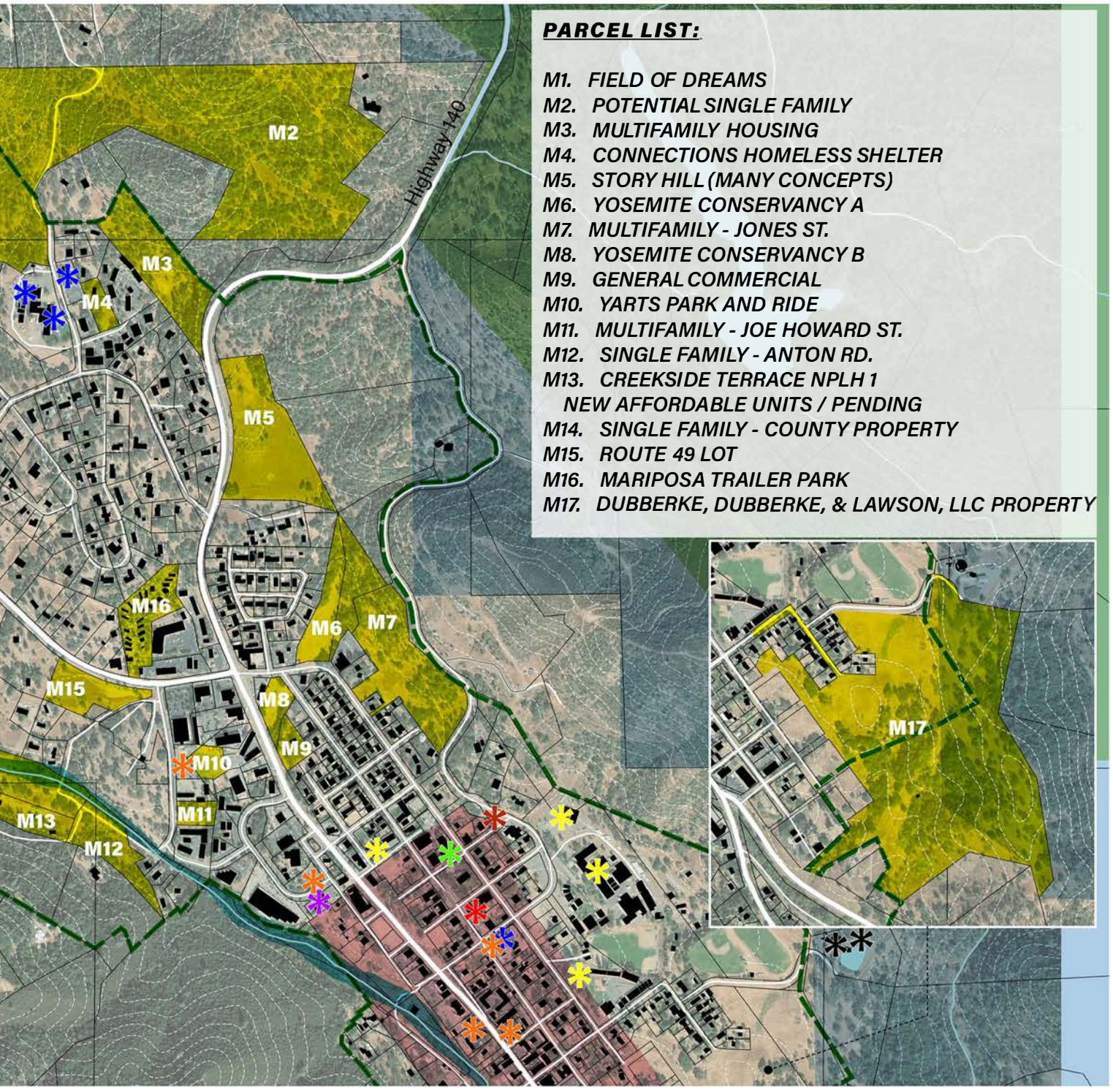
Site M8, in the center of town, has been determined to be an ideal location for the proposed Yosemite Satellite Visitor Center and Transportation Hub. The site grew in importance after discussions with the adjacent property owner (the local VFW — on the corner of 140 and Bullion) revealed enthusiasm and support for the project. M8 will be studied in conjunction with M6 for their potential as a joint mobility hub and Yosemite staff housing project. Both parcels are currently owned by the Yosemite Conservancy.

WRT

MARIPOSA COUNTY INTEGRATED MOBILITY AND HOUSING STRATE

PRELIMINARY DEVELOPMENT SITE REVIE

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))



WN OF MARIPOSA

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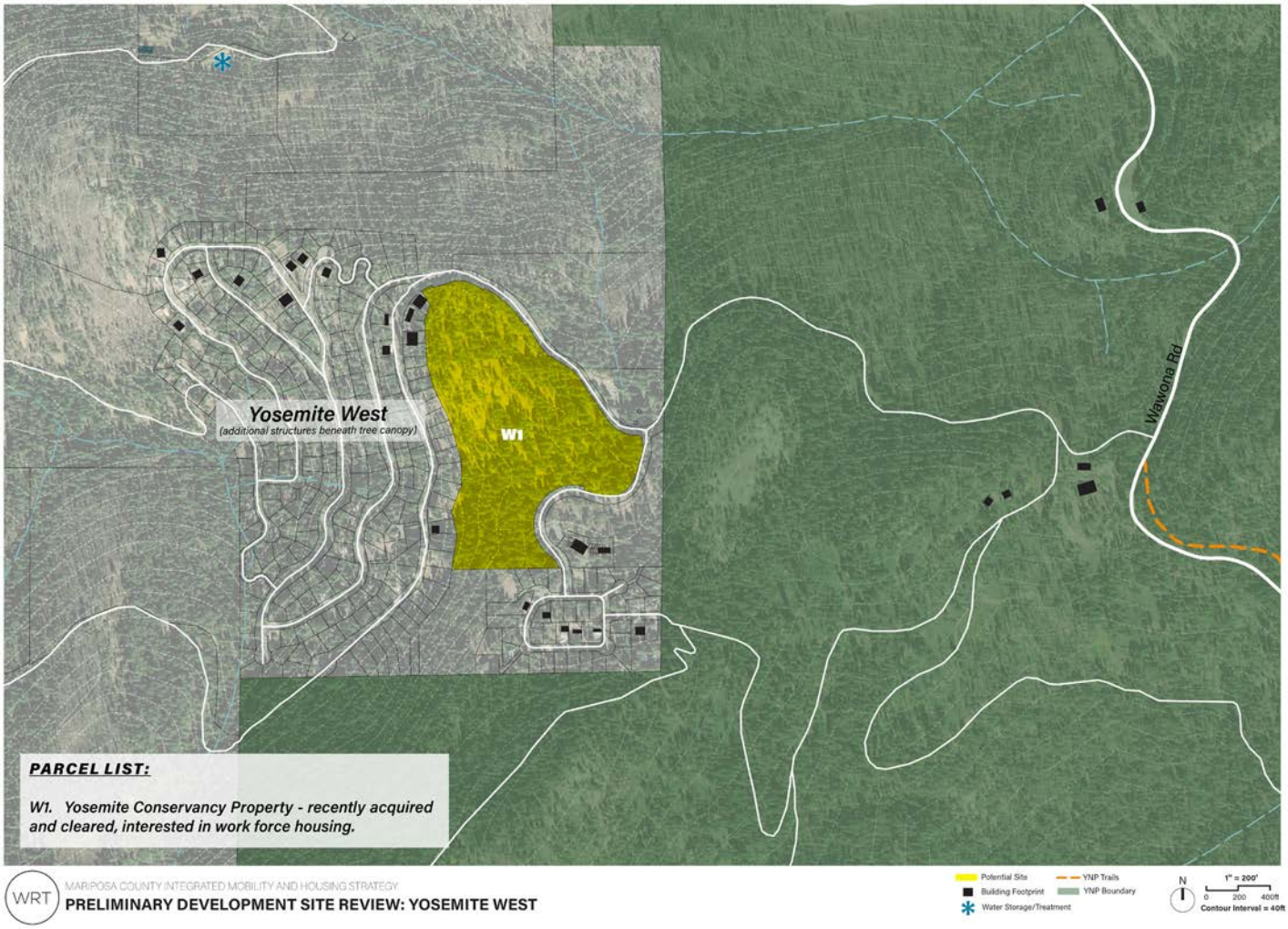
YOSEMITE WEST

There is one 32-acre site in Yosemite West off Wawona Road (SR-41 outside of the park), which winds toward Yosemite Valley from the South Entrance gate. It was considered for its size and proximity to Yosemite Valley, Glacier Point, and Wawona. The site is currently owned by the Yosemite Conservancy, and is surrounded primarily by vacation homes and short-term rental units. With its short travel time (about 30 minutes to Yosemite Valley), this site presents an excellent opportunity to provide housing for park employees who work in Yosemite, and is a high priority for NPS. However, the site was removed from further analysis in this study primarily due to its location far from commercial and civic services in the more densely developed areas of Mariposa County, in particular those in the town of Mariposa.

MIDPINES

Three sites were initially identified in Midpines, a community northeast of the Town of Mariposa on Highway 140. Midpines has a Post Office, community park, YARTS shuttle bus stops, and a fire station. It is also within easy driving distance of Mariposa and its many services, and connected to a wealth of outdoor recreation opportunities on USFS and BLM lands. Future plans also call for the development of the Bear Creek Trail, which will connect Mariposa to the Merced River at Briceburg, through Midpines.



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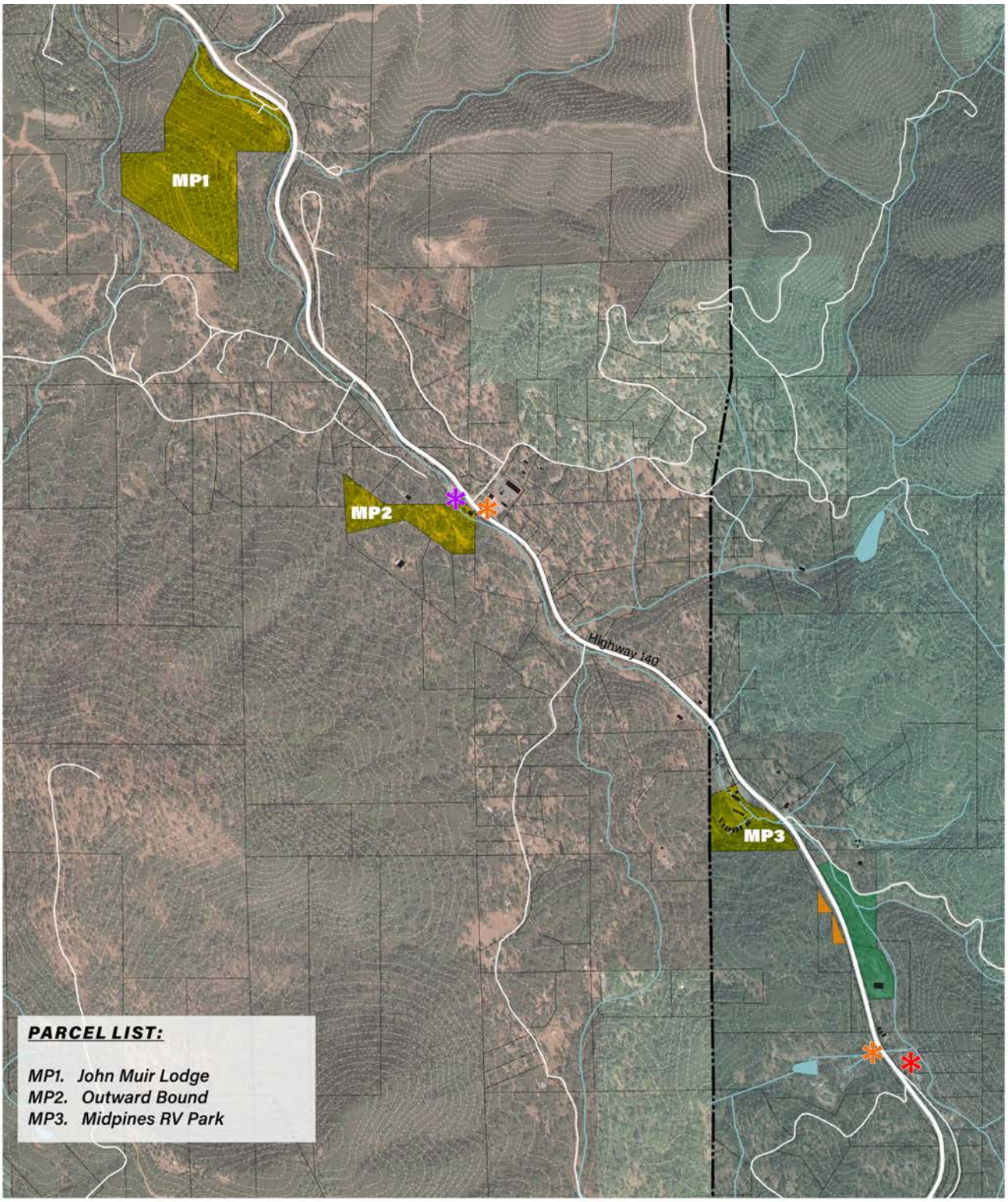

WRT

MARIPOSA COUNTY INTEGRATED MOBILITY AND HOUSING STRATEGY

PRELIMINARY DEVELOPMENT SITE REVIEW: MIDPINES

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

COULTERVILLE

Eight sites were initially considered in Coulterville, a hamlet in northwest Mariposa County with a historic Main Street alongside Blacks Creek. There is a small school, post office, and a county park.

Before any additional analysis was conducted, the sites in Coulterville were removed from the study, primarily for their extremely difficult location - 2.5 hours from Yosemite Valley. The County envisions a future planning scenario where these sites, alongside potential development parcels in Buck Meadows, are reconsidered for their potential to support Park Service employees that work in the Mather and Tuolumne districts of the Park. These territories are north of Yosemite Valley and employees would likely utilize the Big Oak Flat entrance gate.

SCORING

The following pages present the evaluation criteria and scorecards for each site from the County's initial "long list." The results of this scoring, along with input from the community, the planning department, Yosemite leadership and the project team's recommendations are shown in detail as the "short list."

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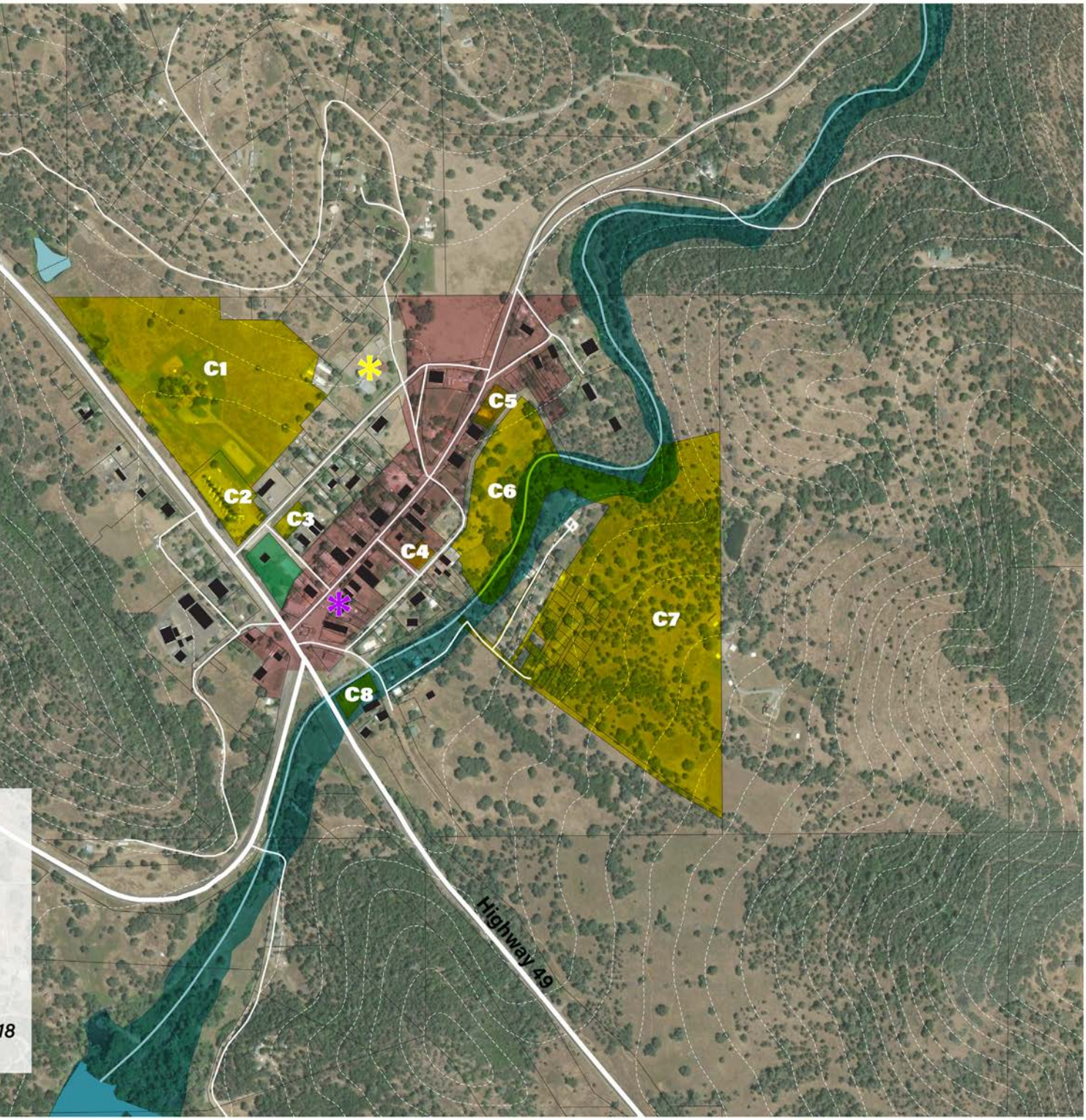

ULTERVILLE

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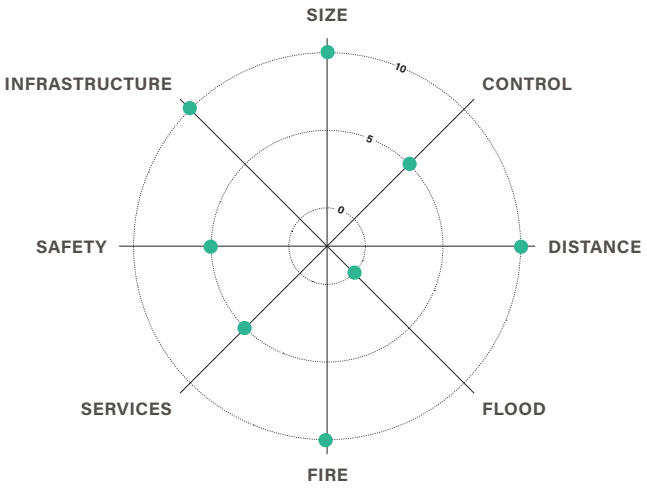
SITE EVALUATION



▲ THE SCORES FOR EACH CRITERIA IN THE PRIMARY SCREEN WERE PLOTTED GRAPHICALLY TO PROVIDE A QUICK VISUAL COMPARISON.

RADAR PLOT

To provide a quick graphic assessment of site viability from both a housing and mobility standpoint, the team created radar plots of critical evaluation criteria. An ideal site would score highly in each of eight criteria, filling the area of the plot, while a low-scoring site would show only minimal area filled.

SIZE

As a primary goal of the project is to identify sites that can support a significant unit count, size was considered a key factor in site evaluation. Properties that are smaller than 5 acres were given a score of Zero. Those with acreage between 5 and 20 were given a score of Five, and sites larger than 20 acres were given Ten points.

CONTROL

Understanding that sites under County ownership will be the easiest to develop — or at least the easiest to advance quickly to conversations with developers — the team gave Ten points to County-owned parcels, Five points to Partner-owned sites or those that had the potential to be purchased in the near future, and Zero points to those that were in private hands or unwilling to consider partnering with the County.

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DISTANCE

Distance to the workplace was important to consider, as commute times can be a significant quality of life factor for Park Service employees. Sites that were under an hour to the Sentinel Bridge in Yosemite Valley were given Ten points. Sites that less than 1.5 hours to the bridge were give Five points, and sites further away were given Zero points.

FLOOD

The design team and the County are reluctant to advance development on sites that are located within FEMA flood zones for obvious reasons. If a site was outside any flood designation it was given Ten points, and those within flood zones were given Zero points.

FIRE

CalFire zones were used to determine three tiers of points related to Fire risk. Sites in low risk zones were given Ten points, sites in medium risk zones were given Five points, and sites in high risk zones were given Zero points.

SERVICES

Sites located closer to community services and amenities scored higher than those farther away or more isolated; Ten points for easy access, Five points for less access, and Zero points for distant access.

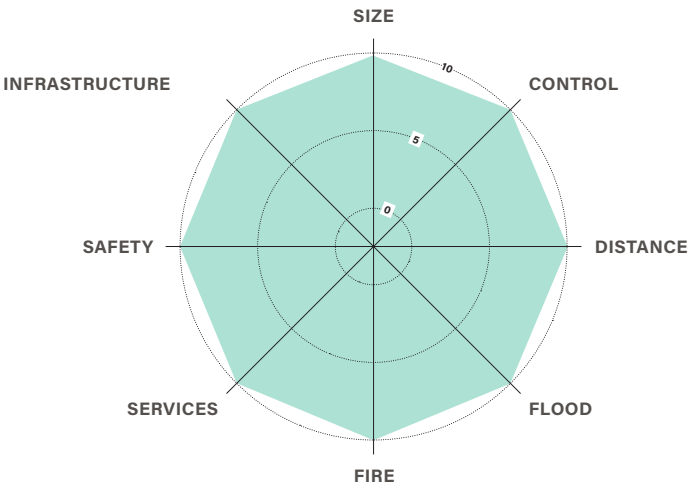
SAFETY

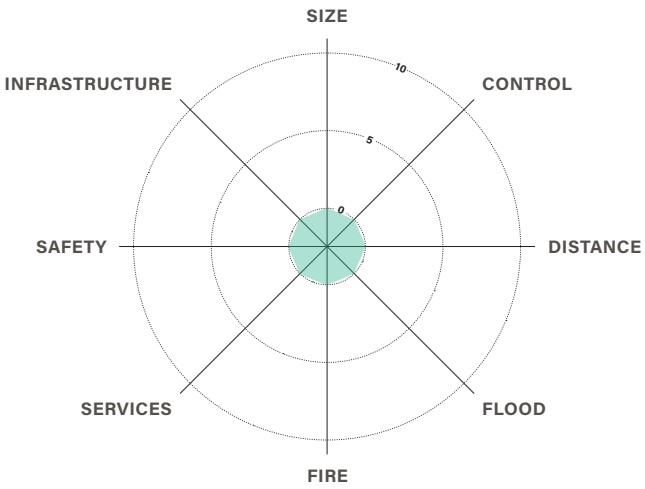
Expected response times for first responders were used to define this criteria. Sites with Sheriff, Fire, or Ambulance services within 5 miles were given Ten points, those within 5 - 10 miles were given Five points, and those farther away were given Zero points.

INFRASTRUCTURE

Existing utility availability, or simple hook ups to electricity, gas, water, sewer, and data significantly increased a site's value. Those with existing or adjacent service were given Ten points, sites with the potential for new service were given Five points, and sites with limited potential or high barriers to service were given Zero points.

▼ SAMPLE RADAR PLOTS SHOWING AN IDEAL SITE (LEFT) AND A POOR SITE (RIGHT).





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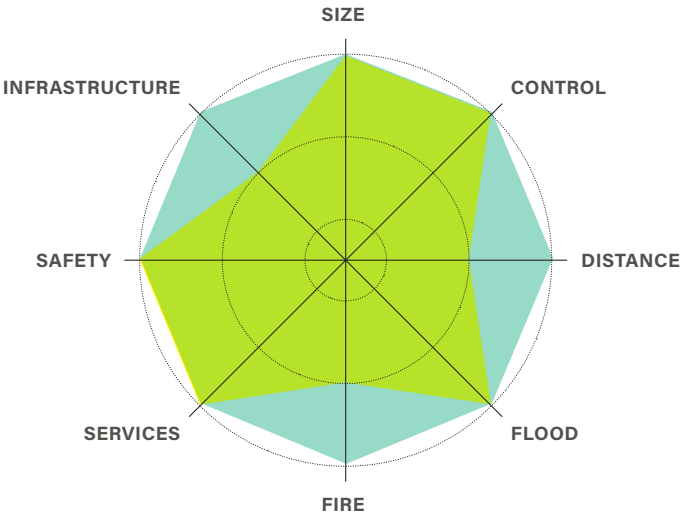
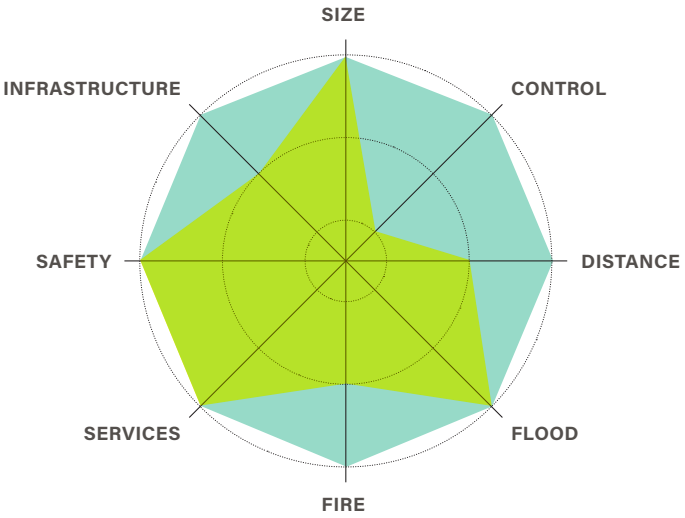
SITE M1: FIELD OF DREAMS



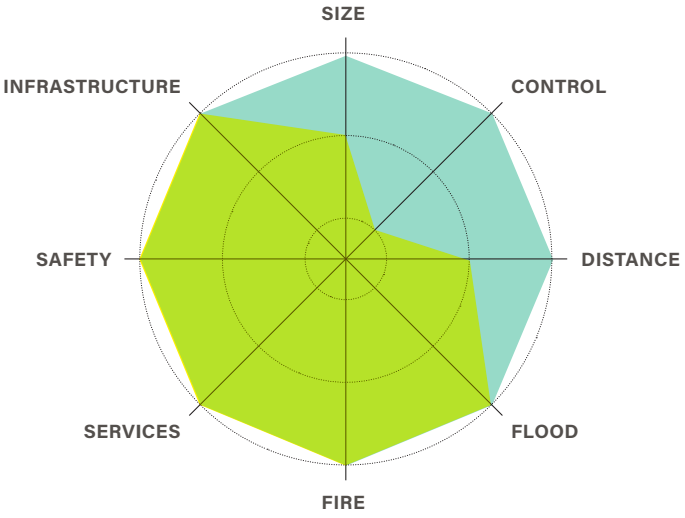
This site is well-positioned for development. It's size, points of access and connection, and infrastructure all score highly. It is owned by Mariposa County, and is near community amenities and services.

SITE M2: POTENTIAL SINGLE FAMILY



While this is one of the larger sites in the study, it is not in County ownership. There is some fire risk here on the edge of town, and new connections would need to be established to Highway 140 to satisfy emergency egress requirements.

SITE M3: MULTIFAMILY PARCEL



This site scores well in the primary screening, and it is within the utility district with adjacent services. However, it is smaller than many of the other sites and lack of ownership is a difficult hurdle for this site. In addition, other efforts are underway for this property to be developed with market rate housing already.

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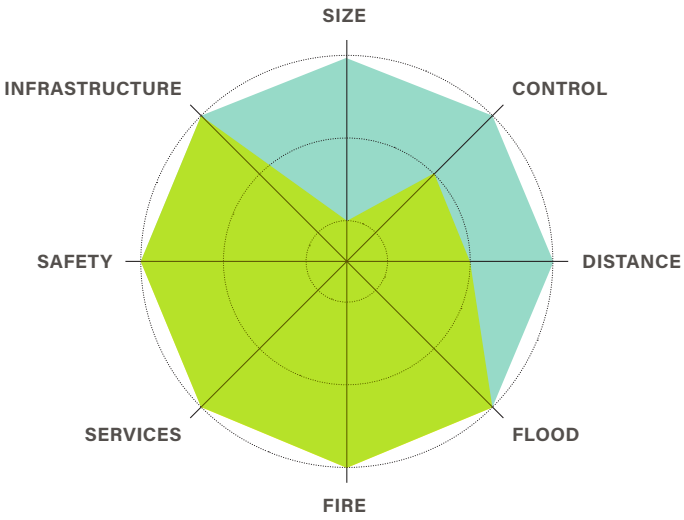
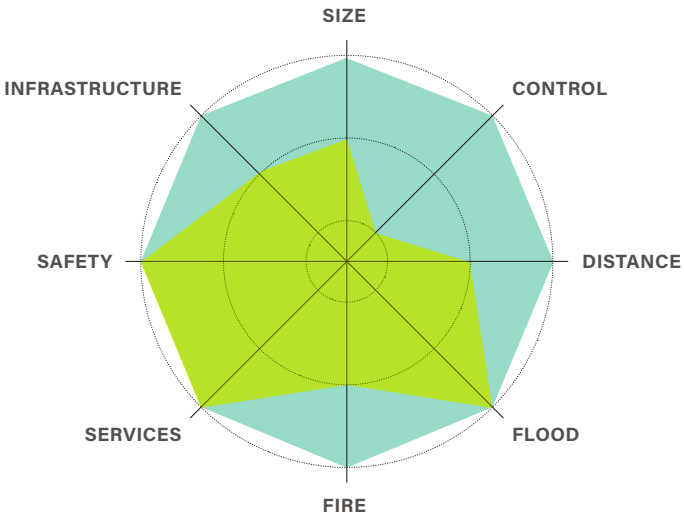
SITE M4: CONNECTIONS HOMELESS SHELTER



This is a small site, and is currently occupied by supportive housing for people experiencing homelessness. However, it is zoned for multi-family housing and could be a good opportunity for a smaller, denser project.

SITE M5: STORY HILL



Story Hill has seen interesting development proposals over the years, including a hotel and conference center. It is not in county control and sits on the periphery of town with some fire risk. With additional infrastructure this could be a prime candidate for a sizable project.

▼ **POSSIBLE DEVELOPMENT SITES IN THE NORTH END OF MARIPOSA.**

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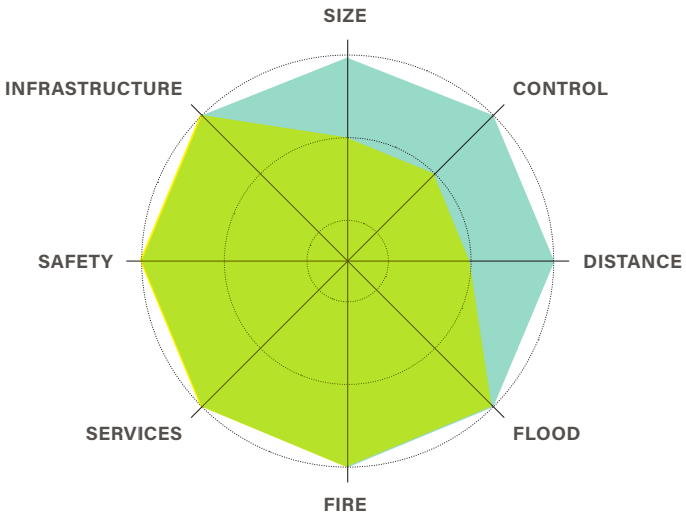
SITE M6: MISSOURI GULCH



This property is owned by the Yosemite Conservancy, and is in a great location with access to amenities, services, and utilities. It is large enough to support significant density, and could be an ideal location adjacent to the proposed transportation hub.

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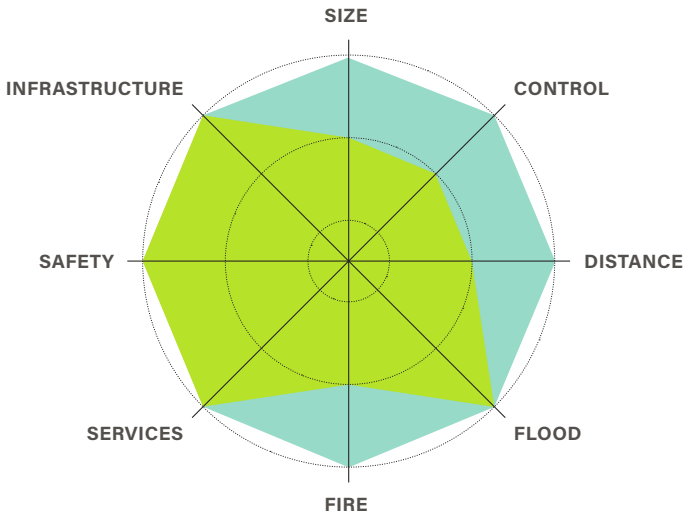
SITE M7: MULTIFAMILY - JONES ST.



This property stretches northward up a increasingly steep hill from Jones Street on the Mariposa town street grid. This was a high-ranking site and would be a prime candidate for future study. This property has utility service, multi-family zoning, and potential for a future project. The County may remain interested in the potential of this property.

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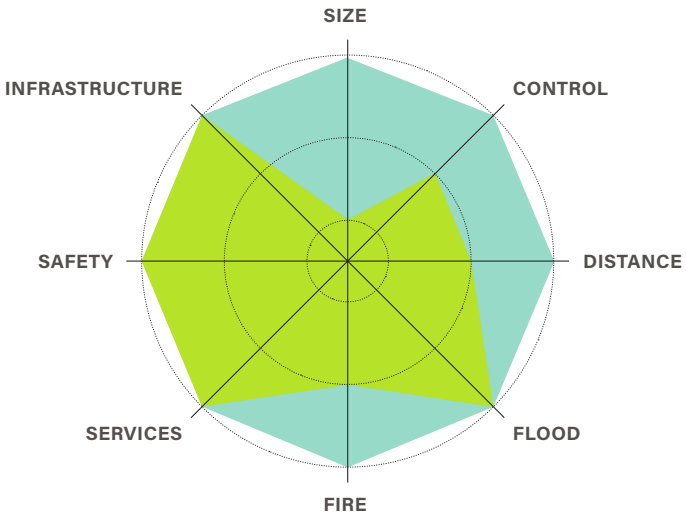
SITE M8: YOSEMITE CONSERVANCY - B



This site is located in the center of town and adjacent to a VFW Hall and tourism center. The property is owned by the Yosemite Conservancy, making it an attractive candidate for further study by the IMHS. The site presents particular advantages for integrated considerations with the project's mobility strategies, and it has been identified as the likely location for a future Satellite Visitor Center and Transportation Hub. As noted above, this property would be studied in conjunction with Site M6, also owned by the Conservancy.

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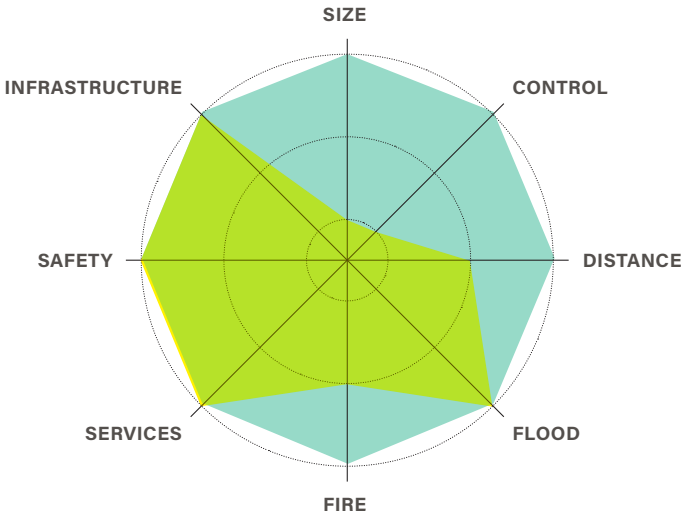
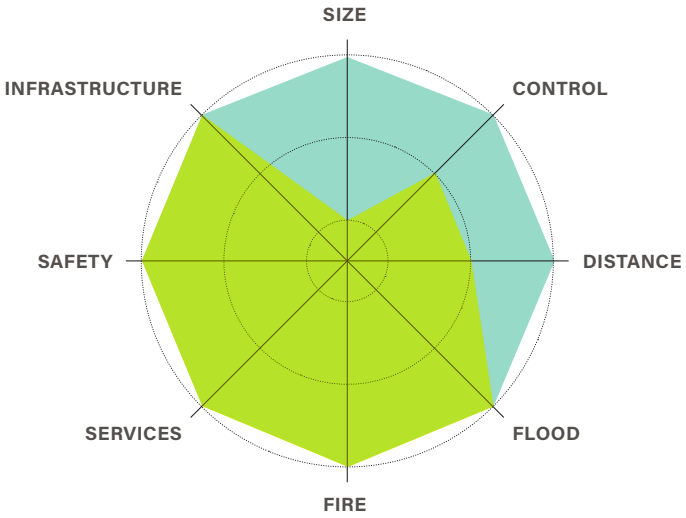
SITE M9: GENERAL COMMERCIAL



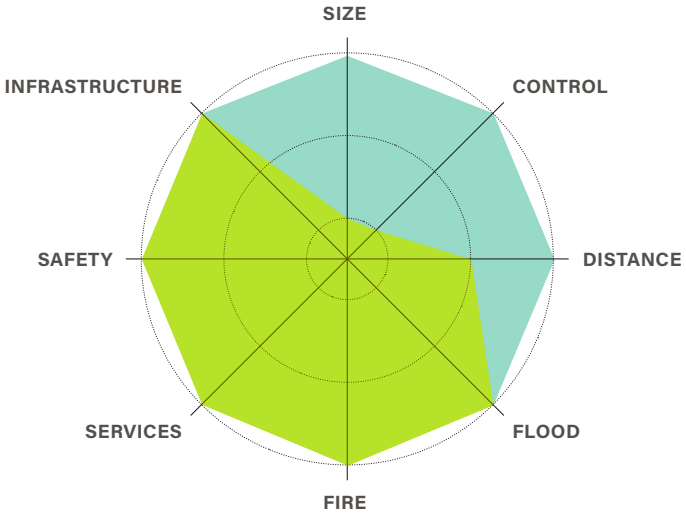
M9 is a difficult development site, even though it sits in the center of town. There is difficult access and terrain across the site, it is not in County control, and its quite small. Potential synergy may exist with the neighboring M8 parcel, but a drainage ditch creates separation between the properties, and a steep embankment prohibits any easy access from Highway 140.

SITE M10: YARTS PARK AND RIDE



Site M10 is currently a parking lot and YARTS shuttle stop. While the site scored highly, any change to this current use would need to consider accommodating shuttles or finding a suitable new location within Mariposa for YARTS. The site is valuable as a park and ride lot and its ongoing function is a complement to the planned Transportation Center.

SITE M11: MULTIFAMILY - JOE HOWARD ST



This site is ripe for infill development, but its size is not significant enough for this project to take on. It is likely the parcel will be developed at some point with new housing, but without site control, the IMHS will decline to advance this site further.

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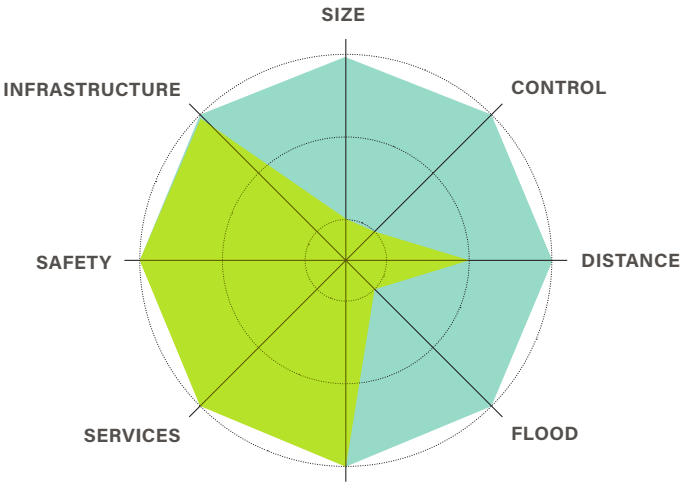
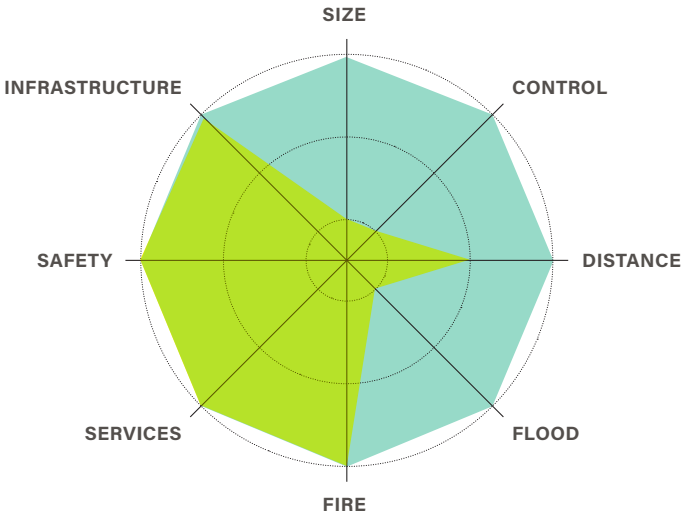
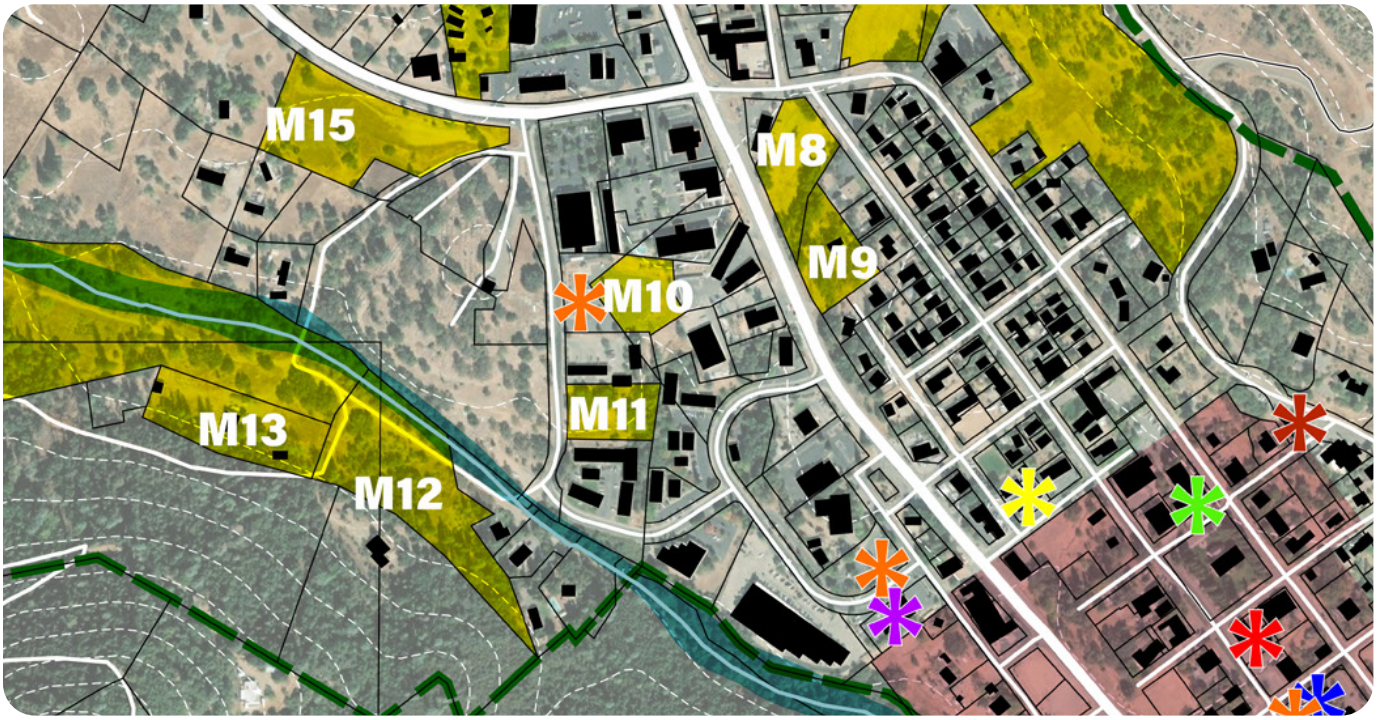
SITE M12: SINGLE FAMILY - ANTONE RD



SITE M13: CREEKSIDE TERRACE



These parcels exist within the context of Mariposa Creek and the much larger Pfremmer Property immediately to the northwest. They are within the public utility district and are close to community amenities like the Pioneer Market. One possible concern for these sites is the potential for flooding along their northern boundaries. They have had significant enhancements that would support denser development. They are currently privately owned and since this project was initiated, a 42-unit housing project was completed on Site M13.



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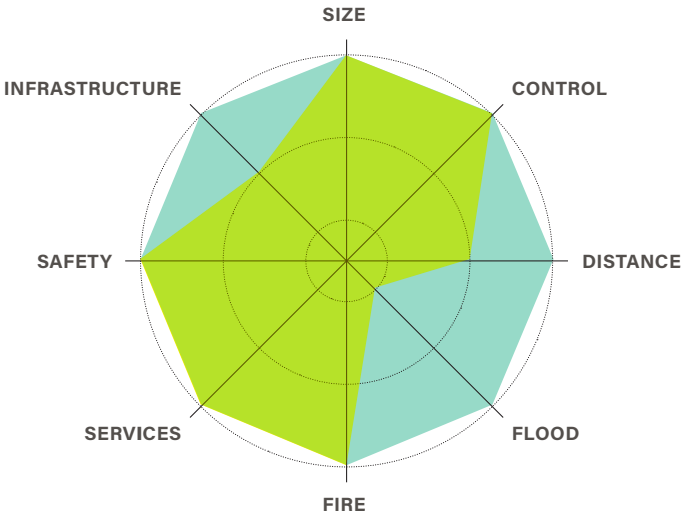
SITE M14: MARIPOSA CREEK PARKWAY PHASE IV



These parcels were acquired by Mariposa County, and is noted for its size and alignment with Mariposa Creek and the planned Mariposa Creek Parkway. While the site scored well in many categories, there are concerns about flood risk and the need for extensive infrastructure development.

With this in mind, the IMHS will not advance this site further, as it is currently earmarked for its own planning study the County. The County is currently developing a Special Plan for this area that will synthesize community input into a preferred land use map, which is likely to include housing.

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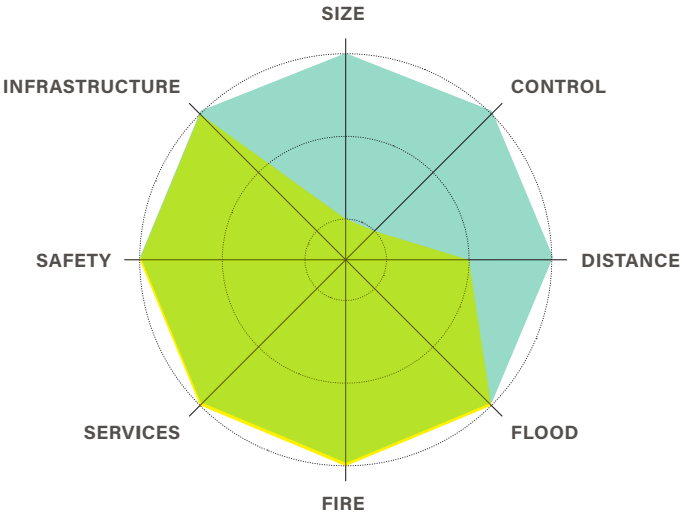
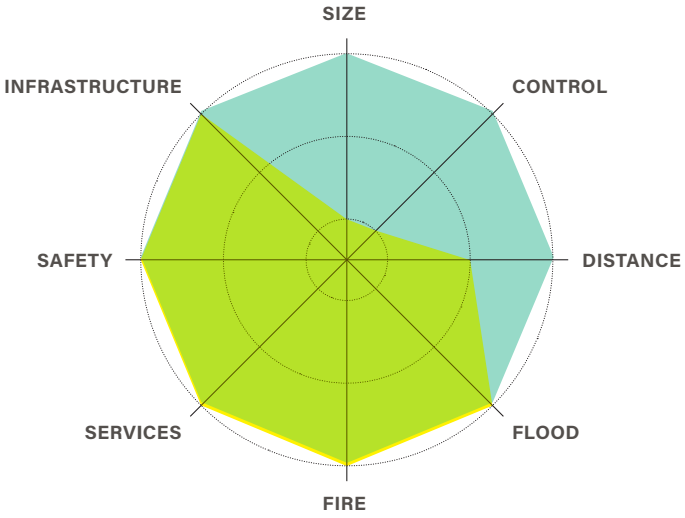
SITE M15: ROUTE 49 PARCEL



This parcel is at the intersection of Highway 49 and Joe Howard St. The site drops steeply away from the highway and is generally otherwise flat. It is located near the center of town, but is quite small and known to be in consideration by its owner for other uses.

SITE M16: MARIPOSA TRAILER PARK



The Mariposa Trailer Park occupies a central site with good access to the highway and community services and utilities. The existing use serves people looking for this type of housing option. Properties like this are valuable to Mariposa in their current state.

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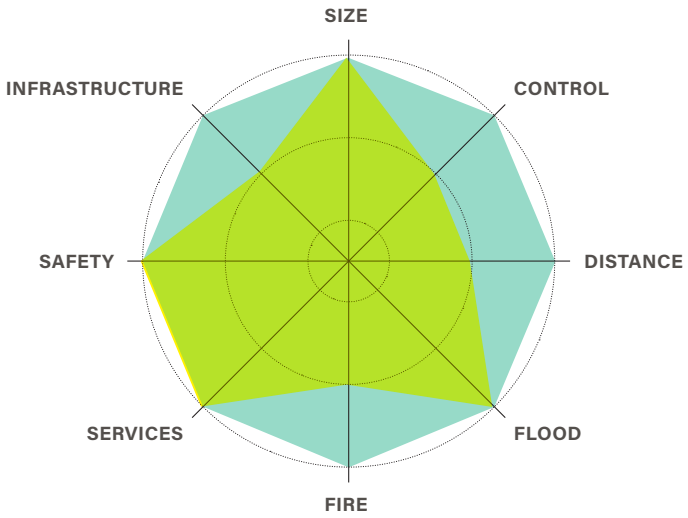
SITE M17: SOUTHERN MANZANITA ESTATES



A beautiful sloping hillside dominates this property on the southeast edge of Mariposa. Development would need to be sensitively designed around landscape features like steep slopes, drainages and creeks, woodlands, and historic elements, but the site is large enough to accommodate a significant amount of development that could tie in well to the existing town grid and has high potential for infrastructure improvements.

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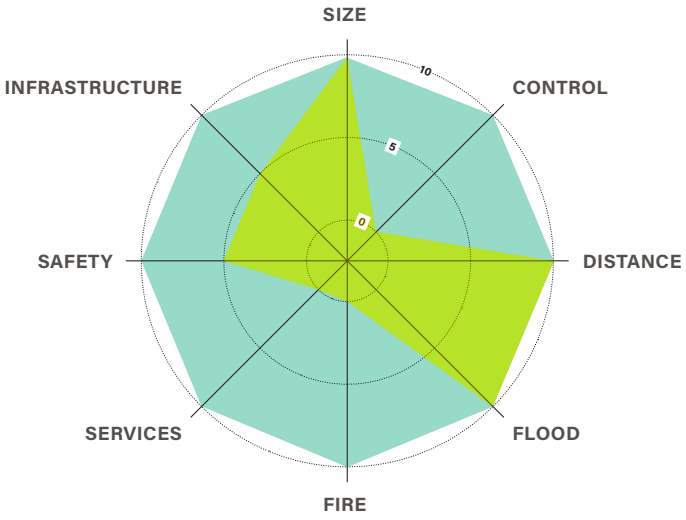
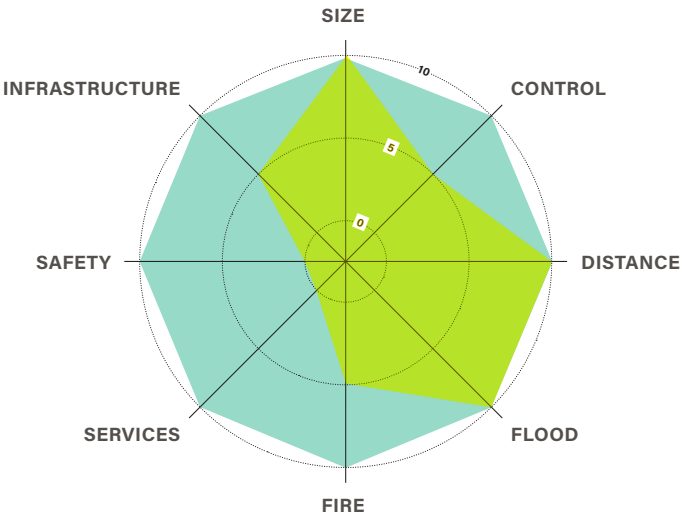
SITE BM1: BUCK MEADOWS CABINS



Buck Meadows did not score well in the Primary Screen. Questions around infrastructure, ownership, and fire risk are noted. While it sits along a primary entrance route to Yosemite on Highway 120, it is in an otherwise remote section of Mariposa County, and is beyond the reach of most county services.

SITE W1: YOSEMITE WEST



While very close to Yosemite Valley, this parcel did not score highly in most categories. There appears to be a significant development burden on the site, related to infrastructure needs, fire hazard, first responder availability, and any established community assets. This is primarily a second-home destination, with many short term rental properties, and workforce investments in the community of Yosemite West could benefit the overall experience of visitor and residents alike.

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SITE C1 - C8: COULTERVILLE

The sites in Coulterville scored poorly in the Primary Screen, due to their distance from most NPS employees' primary duty stations of Yosemite Valley or El Portal, and will not advance within the context of the IMHS. They are, however, noted for their collective qualities: located near existing density, with a small number of shops and amenities in the Coulterville historic district, and their proximity to the Big Oak Flat entrance to Yosemite, which serves as the primary access point for the northern half of the Park, in particular Tioga Road and the Mather District.

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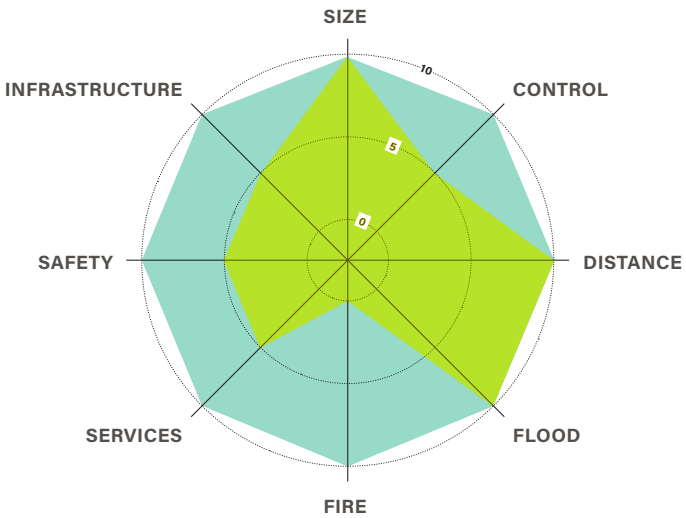
SITE MP1: JOHN MUIR LODGE



The abandoned John Muir Lodge is accessed via a small bridge over Bear Creek, which flows alongside Highway 140 in this area of Midpines. While the site is quite large, much of its acreage is wooded and steeply sloped. Providing necessary infrastructure to this parcel would be difficult, and environmental issues may exist in the form of contamination from the old hotel.

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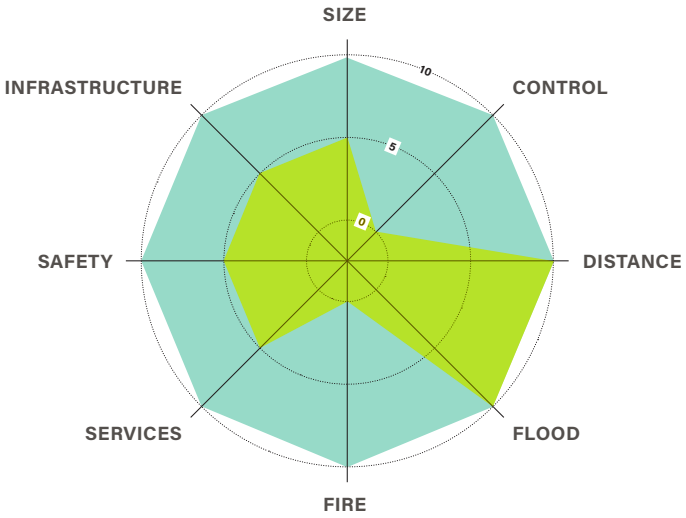
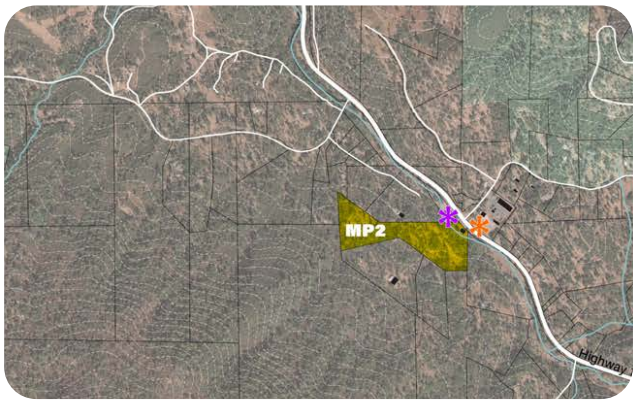
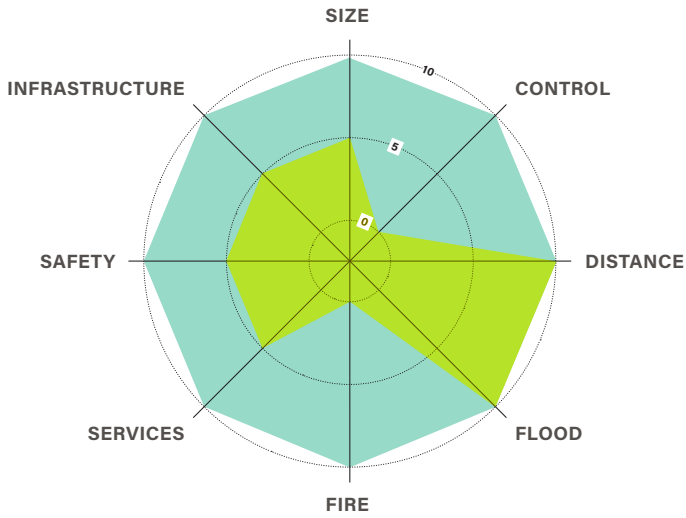
SITE MP2: OUTWARD BOUND





This site scored poorly in most criteria. In addition, it currently operates youth outdoor education programming, something the County and the design team would not want to uproot.

SITE MP3: MIDPINES RV PARK



This RV park scored the same as the Outward Bound site, as they are in similar contexts in Midpines. While this site will not be advanced further during this study, the County recognizes the importance of RV facilities as one component of a well-rounded housing program, with options not only for RVs, but also trailer homes and vans. Securing the necessary approvals for these facilities can be difficult, making this existing site a potential valuable asset for future consideration.

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FULL CRITERIA AND SCORING

MARIPOSA IMHS Preliminary Development Site List				PRIMARY SCREEN											
							Weighting Factor	might be important to consider other destinations	Weighting Factor	FEMA map layer	Weighting Factor	CalFire zones	Weighting Factor		
				0 - less than 5 ac 5 - 5-20 ac 10 - more than 20 ac		0 - no / no potential 5 - potential 10 - yes		0 - more 5 - under 1.5 hrs 10 - under 1 hour		0 - yes 10 - no		0 - high 5 - med 10 - low			
Site	Description	Vicinity	Existing Plans/Context/Notes	Size (Ac)	Wt.	Site Control	Wt.	Travel Time to Yosemite Valley (Sentinel Dr. Bridge)	Wt.	Flood Zone	Wt.	Fire Hazard	Wt.		
M1	**Field of Dreams**	Mariposa	*recreation/sports complex plan*	10	5	10	5	5	5	10	3	5	3		
M2	Potential Single Family	Mariposa		10	5	0	5	5	5	10	3	5	3		
M3	Multifamily Parcel	Mariposa		5	5	0	5	5	5	10	3	10	3		
M4	Connections Homeless Shelter	Mariposa	*existing housing*	0	5	0	5	5	5	10	3	10	3		
M5	Story Hill	Mariposa	*Many concepts/Future Hotel/Conference/Performance Center*	5	5	0	5	5	5	10	3	5	3		
M6	**Yosemite Conservancy - A (Missouri Gulch)**	Mariposa	*NPS Satellite VC/Museum/Discovery Center*	5	5	5	5	5	5	10	3	10	3		
M7	Multifamily - Jones St.	Mariposa	*Steepish site*	5	5	0	5	5	5	10	3	5	3		
M8	**Yosemite Conservancy - B (VFW)**	Mariposa	*NPS Satellite VC/Museum/Discovery Center*	0	5	5	5	5	5	10	3	5	3		
M9	General Commercial (WHO OWNS?)	Mariposa	*connect w/ YC properties?*	0	5	0	5	5	5	10	3	5	3		
M10	YARTS Park and Ride	Mariposa	*sink hole...*	0	5	5	5	5	5	10	3	10	3		
M11	Multifamily - Joe Howard St.	Mariposa		0	5	0	5	5	5	10	3	10	3		
M12	Single Family - Anton Rd.	Mariposa		0	5	0	5	5	5	0	3	10	3		
M13	Creekside Terrace NPLH 1 New Affordable Units	Mariposa		0	5	0	5	5	5	0	3	10	3		
M14	Single Family - County Property - Pfremmer	Mariposa	*Special Plan underway soon*	10	5	10	5	5	5	0	3	10	3		
M15	Route 49 Parcel	Mariposa	*Hardware store or hotel?*	0	5	0	5	5	5	10	3	10	3		
M16	Mariposa Trailer Park	Mariposa	*existing homes*	0	5	0	5	5	5	10	3	10	3		
M17	**DDL Properties (Southern Manzanita Estates)**	Mariposa	*historic mine?*	10	5	5	5	5	5	10	3	5	3		
C1	Large Multifamily Parcel	Coulterville		10	5	0	5	0	5	10	3	5	3		
C2	Special use trailer park	Coulterville		0	5	0	5	0	5	10	3	5	3		
C3	Unknown vacant lot	Coulterville		0	5	0	5	0	5	10	3	10	3		
C4	Small unknown vacant lot	Coulterville		0	5	0	5	0	5	10	3	5	3		
C5	Small unknown vacant lot	Coulterville		0	5	0	5	0	5	10	3	5	3		
C6	Large Multifamily Parcel	Coulterville		5	5	0	5	0	5	0	3	5	3		
C7	Historic parcel w/ small lots	Coulterville	*poor access*	10	5	0	5	0	5	0	3	5	3		
C8	Small unknown vacant lot	Coulterville		0	5	0	5	0	5	0	3	5	3		
BM1	Buck Meadows Cabins	Buck Meadows	*outlier - more for Mather District folks?*	10	5	0	5	10	5	10	3	0	3		
MP1	John Muir Lodge	Midpines	*new or substantially improved access, new water and sewer supply.*	10	5	5	5	10	5	10	3	0	3		
MP2	Outward Bound	Midpines		5	5	0	5	10	5	10	3	0	3		
MP3	Midpines RV Park	Midpines		5	5	0	5	10	5	10	3	0	3		
W1	Yosemite West	Yosemite West		10	5	5	5	10	5	10	3	5	3		
-	Yosemite Bug	Midpines	*existing asset, should remain*												
-	Bear Creek Cabins	Midpines	*removed per MC*												
-	Small Multifamily	Mariposa	*removed per MC*												
-	Multifamily Cluster	Mariposa	*removed per MC*												
-	Multifamily Brown Bear	Mariposa	*removed per MC*												
-	Scenic Wonders	Wawona	*owner asked to remove*												
-	Parkline Hotel Uphill	El Portal	*NPS property*												
-	Old El Portal A	El Portal	*NPS property*												
-	Old El Portal B	El Portal	*NPS property*												
-	NPS Trailer Park	El Portal	*NPS property*												
-	NPS Rancheria	El Portal	*NPS property*												

THESE SITES NOT CONSIDERED PER COUNTY DIRECTION.

SCORING SUMMARY

This chart details the results of the primary and secondary screens used to complement and reinforce the existing site knowledge and opportunities identified by the County. These quantitative criteria were scored through a combination of GIS data analysis, mapping, and conversations with the steering committee members and project stakeholders. The design team determined weighting factors for each criteria and produced scores for each site. This first screen was used to distill the long list of 30 sites to those that had potential; if sites did not score higher than 190 they were removed from further consideration.

The Secondary Screen was then used as a mechanism to further refine the shortlist to a manageable number of focus properties.

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grocery, restaurants, social spaces, library, school, daycare, post office, healthcare, etc.	Weighting Factor	Sheriff, Fire, Ambulance	Weighting Factor		Weighting Factor		Routes 49/140/120/41	Weighting Factor	how far to an existing bus stop	Weighting Factor					steeply sloped, forested, remote access	Weighting Factor	considering new code reqs. for 30 unit+	Weighting Factor		Green consid detaile yellow potent remov study.
0 - distant		0 - 10+ mi		0 - none / limited			0 - + 1/2 mi		0 - none						0 - high		0 - none			
5 - somewhat accessible		5 - 5-10 mi		5 - potential		Scoring	5 - w/in 1/2 mi		5 - w/in 1 mi		0 - no		0 - no		5 - med		5 - one		Scoring	Sc
10 - easily accessible		10 - less than 5 mi		10 - existing/adjacent			10 - w/in 1/4mi		10 - w/in 1/2mi		5 - yes		5 - yes		10 - low		10 - two or more			
Proximity to Nearby Density/Services/Amenities	Wt.	**First Responder Proximity**	Wt.	**Utility Service: Power/Water/Sewer**	Wt.	**PRIMARY SCREEN**	**Access to Major Roads/Infrastructure**	Wt.	**Transit Access**	Wt.	**Previously Identified Priority Site**	Wt	**Currently Vacant**	Wt	**Development Burden**	Wt.	**Egress Roads**	Wt.	**SECONDARY SCREEN**	**TOTA (B SCR**
10	3	10	3	5	5	255	10	3	5	1	5	5	5	3	5	5	10	5	150	
10	3	10	3	5	5	205	10	3	5	1	0	5	5	3	0	5	10	5	100	
10	3	10	3	10	5	220	10	3	5	1	0	5	5	3	5	5	5	5	100	
10	3	10	3	10	5	195	10	3	5	1	0	5	0	3	0	5	5	5	60	
10	3	10	3	10	5	205	10	3	5	1	5	5	5	3	10	5	10	5	175	
10	3	10	3	10	5	245	10	3	10	1	5	5	5	3	10	5	5	5	155	
10	3	10	3	10	5	205	10	3	10	1	0	5	5	3	5	5	10	5	130	
10	3	10	3	10	5	205	10	3	10	1	5	5	5	3	10	5	10	5	180	
10	3	10	3	10	5	180	DOES NOT ADVANCE													
10	3	10	3	10	5	220	10	3	10	1	0	5	0	3	0	5	5	5	65	
10	3	10	3	10	5	195	10	3	10	1	0	5	5	3	0	5	5	5	80	
10	3	10	3	5	5	140	DO NOT ADVANCE													
10	3	10	3	5	5	140														
10	3	10	3	5	5	240	10	3	10	1	5	5	5	3	5	5	5	5	130	
10	3	10	3	10	5	195	10	3	10	1	0	5	5	3	10	5	10	5	155	
10	3	10	3	10	5	195	10	3	10	1	0	5	0	3	0	5	5	5	65	
10	3	10	3	10	5	255	10	3	10	1	0	5	5	3	10	5	10	5	155	
5	3	0	3	5	5	135														
5	3	0	3	5	5	85														
5	3	0	3	5	5	100														
5	3	0	3	5	5	85														
5	3	0	3	5	5	85	DO NOT ADVANCE													
5	3	0	3	5	5	80														
5	3	0	3	0	5	80														
5	3	0	3	5	5	55														
0	3	5	3	5	5	170														
5	3	5	3	10	5	235	10	3	5	1	5	5	5	3	5	5	5	5	125	
5	3	5	3	5	5	160	DO NOT ADVANCE													
5	3	5	3	5	5	160														
0	3	0	3	5	5	195	0	3	0	1	5	5	5	3	0	5	0	5	40	

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SHORTLISTED SITES

SITE M1 - FIELD OF DREAMS

Located on the north end of the Town of Mariposa, the Field of Dreams site was shortlisted for its many advantages. Among the most important were the facts that the property is already under County ownership and is within the MPUD boundary, making the delivery of necessary infrastructure and utilities that much easier. In addition, its significant size, proximity to the planned Mariposa Creek Parkway, and clear egress opportunities make this property an ideal candidate for workforce housing that is rooted in the surrounding community.

While various ideas have been proposed for this property in recent years, notably a recreation facility, this effort has revealed strong potential for housing that is well-connected to the existing urban fabric and that contributes to the overall town character of Mariposa.

SITE M17 - DUBBERKE, DUBBERKE, & LAWSON

Located on the southeast end of the Town of Mariposa, this property has connections to existing trails, is very close to the school district and historic town core, and boasts beautiful views and rich heritage.

The historic Mariposa mine is located on the property, and while there are steep slopes and woodlands present, the development could be focused on areas of land that are more gently sloping, closer to the existing street network, and within the MPUD boundary.

The IMHS process has revealed that this property could be a prime example of how to develop moderately dense housing while being sensitive to the surrounding context and landscape conditions.

SITES M6 & M8 - YOSEMITE CONSERVANCY

These twin properties have been shortlisted for their location in the center of town and because they are wholly controlled by willing project partners with a commitment to serving Yosemite. In addition, they are being positioned as a combined mobility and housing hub, with M6 slated to hold NPS staff housing that is across the street from the envisioned Yosemite Satellite Visitor and Transportation Center. Staff will easily be able to access shuttles to and from the Valley, and ideas are being considered for additional staff offices and parking.

Housing on this site could also be focused on seasonal employees that are not looking for a permanent residence. The parcel is big enough to support dormitory or shared living style units, with common facilities and easily accessed community services.

Located at the corner of Highway 140 and Jones St., the local VFW Hall has also agreed to be a willing partner in the transformation of this important intersection. They are willing to be relocated if a fitting new location can be identified, thus leaving a larger parcel to be built out for the transportation hub.

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▲ **COMMUNITY TIES:** *All four of the shortlisted sites are within (or on the edge of) the Town of Mariposa. This speaks to the value of community assets and services, but also the bonds and relationships that County residents already have or seek to establish.*

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INTEGRATED MOBILITY & HOUSING STRATEGIES

1. PRIORITIZE THE FUNDAMENTALS

2. REINFORCE COMMUNITY STABILITY, CONNECTIONS, AND ROOTEDNESS

3. THE LANDSCAPE MAKES THIS PLACE

These strategies are a synthesis of the Project Assumptions from Chapter 1 and the Community Themes presented in Chapter 2. The Strategies developed in this plan are built off of sound planning principles and the values that emerged from speaking with the community about their challenges and visions for the future. The community engagement confirmed the urgent need for multiple stakeholders across the County to work together to relieve the stressors associated with housing and mobility.

Many gateway communities today are faced with the challenge of trying to increase the availability of affordable workforce housing in environmentally constrained areas that also serve a high volume of tourists seasonally. As part of the research and comparative analysis for Mariposa County, several precedents from other gateway communities emerged as examples of potential strategies to increase workforce housing and mobility options. These are included to illustrate these potential strategies.

The following strategies are focused on the areas which the Mariposa County Planning Department and its partners can support or directly implement to address present-day (and looming) housing and mobility challenges. Later in the plan, these Strategies are applied to key selected development sites to illustrate their potential implementation.

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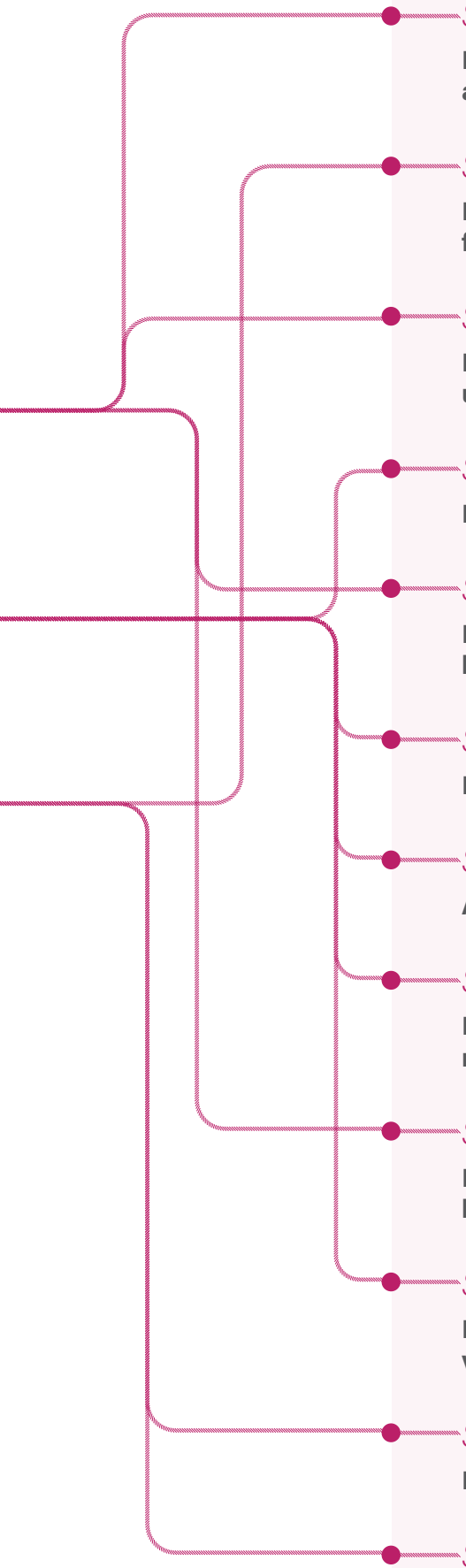

STRATEGY 1.

Prioritize access to essential community services, like groceries, schools, and employment.

STRATEGY 2.

Build within the ecological context of the land to accentuate natural features and reduce environmental impacts.

STRATEGY 3.

Invest in infrastructure necessary to support new development, including utilities, broadband, and emergency services improvements.

STRATEGY 4.

Increase flexible, shared mobility options.

STRATEGY 5.

Partner with developers and non-profits to provide both rentals and homes for purchase at all price points.

STRATEGY 6.

Implement affordable housing incentives at scale.

STRATEGY 7.

Allow for increased density in areas served by shared mobility options.

STRATEGY 8.

Encourage remote work policies and create co-working offices spaces near housing.

STRATEGY 9.

Encourage workforce dormitories and other flexible or non-traditional living arrangements.

STRATEGY 10.

Reduce congestion at Yosemite entrances for both commuters and visitors.

STRATEGY 11.

Build opportunities for community interaction and access to the outdoors.

STRATEGY 12.

Celebrate local materials and neighborhood resources.

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STRATEGY 1

Prioritize access to essential community services, like groceries, schools, and employment.

An essential part of a complete community includes access to basic goods and services. The goal of this strategy is to ensure that housing and mobility options are provided nearby to other amenities that reduce the need for vehicular miles traveled, and ensure the community is resilient during extreme weather or natural hazard events.

Our survey results and stakeholder interviews revealed a desire for convenient community services, like schools, grocery stores, health care, and the proximity of first responders. We want to complement and enhance these qualities and explore how we can replicate the most favorable characteristics of life in Mariposa County.

STRATEGY 2

Build within the ecological context of the land to accentuate natural features and reduce environmental impacts.

The team will approach each site by first considering the existing conditions, and the opportunities and constraints framed by the landscape. This strategy will help ensure development proposals don't risk detrimental impacts to the surrounding special character and setting of Mariposa County.

STRATEGY 3

Invest in infrastructure necessary to support new development, including utilities, broadband, and emergency services improvements.

The County and its partners could ensure that newly-constructed housing is affordable by finding funds and grants to offset the costs of land, roads, and utility service improvements required for larger housing developments. This level of coordination also makes it more likely that sustainable features at a district scale may be more feasible and cost effective. Additionally, prioritizing infrastructure improvements to infill sites could allow for denser land use designations, resulting in more compact and efficient development in areas that are capable of supporting it.

STRATEGY 4

Increase flexible, shared mobility options.

MOBILITY ACTION: EMPLOYER-SUPPORTED EMPLOYEE VAN-POOLING PROGRAM

This program would connect residents and employees that have similar commute times and locations and create routes that link with new housing developments. Vans could be provided (perhaps with fuel, maintenance, and insurance) for a monthly fee, or NPS staff could have dedicated shuttles from designated housing and transportation hubs. Parking spaces for employee vans would be designated at housing sites.

MOBILITY ACTION: IN-TOWN SHUTTLE

A new free shuttle service could be implemented in Mariposa, to facilitate easier movement between the historic core and the proposed transit hub. This would also complement the YARTS Park N Ride lot and enable visitors to "park once" upon arrival into town.

STRATEGY 5

Partner with developers and non-profits to provide both rentals and homes for purchase at all price points.

The County has had recent success building new affordable housing at Creekside Terrace with a non-profit developer. For the priority sites, it could again bring on a developer with experience in affordable housing, that may or may not be a non-profit organization, early on in the process to ensure that the objectives and goals for the development of key sites are achievable through an open process. The County

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▲▼ **JACKSON HOLE HOUSING TRUST:** *The Redmond Street development by Jackson Hole Housing Trust provides affordable rental housing in the form of 4-unit apartments organized around courtyards and shared open space. The Jackson Hole community experiences housing pressures due to its proximity to Grand Teton and Yellowstone National Parks. Additional successful housing models are shown below (Daisy Bush and Glory View). The Daisy Bush development was created for professionals who cannot afford market rate housing options. The choice of materials reduced costs and flexible floorplans provide two unit types. These units are deed-restricted.*

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could issue a request for qualifications or proposals for this process.

STRATEGY 6

Implement affordable housing incentives at scale.

In addition to encouraging the development of more housing units in residential areas through the refinement of zoning codes and building development standards that limit development potential, the County could provide additional incentives for development based on the number of housing units made available to low-income residents. These incentives center around reducing risk to the developer, through streamlined permitting processes, subsidies, or guaranteed infrastructural improvements.

STRATEGY 7

Allow for increased density in areas served by shared mobility options.

By allowing for a greater number of housing units to be built in appropriate locations, the County can ensure that the few available development areas that align with community goals for housing are developed to their fullest potential.

A County-wide site analysis process identified in this study has defined ideal housing- and mobility-friendly sites that could support dense housing. These areas are often already served by regional transit or alternative mobility options and are in infill conditions with access to utilities, basic community amenities, and within reach of emergency response teams.

If these few remaining sites were developed using the existing development standards, the opportunity to provide affordable housing in the community would be severely limited and future growth would require significant environmental impacts and infrastructure investment. Reducing parking requirements would also create space for more units or less environmental impact. Offering density bonuses for development proximate to transit would unlock additional units.

STRATEGY 8

Encourage remote work policies and create co-working offices spaces near housing.

Many employees within the County, including many office workers located in Yosemite Valley had an unprecedented shift in their work and commute habits during the COVID-19 pandemic. Some employees were able to work remotely from their homes during this time, and many of them shared an interest in maintaining the remote work culture to some extent once the pandemic is over.

This strategy could significantly reduce the daily travel between Mariposa County communities and Yosemite Valley. The mobility and housing site studies could include spaces for remote work either as space within the home, or as local co-working office spaces throughout the community. These could occur at currently vacant shopfronts, or in reimagined community halls with new amenities for dedicated or shared workspaces.

STRATEGY 9

Encourage workforce dormitories and other flexible or non-traditional living arrangements.

Several employers in Mariposa County, including the National Park Service, Yosemite Conservancy, and the school district, have identified the need to provide more housing for their employees. There is a clear understanding that staff recruitment and retention has been directly impacted by the lack of affordable housing options for potential employees. In addition, building restraints in Yosemite Valley make it difficult to provide the much-needed housing for employees within the Park.

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▲ **MOAB COMMUNITY LAND TRUST:** *Single family and multi-family planned development led by the Moab Community Land Trust provides affordable sustainable workforce housing in a land trust model that allows for home ownership and holds the land ownership in a community trust to ensure affordability over time. The development serves the communities adjacent to both Arches and Canyonlands National Parks.*

▼ **BAR HARBOR ISLAND HOUSING TRUST:** *The Jones Marsh development by Island Housing Trust in Bar Harbor, Maine provides affordable housing to offer a pathway to ownership for the community's workforce nearby Acadia National Park..*

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Worker dormitories could be located within existing communities, offering the County and potential interested employers an opportunity to partner in the development and potential future management of the properties. As for other non-traditional living arrangements, considerations could be made for Special Use Occupancy RV parks, temporary labor camps and Rural Housing Demonstration sites per Department of Agriculture guidelines. These include "innovative housing units and systems that do not meet existing published standards, rules, regulations, or policies."

STRATEGY 10

Reduce congestion at Yosemite entrances for both commuters and visitors.

MOBILITY ACTION: ARCH ROCK ENTRANCE GATE RELOCATION AND IMPROVEMENTS

By shifting the gate to a location where the canyon floor widens, a new lane could be created that is dedicated to employees and buses. This strategy complements additional housing outside the valley by reducing commute times and reducing congestion. This strategy would take time and dedication to clear significant expected constraints and challenges, but it builds upon many previous efforts to do the same already undertaken by the NPS.

MOBILITY ACTION: PROVIDE MORE POINTS OF "ENTRY" VIA A SATELLITE TRANSIT CENTER

If visitors can get information and suggestions for their visit, pick up permits and supplies, and perhaps park their car and get on a shuttle bus in Mariposa, congestion (and pollution) in the Valley would be reduced, and land dedicated to parking lots could be allocated for other uses or used for restoration efforts.

STRATEGY 11

Build opportunities for community interaction and access to outdoors.

An important thread throughout the community engagement process was the notion that the Mariposa County residents value their proximity to outdoor recreational amenities and that they connect with their neighbors in these venues. Many of the shared values in the community are related to recreational access but also to an environmental ethic and respect for nature. The development of housing and mobility strategies and the potential development of individual sites should consider ways to fold in access to the outdoors and opportunities for community interaction throughout. Connections to existing or new trails should be prioritized.

STRATEGY 12

Celebrate local materials and community resources.

The development of new housing and mobility sites offers the opportunity to build off of, and where possible and appropriate, raise the bar for existing architectural character of the neighborhoods across Mariposa County. The regional landscape and its materiality offer clues to inform this character as well.

The curation of the form, density and appearance of the new structures within the community is important to ensure that growth continues to provide new shared amenities and benefits for the community as a whole. In addition to the character of the architectural features of the structures, the overall site planning and organization of massing, preservation of views, and improved public realm are important design aspects that contribute to neighborhood character.

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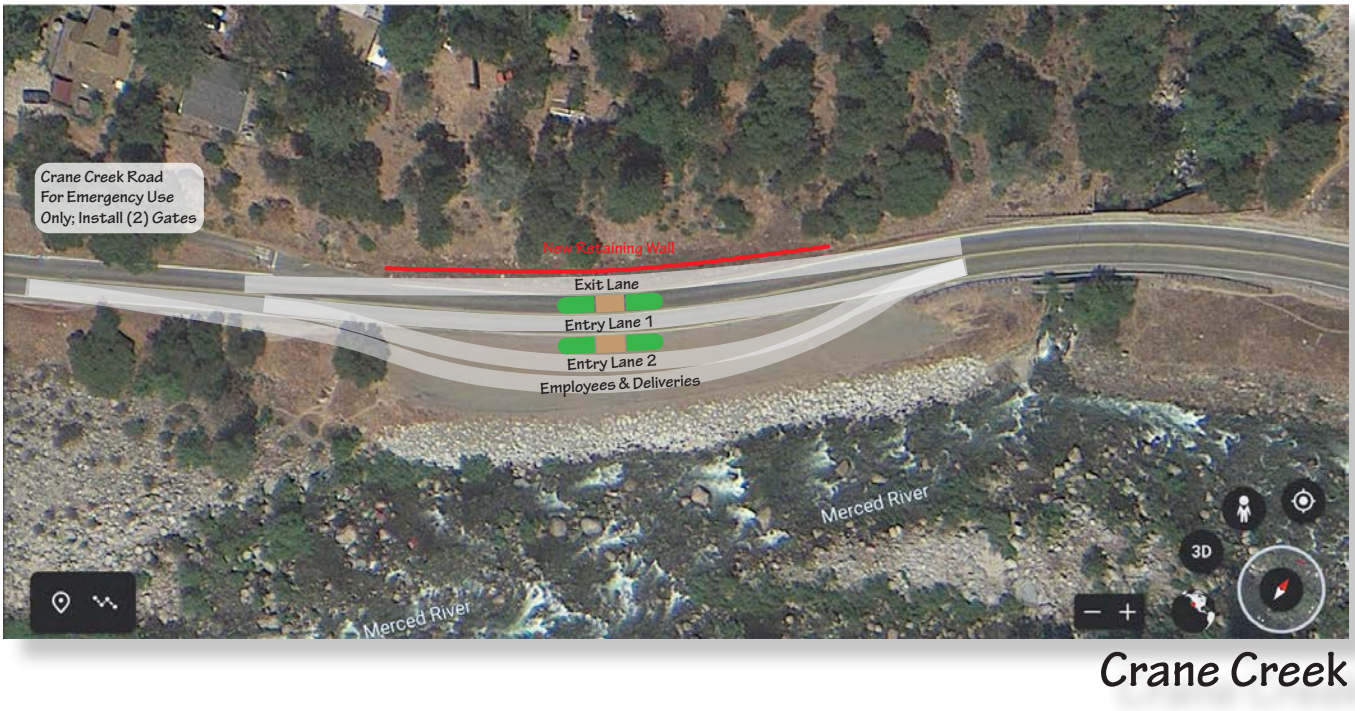
▲ **MARIPOSA ARTS COUNCIL:** *Mariposans celebrating local culture and artifacts in the landscape.*



▲ **ENTRANCE GATE RELOCATION:** *The following gate relocation options are initial concepts studied by the Yosemite NPS staff to reduce congestion by providing an additional bypass lane for employees and deliveries. The relocation is necessary due to the constraints of the Merced River and the steep canyon walls alongside the current gate at Arch Rock.*

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04.

PROJECT DESCRIPTIONS

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

INTEGRATED MOBILITY & HOUSING DEVELOPMENT

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

PRIORITY SITES

Here is where ideas that have been formulated over the course of this project begin to get a step closer to reality. The Project Team has explored how the summary findings, community themes, and site evaluations line up with building massings, infrastructure requirements, built form, physical character, and quality of life for Mariposans.

This chapter contains development concepts for four shortlisted sites, three of which aim to deliver substantial housing units, and one of which creates a multi-use visitor contact center, office space, and transportation node for Yosemite National Park. However, importantly, each site has been considered for both its housing potentials and contributions to the mobility strategies outlined by the IMHS. Each proposal has been designed with county residents and workforce in mind — whether teachers, young families, NPS employees, service industry workers, emergency responders, or anyone else looking for a place to live and call Mariposa County home.

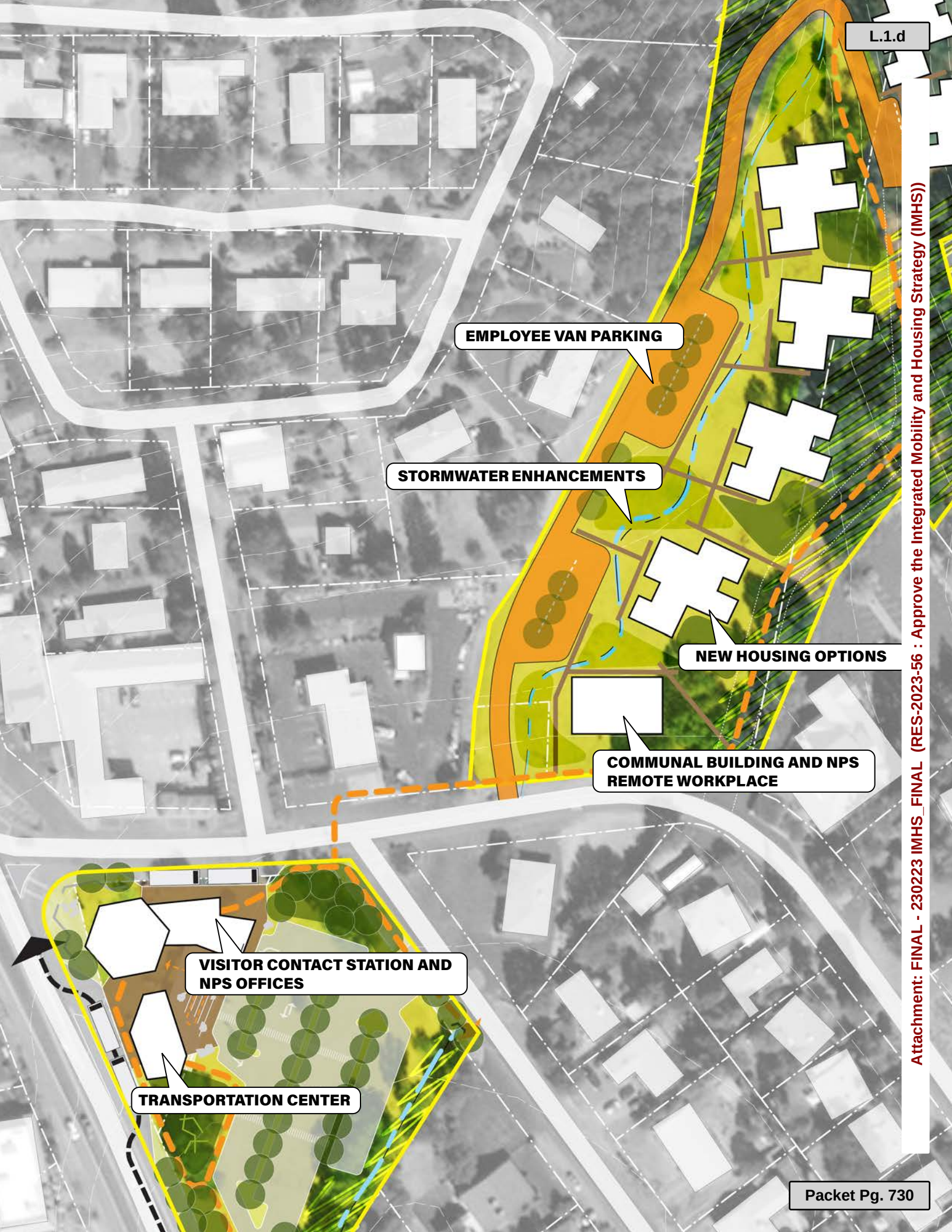
For purposes of this project, the team acknowledges that each site has unique potentials and target audiences. One site is in private control with willing development partners, one site is owned by the County, and two sites are owned by the Yosemite Conservancy. This has reinforced the project's desire to showcase a diverse range of development potentials, and investigate various avenues for advancing housing and mobility goals in line with the strategies of the IMHS and existing planning efforts by Mariposa County and the National Park Service. While they may not answer all of the region's housing and transportation challenges, they do address a wide array of constituents' needs, and may provide a foundation for further discussions or be looked to as exemplar approaches to these interconnected issues.

BIG PICTURE

We also believe the proposals that follow for the Yosemite Conservancy sites may contribute to dialogue around the role Visitor Centers can play in delivering the experiences sought by parkgoers. Ideas around the future hybrid nature of these facilities is discussed. This planning process has facilitated a rethinking of park visitor expectations, and the role that gateway communities can play in new tourism models for enjoying our National Parks. The Team sees room for a new Park Service position of a cross-cutting liaison, knowledgeable on housing and facilities, community relations, concessionaire/park service representation, transportation hurdles, and the sharing of public information, all with an eye toward re-evaluating the models and preserving the traditions of our shared park heritage.

It should be noted that while only four sites have been chosen for detailed investigation, the Project Team acknowledges the significant potential of many other sites in the County that may be explored in the future.

▶ **SYNERGISTIC RELATIONSHIP:** *The new transportation center is located in proximity to the new workforce housing on the Missouri Gulch site, creating a strong relationship between housing and mobility options.*



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Many locations may be ideal for temporary or seasonal housing that can support the Park concessionaire staff. We also believe in the significant potential of El Portal to be reconsidered for its value to the Park Service. A detailed planning study of that site and its advantages is beyond the scope of this project, but its inherent NPS employee campus-like qualities should not be ignored.

This however will take an alignment of funding, government action, policy updates, land availability, philanthropy, and hard-charging park visionaries similar to that seen in Mission 66 era that first claimed El Portal as the release valve for Yosemite Valley pressures. Though the legacy of major infrastructure initiatives like Mission 66 are complicated and not without their critiques, especially regarding their impacts on cultural sites, it is clear that there is a huge role for federal investment and leadership in implementing mobility and housing improvements in greater Yosemite. The newly formed Yosemite Housing Task Force may be just the right start.

PROJECT STAKEHOLDER WORKSHOPS

In May 2022, the Project Team gathered in Mariposa to meet with property owners and stewards of each priority site to test ideas for site development options. We explored site opportunities and constraints and confirmed the results of the preliminary site evaluation and shortlist of selected sites.

This was a chance to have focused meetings around each of the five primary sites selected by the IMHS. It showed the true scale of each site and explored a range of potential unit types and building footprints that could be iteratively deployed on site plans. The team was able to better understand the appetite for density and built form on each site, and create conceptual site plans that respond to existing conditions and intentions for each of the property owners. Discussions were facilitated by sharing information from outside conversations with similar national park managers and gateway communities, including the Jackson Hole Housing Trust and Acadia National Park.

NPS leaders were able to provide insight into the types of housing that their target employees would desire. This was critical - the team moved away from dormitory style staff housing to more family-oriented multi-plex structures that would be viewed as more permanent homes for career-minded Park Service professionals - an important shift in constituency. From this basis, we advanced the planning of each

▲ **BUILDING BLOCKS:** *The Team used scaled cut-outs of different building typology footprints to communicate site potentials.*

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site to incorporate potential amenities and program areas. Services, infrastructure needs, and possible policy changes that would enable such developments to occur were discussed, including zoning amendments, parking requirements, building heights, and stormwater management requirements. Further discussion will advance the design thinking around materiality and built form.

Through these workshops, the Project Team gained a much deeper understanding of the site's and the motivations of the project partners and property owners. The result is a diverse proposal of development options that are tailored to the unique circumstances and target audiences of the IMHS site shortlist. The Team came away with refreshed and better informed framework to advance the design concepts in meaningful ways. Big changes resulted from conversations around transportation, with a reconfigured mobility hub and visitor contact station that was steered by Park staff.

▲ **ON LOCATION:** *The Team hosted County officials and stakeholders alongside Yosemite National Park leadership to work together to consider implementation strategies and evaluate development site potentials.*

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HOUSING DEVELOPMENT PROPOSALS

The following development schemes are preliminary.

No building applications have been or will be filed by the IMHS project team. These ideas provide grounding for the IMHS and may be seen as a launch point for valuable conversations around housing and mobility in Mariposa County.

Working with the County, the Project Team has advanced four sites for further detailed study within the Town of Mariposa, emphasizing the importance of the "All-Season Highway" that is Route 140, and the center of gravity that Mariposa holds as a gateway community to Yosemite National Park.

This list represents the prioritized development objectives (outside ongoing concurrent efforts) for the Mariposa County Planning Department and its project partners, but is by no means complete and absolute; instead, these sites are anticipated to inspire further exploration of other opportunistic properties in the region.

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SELECTED SITES:

FIELD OF DREAMS (M1)

MISSOURI GULCH (M6)

VISITOR CONTACT STATION AND TRANSPORTATION CENTER (M8)

SOUTHERN MANZANITA ESTATES (M17)

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M1: FIELD OF DREAMS

OWNER: Mariposa County

DESCRIPTION

The Field of Dreams site is currently deed-restricted to recreational and open space uses through 2025. It's name comes from a previous proposal to construct sports facilities, which would have required massive amounts of regrading and habitat loss. Additionally, it is important to note that recent attempts to develop recreational amenities on this site were not successful. These proposals, which include an application to the California Department of Parks and Recreations' Statewide Park Development and Community Revitalization Program, were deemed financially and logistically unviable. The IMHS continues the vision for a recreation-based destination, however consider the site to be large enough to support housing alongside open space and recreational amenities. The goal is to develop housing in a way that nestles into the oak woodland and celebrates the recreational opportunities that this site provides, through hiking trails, birding/wildlife viewing, biking, and an overall connection to nature that is reinforced through the sheer size of the site and small development footprint.

This strategy makes sense primarily due to the limited effective developable area. Currently the landscape consists of a thriving blue oak woodland, with mixed soils, hydrology, varied topography and aspect. Many areas of the site are steeply sloping and would be expensive to regrade for the sake of roads or housing. This project takes a sensitive approach that focuses new housing and infrastructure in gently sloping zones near existing developed areas and away from natural drainages.

M1 is entirely within the MPUD boundary and thus contains adequate infrastructural development potential as well as good proximity to a variety of community services. The proximity of many health and wellness related facilities, including the Health & Human Services Administration (currently supporting a small unsheltered population, with plans for a Navigation Center), Mariposa Senior Services, and the John C. Fremont Healthcare District (which will expand and redevelop its campus in the near future) means the site could have meaningful impact through nature-based and fitness-related programs.

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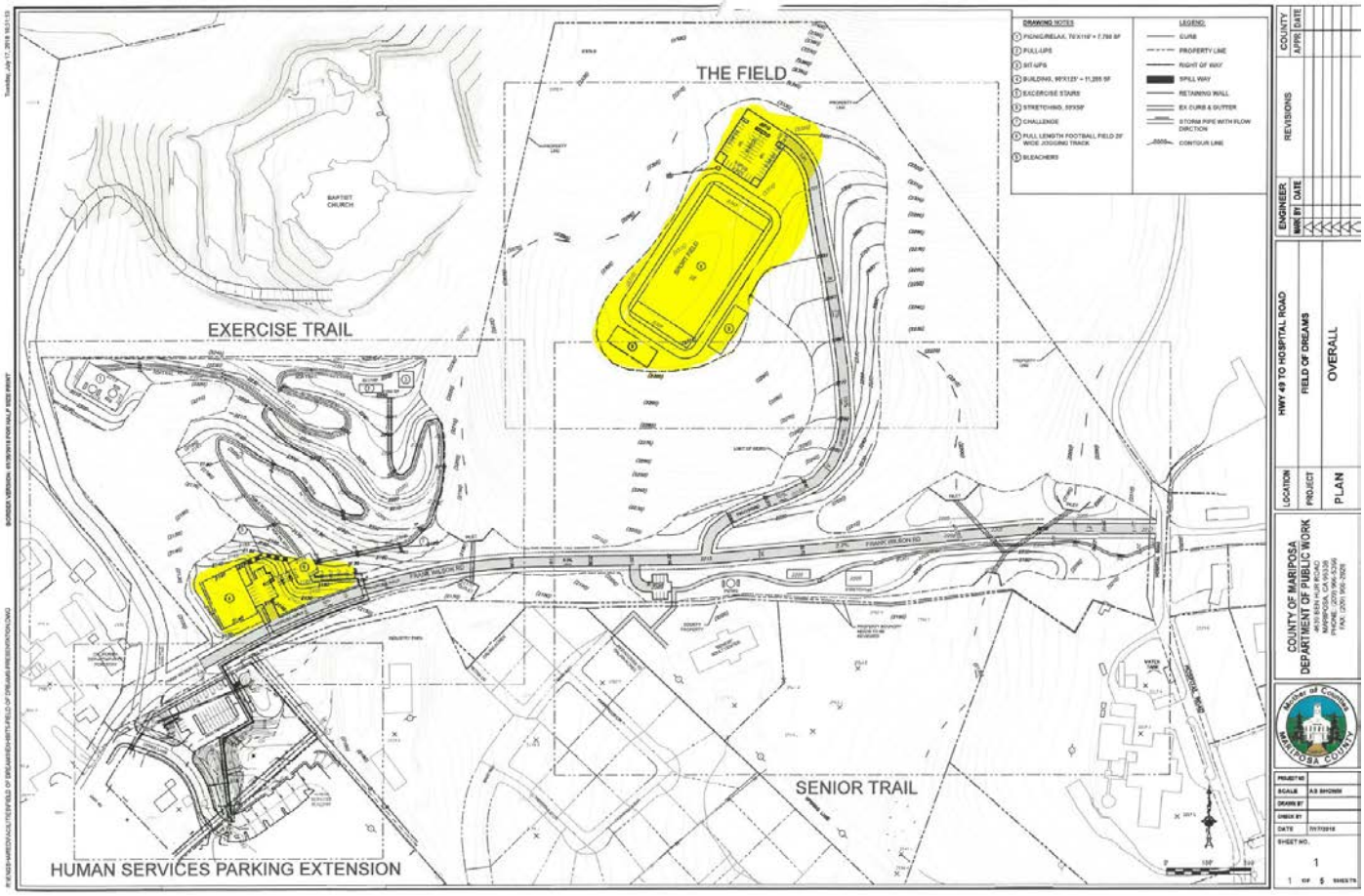
BACKGROUND

▼ **FIELD OF DREAMS:** *The plan below shows a previous proposal for a sports field on the site which was not approved.. The images below show the current conditions and blue oak savanna and woodland.*



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M1: FIELD OF DREAMS

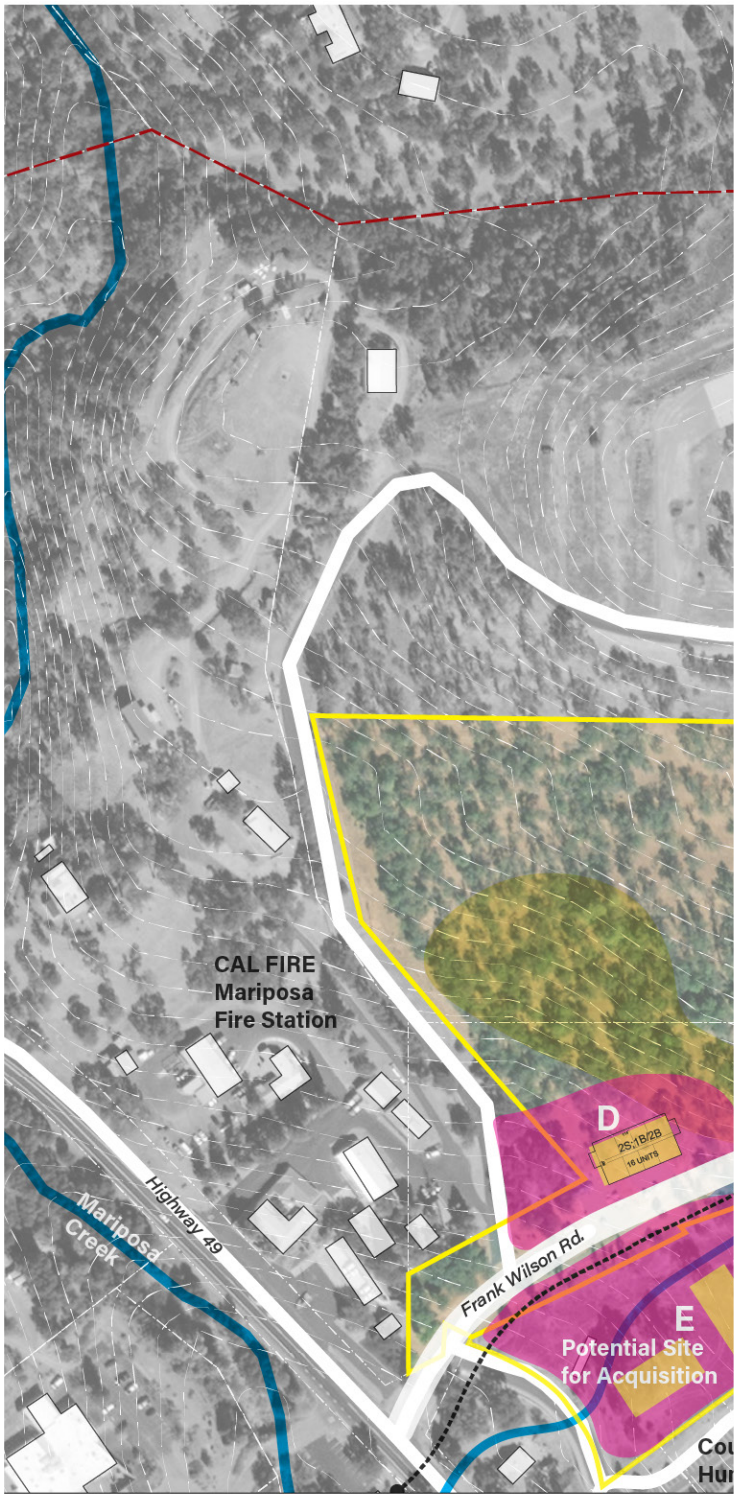
SITE OPPORTUNITIES & CONSTRAINTS

- Key Players: HHSA / Hospital / Senior Services
- HHSA wants to quickly move forward on 5-acres at the western corner of the site; could collaborate w/ non-profit developer and would need full County support
- Much of the site is steeply sloped and wooded, plus drainages
  - > Open space benefits (fits recreation criteria) and potential trail connection to Mariposa Creek Parkway
- Development clustered to SE corner where the site is flatter
  - > New road, water/sewer
  - > Opportunity to connect Spriggs Ln, Hospital Rd, potentially to Highway 49
- Dense, multi-family condo or townhome units to serve workforce, market rate, and vulnerable populations
  - > HHSA, NPS, Seniors, Emergency or Transitional Shelter
- Housing could take advantage of sloping terrain, nest into and respect the blue oak woodland and hillsides

SUPPORTING THE IMHS

This site's development proposal would create new housing in an area proximate to many existing community facilities, which aligns with the desired outcome of the IMHS to build complete and rooted communities. It has the potential to provide highly desirable dwellings for many constituents, including healthcare workers or those in need of supportive or transitional housing.

A trail network across the site would connect residents with nearby services, the Mariposa Creek Parkway, and downtown Mariposa, and boost recreational amenities in the north end of town.



WRT

MARIPOSA COUNTY INTEGRATED MOBILITY AND HOUSING

FIELD OF DREAMS(M1) - ANALYSIS

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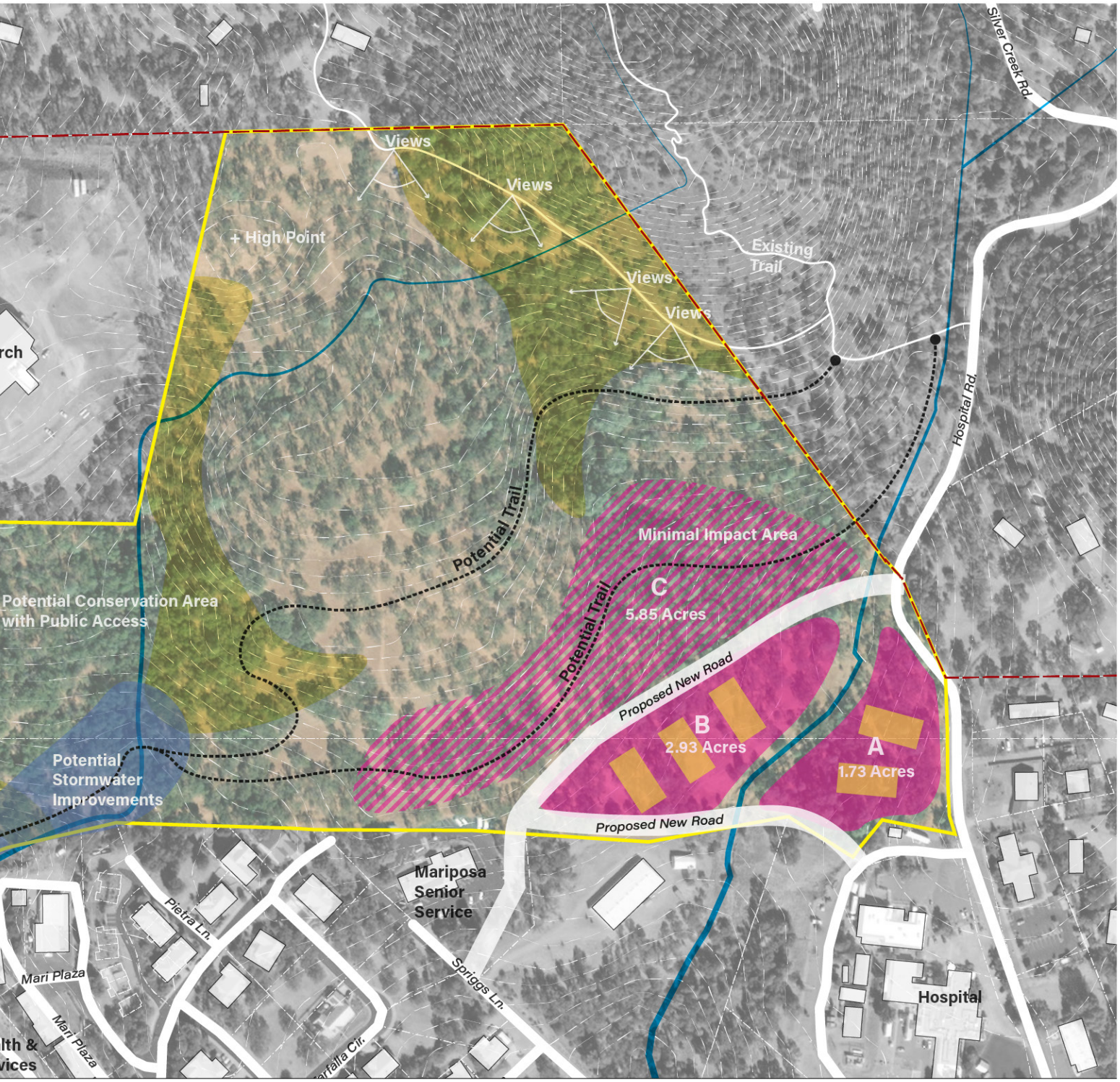
ANALYSIS



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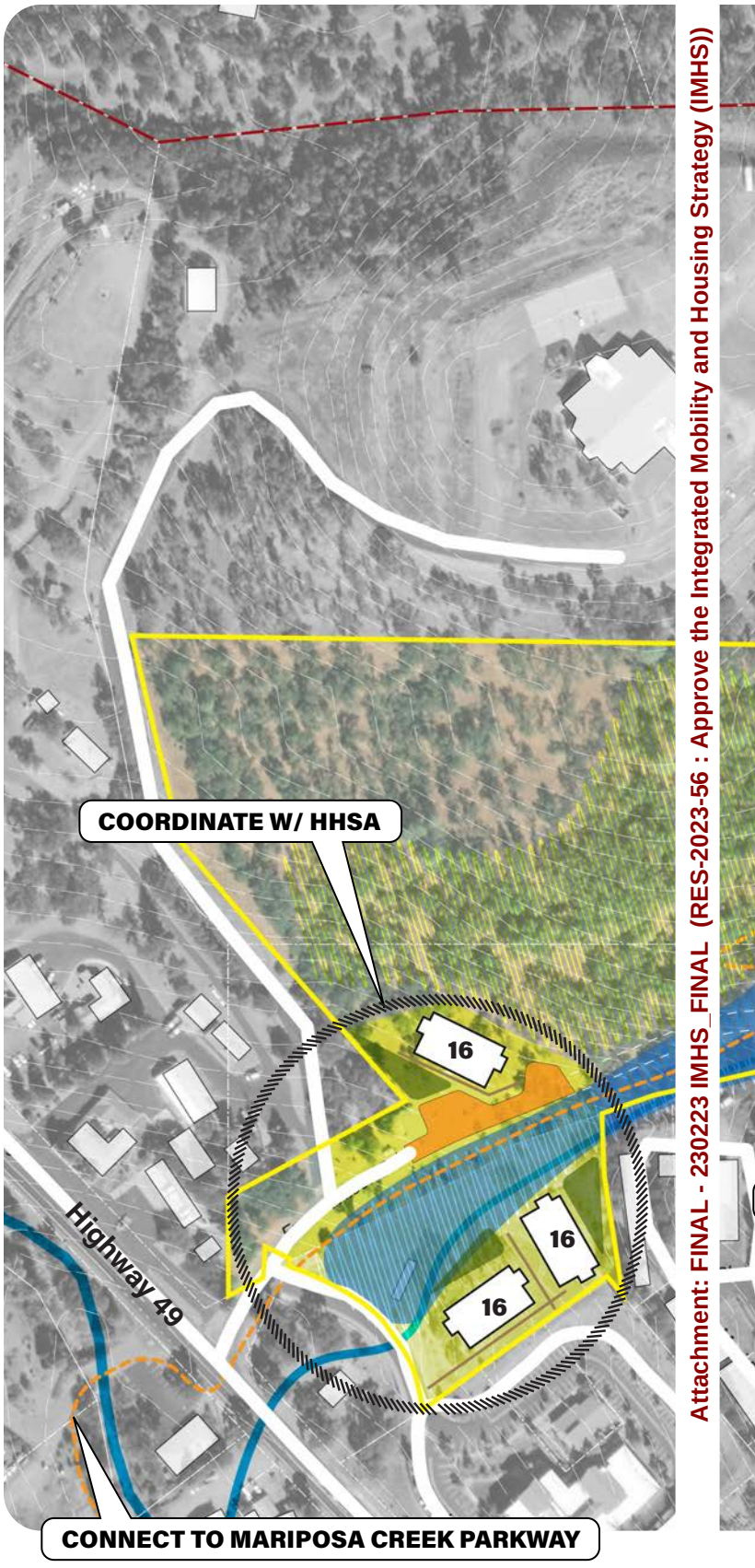
M1: FIELD OF DREAMS

PROPOSED DEVELOPMENT AND PROGRAM

- Through a mixture of unit types and price points, the development **increases workforce housing options** in a location that builds upon neighboring assets.
- Townhomes and condos are arranged in a linear fashion along a new connecting road.
- A Housing Trust could be formed to **keep this new housing affordable.**
- Buildings take advantage of sloping terrain to create up/down duplex and multi-plex building typologies. Interstitial spaces create **opportunities for community interaction and access to outdoors.**
- Units are spaced to create low visual impact on the surrounding woodland, with viewsheds preserved through the use of grading and varied building heights.
- Materials and form reflect site environs
- The remainder of the site is designated for recreational use through a trail network that connects into larger regional resources and amenities. Appropriate improvements could be envisioned that offer a diversity of options for recreation. These would be evaluated and identified in a future County effort.

PHASING

- Phase I may be initiated by the HHSA and a non-profit developer to build supportive housing on the southwest corner of the site, along with a trail connection to the Hospital. This phase could also entail an expansion of the current HHSA campus, to include a housing navigation center to help serve residents of future supportive housing.
- Phase II could entail the construction of a new road connecting Hospital Rd and Spriggs Ln, defining two new development zones in the southeast corner of the site.



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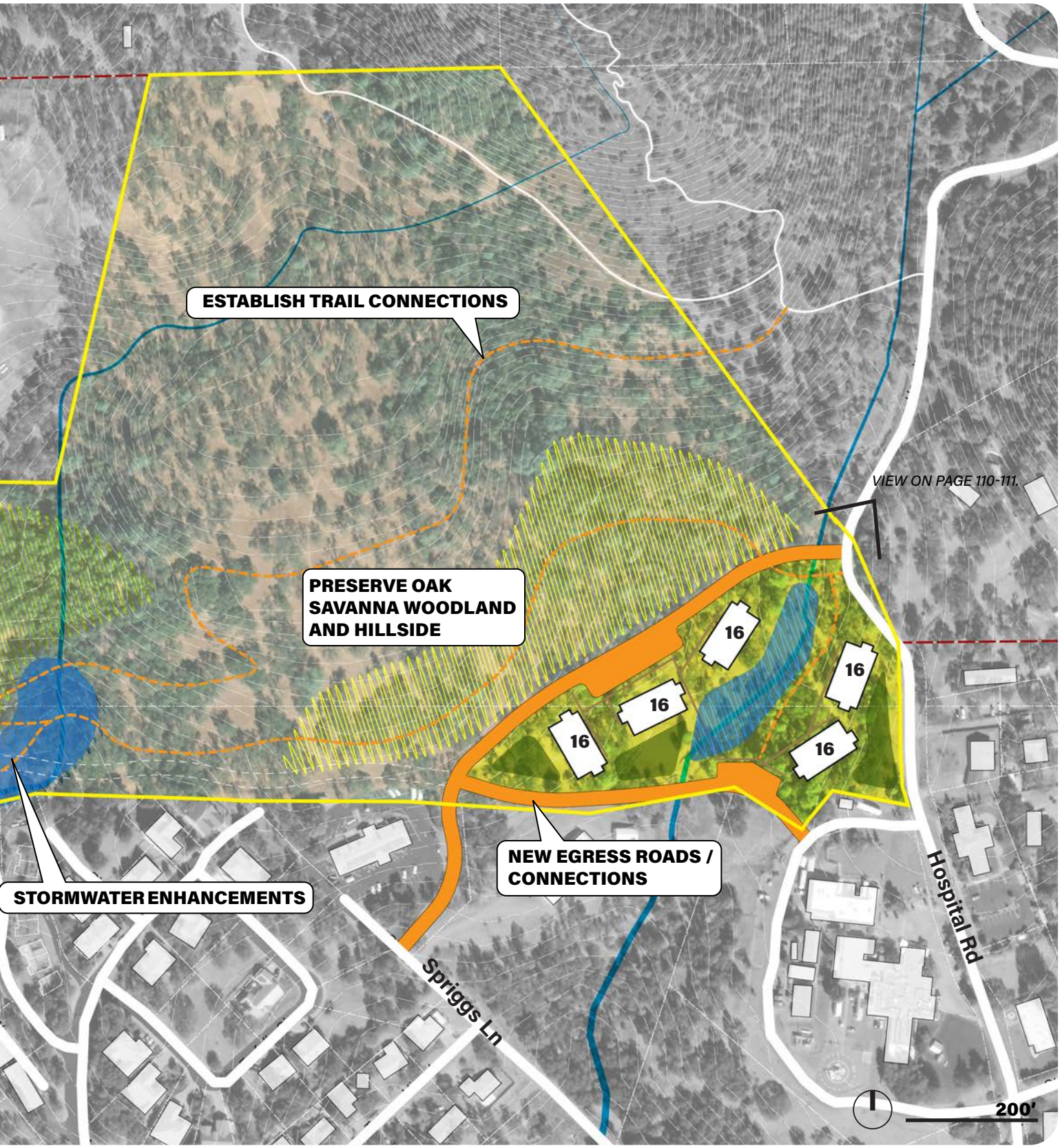
SITE PLAN



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M6: MISSOURI GULCH

OWNER: Yosemite Conservancy

DESCRIPTION

In 2010, M6 (along with M8) was acknowledged for its potential ability to contribute to NPS operations through improved visitor experiences and expanded administrative support facilities for Yosemite. The site was subsequently purchased by the Yosemite Conservancy to hold for future development that could address these operational objectives.

Centrally located in the Town of Mariposa, and near the major intersection of Highways 49 and 140, the site also sits within the context of the existing neighborhood, and is therefore well served by utilities and primed for infill development.

SUPPORTING THE IMHS

The primary driver for development on this site is the potential to house Park-associated employees (as well as other Mariposans who do not work at or for Yosemite) in a location adjacent to the planned Transportation Center and Yosemite Gateway (M8). These "Park workforce" residents would likely be mid-career professionals looking to move into Town and out of Yosemite Valley. It also creates new housing near existing community services, and will be a critical tool to recruit and retain talented staff.

By pairing the housing component of this site with new flexible work spaces, NPS can shift more employees to the Town of Mariposa in roles that don't need to be in the Park proper, alleviating commute times and congestion in the Valley.

▼ **MISSOURI GULCH:** *The below image is taken from Jones St and shows the level ground ripe for development toward the front of the site.*

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BACKGROUND

Mariposa County
Board of Supervisors

District 1 ..... BRAD ABORN
District 2 ..... LYLE TURPIN
District 3 ..... JANET BIBBY
District 4 ..... KEVIN CANN
District 5 ..... JIM ALLEN

RICHARD J. BENSON
County Administrative Officer
MARGIE WILLIAMS
Clerk of the Board
P.O. Box 784
MARIPOSA, CALIFORNIA 95338
(209) 966-3222
1-800-736-1252
FAX (209) 966-5147
www.mariposacounty.org/board

April 20, 2010

Honorable George Radanovich
United States Congress Member
2410 Rayburn House Office Building
Washington, DC 20515

Dear Congress Member Radanovich:

The Mariposa County Board of Supervisors enthusiastically supports your proposed legislation authorizing the National Park Service (NPS) to acquire up to 18 acres in or around the community of Mariposa. It is understood that the purpose of the land acquisition will be to provide for improved visitor services and potential administrative support facilities for Yosemite National Park.

We are especially pleased that the bill advises the NPS to partner with the County of Mariposa on all land use planning related to the acquired lands. The Board of Supervisors stands ready to work with Yosemite National Park on all issues of mutual interest.

We particularly appreciate your proactive approach to helping Yosemite National Park advance its visitor service objectives and recognizing the strategic role gateway communities share in that vision.

Sincerely,

KEVIN CANN
Chairman

KC/mbh

cc: Senator Feinstein
Senator Boxer
Superintendent Neubaucher

▲ **COMMUNITY SUPPORT:** *Letter from Board Chairman Kevin Cann to members of Congress in support of the land acquisition.*

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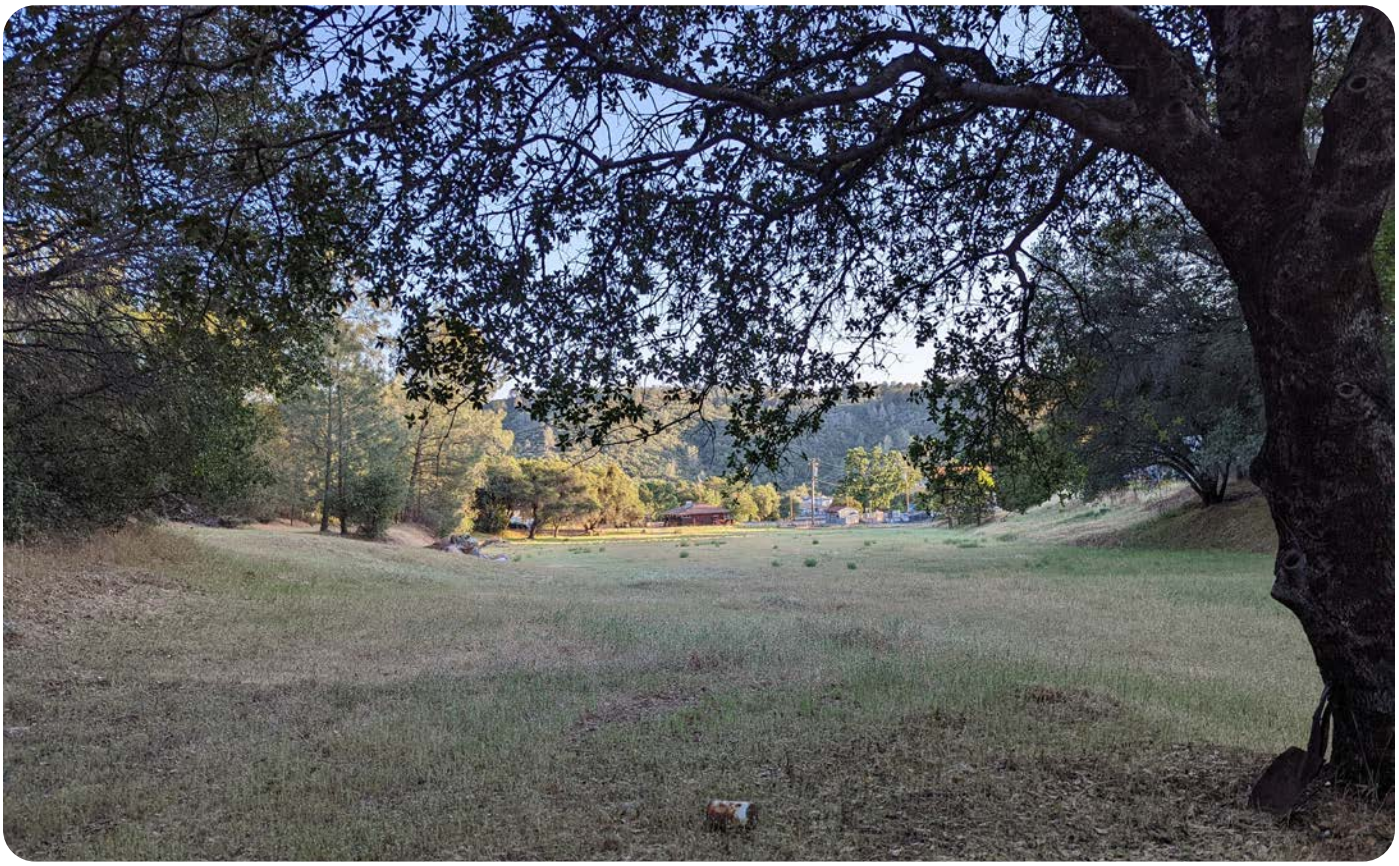
M6: MISSOURI GULCH

SITE OPPORTUNITIES & CONSTRAINTS

- Lower site is a large flat expanse, while the upper site is steeply sloped and wooded
  - > Development should be focused on the lower site, and the upper site preserved
- Potential site egress from two County-maintained roads: Jones St. and Old Highway
- Potential for Housing Trust model development, or limited equity housing cooperative
- Dense residential with shared open spaces
- Less desire from NPS for large staff dorm-type facility
- Rental units could be appealing to NPS seasonal employees or young professionals
- Heights up to 3 stories would create more density
- Space for a Community Building at Jones St. frontage to include:
  - > Flex work spaces, services such as daycare, dog wash, library/game room, and an event space, kitchen, restroom, and laundry
- Potential for additional housing units in residential area of Town of Mariposa to exacerbate longstanding neighborhood concerns with traffic and pedestrian safety on residential streets
- Tie this site into a significant Park purpose by making it central to Operations & Employees
  - > NPS can then fully support and perhaps guarantee occupancy
- Could support NPS employees plus collaborators:
  - > School District, Yosemite Conservancy, NatureBridge, other Mariposans

▼ **MISSOURI GULCH:** *The below image is taken from deep within the site, looking southwest toward Jones St.*



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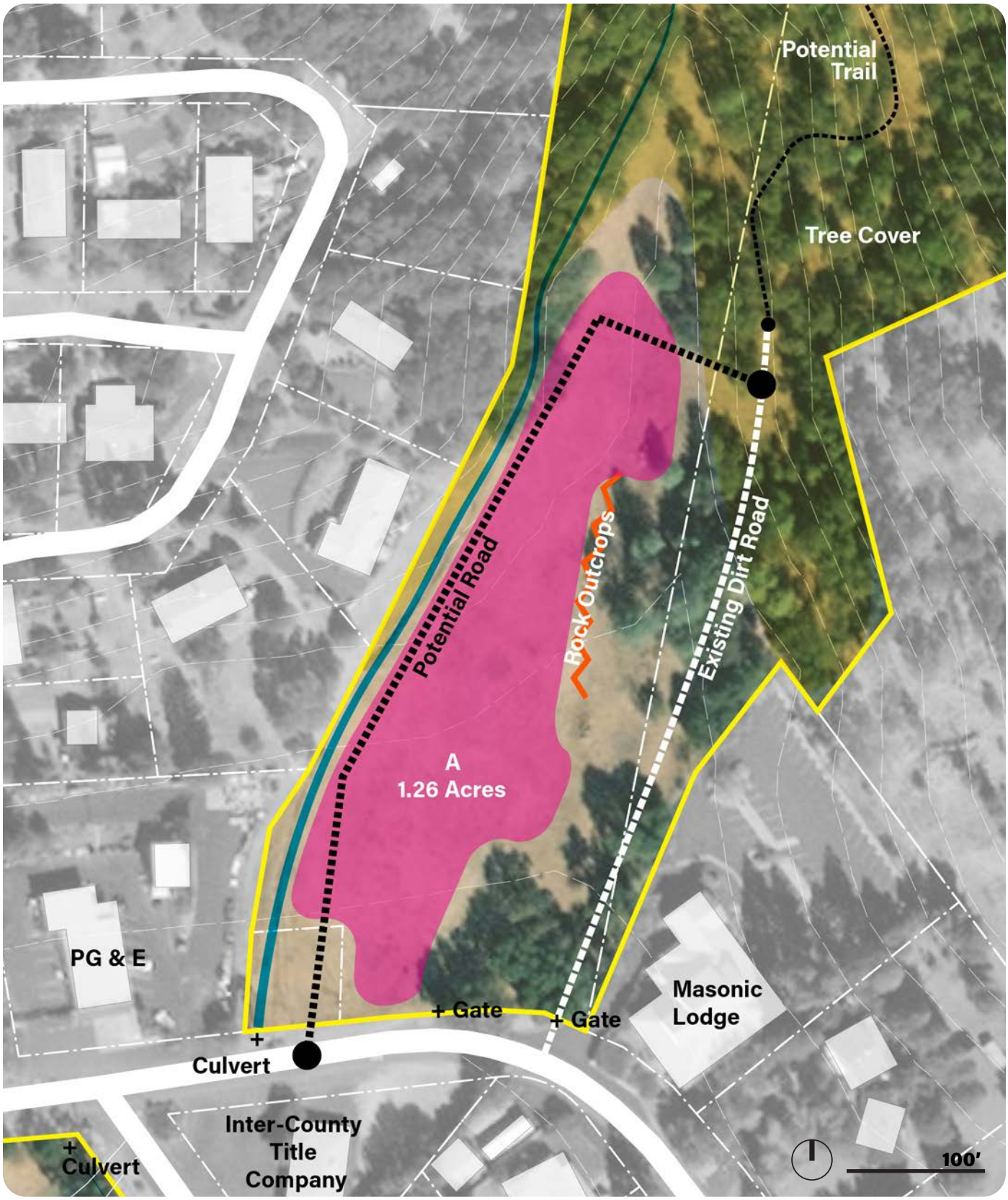
ANALYSIS



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M6: MISSOURI GULCH

PROPOSED DEVELOPMENT AND PROGRAM

- Parking will be limited and clustered into parking pods (not at unit entrances).
- Trails will be created for both on-site circulation and to extend outward to the Stockton Creek Preserve and the Transportation Center.
- The Missouri Gulch, currently a ditch along the western edge of the site, will be diverted and restored (no incised banks, native planting), and stormwater will be managed with sustainable techniques to prevent flooding during the rainy season.
- A sequence of shared public and semi-private outdoor spaces is envisioned between buildings, to promote outdoor lifestyles and community.
- A street-facing community building along Jones Street will contain essential services and gathering space, along with flexible workspaces for NPS employees.
- Traffic calming measures on Jones and Bullion Streets to mitigate existing and potential increase in neighborhood concerns about vehicular safety
  - > Speed Reduction: speed humps, chicanes, chokers, lane narrowing
  - > Cut-Through Reduction: diagonal diverters, half closures, median barriers/turn islands

TOTAL UNIT COUNT: 36 - 48

▼ **MISSOURI GULCH WORKFORCE HOUSING:** *Conceptual rendering of proposed development, stormwater swale, parking, and circulation.*

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SITE PLAN

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

M8: YOSEMITE VISITOR STATION /

DESCRIPTION

M8 was purchased along with M6 by the Yosemite Conservancy, to one day support improved visitor services and administrative capabilities for the National Park Service. This project builds upon that understanding, and expands the reach of this parcel to include the property currently occupied by the local VFW Post. With the backing of VFW representatives, the Project Team is prepared to move forward with design ideas that expand the site to include this additional property on the corner of Jones St and Highway 49/140. This highly visible location and additional acreage enables a much more significant vision for the potential of M8.

The physical setting of the site is a large level ground bordered by drainage ditches. Access from the Highway on the west side is inhibited by steep grade change, but this also serves to isolate the interior of the site from roadway noise and pollution. The southern edge of the parcel abuts neighboring housing and will need buffering to mitigate detrimental impacts on these residents. An existing building with entrances on two levels bridges the grade change on the north side, and the east side presents a flush vehicular entry from Bullion St.

SUPPORTING THE IMHS

The ideas for this site address head-on the challenges presented in the IMHS to improve mobility in Mariposa County, alleviate congestion in Yosemite Valley, and decrease commute times for NPS employees. By creating a central hub for multi-modal transportation options, this new development would complement additional strategies like employee Van Pools and entrance gate relocations. By creating office space for remote work, this project will coalesce into a visitor and employee experience that centers Mariposa as the gateway to Yosemite National Park. This project promotes the sense of arrival and delivers on the expectations of tourists while providing new mobility options and park-related services.

SITE OPPORTUNITIES & CONSTRAINTS

- While the project does not seek to reorganize the YARTS system, this site presents an opportunity to add a new YARTS stop, in addition to the Park N Ride facility separate from this site.
  > The intent is that day-trippers to the park would use the Park N Ride, while guests staying in Town could come to Transportation Center on the In-Town shuttle to catch a YARTS bus to the Park.
- VFW is amenable to moving but needs help relocating and replacing revenue stream.
- Transit Hub Building.
  > Accommodate Van Pool, shuttles, and private tour/guide buses
  > Options for pull-off/staging bays along 140/49 or on-site drop-off and pick-up
  > Town shuttle, hotel shuttles (no park res. needed)
  > Limited vehicle size improves site circulation and potential
- The Visitor Contact Station: an information station, a place to gather, a community hub.
  > A sense of arrival; deliver on the experience that is expected
  > Appeals to the day tripper staying in town, or the visitor just passing through and looking for a rest stop, or the backcountry hiker looking for a permit and supplies.

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ID TRANSIT HUB **BACKGROUND**

▲▼ **PRECEDENTS:** *The example above is the Craig Thomas Discovery & Visitor Center from Grand Teton National Park by BCJ Architects. The architecturally-significant form evokes the landscape beyond through siting, views, exhibits, and material selections.*

Tahoe City Transit Center by WRNS Architects.

Big Bend Fossil Discovery Exhibit by Lake|Flato Architects.

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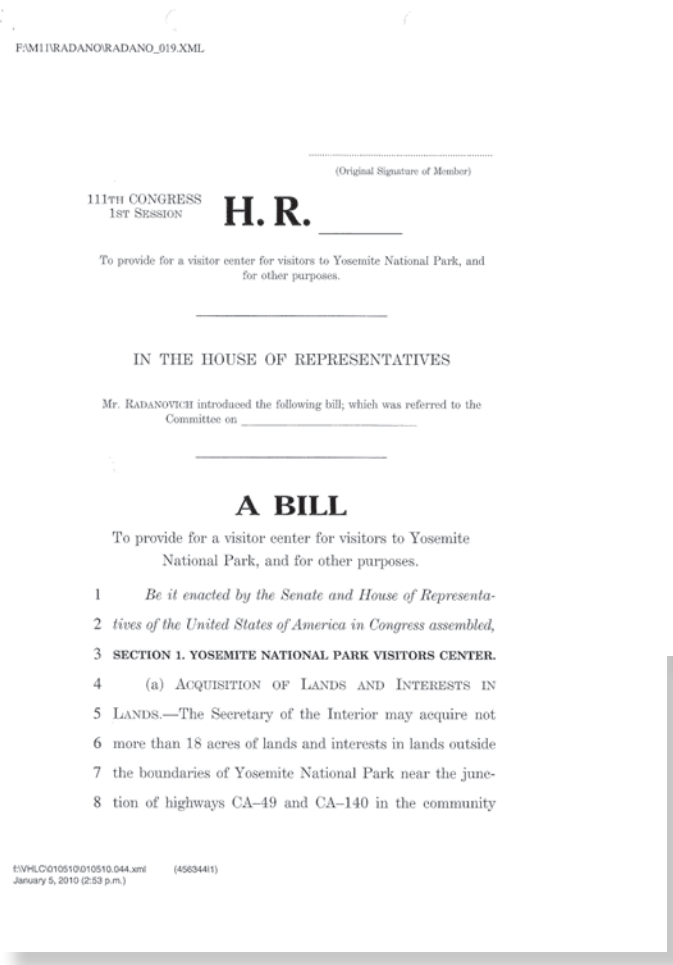
M8: YOSEMITE VISITOR STATION / V

POTENTIAL SITE AND BUILDING PROGRAMMING:

The IMHS project team has studied the site and the space requirements for various programs that may be proposed for a new visitor facility and mobility hub. The ultimate usage and staffing capabilities of either the NPS or the Yosemite Conservancy would be determined at a future date, but the current conceptual goals for what this site can accommodate include:

- Office space for remote workers (alleviate Stroming Bldg costs and sense of disconnectedness — a new and transparent hive of NPS activity)
- Interagency station (USFS / BLM / NPS)
- Visitor contact station (permits, trip planning, interpretation/information)
- Museum or rotating exhibit space
- Theater / Stage
- Roadside rest area (restrooms)
- Commercial space (guide services, outfitter, coffee shop or snack bar, provisions and supplies)
- NPS flex space (training, events)
- Emergency services (NPS, CalFire, County Sheriff)
- Park / Playground / Climbing wall
- Parking for employees (20 spaces)
- Community event space
- Transportation Hub (in-town hotel shuttle, private motorcoaches, YARTS, Amtrak bus, short-term parking for private vehicles)
- Enhanced / replanted seasonal drainage swale



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(Original Signature of Member)

111TH CONGRESS
1ST SESSION

H. R. _____

To provide for a visitor center for visitors to Yosemite National Park, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

Mr. RADANOVICH introduced the following bill; which was referred to the Committee on _____

A BILL

To provide for a visitor center for visitors to Yosemite National Park, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. YOSEMITE NATIONAL PARK VISITORS CENTER.

(a) ACQUISITION OF LANDS AND INTERESTS IN LANDS.—The Secretary of the Interior may acquire not more than 18 acres of lands and interests in lands outside the boundaries of Yosemite National Park near the junction of highways CA–49 and CA–140 in the community

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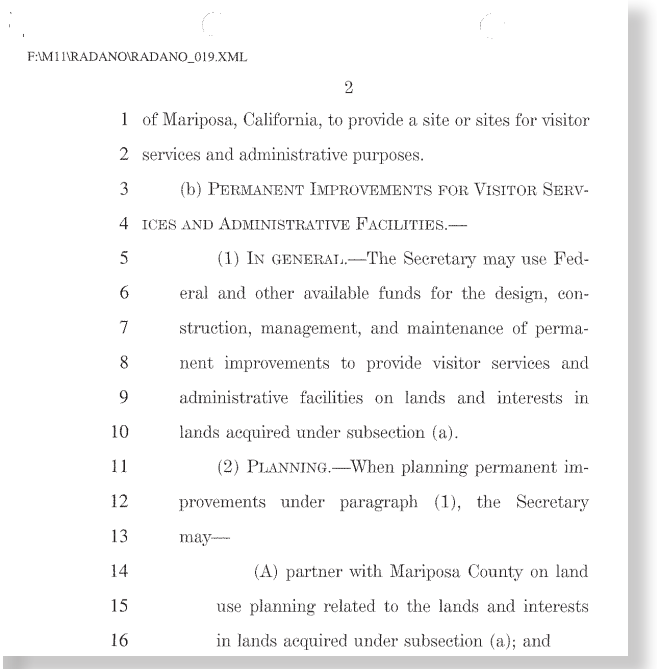
January 5, 2010 (2:53 p.m.)



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of Mariposa, California, to provide a site or sites for visitor services and administrative purposes.

(b) PERMANENT IMPROVEMENTS FOR VISITOR SERVICES AND ADMINISTRATIVE FACILITIES.—

(1) IN GENERAL.—The Secretary may use Federal and other available funds for the design, construction, management, and maintenance of permanent improvements to provide visitor services and administrative facilities on lands and interests in lands acquired under subsection (a).

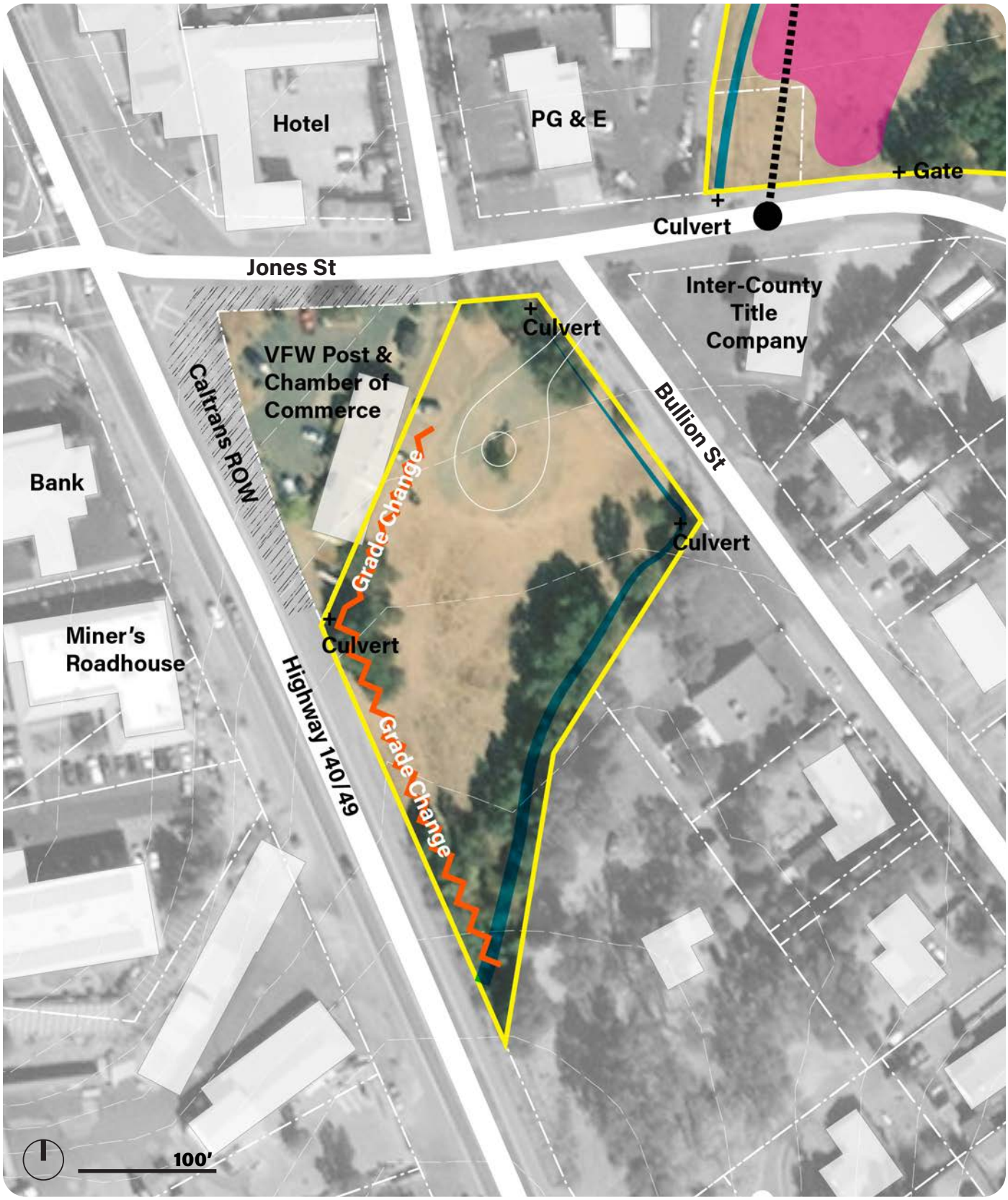
(2) PLANNING.—When planning permanent improvements under paragraph (1), the Secretary may—

(A) partner with Mariposa County on land use planning related to the lands and interests in lands acquired under subsection (a); and

◄ **TRANSPORTATION CENTER BILL:** *This bill was introduced on May 26, 2010, by Representative Radanovich in a session of Congress, but it did not receive a vote.*

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

ID TRANSIT HUB ANALYSIS



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M8: YOSEMITE VISITOR STATION /

PROPOSED DEVELOPMENT AND PROGRAM

- The Visitor Contact Station will occupy the northwest corner of the site. It will be multiple stories with a extensive atrium/lobby space and visible entry points from both within the site and along the Jones Street and Highway 49 frontages, with arrival plazas and perhaps an integrated climbing wall.
- The Transit Hub is envisioned to be a secondary structure, focused on ticketing and sheltered waiting area that can double as a community space in the evenings or during non-peak times.
- Primary bus and shuttle service loading will be from the Highway pullout, while returning drop-offs may circulate along Jones St.
- Private vehicle parking will be provided to the extent possible (estimating 70-75 spaces), once bus and shuttle level of service requirements have been determined. 20-25 employee spaces are also included. If more parking is deemed necessary, potential exists for underground parking that takes advantage of the site's natural grade change.
- A park with play spaces and picnic areas, and perhaps a Ranger talk amphitheatre will extend outward from the Transit Hub and provide welcome respite for travelers.
- Traffic calming measures on Jones and Bullion Streets to mitigate existing and potential increase in neighborhood concerns about vehicular safety (see suggested list from M6)

▼ **EXISTING CONDITIONS:** *The site is occupied by an existing VFW Post and Mariposa County Chamber of Commerce. A substantial grade change creates opportunities for multi-level programs and amenities that facilitate transit options and deliver unique visitor experiences.*

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ID TRANSIT HUB SITE PLAN

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

M8: TRAFFIC CALMING MEASURES

AN EXISTING ISSUE TO BE MITIGATED

In recent years, residents of Jones and Bullion Street have expressed concerns over the impacts of traffic on this part of the Town of Mariposa. While the volume and speed of passing vehicles tends to be the most frequent complaint, residents also frequently voice a desire for improvements to the streetscape, like sidewalks and street trees to provide shade and other benefits, that would make this largely residential area more attractive and livable.

If the recommendations for M6 and M8 are implemented, these new developments could potentially exacerbate longstanding local concerns about vehicular traffic in this area. To mitigate these potential impacts, and to broaden the benefits of these investments to the surrounding streetscape, the IMHS recommends that implementation of either or both of these developments be accompanied by additional investment in traffic calming on Jones and Bullion Streets. This will ensure that the Missouri Gulch and Yosemite Visitor Center and Transit Hub do not have unintended consequences for the immediate community and make positive contributions to regional and local mobility objectives.

The following are eight common traffic calming measures which, either alone or in some combination, could be effective in mitigating potential impacts associated with the M6 and M8 developments, and improving the built environment in the Town of Mariposa.

Further study and engagement with the local community and guidance from the Mariposa County Public Works Department is needed to ensure that the right strategy is identified and tailored to these specific conditions. Regardless of strategy, ample funding mechanisms, including public grants like the Caltrans Active Transportation Program and Department of Housing and Community Development Infill Infrastructure Grant, are available to support these improvements.

▼ **EXISTING CONDITIONS:** *Bullion St currently offers an attractive cut-through for people wanting to bypass Highway 140/49, get to the County offices, or get to the School District campus. Streetscape improvements are proposed to promote slower speeds and mitigate the effect of increased traffic.*

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PRECEDENT EXAMPLES

Speed humps

Perhaps the most recognizable and frequently used traffic calming device, a speed hump (distinct from a speed bump, which is higher, intended to bring vehicles to a full stop, and typically found on private property rather than public streets) is a rounded device across the roadway that causes vehicles crossing them to slow down. Speed humps can contain signage or markings to increase their visibility, and even could present surfaces for innovative, appropriate public art.

Though often spanning the entire roadway, it is increasingly common for speed humps to leave a gap between the curb and outside of the hump to allow cyclists to bypass them. Additionally, some speed humps are also designed to have multiple gaps, spaced to allow higher clearance emergency response vehicles to clear the hump without having to slow down.

Raised crosswalks

Similar to a speed hump, raised crosswalks cause the roadway to be gradually elevated when approaching a crosswalk, causing vehicles to slow down and drawing motorists' attention to the pedestrian crossing area. In addition to calming traffic, raised crosswalks also enhance the pedestrian experience, resulting in a generally more walkable environment. Raised crosswalks can occur in mid-block conditions, but are also frequently applied at intersections, where they can be paired with signage, lighting, and other streetscape elements.

Road diet with sidewalk

Though frequently thought of as a lane reduction, a road diet is technically any situation where the vehicular travel width of a road is reduced, with the remaining area given over to some other use. Road diets effectively result in narrower streets,

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M8: TRAFFIC CALMING MEASURES

which typically results in slower traffic, quieter neighborhoods, and less frequent and severe accidents. Significantly, road diets can be achieved multiple ways, such as by converting portions of the roadway into sidewalk, bike lane, planting areas, or some combination of all these uses.

Curb Extensions (Bulbouts)

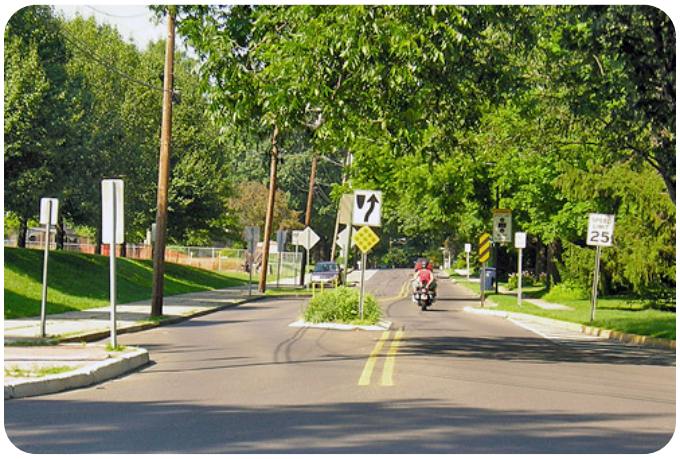
A specific strategy for implementing a road diet, these features extend the sidewalk into the roadway, creating a host of traffic calming, pedestrian safety, and streetscape beautification benefits. This project type helps reduce the effective roadway width by formalizing a lane of on-street parking behind the bulbed area. It also creates a tighter radius for turning vehicles, forcing them to slow down when turning more than they would without the bulb-out. Finally, curb extensions shorten the distances that pedestrians need to travel to safely cross the street, while providing new spaces in the public realm for landscaping and street furnishings.

Chicanes

Similar to curb extensions, chicanes are comprised of a series of alternating mid-block bulb-outs that both narrow the roadway, and shorten the distance of straightaways on neighborhood streets. Both the narrower road widths and the curving, s-shaped path that vehicles must follow reduce speeds, while the chicanes provide opportunities for streetscape enhancements like seating areas, planting, and other amenities.

Medians and Islands

Medians and islands, which separate opposing directions of traffic on the roadway, are another option for simultaneously creating narrower, slower residential streets and spaces for beautification, pedestrian safety improvements, and green infrastructure benefits.



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PRECEDENT EXAMPLES

These features can be flush with the road surface, raised, or depressed beneath it, providing a variety of options for calming traffic and enhancing the streetscape. One consideration—in some conditions, simply adding a median can have an inverse effect on vehicular speeds by reducing the "friction" felt by vehicles moving in opposing directions without a buffer.

Mini Roundabout

These features consist of raised islands in the middle of low-volume intersections that require traffic to circulate. Not only do they slow traffic by forcing vehicles to navigate a curve, they also serve to visually break up long, straight roads that can cue motorists to accelerate through. Additionally, the middle of the roundabout provides opportunities for landscaping which add beauty and green infrastructure to neighborhood streets. Importantly, mini roundabouts are distinct from traditional traffic circles, which can be very large and operate at high speeds.

Striping

One short-term improvement would be to delineate the travel lanes by applying roadway striping to Jones and Bullion Streets. As is, without clearly demarcated southeast and northwest travel lanes, motorists tend to travel down the middle of each street, reducing the amount of perceived "friction" between the vehicle and passenger side edge (often created by parked cars). Specifying where vehicles traveling in either direction are intended to be can reduce speeds by restoring that natural level of "friction." However, though the most immediately implementable and economical option on this list, striping alone is not likely to have a significant effect on traffic calming, and is best paired with one or some of the other strategies.

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M17: SOUTHERN MANZANITA EST. T

OWNER: Dubberke, Dubberke, Lawson

DESCRIPTION

Site M17 anchors the southern end of the Town of Mariposa. Within its boundaries lies the original Mariposa Mine, where gold was first discovered and lured thousands to the Sierra Foothills. Today the site is largely meadow and woodland, with varying topography and an informal network of trails and animal tracks. The property creates a clearly defined edge between town and surrounding landscape — a characteristic that should be preserved.

Currently the MPUD service boundary splits the site, with the town-side half of the property within the district. The boundary is expected to expand to encompass the whole site in the near future as the County and MPUD complete a 2021 Municipal Service review, but there is significant potential for the preservation of open space on the "exterior" half — an important contributor to the quality of life in Mariposa and it's identity within the foothills region. Previous subdivision development proposals used the current zoning of single family parcels not less that 9,000 sq/ft, and blanketed the entire parcel with homes — a

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project that would be both excessively costly and destructive of the site's rolling topography and ability to anchor the southern end of town with expansive open space. As an alternative proposal, working with the property owners, the IMHS puts forth a vision for clustered development adjacent to the existing urban fabric, and sets aside the stunning ridgeline, woodlands, and trail connections to the adjacent Stockton Creek Preserve.

SUPPORTING THE IMHS

This development is located to serve many community members looking for housing that is well-connected to downtown Mariposa's existing infrastructure, community services, and school district facilities. It's proximity to the YARTS stop, the Amtrak shuttle, and the proposed in-town electric shuttle to the Transportation Center provide mobility options, while the Historic Core of Mariposa's retail district is within walking distance. The potential to connect to the Stockton Creek Preserve trail network and future ridge trail to the Mariposa Fair Grounds will provide substantial recreational opportunities.

▼ **PHASE I SOUTHERN MANZANITA ESTATES:** *Conceptual rendering of proposed development and infrastructure improvements.*

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M17: SOUTHERN MANZANITA EST. T

SITE OPPORTUNITIES & CONSTRAINTS

- Incentivize with infrastructure, re-zoning, or conservation easement on sensitive hillside, savanna, and mine site
- Explore affordable construction methods (prefab)
- Propose an entirely residential development
- Create significant open space contribution and connection to Stockton Creek Preserve and Mariposa County Schools
- Density of 4-8 units per building, mix of unit types
- Target NPS missing middle occupants, either as rental units or outright purchase

PHASING

- Phase I: street extension (and necessary water and sewer, gas and electric services) from Jones St. to 2nd St.
  > Homes would be aligned along northeast side of the new street encouraging infill development along Jones St.
- Phase II: A new road is constructed surrounding Pork Chop Hill and connecting to Trabucco St.
  > Homes would be built into the hillside, with potential access to upper and lower units
  > Additional homes would be added along the connection to Trabucco St.

▲ **JACKSON HOLE PRECEDENT:** *The housing typologies proposed for this site are modeled after the Redmond Street development in Jackson Hole; however, the homes here may be rental units or for purchase.*

▼ **DDL:** *The team met with property owners to discuss development options and ways the County might incentivize development that is targeted toward Mariposa's workforce. The site of a potential Phase I road is shown in the image below.*

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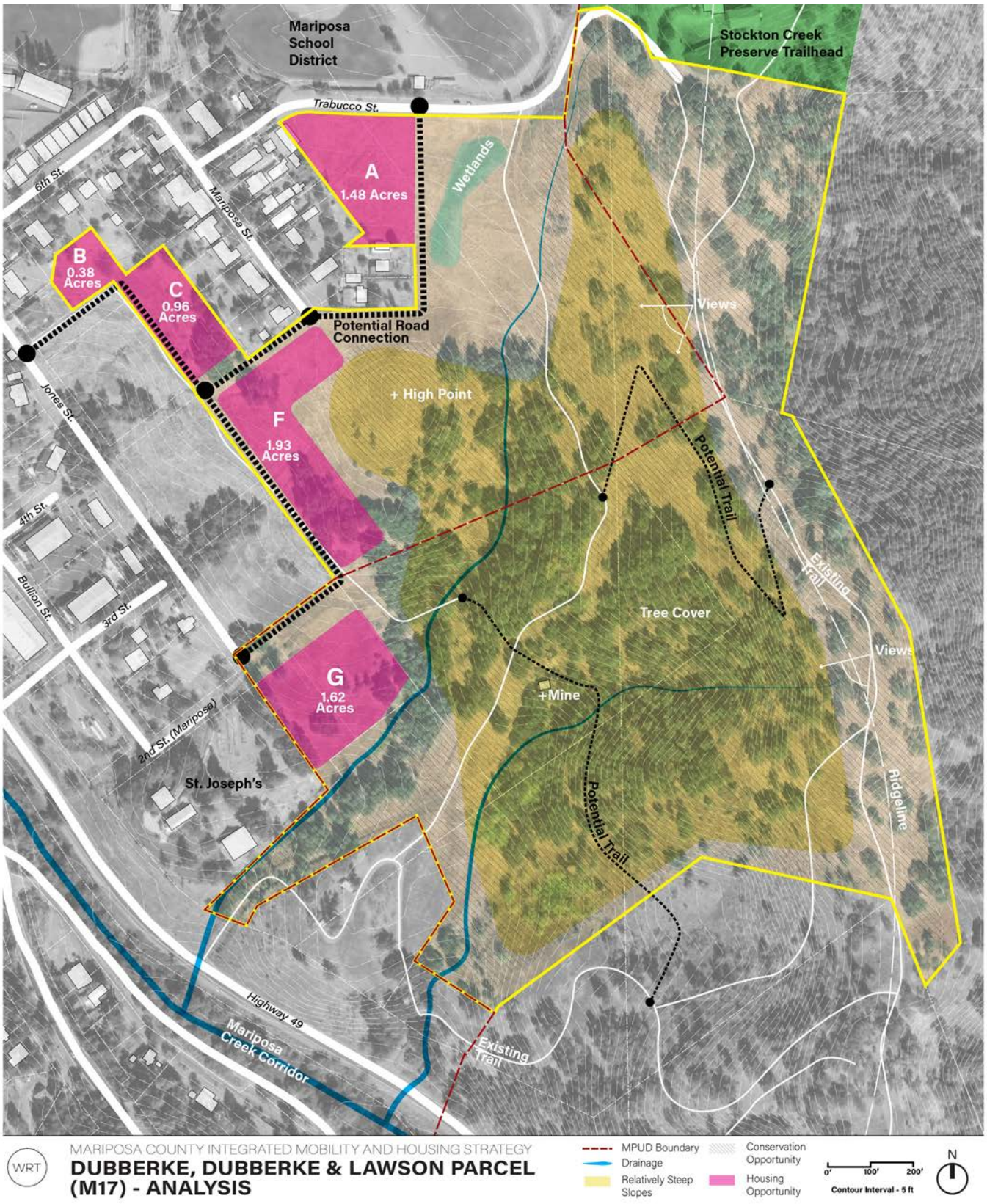
ANALYSIS



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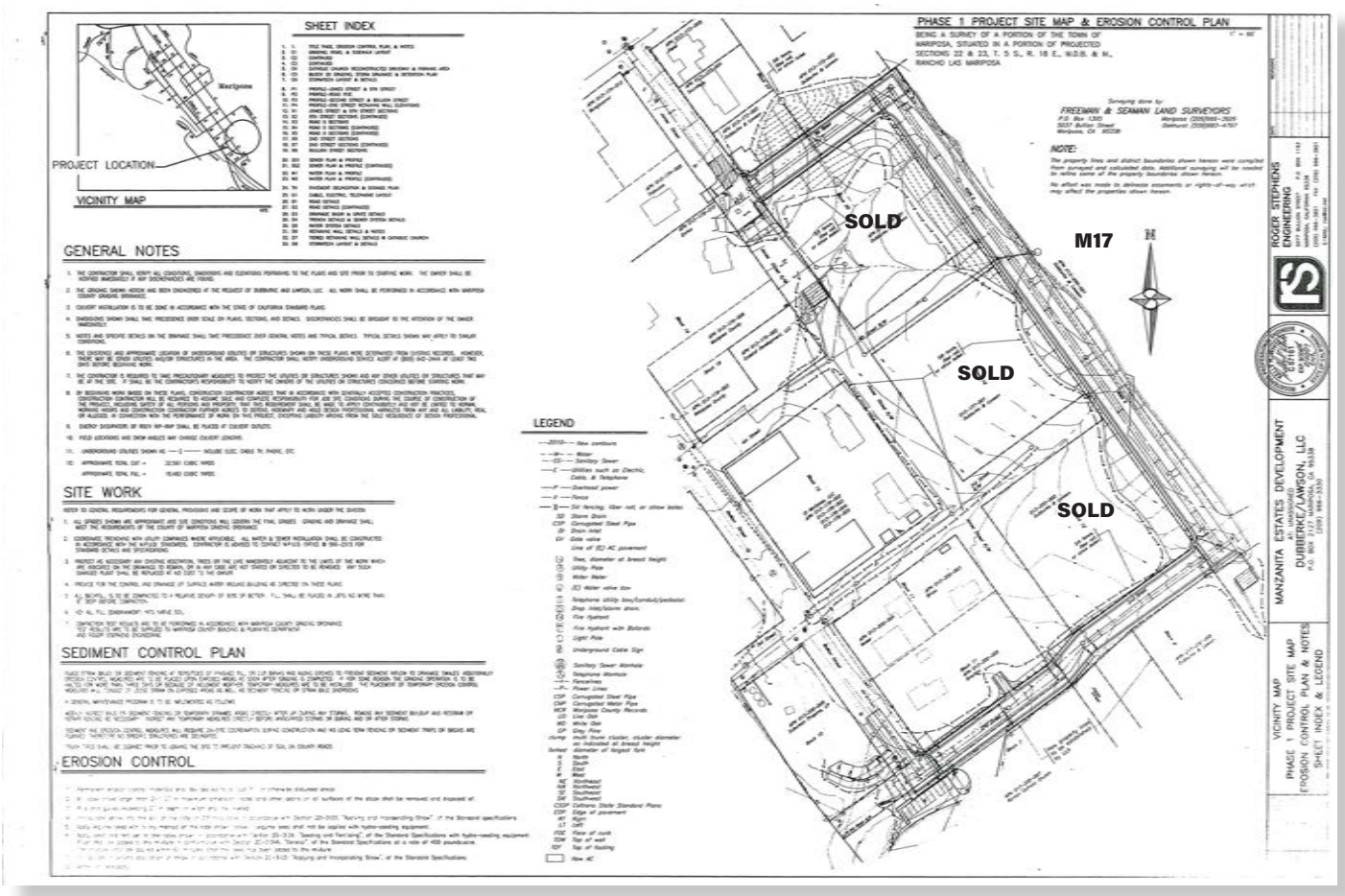
M17: SOUTHERN MANZANITA EST. T

PROPOSED DEVELOPMENT AND PROGRAM

- The site is an opportunity for the property owner to partner with a developer to **provide a significant number of rental units** in Phase I, and homes for purchase in Phase II.
- **Sustainable design techniques** will be deployed to manage and harvest stormwater, capture solar power, and mitigate wildfire risk.
- New housing will be priced to accommodate local teachers and the downtown Mariposa service industry workforce.
- The County will assist the property owner on infrastructure (road, sewer, water) investments to **incentivize a development pattern that protects the site's natural resources and provides affordable housing options** to Mariposa County residents.
- The undeveloped portion of the site (estimated at 43 acres) would be designated as a Conservation Easement, and conveyed to a land trust for management and public use in perpetuity.
- Cultural resources, including the **mine site, will be studied for safe integration with public use and a new trail will be created along Stockton Ridge** to perhaps eventually connect with future phases of the Mariposa Creek Parkway and the Mariposa Fairgrounds.

▼ **NEW INFRASTRUCTURE:** *Previous engineering studies have laid out the proposed road and utility connections into Site M17, forming the basis for the site plan on the opposite page.*



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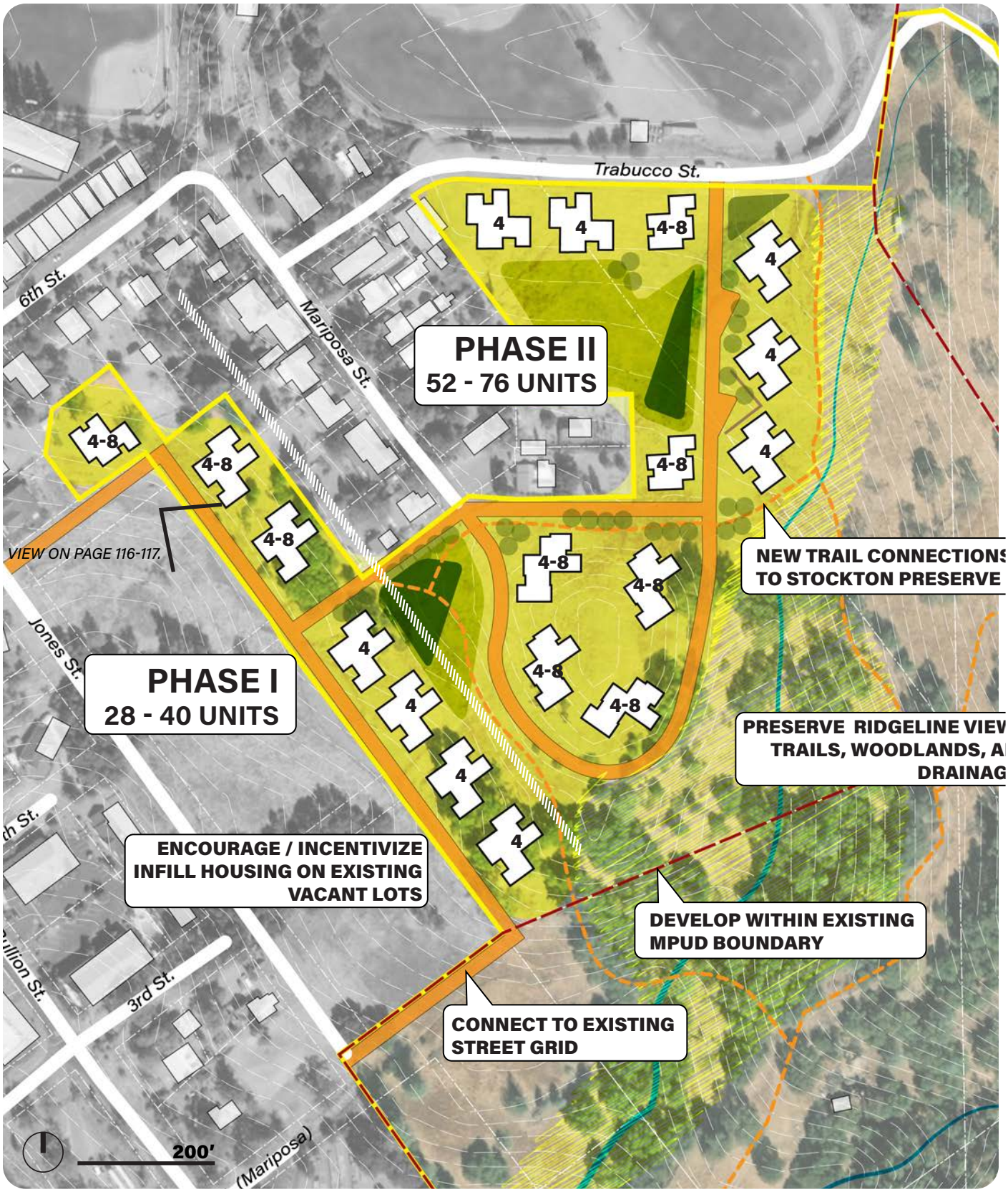
SITE PLAN



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STRATEGIES DEPLOYED

FIELD OF DREAMS

This site's development proposal would create new housing in an area proximate to many existing community facilities, which aligns with the desired outcome of the IMHS to build complete and rooted communities. It has the potential to provide highly desirable dwellings for many constituents, including healthcare workers or those in need of supportive or transitional housing. A trail network across the site would connect residents with nearby services and the Mariposa Creek Parkway and downtown Mariposa and boost recreational amenities in the north end of town.

MISSOURI GULCH

The primary driver for development on this site is the potential to house Park-associated employees (as well as other Mariposans who do not work at or for Yosemite) in a location adjacent to the planned Transportation Center and Yosemite Gateway (M8). These "Park workforce" residents would likely be mid-career professionals looking to move into Town and out of Yosemite Valley. It also creates new housing near existing community services, and will be a critical tool to recruit and retain talented staff. By pairing the housing component of this site with new flexible work spaces, NPS can shift more employees to the Town of Mariposa in roles that don't need to be in the Park proper, alleviating commute times and congestion in the Valley.

VISITOR CONTACT STATION AND TRANSPORTATION CENTER

The ideas for this site address head-on the challenges presented in the IMHS to improve mobility in Mariposa County, alleviate congestion in Yosemite Valley, and decrease commute times for NPS employees. By creating a central hub for multi-modal transportation options, this new development would complement additional strategies like employee Van Pools and entrance gate relocations. By creating office space for remote work, this project will coalesce into a visitor and employee experience that centers Mariposa as the gateway to Yosemite National Park. This project promotes the sense of arrival and delivers on the expectations of tourists while providing new mobility options and park-related services.

SOUTHERN MANZANITA ESTATES

This development is located to serve many community members looking for housing that is well-connected to downtown Mariposa's existing infrastructure, community services, and school district facilities. It's proximity to the YARTS stop, the Amtrak shuttle, and the proposed in-town electric shuttle to the Transportation Center provide mobility options, while the Historic Core of Mariposa's retail district is within walking distance. The potential to connect to the Stockton Creek Preserve trail network and future ridge trail to the Mariposa Fair Grounds will provide substantial recreational opportunities.

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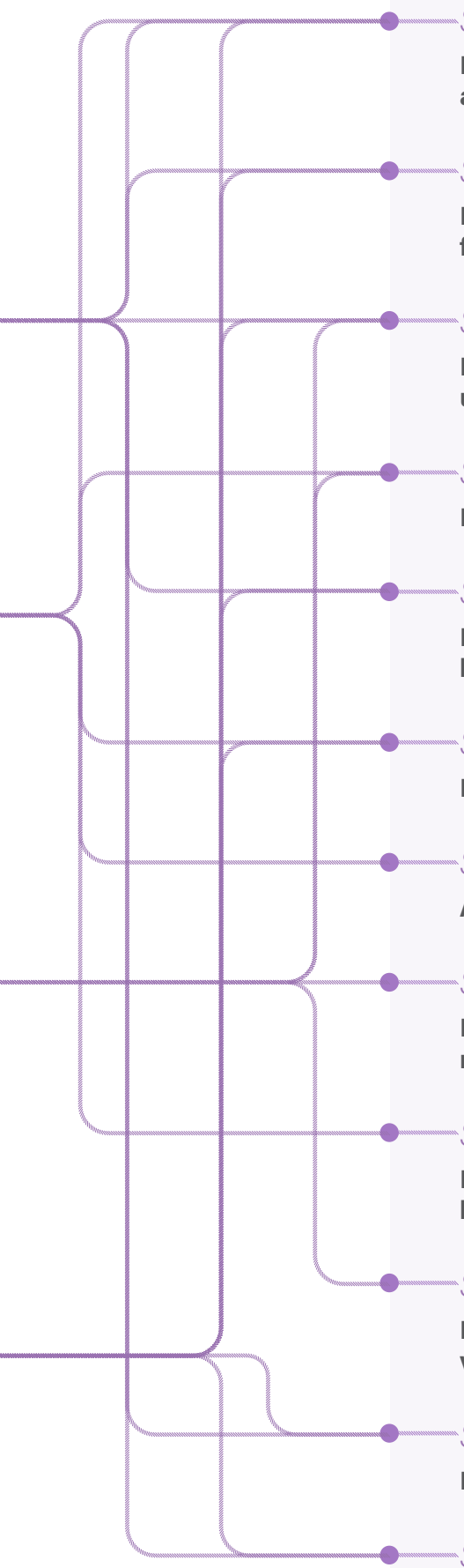

STRATEGY 1.

Prioritize access to essential community services, like groceries, schools, and employment.

STRATEGY 2.

Build within the ecological context of the land to accentuate natural features and reduce environmental impacts.

STRATEGY 3.

Invest in infrastructure necessary to support new development, including utilities, broadband, and emergency services improvements.

STRATEGY 4.

Increase flexible, shared mobility options.

STRATEGY 5.

Partner with developers and non-profits to provide both rentals and homes for purchase at all price points.

STRATEGY 6.

Implement affordable housing incentives at scale.

STRATEGY 7.

Allow for increased density in areas served by shared mobility options.

STRATEGY 8.

Encourage remote work policies and create co-working office spaces near housing.

STRATEGY 9.

Encourage workforce dormitories and other flexible or non-traditional living arrangements.

STRATEGY 10.

Reduce congestion at Yosemite entrances for both commuters and visitors.

STRATEGY 11.

Build opportunities for community interaction and access to the outdoors.

STRATEGY 12.

Celebrate local materials and neighborhood resources.

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05

PROJECT IMPLEMENTATION

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

IMPLEMENTATION OVERVIEW

INTRODUCTION

While many of the overall mobility and housing strategies are applicable across all of Mariposa County at a high-level, each of the potential development sites included in Chapter 4 demonstrate a range of potential partnerships and opportunities for collaboration and coordination that can serve as a model for individual properties.

The implementation of effective mobility and housing strategies is dependent on the alignment and coordination across multiple partners from landowners, financiers, planners, to developers, large employers and individual tenants. Many of the key partners involved in the IMHS share common values with an interest in providing better housing, mobility and overall quality of life for County of Mariposa residents. Local roots, long-term interest in the County's success, partnership and good working relationships between the County and large employers like NPS, Yosemite Conservancy, and others, make the implementation of the strategies more likely to succeed.

The following chapter summarizes the mobility and housing strategies implementation actions that have been prioritized through multiple conversations with the steering committee and potential implementation partners identified throughout the process.

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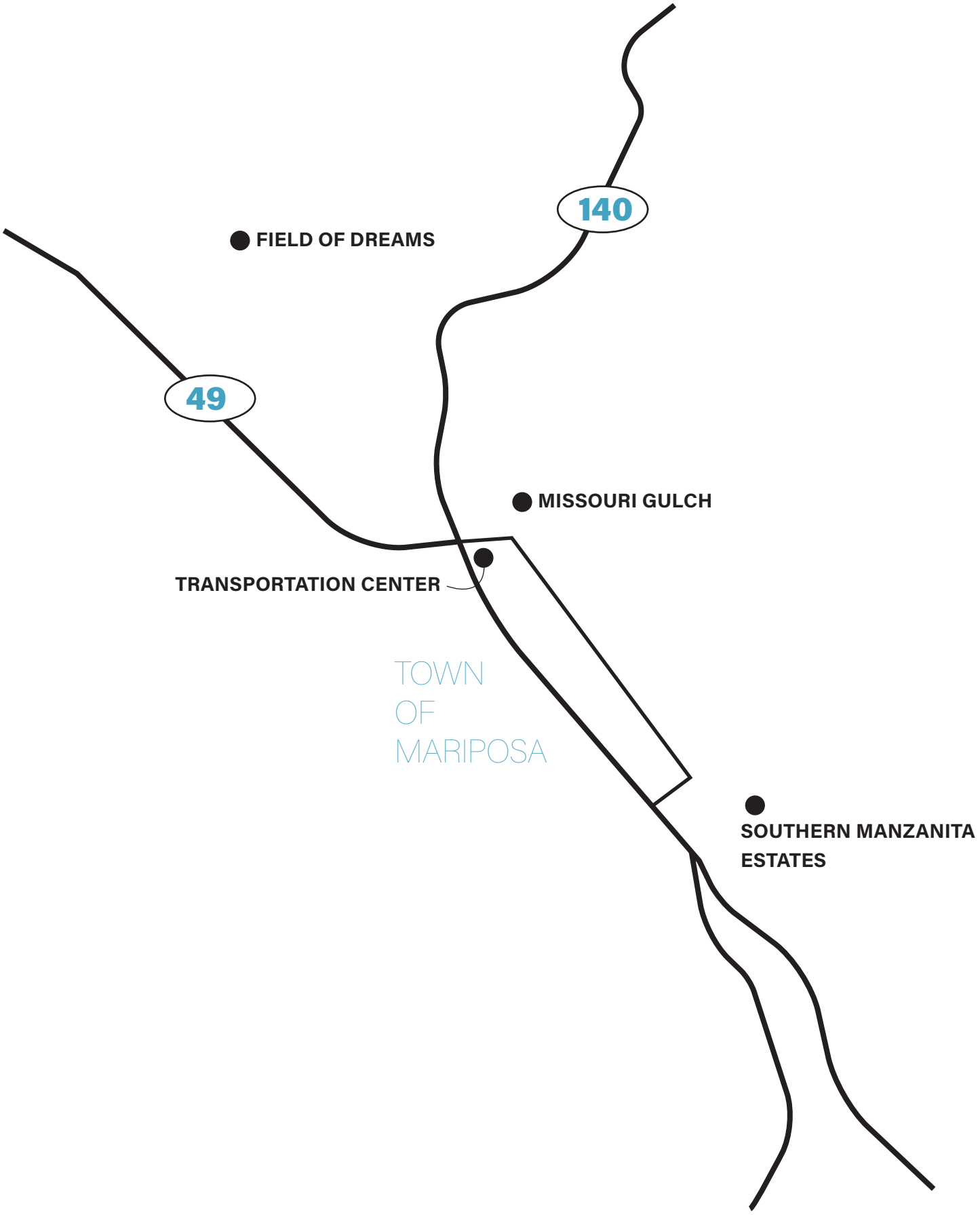

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ACTION: CONSTRUCT NEW HOUSING ON PRIORITY DEVELOPMENT SITES

The shortlist of priority sites and the range of housing types they can fulfill will support an increased supply of housing that is both desirable and affordable to many County residents, including Park Service employees.

IS SUPPORTED BY *THESE DEVELOPMENT INCENTIVES*

Streamlined Permitting & Design Guidelines: There are many ways the County might ease the burden of development risks and costs, and proactively encourage development and construction models that are sustainable, contextually relevant, and aimed at the right audience. Streamlining the permitting process for development proposals that fit these criteria (and align with the IMHS Summary Findings) would promote further projects.

Infrastructure Improvements: If the County can take the lead and form partnerships for various projects with developers around infrastructure, more projects would pencil-out and perhaps be initiated. This may include reconsidering the boundary of the MPUD.

Increased Height Allowances: Enabling the construction of 3-story housing types would increase density and bring more units within affordable price ranges. Currently the County has capped residential construction at two stories. Revisiting these guidelines as a part of development review has been shown to be successful with the Creekside development and should be continued.

Upzoning for Density and Decreasing Parking Requirements: Allow for higher unit counts and a lower number parking spaces, especially for development parcels within the Town of Mariposa. These locations are smart for infill development, instead of spreading outward into areas with increased risks and decreased services. In-town unit occupants may rely less on vehicles.

Reward Pre-Fabricated Construction Methods: By acknowledging a preference and offering incentives for factory-built housing types, the County can encourage use of these cost-saving models of development. New products and options are becoming better understood, are increasingly available, and embraced by the construction industry and should be considered.

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HOUSING STRATEGY IMPLEMENTATION INPUT/OUTPUT ANALYSIS

The below chart represents an schematic process in which the County can facilitate the advancement of housing strategies highlighted in previous chapters.

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ENABLES *THESE OUTCOMES*

Prioritized Community Housing Needs and Housing Types: Through the development schemes proposed by the IMHS, various prioritized housing models can be enabled. These may include:

- Affordable low-income housing
- Affordable middle-income housing
- Year-round workforce housing
- Seasonal workforce housing, including dormitories

Minimizing Fire Risk & Water Use: Constructing homes on the priority sites focuses development in areas that are already built up, with more investment and infrastructure and prioritized protection in the event of destructive wildfire. Additionally, homes can be hooked into existing water and sewer services, eliminating the need for additional well water use or septic field construction.

Deliver a Sense of Community: The proposed development sites situate new housing in proximity to existing services and community assets. They reinvigorate existing neighborhoods with new residents who can stay long term.

Preserve Rural Character: By concentrating new housing development within the Town of Mariposa, the surrounding foothills and forests can be preserved, leaving intact the important defining character of the region, and importantly, the experience of what it means to live and visit.

Reinforce Mariposa as a Destination: The increased presence of Park Service employees and their willingness to identify Mariposa as their home will lend to an increased sense of arrival and awareness of Mariposa as the destination community for visitors to Yosemite National Park.

Better Recruitment & Retention: For both the Park Service and the School District, housing is a consistent problem when it comes to attracting (and keeping) talented staff. By providing more housing options conveniently located within Mariposa, the NPS may be better positioned to offer housing choices to desirable candidates. It may also be able to retain staff as they advance in their careers and seek a quality of life outside Yosemite Valley.

ACTION: CONSTRUCT THE YOSEMITE VISITOR CONTACT STATION & TRANSPORTATION CENTER

This facility supports connecting people to the park through new ticketing, permitting, and information infrastructure improvements. New transportation programs will reduce local traffic and support local hotel occupancy by enhancing the user experience tied to staying in Mariposa while visiting Yosemite.

IS SUPPORTED BY THESE INITIATIVES

Relocating the Arch Rock Entrance Gate: Currently on busy days this entrance to the park can cause significant delays for visitors and employees. Further study should be initiated to understand possible alternative sites for the gate that would provide extra space for additional facilities.

Construction of an Employee / Shuttle Bypass Lane: Arch Rock will always remain an important gateway feature for those arriving to the park, but when the gate is moved to a location with increased width between the Merced River and the steep hillside, a new lane with a lengthened approach can be built. This additional space might also provide for an additional check-in booth, and a gatehouse with short-term parking, restrooms, and a designated reservation assistance station.

Acquiring the SE Corner Parcel at Highway 140/49 and Jones St: This acquisition is critical to the creation of the Transportation Center. While the current owners, the local VFW branch, are amenable and support the project, they have asked for assistance finding a new headquarters and ensuring their existing revenue stream (from property leases and events) can continue.

Working with Caltrans to Define Shuttle Pull-Offs: The transportation program for the site relies upon an assumption that large tour buses and the In-Town Shuttle will utilize shoulder pull-off zones along Highway 140/49. These locations will require coordination with Caltrans to ensure safety requirements are met and traffic patterns continue to function.

Building Workforce Housing Nearby: The transportation center and NPS offices will truly become a hive of activity operating at its highest and best use if employees are able to (and want to) live in proximity to the site and the mobility services it provides.

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MOBILITY STRATEGY IMPLEMENTATION INPUT/OUTPUT ANALYSIS

The below chart represents an schematic process in which the County can advance the overlapping and inter-related mobility strategies highlighted in previous chapters.

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ENABLES *THESE STRATEGIES*

Streamlined and Expanded Park Employee Vanpools: County residents working in the park both part time or full time seek commutes without delays. Primary concerns include long distance, uncertain road conditions, and entrance gate traffic. As described elsewhere, these delays are caused by a long queue and the time each vehicle takes at the gate to ask questions or seek help. The transportation center will provide a consolidated pick up site and van parking area for park employees, which will expand the existing service and grow the enrollment in the current program, adding to the ongoing practice of vans picking up employees from individual residences. This study anticipated that there may be instances where the consolidated site offers improved access and shorter door to door headways.

In-Town Hotel/Tour Shuttles: The site provides efficient pick up and drop off of visitors who may be staying locally. Research has found that some hotels are already providing this service to guests. The transportation center offers an opportunity for consolidated and shared shuttle services. The County or other entity such as the Yosemite/Mariposa County Tourism Bureau can assist to identify other lodging providers who can participate in a shared program.

Visitor Parking: Short term parking for visitors to the information center can be accommodated on site. Long term (full day) parking may be considered to support van pool or shuttle users, however site constraints will require priority for guests making a quick stop for directions, reservation assistance, park information, and regional attractions.

Electric Car Charging: Towns across the country are positioning to welcome electric car drivers. Mariposa, Groveland, Oakhurst, and other gateway towns are ideally located to host visitors while they charge the car. The amount of time required to charge is similar to shopping and having lunch. The transportation center and NPS information center is an ideal place to provide a bank of charging stations.

Flexible/Remote Workspaces for NPS Employees: The new facility will be able to accommodate space for NPS (and supporting organizations) employee offices and remote workstations. This will offer flexible work solutions for employees who are not required to be in the Park everyday. With the shuttles also on site, trips into and out of the park for various tasks will be easier.

M1: FIELD OF DREAMS

This County-owned parcel has high habitat value, including protected Blue Oak woodlands, and is adjacent to many County health and social service providers. In the past, the County has planned for the site to serve regional recreational needs, but funding applications for those planning efforts were not successful. Future plans for the site include the opportunity to meet critical affordable housing needs on a small portion of the site, while protecting key habitat areas and providing passive recreation access and connections through the area.

EXISTING LOCAL REGULATIONS

- Current deed restriction limits use to recreation until 2025.
- Development standard requirements related to steep slopes, building heights, and parking requirements may need a variance.
- Zoning change to more dense residential designation required.

SITE OPPORTUNITIES AND CONSTRAINTS

- Size: 52.59 acres
- Steep topography across the site, especially along the northern end
- Drainage patterns along the western edge are a challenge for low points of the site where development would be most ideal in terms of topography and proximity to services.
- Mature protected Blue Oak tree canopy across the site, primarily in the center
- Infill development site criteria met for some portions of the site, but not all.
- Proximity to residential, civic, and institutional land uses (including adjacency to HHS, Senior Center, and Hospital)
- Currently serves as a sanctioned emergency housing site for unhoused populations.

PARTNERSHIPS AND ROLES

Landowner (current/long-term):

- Mariposa County currently owns the site.
- Potential for the County to keep ownership of the land and enter a master ground lease for a non-profit developer to use as financial leverage for development

Developer:

- Non-profit developer
- Non-profit affordable housing developer/manager (e.g. SHE)
- OR private developer

Financing:

- Affordable housing infrastructure grants
- LITEC, if affordable units are envisioned as part of the development
- Infill development funding opportunities
- Typical construction loans for gap funding
- Potential contributions from nearby employers interested in reserving housing units for their employees
- REAP, IIG, and AHSC Grants

Building Manager:

- Non-profit affordable housing developer often also manages the property (at least the first ten years, some even longer or indefinitely)

Tenants:

- Qualified affordable housing renters
- Qualified workforce tenants (supported by individual employers)

County Role:

- As landowner, the County has most opportunity to support affordable housing and ensure long-term affordability
- Multiple County partners, including HHSA, can support purchase of adjacent property to expand development potential.

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▼ **COMMUNITY ASSET:** *The recreational potential of Site M1 will be maintained. Road improvements would be sensitive to existing woodlands and topography, and trails could be added to establish new connections.*

DEVELOPMENT GUIDE

● LEAD / ○ SUPPORT	COUNTY PLANNING	COUNTY ADMIN	COUNTY DPW	YOSEMITE CONSERVANCY	NATIONAL PARK SERVICE	DEVELOPMENT PARTNER / THIRD PARTY
LAND ACQUISITION & TENURE	○	○				●
CAPITAL INVESTMENT & FINANCE		○				●
PLANNING & PRELIMINARY DESIGN	●					○
DETAILED DESIGN & PERMITTING	●		○			●
INFRASTRUCTURE IMPLEMENTATION	○		●			○
CONSTRUCTION			○			●
LEASING SALES / OCCUPANCY						●
PROPERTY MANAGEMENT & MAINTENANCE						●

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M6: MISSOURI GULCH

Throughout the development of the project, this site has risen to the top because of its prime location within the Town of Mariposa, the development potential with excellent access to infrastructure and services, including transportation, and the key partners involved including the Yosemite Conservancy and NPS staff.

EXISTING LOCAL REGULATIONS

- Commercial land use designation along Jones Street may require a conditional use permit approval if it's planned for completely residential use. Otherwise office/daycare use would work along that location.
- Development standard requirements related to steep slopes, building heights, and parking requirements may need a variance.
- Zoning change to more dense residential designation required.

SITE OPPORTUNITIES AND CONSTRAINTS

- Size: 9.64 acres
- Steep topography across the site, especially along the northern end
- Drainage patterns along the western edge
- Mature tree canopy along the eastern edge
- Infill development site adjacent to existing infrastructure
- Proximity to both commercial and residential land uses

PARTNERSHIPS AND ROLES

Landowner:

- Yosemite Conservancy currently owns the site.
- Potential for the YC to keep ownership of the land and enter a master ground lease for a non-profit developer to use as financial leverage for development.

Developer:

- Non-profit developer
- Non-profit Housing Land Trust developer
- OR private developer

Financing:

- LITEC, if affordable units are envisioned on the site
- Typical construction loans for gap funding
- Potential contributions from nearby employers interested in reserving units for their employees
- If it's an ownership model, individuals could be interested in pre-purchasing
- REAP and AHSC Grants

Building Manager:

- Non-profit developer often also manages the property (at least the first ten years, some even longer or indefinitely
- If ownership model, then HOA could hire a manager

Tenants:

- Any qualified home buyer, unless the ground lease, or some other agreement, requires some portion be rented to NPS or other employees

County Role:

- Support DA agreement development to identify areas for development standards amendments to ensure high quality middle-income housing production.

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▼ **LEVEL GROUND:** *One of the most advantageous characteristics of Site M6 is the large level undeveloped area, set against a backdrop of forested hillside.*

DEVELOPMENT GUIDE

● LEAD / ○ SUPPORT	COUNTY PLANNING	COUNTY ADMIN	COUNTY DPW	YOSEMITE CONSERVANCY	NATIONAL PARK SERVICE	DEVELOPMENT PARTNER / THIRD PARTY
LAND ACQUISITION & TENURE	○			●		●
CAPITAL INVESTMENT & FINANCE		○		●	○	●
PLANNING & PRELIMINARY DESIGN	○			●		●
DETAILED DESIGN & PERMITTING	○		○	●		●
INFRASTRUCTURE IMPLEMENTATION	○		●	○		○
CONSTRUCTION			○	●		●
LEASING SALES / OCCUPANCY					●	
PROPERTY MANAGEMENT & MAINTENANCE						●

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M8: YOSEMITE VISITOR CONTACT STATION AND TRANSPORTATION CENTER

The site is located at a prime location along the main street of the Town of Mariposa and composed of two adjacent parcels. Currently, the VFW parcel is home to several organizations offering small-scale visitor information services. In addition to hosting local VFW community meetings and annual events, it is available for event rentals. The YC-owned parcel is vacant. Through the IMHS project, the site has been identified as an excellent opportunity to provide a staging area for various mobility strategies due to its central location in town.

EXISTING LOCAL REGULATIONS

- Commercial and mixed use land use designation allows for a wide range of uses, including, office, retail/commercial, and housing, if desired.
- Development standard requirements related to building heights, and parking requirements may need a variance.
- Zoning change to more dense residential designation required.

SITE OPPORTUNITIES AND CONSTRAINTS

- Size: 1.54 acres
- Culvert and Drainage patterns along the eastern edge
- Topography differences on each parcel frontage may offer opportunities to increase FAR on site will still complying with height restrictions associated with local fire code.
- Infill development site adjacent to existing infrastructure
- Frontage on a State Highway 140 requires coordination with CalTrans for any new driveways, sidewalk improvements. Caltrans is also a potential funding and implementation partner for those improvements.

PARTNERSHIPS AND ROLES

Landowner(s):

- Yosemite Conservancy currently owns the site, VFW owns the adjacent parcel and is amenable to partnership and/or potential sale.

Developer:

- N/A
- YC would lead a typical RFP process to identify design and construction team.

Financing:

- Potential state transportation grants to support micro-mobility hubs (include bike share, electric charging, park shuttles for employees and others)
- Yosemite Conservancy and other philanthropic donations to support the housing/mobility needs of Yosemite National Park employees
- Typical construction loans for gap funding
- Future office rents would service the construction loans
- Caltrans Sustainable Communities Grant
- FTA Grants for Buses and Bus Facilities
- Federal Lands Access Program (FLAP)
- CERF

Building Manager:

As owner, YC would also manage the building – including the management of the office spaces for NPS employees, and retail spaces that provide information for Park visitors.

Tenants:

- NPS
- Other interested retailers

County Role:

- Support grant writing efforts for state transportation grants to support micro-mobility

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▼ **READY FOR CHANGE:** *The Transportation Center site concept is only feasible due to the supportive owners of the adjacent parcel, the local VFW Post. New community space will enable the VFW to maintain their event calendar.*

DEVELOPMENT GUIDE

● *LEAD* ○ *SUPPORT*	COUNTY PLANNING	COUNTY ADMIN	COUNTY DPW	YOSEMITE CONSERVANCY	NATIONAL PARK SERVICE	DEVELOPMENT PARTNER / THIRD PARTY
LAND ACQUISITION & TENURE		●		●		
CAPITAL INVESTMENT & FINANCE		○		●	●	○
PLANNING & PRELIMINARY DESIGN	○			●		
DETAILED DESIGN & PERMITTING	○		○		●	
INFRASTRUCTURE IMPLEMENTATION	○		●		○	
CONSTRUCTION			○	○	●	
LEASING SALES / OCCUPANCY					●	
PROPERTY MANAGEMENT & MAINTENANCE				●	○	

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M17: SOUTHERN MANZANITA ESTATES

This site is privately owned in a previously undeveloped open space area adjacent to residential uses, and was recently incorporated into the Town Planning Area (TPA). Although there are topographic constraints and sensitive ecological and cultural resources on the site, initial site planning includes potential locations for infill housing adjacent to the existing residential neighborhood.

EXISTING LOCAL REGULATIONS

- Development standard requirements related to steep slopes, building heights, and parking requirements may need a variance.
- Zoning change to more dense residential designation required.

SITE OPPORTUNITIES AND CONSTRAINTS

- Size: Approx. 60 acres
- Steep topography across the site, including "porkchop hill" at the center of the site
- Drainage patterns and wetland areas around the northeastern edge are a challenge for development and should be avoided.
- Infill development site criteria met for some portions of the site, but not all.
- Opportunity to tie directly into Town infrastructure and utilities
- Sensitive cultural resources (old mine site)
- Potential to preserve large portion of open space and connect to the Stockton Preserve Trail system

PARTNERSHIPS AND ROLES

Landowner (current/long-term):

- DDL, private owner

Developer:

- Non-profit developer
- Non-profit affordable housing developer/manager
- Non-profit Housing Land Trust developer
- Private developer
- OR some combination

Financing:

- Affordable housing infrastructure grants could be leveraged as part of an initial phase of construction for affordable housing units.
- LITEC, if affordable units are envisioned on the site
- Infill development funding opportunities
- Typical construction loans for gap funding
- Potential contributions from nearby employers interested in reserving housing units for their employees
- If it's an ownership model, individuals could be interested in pre-purchasing
- IIG and AHSC Grants

Building Manager:

- Non-profit affordable housing developer often also manages the property (at least the first ten years, some even longer or indefinitely)
- If ownership model, then HOA could hire a manager

Tenants:

- Qualified affordable housing renters
- Qualified workforce tenants (supported by individual employers, if they participate in financing)
- Market-rate buyers

County Role:

- Support DA agreement development to identify areas for development standards amendments to ensure high quality affordable and middle-income housing production.
- Connect potential private and non-profit development partners

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▼ **RIDGELINE RECREATION:** *By clustering development close to existing the town fabric on Site M17, a large swath of grassland, woodlands are conserved, and views and trails within and connecting out from the site are enhanced.*

DEVELOPMENT GUIDE

● LEAD / ○ SUPPORT	COUNTY PLANNING	COUNTY ADMIN	COUNTY DPW	YOSEMITE CONSERVANCY	NATIONAL PARK SERVICE	DEVELOPMENT PARTNER / THIRD PARTY
LAND ACQUISITION & TENURE						●
CAPITAL INVESTMENT & FINANCE		○				●
PLANNING & PRELIMINARY DESIGN	○		○			●
DETAILED DESIGN & PERMITTING						●
INFRASTRUCTURE IMPLEMENTATION			●			○
CONSTRUCTION						●
LEASING SALES / OCCUPANCY						●
PROPERTY MANAGEMENT & MAINTENANCE						●

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MAKING IT HAPPEN: HOUSING CASE STUDIES

NEW HOUSING DEVELOPMENT MODELS

Non-profit and affordable housing development models provide highly needed low-income rental housing units in communities across the country and are an important part of the integrated mobility and housing strategies in Mariposa County. In addition to those models, there is a growing community of housing land trusts across the country that provide low to middle-income housing options with both rental and ownership financing models. These "missing middle" housing options are a challenge, especially in gateway communities adjacent to national parks, and there are various examples of the housing land trust models emerging there that can serve as a model for Mariposans.

COMMUNITY HOUSING LAND TRUST MODEL OVERVIEW

The housing land trust model relies on retention of the ownership of the land by the Trust directly, or through a master land lease agreement with the owner and the Trust. Tenants purchase their homes and/or enter into a rental agreement from the Trust, which qualifies future owners and renters directly, and is also responsible for property management (although several Trust communities also have self-governed HOAs to support property management). Through this process, the cost of the homes is moderated because of the control over the land value, and the existing properties are able to be leveraged, in combination with support from several local employer partnerships and philanthropic funds, to continue developing much-needed middle-income affordable housing in the area.

A range of organization case studies collected here support the development of housing, from non-profit housing manager-developers and housing co-ops, to non-profit lenders and community conveners.

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1. **Housing Trust Manager-Developer Model: Jackson Hole Community Housing Trust**

2. **Limited Equity Housing Co-op Model: Dos Pinos Housing Cooperative in Davis, CA**

3. **Non-profit Lender and Technical Advisors: San Luis Obispo County Housing Trust Fund**

4. **Community Conveners: Mountain Housing Council in Truckee, CA**

1 HOUSING TRUST MANAGER-DEVELOPER MODEL: JACKSON HOLE COMMUNITY HOUSING TRUST

A robust housing trust example comes from Jackson Hole, WY, where the Jackson Hole Community Housing Trust (CHT) has successfully developed, built, and currently manages 183 stable homes in nine neighborhoods, serving more than 656 people. CHT is a not-for-profit developer that leverages private philanthropy and public subsidies to build affordable homes for people who make less than 120% of the area median income. Through their model, they operate with non-profit overhead and do not collect a developer fee for any projects. Any project savings are reinvested directly back into the project on material upgrades to ensure long-term durability of the homes.

The housing trust model is made possible through a deed restriction on homes in the form of a ground lease, where CHT retains ownership of the land or, a special restriction recorded against the property in cases where CHT cannot retain ownership of the land. CHT qualifies applicants who are selected to purchase or rent a CHT affordable home. In the owner model, CHT sets up the HOA for the affordable ownership developments upon completion. In the rental model, CHT manages the rental developments – both the leases and the physical property.

"Retaining staff is a huge challenge - 90% of my patrol officers commute to work every day, with only 10% living in Teton County. I am convinced the sustainability of this department depends on access to affordable housing in the valley."

Matt Carr, Jackson Hole Sheriff

Recently the CHT has also been involved in managing and disbursing housing assistance funds for local employers who have raised funds to help their employees with a one-time or limited urgent financial need related to housing (e.g. first and last month's rent, hotel accommodation when bad weather prevents commuting).

An important part of the housing trust model involves the management of the affordable housing application process. In addition to qualifying the applicants, CHT also manages the resale of deed restricted ownership homes – including setting the prices, conducting inspections, selecting buyers, and drafting all legal documentation for the sale.

www.housingtrustjh.org

HIGHLIGHTS:

- Many roles under one organization including developer, housing manager, applicant manager and qualifier
- 20 plus years of experience
- Serves more than 656 people across multiple properties both for rent and owned

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Primary Community Housing Trust eligibility criteria (for ownership and rental applicants/co-applicants)

1.) Age: Applicant must be at least 18 years of age.

2.) JHCHT Income Limit: Household income must be less than 120% of median income for Teton County, WY.

Household Size	Median Income	120% Median Income	JHCHT Income Limit
1	$86,100	$103,320	$103,320
2	$98,480	$118,320	$147,600
3	$110,700	$132,840	$147,600
4	$123,000	$147,600	$147,600

4.) Net assets: Household may not have assets totaling more than $295,200.

5.) Employment:

- Applicant must be employed at a Local Business for 30 hours per week year-round in Teton County, WY
- The Local Business must be physically located within Teton County, WY and must provide verification of business status physically located in Teton County, WY
- Employees must be required to work in Teton County, WY to perform their job

5.) Appropriate size: Household must be appropriate to the available home size.

Unit Size	Household Size - Ownership	Household Size - Rental	Maximum Household Size
1 BR	1 person minimum	1 person minimum	2 people
2 BR	1 person minimum	2 people minimum	4 people
3 BR	2 people minimum	3 people	6 people

Secondary eligibility criteria: If you meet the primary eligibility criteria, your application vwill be evaluated based on how long you have lived in the Jackson Hole region, how long your application has been in our database, your employment, and your community involvement.

Note: You may update any portion of your application at any time. We suggest you update employment, volunteer service, and household size annually

2 LIMITED EQUITY HOUSING CO-OP MODEL: DOS PINOS HOUSING COOPERATIVE

The Dos Pinos Housing Cooperative is an early example of an affordable housing cooperative model. The developer, Sweetwater Development, built the homes as a community benefit to satisfy an affordable housing requirement associated with other market rate housing and retail building projects in the City of Davis, CA. Dos Pinos was built without public subsidy. The developer sold shares to prospective members through a sales agent and hired a lawyer to write its bylaws and property management company to maintain the property. The shareholders are residents of the limited equity housing cooperative which is a nonprofit public benefit corporation managed by a Board of Directors.

Almost forty years later, the success of the housing cooperative is notable based on the indefinite moratorium on accepting new applications due to long waiting lists. All sixty units are occupied by residents of all age ranges. There are monthly assessments to cover taxes and maintenance costs, and maximum share values are set based on the unit size.

The Dos Pinos example is a potential approach to affordable housing development that maintains long-term housing affordability in a community.

www.dospinosdavis.org

HIGHLIGHTS:

- Limited Equity Nonprofit Housing Cooperative
- Resident shareholder model since 1986
- Extensive applicant wait-list for the 60-unit property

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Financial Information

A non-subsidized, affordable housing alternative in Davis, California

- All ages and walks of life are represented-singles, single parents, couples, and families with children.
- Dos Pinos has 60 units: one-, two-, and three-bedroom units with private individual courtyards and washer/dryer hookups.
- Members may also use the pool, spa, community room, and communal laundry room.
- Pets are allowed at Dos Pinos within our policy guidelines.

Unit Size	Number of Units	Approx. Square Footage	Monthly Assessment as of Jan. 2022	Max. Basic Share Value as of Dec. 2021*
1BR	6	652	$795	$25,049
2BR	28	928	$1083	$33,075
3BR	26	1238	$1340	$42,144

- Dos Pinos members who itemize their income tax deductions are able to deduct their portion of the corporation's mortgage interest and real estate taxes. For 2021, proportional mortgage interest and real estate taxes were $1332 (1BR); $1896 (2BR); and $2268 (3BR).
- Each member's share value appreciates per criteria outlined in our Bylaws. The annual rate of appreciation is the prime interest rate (as of Jan 1st of each year) as reported by the Wall Street Journal up to a maximum of 10%. Historically, annual rates have ranged from 3.25% to 10.0%.
- Shareholders may apply for Board approval for permanent improvements to their units with the cost of improvements, less depreciation, added to the share value of the unit within the terms of our Permanent Improvement Policy.
- There are minor transfer costs when memberships are purchased or sold, but no closing costs as would be paid when buying a house or condominium.
- **Approximate financial qualification for membership** is a monthly household gross income that is equal to or greater than 2.5 times the monthly assessment noted above.

** The maximum transfer value may be more. The share value and features associated with an individual unit may differ depending on Board-approved permanent improvements made by members, which add value to the share. Most shares have at least one permanent improvement.*

3 NON-PROFIT LENDER AND TECHNICAL ADVISORS: SAN LUIS OBISPO COUNTY HOUSING TRUST FUND

The San Luis Obispo County Housing Trust Fund (HTF) is a private nonprofit created to increase the supply of affordable housing across the County. Incorporated in 2003 by a broad-based group of volunteers, the HTF provides financing and technical assistance to help private developers, nonprofit corporations and government agencies produce and preserve homes that working families, seniors on fixed incomes, and persons with disabilities can afford to rent or buy. Loans from the HTF may be used for a variety of purposes, including project planning and predevelopment expenses, site acquisition, site development, construction, rehabilitation, and to bridge other financing gaps. Both ownership and rental housing, including housing that provides transitional or seasonal shelter, are eligible for financing. At least one unit in the project must provide long-term affordable housing for very low, low, and/or moderate-income households. Since 2005, the HTF has loaned $30 million to assist over 1,300 units of affordable housing. The vast majority of these units are for low-income households.

Reference materials are available online including example loan applications, presentations with technical assistance overviews, and program guidelines. See the appendix for more information.

www.slochtf.org

HIGHLIGHTS:

- Nonprofit lender provides gap funding to support affordable housing development
- Provides finance and technical assistance to private developers, nonprofits, government agencies
- Has loaned $30 million to assist over 1,300 affordable homes

As of 2022, efforts to assemble a similar source of funding for affordable housing development in Mariposa County known as the "Mariposa County Community Housing Trust Fund" are under way. Funded by the Transient Occupancy Tax (TOT) in Mariposa County, the money would also be eligible for affordable housing developers to increase the supply of housing in the County.

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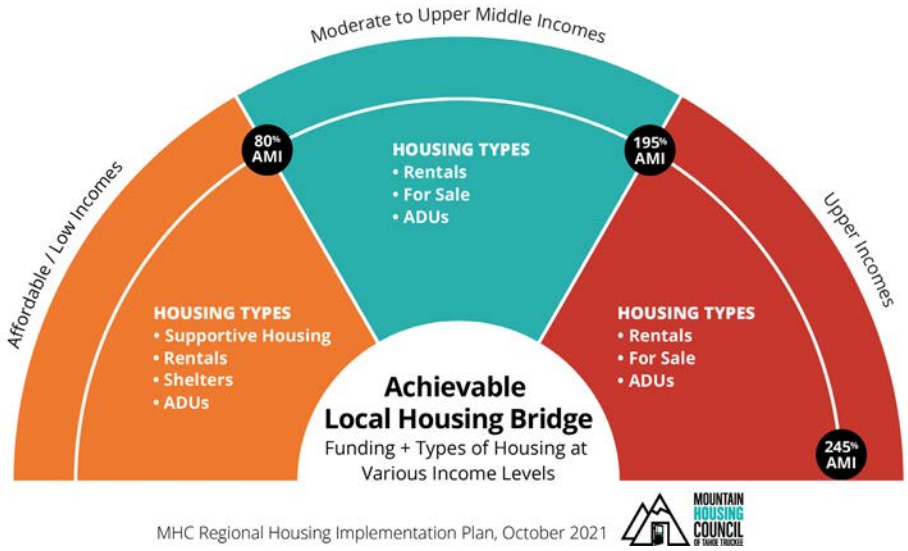
4 COMMUNITY CONVENERS: MOUNTAIN HOUSING COUNCIL



Although the Mountain Housing Council does not build or manage housing, it plays an important convening role in the Tahoe Truckee region to align housing efforts. The Mountain Housing Council of Tahoe Truckee (MHC) is a project of the Tahoe Truckee Community Foundation and brings together 29 diverse partners to accelerate solutions to achievable local housing. The MHC's goal is to build on the needs identified in the Truckee North Tahoe Regional Workforce Housing Needs Assessment and tackle the unique and pressing challenges of housing in the North Tahoe-Truckee region, including availability, variety, and affordability. Through the Housing Needs Assessment, the MHC has expanded their housing goals beyond the traditional "affordable" definition to include "achievable" local housing options for those lost in the gap between low-income and market-rate housing. In addition to the Housing Needs Assessment, MHC provides resources and connections across various stakeholder groups. A collaborative agreement between the partners identifies the role of the MHC staff, supported by the Tahoe Truckee Community Foundation, and the role of the four key stakeholder groups, including: Council Community Partners made of other non-profits, associations or networks aligned with the mission; Council Funding Partners made of local agencies, special districts and corporations who have committed funding; Collaborative Partners and Deal Makers Network made of private investors, developers, landholders and property managers who come together to advise and advance housing solutions; and the public who help inform promote and amplify the work.

www.mountainhousingcouncil.org

HIGHLIGHTS:

- Leads Regional Workforce Housing Needs Assessment Updates
- Defines "achievable local housing" as a goal
- Collaborative agreement between nonprofits, government agencies, developers, and the public

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CALFIRE DEVELOPMENT REQUIREMENTS

AN EVOLVING REGULATORY ENVIRONMENT

Development standards for new construction in the Mariposa County State Responsibility Area (SRA), which is where all of the priority IMHS sites are located, are governed by the ***California Board of Forestry and Fire Protection SRA Fire Safe Regulations.*** These standards layout the guidelines regarding Emergency Access and Egress, with details and reference information for road widths, roadway surfaces, roadway turning radii, and other topics.

These standards were updated through regulatory action on January 1, 2020, to include new requirements in the face of a changing wildfire regime:
This action amends and reorganizes regulations which set standards for future design and construction of structures, subdivisions, and developments in State Responsibility Areas to ensure basic emergency access and perimeter wildfire protection, signage, building numbering, private water supply reserves, and vegetation modification. The purposes of the amendments and reorganization include addressing inconsistencies and conflicts within and between codes and regulations, addressing the needs of fire apparatus and civilian vehicles during wildfire emergencies, and clarifying the applicability, enforcement, and implementation of the regulations for the regulated public.

Further standards have come online through the course of this project including a requirement for any subdivision over 30 units to have two egress routes improved to the same standard in 2020.

- https://bof.fire.ca.gov/media/9267/6-sra-fire-safe-regulations-2020-approved-ada.pdf

SUBDIVISION SCALE BEST PRACTICES

Also of note is the County's ***2020 Community Wildfire Protection Plan***, which includes a discussion of fire-adapted landscapes at multiple scales, includes a subdivision scale which is relevant and appropriate to the IMHS development proposals.

Fire-adaptation at the subdivision scale focuses on neighborhoods and associated infrastructure, including transportation routes, parks, waterways, and other features. At this scale, communities can improve resident and first responder safety and take strategies to reduce property loss or damage.

Interventions at the subdivision scale can include:

- requiring buffering or screening measures that reduce installation or plantings of hazardous fuels
- ensuring specific criteria are met for developing and maintaining water supply, emergency routes, roads, and bridges to ensure safe public evacuation and first responder access
- creating development setbacks from features such as forested areas, steep slopes, or other elements that may exhibit extreme fire behavior
- implementing vegetation management plans in neighborhoods to reduce hazards and limit

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allowable tree and plant species

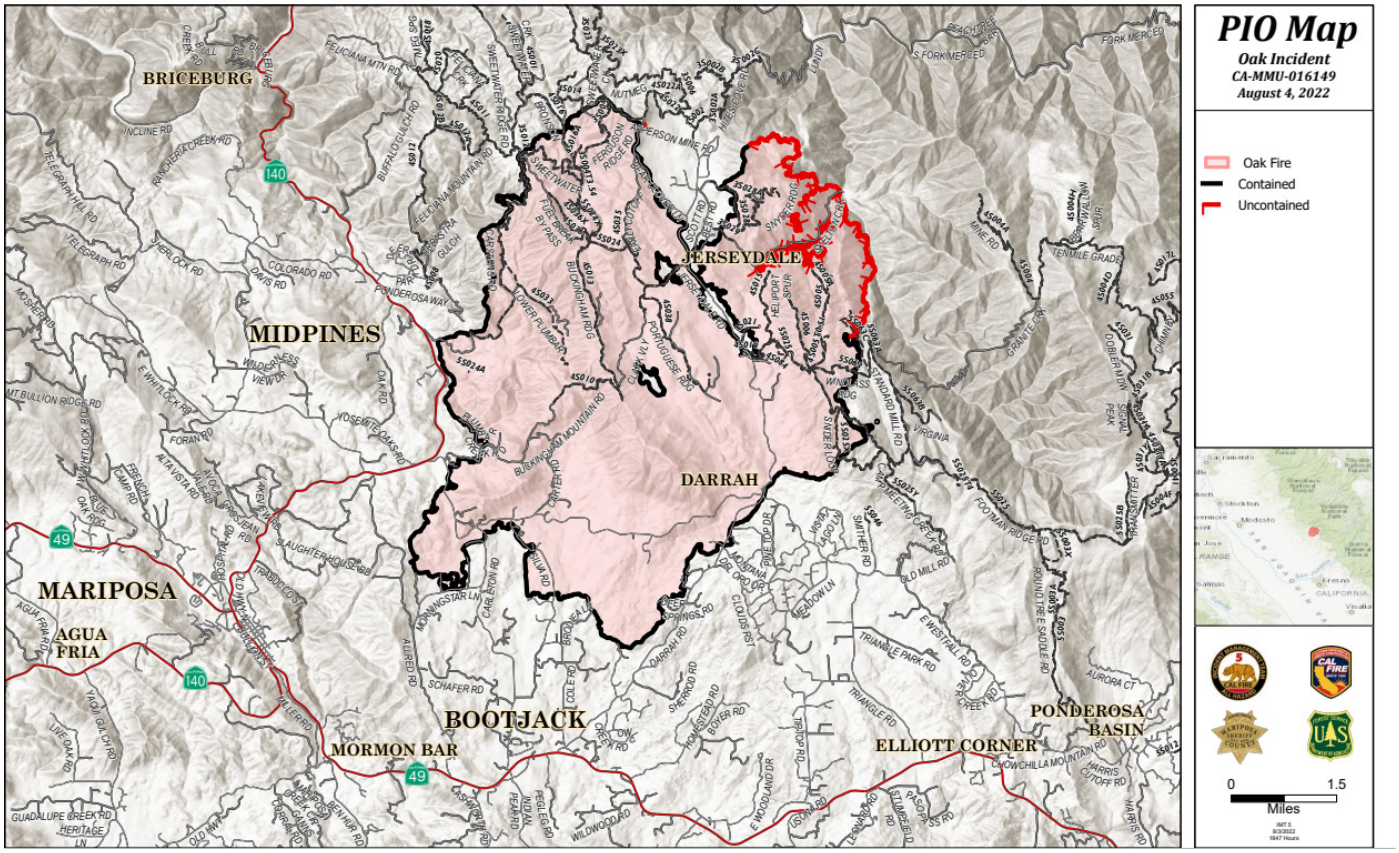
Activities at this scale are typically implemented through a combination of mandatory and voluntary efforts, including: adopting access, water supply, landscaping, and other safety regulations in the subdivision, zoning, WUI, and/or fire codes, development of plans and policies that support neighborhood risk reduction (e.g., creation of neighborhood CWPPs), and participation in community recognition programs and community evacuation planning efforts.

- https://www.mariposacounty.org/DocumentCenter/View/87096/-Mariposa-County-CWPP-2020--PUBLIC-REVIEW-DRAFT

OAK FIRE

The Oak Fire started on July 22, 2022, and burned until August 5th. It consumed more than 125 homes across almost 20,000 acres (shaded area in map below). This part of Mariposa County is dominated by tall grasses, chaparral, and woodlands. Fire personnel reported excessive ground fuels in large size (downed timber) due to 2015-2016 tree mortality (beetle kill) and subsequent blow-down events.

The loss of these homes places a significant burden on a community already straining to find adequate housing opportunities for all residents. While no sites considered by the IMHS were affected by the fires, the threat is real and must be considered by any development scheme.



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PUBLIC EMPLOYEE HOUSING POLICY

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

RELEVANT LEGISLATION

When faced with a perceived impossible administrative challenge in the Park Service, there is a tongue in cheek saying that "it will take an act of Congress to get this fixed/changed". As it turns out in the world of federal housing development that is often true.

This section is a brief foray into the world of federal quarters law that was sparked by the IMHS's investigations into successful and failed NPS housing projects, and further informed by an August 10, 2021 meeting with Yosemite and Washington Area Service Office (WASO) leadership and housing staff. It is no way comprehensive but does lay out some of the key laws and regulation that govern federal housing uses and expenditures. If one is interested in developing housing with the National Park Service, a strong legal understanding of the following acts of congress will assist the financing and business relationships necessary to put a project on the ground. This is also for those interested in community development and federal housing policy.

5 US Code 5911 Quarters and Facilities: this code governs rental rates and uses for Government housing.

US Code 2014 Title 54 Code 101332-101338: This is a critical section of law as it sets standards for Park Service housing lease agreements and public private partnerships (PPP). Note: much weight was given to the hope that PPP's would be a solution to the Park Service community housing shortage and many anxiously awaited a proposed PPP in ***Acadia National Park***. This would have been the first time the Title 54 PPP authority was exercised. During the IMHS study the Acadia PPP was found unfeasible and the IMHS team met with Acadia Superintendent Kevin Schnieder and Management Assistant John Kelly, to learn more.

In the Acadia PPP case study, the project proponent needed to insure high year-round occupancy (rental income) to be able to finance the up-front capital improvement cost. This could not be done solely through park employees which have a large seasonal swing in work force numbers. The project proponent proposed housing non-federal staff from the local hospitality industry in the new housing units on park land, which would not be allowable under current law.

Senator Angus King of Maine continues to advocate for housing in Acadia and National Park gateway communities.

OMB Circular A45 and A45r(2019): Importantly lays out framework regulation for the rental and construction of Government housing. It also includes policy 5.a related to the reliance on private housing markets. This reliance is a core challenge noted in the IMHS as housing affordability and availability in gateway communities becomes scarce.

Policy 5.a

"Reliance on private housing market. It is the policy of the Federal Government to rely on the private housing market to provide housing for its civilian employees. If there is no requirement of service or protection or if there is adequate available private housing in the market, agencies must not acquire additional rental housing. Therefore, the Federal government, as the owner and manager of its housing, reserves the right to eliminate its housing, relocate employees, or terminate an employee lease at any time, with at least a 30day advance written notice. Assignment to government housing is not a right or a benefit of government employment; assignment to housing is never guaranteed. At all times, the Government reserves the right to manage its housing in whatever way it deems necessary to meet mission requirements and to rely on the private market to meet employee housing needs to the maximum extent possible."

Public Law 104-333 The Omnibus Parks and Public Lands Management Act of 1996: The establishment of the Presidio Trust of the Presidio of San Francisco was enacted by PLAW 104-333. This is a key moment in federal housing history enacting "innovative public/private partnership that minimizes the cost to the United States Treasury and makes efficient use of private sector resources."

Additionally, buried within the primary objectives of the law is an attempt to re-examine housing for employees and ways to encourage innovative development through public/private partnerships:

SEC. 814. NATIONAL PARK SERVICE ADMINISTRATIVE REFORM.
(a) NATIONAL PARK SERVICE HOUSING IMPROVEMENT.—
(1) PURPOSES.—The purposes of this section are—
(A) to develop where necessary an adequate supply of quality housing units for field employees of the National Park Service within a reasonable time frame;
(B) to expand the alternatives available for construction and repair of essential Government housing;
(C) to rely on the private sector to finance or supply housing in carrying out this section, to the maximum

Public Law 104–333
104th Congress

An Act

To provide for the administration of certain Presidio properties at minimal cost to the Federal taxpayer, and for other purposes.

Nov. 12, 1996
[H.R. 4236]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE AND TABLE OF CONTENTS.

Omnibus Parks and Public Lands Management Act of 1996.
16 USC 1 note.

This Act may be cited as the "Omnibus Parks and Public Lands Management Act of 1996".

Sec. 1. Short title and table of contents.

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

extent possible, in order to reduce the need for Federal appropriations;
(D) to ensure that adequate funds are available to provide for long-term maintenance needs of field employee housing; and
(E) to eliminate unnecessary Government housing and locate such housing as is required in a manner such that primary resource values are not impaired.

IQMIS (Internet Quarters Management Information System): Although not directly a federal housing law, IQMIS should be considered by those interested in federal housing development as it will dictate the rental rates of government owned or leased housing. During the IMHS, project staff interviewed Rusty Mizell, Chief of Facilities at ***Grand Teton National Park*** to learn about their strategies to providing additional housing for park staff. Through the interview we learned that NPS can lease private buildings for employee housing, but the landlord must be agreeable to federal rental rates that are set by the IQMIS system.

As noted in the implementation strategies of the IMHS, NPS master leasing of private housing units may be a solution to gateway housing scarcity, but those lease rates would be subject to IQMIS. Savvy developers interested building new housing and in engaging in a master lease agreement with the Park Service would benefit from an understanding of the IQMIS system and pulling IQMIS calculations into their architectural design and financial proformas.

The LODGE Act (Lodging Options Developed for Government Employees) H.R. 7615: Introduced to the US House of Representatives on 4/28/2022 by Rep. Moore of Utah, this bill lays the groundwork for the next stage in NPS housing. Particularly interesting is that this bill allows for the inclusion of public renters on public lands in NPS housing units.

As of 12/30/2022 the LODGE Act has been placed on the union calendar. The IMHS project team, Mariposa County, Yosemite National Park, and partners are monitoring the progress of this bill as it will affect occupancy mix in Park service housing. See bill summary below.

Lodging Options Developed for Government Employees Act or the LODGE Act
This bill expands the current authority of the Department of the Interior to enter into agreements with housing entities to provide rental housing for employees. The bill allows Interior to enter agreements with other federal agencies, state or local governments, tribal governments, or other public or private organizations to develop, construct, rehabilitate, or manage housing for rent to field employees and members of the public

- *on public lands, including National Park System units;*
- *off public lands in the vicinity of system units; or*
- *on a combination of such lands.*

Interior may allow field employees and members of the public to occupy and lease project quarters. Field employees and members of the public shall be prohibited from subleasing housing established pursuant to this bill. To the maximum extent practicable, priority for occupancy in project quarters shall be given to field employees. Interior may allow partners in agreements to collect rents directly from housing occupants. The bill modifies the lease-to-build program to allow Interior to lease federal land and interests in land to qualified persons for the construction of field employee quarters for any period not to exceed 60 years (under current law not to exceed 50 years).

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Union Calendar No. 499

117TH CONGRESS
2D SESSION

H. R. 7615

[Report No. 117–682]

To authorize the Secretary of the Interior to enter into partnerships to develop housing, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

APRIL 28, 2022

Mr. MOORE of Utah (for himself and Mr. PANETTA) introduced the following bill; which was referred to the Committee on Natural Resources

DECEMBER 30, 2022

Additional sponsors: Mr. O'HALLERAN, Mr. NEWHOUSE, and Ms. PORTER

DECEMBER 30, 2022

Reported with an amendment, committed to the Committee of the Whole House on the State of the Union, and ordered to be printed

[Strike out all after the enacting clause and insert the part printed in italic]

[For text of introduced bill, see copy of bill as introduced on April 28, 2022]

2

A BILL

To authorize the Secretary of the Interior to enter into partnerships to develop housing, and for other purposes.

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

OVERVIEW OF FUNDING OPPORTUNITIES

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

OVERVIEW OF FUNDING OPPORTUNITIES

Though many of the IMHS' recommendations require little or even no additional financial resources to implement, the most significant priorities, including the construction of new housing and mobility facilities, will require significant outlays. The broad range of partners identified for each of the example sites above also offer a variety of funding sources in order to build and maintain the new housing and mobility improvements identified. While the County of Mariposa alone cannot build and maintain new housing options, they are able to support the efforts by connecting partners, removing zoning and development standard barriers, and by applying to various grant programs available for planning, construction, and implementation of various housing and mobility improvements that could support housing growth.

While the National Park Service relies on relatively strict federal funding allocations and regulations associated with the uses of federal funds, their non-profit partner, the Yosemite Conservancy, has more flexibility to support the Park Service in addressing its housing and mobility challenges in and outside of NPS lands. Through partnerships with the County, non-profit developers, philanthropists, and others, the Conservancy can provide support to ensure NPS housing needs are met.

Finally, non-profit developers, especially the relatively new and emerging Housing Land Trust model provides a new creative opportunity for the County to provide "missing middle" housing options for its residents.

This section identifies several priority state and federal funding opportunities that project partners can collaborate to pursue to implement key IMHS recommendations. Its important to note that this list is neither exhaustive, nor timeless—new state, federal, and even local funding sources will become available over time, so the IMHS partnership will need to be flexible and aggressive in identifying external funding that can support rapid and comprehensive implementation of the strategy's recommendations.

STATE GRANTS

Affordable Housing and Sustainable Communities (AHSC) Grant

The AHSC, which is administered by the Strategic Growth Council and implemented by the California Department of Housing and Community Development, provides affordable housing loans and capital grants for the creation of affordable housing that is coordinated with transportation improvements. The grant program evaluates proposals by the extent to which they reduce greenhouse gas emissions and vehicle miles traveled, and increase accessibility of housing, employment centers, and key destinations through low-carbon transportation options such as walking, biking, and transit. For FY 19-20 and 20-21, Round 6 of the AHSC program awarded 37 grants totaling over $808M in state dollars. This includes five awards to Rural Innovation Project Areas totaling more than $78M.

This grant program is perfectly aligned with the premise and spirit of the IMHS. In particular, the project concepts for the **Missouri Gulch, Field of Dreams, and Dubberke, Dubberke, Lawson** properties stand out as compelling projects for which to pursue funding through this grant program.

Typically, the notice of funding availability for this grant program is released in the winter, with applications due in early spring. Draft grant guidelines are released in the preceding fall, and direct technical assistance is available for interested applicants at no charge. Project partners should consider seeking technical assistance for a future AHSC application (or applications) as soon as feasible to implement the IMHS's recommendations.

Though direct technical assistance will be essential for determining thresholds for competitive proposals from Mariposa County's unique rural context, strong applications to this program typically include funding to support **transportation-related infrastructure** (such as bikeways and accessible walkways), **community greening, solar photo-voltaic systems, publicly available commercial/civic spaces** (like a community room or day care)**, and limited parking supply.**

Regional Early Action Planning (REAP) Grant

REAP, a program of the California Department of Housing and Community Development, is intended help to regional entities and governments facilitate local housing production that will assist local governments in meeting their Regional Housing Need Allocation (RHNA). Currently on its second iteration, REAP 2.0 will provide $600M to expand the program's focus by integrating housing and climate goals and allowing for broader planning and implementation investments, including infrastructure. While applications to the current cycle closed in December 2022, it is anticipated that the next cycle will be announced in spring 2023.

It is crucial to note that REAP funds cannot be used for housing construction activities. However, this grant can fund several hard development costs to catalyze future development, including **upgrading infrastructure needed to accommodate more intensive development.** It can also be used to address various soft costs, such as design and engineering, permitting, and other activities necessary to get the recommendations of the IMHS—**especially the development concepts for the Missouri Gulch and Field of Dreams sites**—shovel-ready for future implementation funding.

Given the program's emphasis on partnership and regional impacts, it is essential to emphasize the

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

connection between Mariposa County and Yosemite National Park in developing and submitting project proposals to the REAP program. It would also be advantageous to explore opportunities to partner with other logical collaborators, such as Yosemite Area Regional Transportation System (YARTS) and potentially other gateway communities (Madera, Tuolumne, and Mono Counties) to determine if collaborative applications make sense for all parties.

Infill Infrastructure Grant (IIG)

The IIG grant program, a program of the California Department of Housing and Community Development, promotes housing development in infill conditions by providing financial assistance for necessary infrastructure improvements, such as development or rehabilitation of parks or open space, **water, sewer or other utility service improvements, streets, roads,** parking structures, transit linkages, transit shelters, traffic mitigation features, sidewalks and streetscape improvements. Critically, both infill projects and areas must have either been previously developed or be largely surrounded by development.

In June 2022, a Notice of Funding Availability (NOFA) for Round 7 of the IIG program was released for this program that allocated $160M for eligible projects, including $90M for small jurisdictions (populations under 250,000). Applications for that allocation were due in September 2022, but the Round 8 NOFA is anticipated in spring 2023.

Interestingly, **applicants for the IIG program are developers** (either non-profit or for-profit), rather than local governments. However, development partners can jointly apply with localities. In the case of IMHS implementation, applicants should consider partnering with both Mariposa County and, to the extent possible, Yosemite National Park to submit a comprehensive and attractive proposal.

It is noteworthy that, in the Creekside Terrace project, Mariposa County has a recent precedent for effectively partnering with a regional non-profit developer (in this case, Self-Help Enterprises) to achieve mutually desirable affordable housing outcomes. This model and partnership could be instructive for pursuing future IIG funding, especially for the development concepts identified in the IMHS on the **Field of Dreams and Dubberke, Dubberke, Lawson parcels**. Given this grant's comparatively complex application and financial requirements, it would behoove the project team to lean on a partner with experience in applying to and managing funds from this program.

Sustainable Communities Grant Program

The Sustainable Communities transportation planning grant program, administered by Caltrans, encourages local and regional planning that supports state goals, implements Regional Transportation Plan Sustainable Communities Strategies, and to ultimately achieve the State's greenhouse gas (GHG) reduction targets. In some ways, it is a clearinghouse for innovative, impactful transportation planning initiatives that embed transportation solutions, including transit and active modes, into vibrant, livable places.

Mariposa County has successfully pursued funds from this grant program several times—indeed, development of the IMHS was funded by a grant from the FY 20-21 cycle. In consultation with staff from Caltrans District 10, it was recommended to **pursue an additional Sustainable Communities grant to further implementation of the Visitor Station and Transit Hub** identified in the IMHS as an opportunity to further this identified priority.

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Of note for this specific project, the Sustainable Communities grant program will only pay for design and documentation **up to 30% design**—not more rigorous and technical design and documentation necessary to bid or construct the project. Cost associated with environmental studies, plans, or documents for **CEQA or NEPA review are also not eligible.** However, this grant program could be extremely valuable for advancing the design concepts for this site that has been sketched out in the IMHS, and preparing it to pursue additional funding from other public sources (including several of those identified in the federal grant section below).

Since the Sustainable Communities grant program is annual, with annual awards around $30M-$40M (in FY 22-23, $34.7M was awarded, including $18.4M in the competitive category), and since the County is well versed in the application process, project partners should anticipate pursuing this funding as soon as practicable. Applications for the current cycle are due in March 2023.

Community Economic Resilience Fund (CERF)
CERF, which is managed by the Governor's Office of Planning and Research, allocates funding to communities and regional groups to support economic recovery from the ranging impacts of the COVID-19 pandemic, and transition to carbon-neutral economies in the process. In the first phase, this entails the establishment of 13 Regional Collaboratives that receive $5M to develop regionally resonant economic recovery plans that recommend investments which achieve the program's goals of economic diversification, growth in sustainable industries, and job creation. In the second phase, the program includes nearly $500M, available to each region on a competitive basis, to implement key projects identified in the plans developed in the first phase.

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Mariposa County is located in the Eastern Sierra region, along with Amador, Calaveras, Tuolumne, Alpine, Inyo, and Mono counties. The Sierra Business Council (SBC) serves as the regional convener and fiscal agent, facilitating the development of the Phase I regional economic plans and coordinating their implementation during the second phase of the program. Currently, SBC is accepting applications to the High Road Transition Council, which will serve as the region's CERF-specific governing and decision-making body. It is anticipated that the Eastern Sierra HRTC will begin making recommendations for Phase II funding sometime in the fall of 2024.

In numerous ways, the CERF program aligns with the premise and spirit of the IMHS and its recommendations. In particular, the **Visitor Station and Transit Hub** could be a good fit for funding from the program in the Phase II—especially if the concept is scaled up and contextualized for other gateway communities that serve the park in neighboring counties in the Eastern Sierra CERF region. Project partners should consider participating in the CERF process, even serving on the HRTC, to continue to explore the potential of CERF support for this (and other) IMHS recommendations and, if appropriate, advocating for their inclusion in the Phase I regional economic plan.

FEDERAL GRANTS

Federal Transportation Agency (FTA) Grants for Buses and Bus Facilities

This grant, also known as FTA 5339, makes federal resources available to states and direct recipients to replace, rehabilitate, and purchase buses and related equipment **and to construct bus-related facilities,** including technological changes or innovations to modify low or no emission vehicles or facilities. This latter objective is relevant to the IMHS, especially in terms of its potential to support implementation of the **Visitor Station and Transit Hub** sketched out in the IMHS.

Eligible recipients for this program include entities that allocate funds to fixed-route bus operators and states. Since Mariposa County does not meet these criteria, the County would be a subrecipient to an eligible recipient. In this case, **that would likely be Caltrans,** who serves as an eligible recipient for competitive subrecipients throughout the state. Indeed, there is recent regional precedent for this—Caltrans is currently serving as an eligible recipient on behalf of Yosemite Area Regional Transportation System (YARTS) on a grant from the FY-21 cycle of this annual grant.

Mariposa County and Yosemite National Park have had preliminary conversations with Caltrans staff who manage this grant program, and anticipate expanding these conversations after adoption of the IMHS to further explore and develop a proposal to this grant program.

Federal Lands Access Program (FLAP)

The FLAP grant, administered by the Federal Highway Administration, exists to support transportation facilities that provide access to, are adjacent to, or are located within Federal lands, with an emphasis on high-use recreation sites and economic generators such as Yosemite National Park. In addition to infrastructure like public roads and mobility programs like transit systems, FLAP also supports transportation facilities. It therefore stands out as a strong candidate for the **Visitor Station and Transit Hub** identified in the IMHS.

Funds are allocated by the federal government to individual states on a formula basis, with applications

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

to each state's program accepted on a yearly basis. In FY 21, California's allocation was over $30M, managed by federal staff assigned to coordinate FLAP awards throughout the Central region. Project partners, including Mariposa County and Yosemite National Park staff, should consider engaging with the Central federal lands FLAP coordinator after the IMHS is adopted to better understand the competitiveness of IMHS implementation in future grant cycles.

Community Development Block Grant (CDBG)
The CDBG program, administered by the US Department of Housing and Urban Development, includes a range of grant programs for state and local governments, all of which are intended "to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons." The program is both highly diverse and flexible, but typically, and of most relevance to IMHS implementation, CDBG funds are used for construction of public facilities, including utilities and infrastructure, and are required to be used to benefit low- moderate-income individuals.

Construction of new housing is typically not an eligible activity for CDBG funding. Nonetheless, as with California's Infill Infrastructure Grant (discussed above), this federal grant program could be enormously beneficial for supporting the infrastructure necessary to accommodate many of the new housing communities identified in the IMHS, including the concepts for the **Field of Dreams and Dubberke, Dubberke, Lawson parcels.**

Significantly, CDBG funds can (and frequently are) used to **fund broadband/telecommunications projects,** including installation of wiring, fiber optic cables, and permanently affixed equipment such as receivers for areas to receive broadband/Internet access. In addition to benefiting IMHS projects, especially the development program at Missouri Gulch, which would include co-working spaces for NPS employees, this investment could benefit others in the County by making broadband Internet more accessible. Mariposa County staff, especially those in the Administration department, have experience with various CDBG grants, and should be consulted after the IMHS is adopted to collaborate on an approach for pursuing these funds to implement the document's recommendations.

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

NEXT STEPS

MOMENTUM BUILDING

Already through the course of the project we have seen actions undertaken that springboard off the planning objectives of the IMHS. While this document may provide a basis and guidelines for next steps, the dialogue is constantly evolving and it should not be seen as a static resource.

- ***WASO*** visited the Park and has undertaken a new Housing Needs Assessment for Yosemite.
- The ***Yosemite Housing Task Force*** has been formed by Yosemite leadership to advance discussions on employee housing.
- The ***Yosemite Conservancy*** has taken an active interest in potential grant funding mechanisms in partnership with NPS to advance ideas laid out in the IMHS, particularly on the Missouri Gulch site.
- A ***Short-Term Rental Housing Study*** has been initiated by the Mariposa County Planning Department to better understand the nuances and challenges this model presents, and to investigate how other gateway communities are grappling with the issue.
- ***Legislation*** at the federal level is advancing the topic and could ultimately identify new avenues for housing development. The IMHS can contribute to this urgent conversation.
- ***Fire and severe weather*** have impacted County infrastructure, reinforcing the need for smart planning principles when considering new investment, and highlighting the importance of community bonds.
- ***Conversations have begun*** with community services such as HHSA, who are launching into site development potentials on the west side of the Field of Dreams site.

STRATEGIES FOR FURTHER EXPLORATION

We recognize that this plan is not able to develop many of the other recommendations and ideas that have been uncovered through the process. There are more sites with development potential, just as there are more policies and guidelines that could be instituted at the County or Park Service level. The following is a short list of potential avenues that warrant further exploration in subsequent studies:

- ***Untapped Potential of El Portal***

Though the IMHS explicitly focused on identifying opportunities for housing outside of Yosemite, where new investment would contribute to wider county livability objectives, the community of El Portal presents one of the best opportunities in the Yosemite region to provide additional units of workforce housing for the park. Since this area is within National Park Service jurisdiction, developing new housing in this community will be led by NPS. However, the IMHS partnership could discuss opportunities for Mariposa County to support that work.

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

- *Housing for Concessionaire Employees*

Housing for Park Concessionaire employees is an interest to Yosemite National Park and Mariposa County (particularly the quantity and quality of these units) but this housing fell slightly out of the scope of the IMHS. This is due to the fact that during the community engagement portion of the study concessionaire employees expressed a desired to live in the park and were not interested in relocating to an alternative site in the County. Additionally, the Park Service is responsible for oversight of concessionaire housing through a 15-year contract, and IMHS staff had established a report with park staff to address this issue. Many of the IMHS strategies do benefit concessionaire employees that have integrated into the private housing market in the gateway communities.

- *Accessory Dwelling Units*

ADU's are a state-wide strategy for establishing small secondary residences on residential parcels. Inherently affordable due to a smaller building footprint (less than 1200sq/ft), and excluded from short term rental use, ADU's are recognized by the IMHS for their potential to add workforce housing to the community housing stock. Secondary residences have been allowed in the County for decades, but California's recent incentivization of ADU development through development standards reductions has invigorated County staff to further promote ADU development. Currently County staff is drafting an ADU workbook for the region that will guide and empower individuals through the ADU entitlement and construction process.

- *Fire Recovery & Reinvestment*

The destruction from recent wildfires have placed additional stress on Mariposa County's supply of housing. However, as devastating as these losses (and the collective psychological trauma of this and other disaster events) are for individuals and the community overall, the ongoing recovery effort could provide opportunities to build back in ways that contribute to the livability objectives that the IMHS' recommendations seek to serve.

For example, recovery funds could help support construction of accessory dwelling units or improve infrastructure for residential development, which could potentially expand the amount of available housing units in the areas most affected by the fire. Significantly, this includes the communities of Midpines, which is geographically closer to Yosemite than the town of Mariposa, and served by several existing YARTS stops.

- *Increased coordination with YARTS*

While the project did not directly address the existing regional transit system (YARTS), the team recognizes the critical resource it provides. Further study is needed to consider how to fold in this transit network, and how the strategies identified in the IMHS can enhance user experiences on regional bus service. Of particular interest is the implications of the new Transportation Center and how it can complement and build upon YARTS infrastructure.

- *Coordination with other Gateway Communities*

Clearly this project has implications for other gateway communities grappling with similar issues. The ability to present the findings in the IMHS and share them more broadly will open up conversations and reveal the larger picture of strategies and innovative solutions that communities across the country are attempting. National Park destinations may only be one type of context — there are similarities to be explored at other tourism destinations both in the US and abroad.

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

- *Advancement of other concurrent County planning efforts*

This project specifically did not choose properties that were already being considered for other development or planning purposes. The Mariposa Creek Parkway Phase 4 (Pfremmer Property) is a good example. As the planning study moves to completion, the application of the strategies included here might lead to rapid advancement of site development or coordinated infrastructure investments.

- *Development of Other High-Scoring Sites*

As noted repeatedly in the document, there are a number of other development sites with significant potential that should be explored. The priority sites that were selected for the IMHS should be seen as example investigations and basic frameworks to build upon. If any of these initial studies advance to completion, they should be evaluated as case studies with an eye toward improving on the next site, especially as the policy environment evolves.

CONCLUSION

The IMHS has identified a mix of coordinated mobility and housing strategies that support a vibrant and increasingly livable Mariposa County. It addresses many systemic issues stemming from the complex relationship between the County, tourism to Yosemite National Park, and the National Park Service workforce and institutional mandate.

These are not new questions, but they are becoming increasingly painful to ignore. Renewed energies are focusing-in on the topic around the country, as gateway communities strive to protect their quality of life and the resources that drive visitation for recreation, respite, and renewal.

Importantly, it's not about making Mariposa into something it's not. This is not about importing a sanitized version of a rural lifestyle in a rugged setting. The geography of the foothills will continue to limit infrastructure improvements; extreme weather events will (and always have been) a fact of life in the Sierra; people will continue to be drawn to this place for its special character. But by serving those that serve the resource, better experiences for visitors to Yosemite will yield an increased understanding of environmental values and the important role these destinations play in our national psyche, and Mariposa County residents will be better able to retain the special ties they have to the awe-inspiring but sensitive and deeply-cultural resources that drew them to this landscape.

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

A

APPENDIX

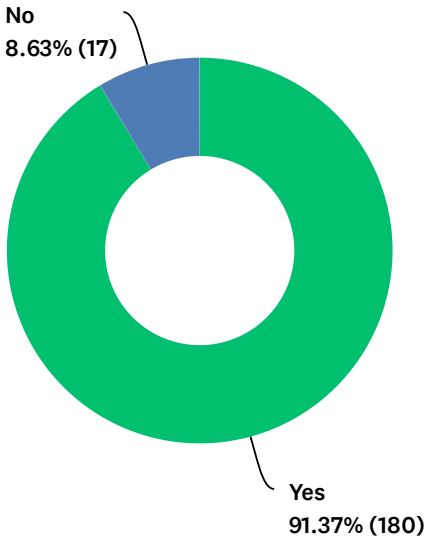
COMMUNITY SURVEY REPORT

The following pages include the raw data results from the online community survey conducted during the Summer of 2021. The survey was distributed and available to all County residents, including Yosemite employees and concessioner staff. Almost 200 responses were received.

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q1 Do you live in Mariposa County?

Answered: 197 Skipped: 0

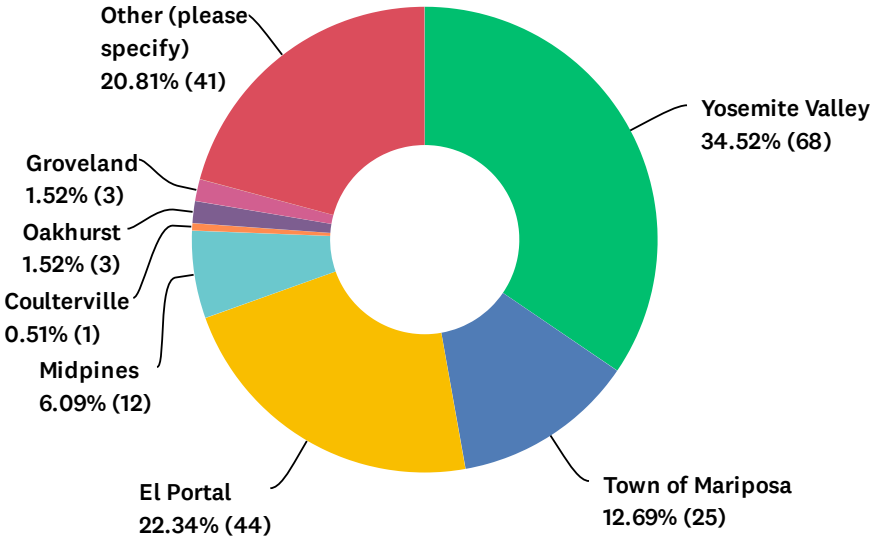


ANSWER CHOICES	RESPONSES	
Yes	91.37%	180
No	8.63%	17
TOTAL		197

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q2 Where do you live?

Answered: 197 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yosemite Valley	34.52%	68
Town of Mariposa	12.69%	25
El Portal	22.34%	44
Midpines	6.09%	12
Coulterville	0.51%	1
Oakhurst	1.52%	3
Groveland	1.52%	3
N/A	0.00%	0
Other (please specify)	20.81%	41
TOTAL		197

#	OTHER (PLEASE SPECIFY)	DATE
1	Wawona	6/30/2021 12:42 AM
2	Wawona	6/26/2021 10:03 PM
3	wawona	6/26/2021 5:25 PM
4	Orange County	6/25/2021 11:22 PM
5	Fish Camp	6/25/2021 1:26 PM
6	Yosemite West	6/24/2021 10:15 PM
7	wawona	6/24/2021 8:33 PM
8	Wawona	6/24/2021 6:03 PM

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9	Wawona	6/24/2021 7:34 AM
10	Bootjack	6/23/2021 7:14 AM
11	Forestville CA	6/22/2021 11:17 AM
12	Wawona	6/21/2021 5:49 PM
13	Fresno, CA	6/20/2021 10:56 AM
14	Triangle Rd	6/20/2021 9:50 AM
15	Foresta	6/20/2021 9:33 AM
16	Foresta	6/20/2021 9:20 AM
17	Fish Camp	6/20/2021 8:22 AM
18	Foresta	6/20/2021 6:38 AM
19	Arizona	6/18/2021 1:33 PM
20	Lush Meadows area	6/17/2021 7:49 AM
21	Mormon Bar	6/13/2021 4:43 AM
22	Darrah Road	6/11/2021 8:30 PM
23	Wawona	6/11/2021 12:31 PM
24	Wawona	6/11/2021 9:48 AM
25	Foresta	6/9/2021 2:58 PM
26	Wawona	6/9/2021 2:58 PM
27	Wawona	6/9/2021 9:53 AM
28	Ponderosa Basin	6/9/2021 9:38 AM
29	Yosemite West	6/9/2021 9:21 AM
30	Wawona	6/5/2021 1:05 PM
31	WBP, FL 33401	6/4/2021 1:35 PM
32	Bootjack	6/3/2021 11:09 AM
33	Yosemite West	6/2/2021 9:40 PM
34	Foresta	5/28/2021 10:17 PM
35	Mariposa	5/27/2021 7:22 PM
36	WAWONA	5/27/2021 5:30 PM
37	Jerseydale	5/27/2021 2:02 PM
38	Both Yosemite Valley and Mariposa	5/27/2021 12:37 PM
39	Wawona	5/27/2021 10:56 AM
40	Ponderosa Basin	5/27/2021 10:19 AM
41	Close to the town of Mariposa	5/26/2021 2:25 PM

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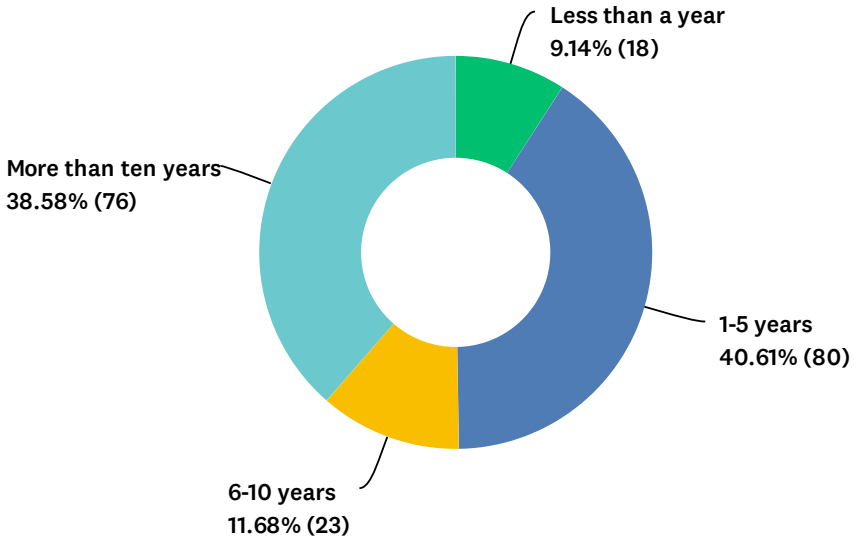
Q3 How long have you lived there?

Answered: 197 Skipped: 0



ANSWER CHOICES	RESPONSES	
Less than a year	9.14%	18
1-5 years	40.61%	80
6-10 years	11.68%	23
More than ten years	38.58%	76
TOTAL		197

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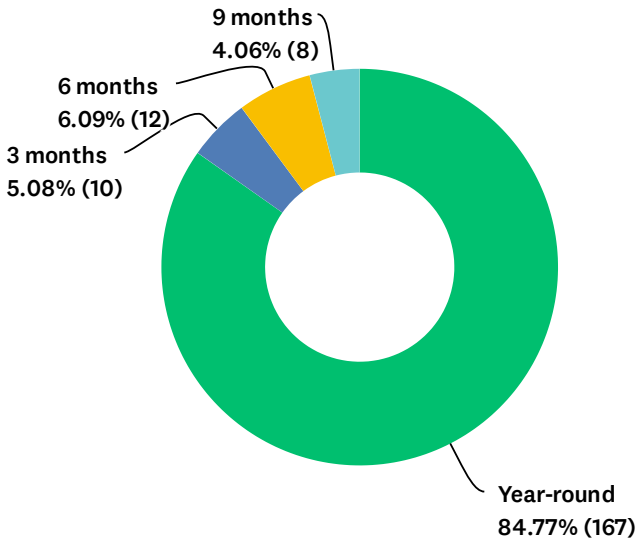
Q4 What part of the year do you live there?

Answered: 197 Skipped: 0



ANSWER CHOICES	RESPONSES	
Year-round	84.77%	167
3 months	5.08%	10
6 months	6.09%	12
9 months	4.06%	8
TOTAL		197

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Q5 What do you love about where you live?

Answered: 175 Skipped: 22

#	RESPONSES	DATE
1	night sky	7/7/2021 11:30 AM
2	Small community feel	7/7/2021 12:25 AM
3	Convenient to Oakhurst; Reasonably priced rental	6/30/2021 12:42 AM
4	Nature	6/26/2021 10:03 PM
5	Natural beauty and it not being crowded	6/26/2021 5:25 PM
6	Peaceful forest surroundings The quiet of winter	6/25/2021 1:26 PM
7	Quiet, close access to Yosemite and Sierra Nevada outdoor activities.	6/25/2021 11:46 AM
8	Not feeling isolated. I have lived in el portal and Yosemite valley and they make it convenient for work but really hard outside of that. Especially winter.	6/25/2021 7:02 AM
9	It's Yosemite -- what else?!	6/24/2021 10:15 PM
10	The peace and quiet, a dark sky at night. Neighborhood feeling	6/24/2021 8:33 PM
11	being in the Wawona area. It is our vacation home and we do rent it out through the Redwoods	6/24/2021 6:03 PM
12	community	6/24/2021 2:45 PM
13	Beauty, history, community, safety	6/24/2021 7:34 AM
14	It is affordable and convenient. Plus beautiful location.	6/24/2021 1:09 AM
15	3200’ elevation, seasons, solitude, meeting friends socially in town,	6/23/2021 7:14 AM
16	Beautiful place, lovely people.	6/22/2021 5:32 PM
17	The community and the location	6/22/2021 3:31 PM
18	access to both town services / businesses and recreation (Yosemite, foothills, national forest)	6/22/2021 3:15 PM
19	The low population numbers. The chance of snow in the winter. Being close to Yosemite.	6/22/2021 3:12 PM
20	Like? It's worse than prison	6/22/2021 2:38 PM
21	Peace & quiet	6/22/2021 11:26 AM
22	It’s incredible!	6/22/2021 11:20 AM
23	Climate diversity liberal	6/22/2021 11:17 AM
24	Yosemite valley	6/22/2021 10:58 AM
25	Community, Yosemite NP	6/22/2021 10:33 AM
26	Accessibility to world-class hiking and climbing without the necessity of driving a vehicle. The appeal is that I never have to leave Yosemite Valley. I can wake up, climb, and then walk to work.	6/22/2021 8:40 AM
27	I get to live in Yosemite. Can't argue with the cost of rent either	6/22/2021 1:39 AM
28	It’s full of life: great community, thriving gardens and houses full of character.	6/21/2021 9:37 PM
29	It's walkable and not terribly far from where I work in El Portal. Stockton Creek Preserve.	6/21/2021 7:52 PM
30	I get to live in Yosemite! I get to walk to work.	6/21/2021 7:32 PM
31	The beauty of Yosemite and the strength of the community.	6/21/2021 9:20 AM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

32	The good parts of the community The forestry The freedom to enjoy nature Being able to work and live in the park The people who care about preserving nature	6/20/2021 8:05 PM
33	It's Yosemite, I can hike out my door, swim across the street, ski in the winter, ride my bike to work. I have one of the best jobs in the world, I get up every day happy to go to work, and there is an incredible community of people in and around the Park. I can volunteer in the park, and in the Summer, access the high country and the Eastside. In the winter, there's loads of Central Valley wildlife reserves to bird in when I'm tired of the cold. SF and the central coast are close enough for weekend visits. Amstock, Sal's, the Bug, the Mobil, swimming holes, dark night skies, clean rock, resinous forest wind, wildflowers climbing the west slope as spring move up… bears, bobcats, brodeias, sequoias, snowpack, you name it. Everything is here but the ocean.	6/20/2021 6:07 PM
34	Access to downtown Mariposa.	6/20/2021 5:20 PM
35	It's peaceful and a small community.	6/20/2021 4:59 PM
36	Huff	6/20/2021 4:36 PM
37	Waking up and seeing Half Dome	6/20/2021 1:54 PM
38	the nature, community, and sense of connection	6/20/2021 12:16 PM
39	Living so close to the park!	6/20/2021 12:00 PM
40	it's in beautiful Yosemite!	6/20/2021 11:48 AM
41	Close to the river, quiet, secluded, great community.	6/20/2021 11:25 AM
42	Close proximity to my family.	6/20/2021 10:56 AM
43	Proximity to activities, sanctity of nature, etc.	6/20/2021 10:21 AM
44	The area	6/20/2021 9:50 AM
45	It's beautiful and quiet.	6/20/2021 9:50 AM
46	This is home. We need housing closer to the park. Groveland and Mariposa and Midpines etc. are too far away and the drive is too dangerous! It is not sustainable. I had to leave the area for 6 mos because I couldn't find housing. With Airbnb and rising rents, we have a disaster on our hands.	6/20/2021 9:33 AM
47	The privilege of living in Yosemite Valley; proximity to work (pre-COVID); having a outdoor space to entertain friends/family	6/20/2021 9:22 AM
48	quiet, beautiful, inside the park	6/20/2021 9:20 AM
49	The community, close to work, no commute. Sense of pride of keeping a historic home in clean and good condition.	6/20/2021 9:06 AM
50	Proximity to Yosemite, and I've grown up here.	6/20/2021 8:22 AM
51	the location!	6/20/2021 7:51 AM
52	Accessibility to the outdoors	6/20/2021 7:37 AM
53	Inside Yosemite	6/20/2021 6:38 AM
54	The environment and people within it	6/20/2021 3:24 AM
55	Born and bred.	6/18/2021 1:33 PM
56	I love living in the Sierras with Yosemite nearby. I love our small town, the bars with live music, the live music in the park.	6/18/2021 10:59 AM
57	short commute to work	6/18/2021 2:52 AM
58	Commute to work	6/17/2021 3:34 PM
59	Location	6/17/2021 3:00 PM
60	Living inside the park close to work	6/17/2021 12:26 PM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

61	Not much	6/17/2021 11:16 AM
62	Quiet	6/17/2021 7:49 AM
63	Living in the park.	6/16/2021 11:54 PM
64	The beauty of walking back forth to work since my schedule changes and no being stuck in a car or bus. I love to walk	6/16/2021 10:38 PM
65	I love the community and being in an optimal location to Yosemite.	6/16/2021 1:13 PM
66	It is close to the park and the RMS building. Both of which I frequent on work days.	6/16/2021 9:59 AM
67	Living in the park	6/15/2021 9:20 AM
68	being alone	6/14/2021 7:26 PM
69	The commute to work is typically about 30 mins, the community of people, local community events, safety of the neighborhood.	6/14/2021 7:09 PM
70	nothing	6/14/2021 6:57 PM
71	the people	6/14/2021 8:20 AM
72	The community, the river, the beauty, the access are some of the things that I love the most.	6/14/2021 7:44 AM
73	The commute	6/13/2021 1:43 PM
74	Peaceful, private, wildlife and vegetation	6/13/2021 4:43 AM
75	rural community and life away from work; personal space	6/12/2021 1:46 PM
76	Good people. Decent access to Yosemite. Great access to USFS land for running, biking, and firewood.	6/12/2021 9:41 AM
77	affordable rent, access to forest service roads for recreation	6/12/2021 9:26 AM
78	Quiet, area has good recreation opportunities. Mariposa has good amount of law enforcement, feel safe!	6/11/2021 8:30 PM
79	Rural area close to a town, within 45 minutes of work in El Portal.	6/11/2021 7:53 PM
80	Access to the outdoors / location	6/11/2021 3:37 PM
81	Privacy	6/11/2021 1:00 PM
82	Community, closeness to work	6/11/2021 12:31 PM
83	It’s in the park. No commute. Easy walking. Close to work.	6/11/2021 11:15 AM
84	close to park	6/11/2021 10:03 AM
85	close but not too close to town, enough acreage to buffer between neighbors	6/11/2021 10:00 AM
86	Recreational opportunities, and small town mountain life	6/11/2021 9:48 AM
87	My roommates	6/11/2021 8:53 AM
88	Quiet	6/10/2021 12:56 PM
89	Winters	6/10/2021 12:55 PM
90	Foresta road	6/10/2021 9:34 AM
91	Close to town and my work duty station in Yosemite Valley	6/10/2021 9:27 AM
92	Vibrant multi-generational community, closeness to work / easy commute, beauty, proximity to recreation (park, river, etc)	6/10/2021 8:22 AM
93	Small close community. Fresh air, clean water, mountains.	6/10/2021 12:08 AM
94	It is near the one trail in town	6/9/2021 3:00 PM
95	Close to Yosemite Valley	6/9/2021 2:58 PM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

96	Inside the park, close to office, close to recreation opportunities.	6/9/2021 2:58 PM
97	Everything, the seasons, the people and the waterfalls.	6/9/2021 2:14 PM
98	Location, location, location	6/9/2021 1:25 PM
99	Access to the park, river and the community.	6/9/2021 12:59 PM
100	Close to the park, great community	6/9/2021 10:44 AM
101	space, being in mountains, tall trees	6/9/2021 10:23 AM
102	Location	6/9/2021 10:01 AM
103	It’s in Mariposa County	6/9/2021 9:53 AM
104	Walking distance to work	6/9/2021 9:46 AM
105	Natural beauty, quiet, great neighbors, proximity to Yosemite	6/9/2021 9:38 AM
106	The community, the river, and the schools.	6/9/2021 9:30 AM
107	Proximity to work in the park	6/9/2021 9:21 AM
108	being near nature, being away from the city, access to recreation, community	6/9/2021 9:16 AM
109	Location	6/8/2021 7:06 PM
110	I like the remoteness of the area. It's less crowded than the park.	6/8/2021 2:15 PM
111	Love it friends and neighbors, if we didn’t have a river to recreate in during hot months I would be out of here	6/8/2021 1:08 PM
112	Nature, community	6/5/2021 1:05 PM
113	I love the location, obviously. My neighbors are wonderful and I think the house is cute and quaint.	6/4/2021 3:48 PM
114	not much...just the palm trees	6/4/2021 1:35 PM
115	The house is spacious, clean, the appliances work, and there is plenty of parking.	6/3/2021 12:12 PM
116	great community, the sound of the river, surrounded by open space	6/3/2021 11:16 AM
117	Community, access to river	6/3/2021 11:12 AM
118	The view! I'm on top of a mountain without too many neighbors and look out over the spring hill area	6/3/2021 11:09 AM
119	Access to Yosemite, having neighbors who also work for the park	6/3/2021 10:33 AM
120	The park. How could one not love living IN Yosemite?	6/3/2021 10:30 AM
121	The environment, community, proximity to Yosemite Valley and the Yosemite Valley School and community.	6/2/2021 9:40 PM
122	The river, the views, the community, the valley school and teachers!	6/2/2021 7:06 PM
123	The forest	6/2/2021 4:43 PM
124	Community, landscape, quiet, close to YNP	6/2/2021 4:02 PM
125	Living by the river and in a place where I can walk without cars, not having to lock my doors, small community, being by the park.	6/1/2021 9:37 AM
126	It's beautiful	5/30/2021 1:38 PM
127	being located in Yosemite Valley	5/30/2021 12:42 PM
128	Sunsets	5/30/2021 10:56 AM
129	Quiet, rural feel	5/30/2021 9:46 AM
130	It’s my own space	5/29/2021 1:54 AM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

131	Beautiful, community, having a yard, quiet, in Yosemite	5/28/2021 10:17 PM
132	The nature	5/28/2021 6:18 PM
133	It's beautiful!	5/28/2021 5:24 PM
134	Being in a small town in the canyon that's close to Yosemite!	5/28/2021 5:15 PM
135	Being in the valley and walking distance to work	5/28/2021 1:38 PM
136	The community, the Merced River, the adventures at every bend of the mountains/river,	5/28/2021 12:26 PM
137	I love the location and proximity to the park.	5/28/2021 11:21 AM
138	I love the fact that I am surrounded by a gorgeous environment and that I am able to explore that environment with little or no preparation.	5/28/2021 9:15 AM
139	Living in such a beautiful location. Close to work.	5/28/2021 8:41 AM
140	Inbetween town and park location. Not a bad location. I can have a garden!!!!! After living in Yosemite Valley for 12 years, this is a treat.	5/28/2021 5:51 AM
141	Everything except aramark	5/28/2021 5:07 AM
142	Beautiful, unique location	5/27/2021 9:55 PM
143	The beautiful location, the walkability to friends houses and places to eat like the pizza deck, the hiking opportunities	5/27/2021 9:55 PM
144	Being involved with the people that make this place 'go', and being of service while I'm here.	5/27/2021 9:49 PM
145	Everything except the fires.	5/27/2021 9:46 PM
146	Being close to town (we both work in Mariposa) but also close to the river and the Valley.	5/27/2021 9:39 PM
147	The people, the,beauty.	5/27/2021 8:00 PM
148	location, safe neighborhood, the people, the river, the plants and animals, the trails	5/27/2021 7:51 PM
149	People	5/27/2021 7:22 PM
150	Close to my friends who live here, community events.	5/27/2021 6:21 PM
151	Proximity to work, close to Yosemite	5/27/2021 6:01 PM
152	The beauty and how peaceful it is	5/27/2021 5:41 PM
153	Beautiful area	5/27/2021 5:30 PM
154	The Beauty, but the rent is nice	5/27/2021 3:45 PM
155	The community. Small. Non commercial and YOSEMITE!	5/27/2021 3:05 PM
156	Solitude	5/27/2021 2:02 PM
157	It’s Yosemite!	5/27/2021 1:59 PM
158	Community, accessibility to the park/high country/east side.	5/27/2021 1:38 PM
159	Nature	5/27/2021 1:33 PM
160	Access to outdoors, cheap rent that’s auto deducted from paychecks, close proximity to work, affordable, amenities,	5/27/2021 1:28 PM
161	Community	5/27/2021 1:11 PM
162	The scenic beauty of the area	5/27/2021 1:10 PM
163	Community	5/27/2021 1:07 PM
164	Access to Yosemite National Park.	5/27/2021 12:58 PM
165	Yosemite!	5/27/2021 12:37 PM
166	The beauty	5/27/2021 12:15 PM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

167	The steady community and changing seasons	5/27/2021 11:48 AM
168	Off-season, I love the quiet, beauty, and solitude.	5/27/2021 10:56 AM
169	The park in general.	5/27/2021 10:49 AM
170	Natural, rural, weather (mostly), Yosemite	5/27/2021 10:41 AM
171	The rural life, swimming in the river, hiking eveywhere.	5/27/2021 10:41 AM
172	Great neighbors, 2 acres with stream and trees, wildlife	5/27/2021 10:19 AM
173	I am retired so I am thankful for the conveniences that I have I town.	5/26/2021 4:16 PM
174	Natural Beauty, access to nature and nature based activities. Small friendly community.	5/26/2021 2:25 PM
175	good	5/26/2021 12:15 PM

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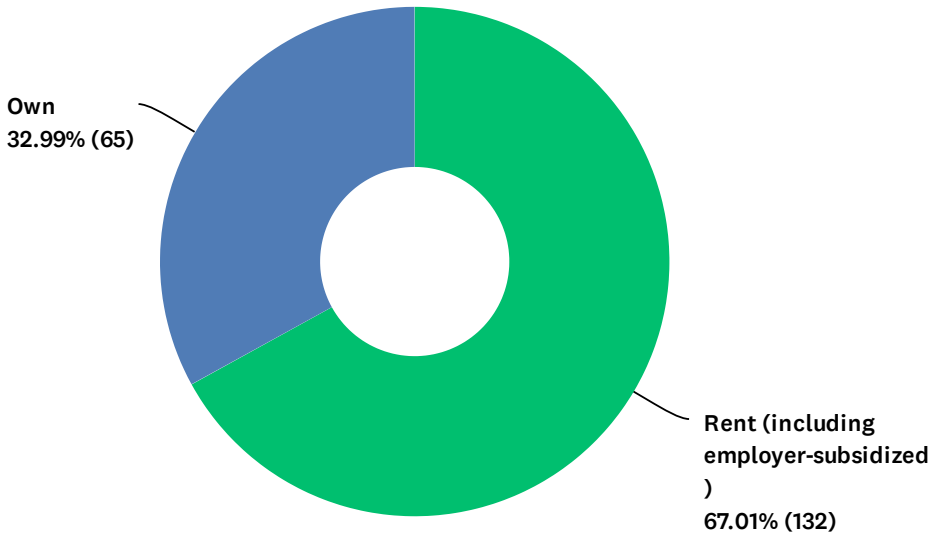
Q6 Do you rent or own your home?

Answered: 197 Skipped: 0

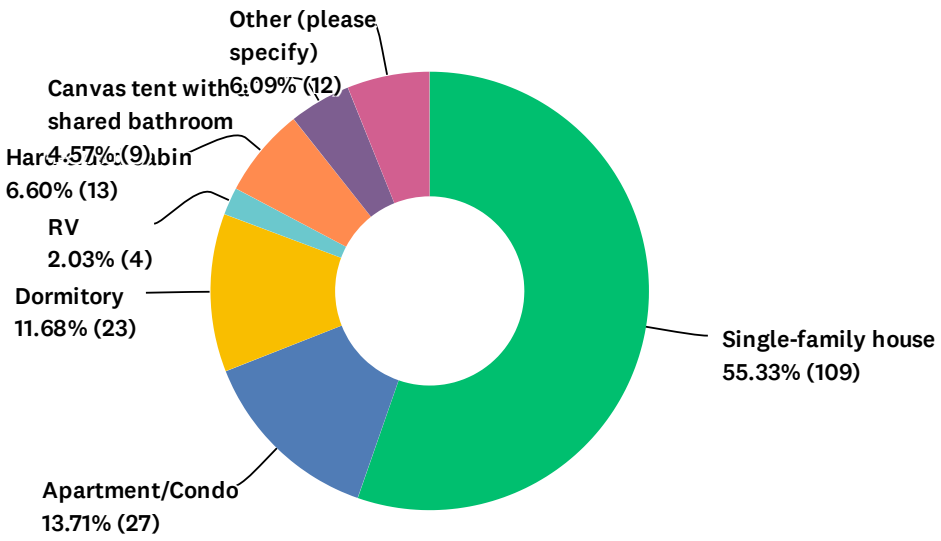


ANSWER CHOICES	RESPONSES	
Rent (including employer-subsidized)	67.01%	132
Own	32.99%	65
TOTAL		197

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q7 What kind of home do you live in?

Answered: 197 Skipped: 0



ANSWER CHOICES	RESPONSES	
Single-family house	55.33%	109
Apartment/Condo	13.71%	27
Dormitory	11.68%	23
RV	2.03%	4
Hard-sided cabin	6.60%	13
Canvas tent with a shared bathroom	4.57%	9
Other (please specify)	6.09%	12
TOTAL		197

#	OTHER (PLEASE SPECIFY)	DATE
1	WOB	6/20/2021 1:54 PM
2	3 bedroom	6/20/2021 12:04 PM
3	Wob (hard sided tent) with shared facilities	6/20/2021 3:24 AM
4	studio on top of a house	6/16/2021 9:59 AM
5	converted garage	6/14/2021 7:44 AM
6	1 bedroom with bath shared kitchen	6/13/2021 1:43 PM
7	Single-wide trailer.	6/12/2021 9:41 AM
8	Single-wide trailer with ramada installed over it	6/12/2021 9:26 AM
9	I rent an apartment in a divided single-family home	6/10/2021 9:27 AM
10	Dorm	5/28/2021 8:41 AM

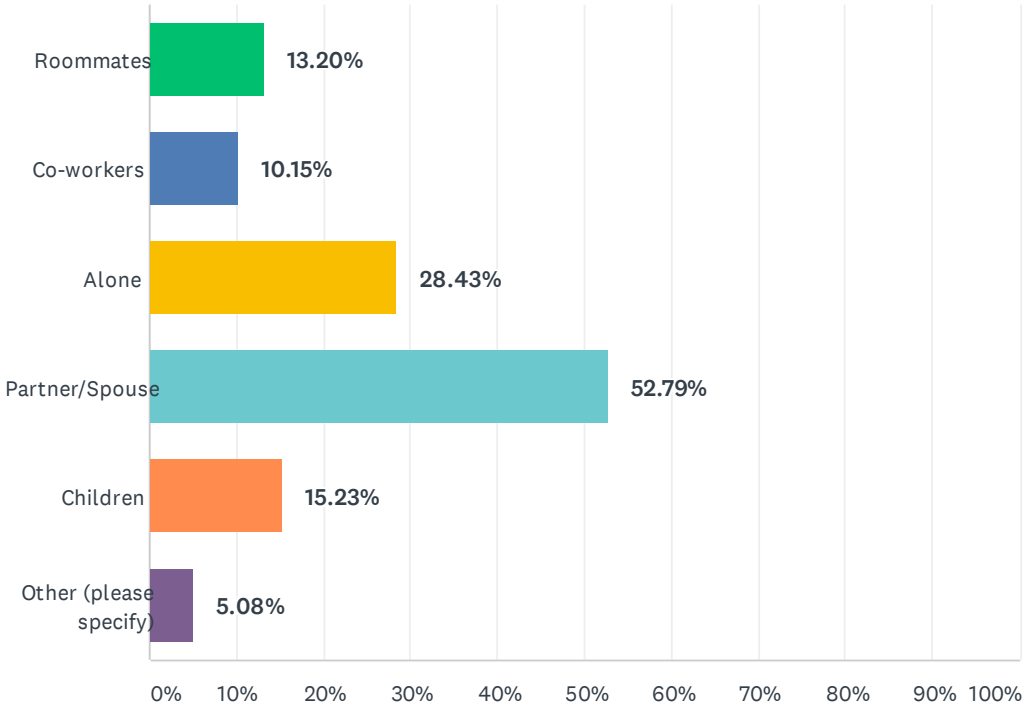
Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

11	Mobile Home	5/27/2021 1:10 PM
12	Tent in Yosemite, trailer in Mariposa	5/27/2021 12:37 PM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q8 Who do you live with? Select all that apply.

Answered: 197 Skipped: 0



ANSWER CHOICES	RESPONSES	
Roommates	13.20%	26
Co-workers	10.15%	20
Alone	28.43%	56
Partner/Spouse	52.79%	104
Children	15.23%	30
Other (please specify)	5.08%	10
Total Respondents: 197		

#	OTHER (PLEASE SPECIFY)	DATE
1	Currently alone, but once cover restrictions are lifted, will have roommates	6/22/2021 8:40 AM
2	Mom	6/20/2021 12:04 PM
3	Family	6/20/2021 9:50 AM
4	Have friends who stay over when it gets to hot in there tent	6/20/2021 3:52 AM
5	Family	6/17/2021 3:00 PM
6	Mr. Fuzz, a gray tabby cat. He's a mellow roommate, but doesn't hold up his end of the chores.	6/3/2021 10:30 AM
7	My parents	5/28/2021 12:26 PM
8	Usually I have a roommate, but with covid single-occupancy rules.	5/28/2021 9:15 AM

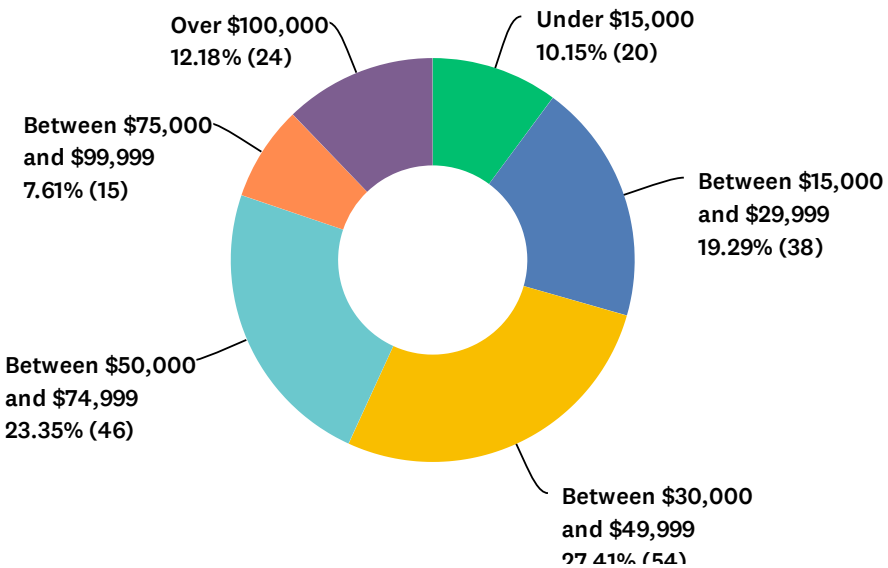
Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

9	After covid restrictions are lifted we will be assigned a roommate	5/28/2021 8:41 AM
10	Pet	5/27/2021 9:55 PM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q9 What is your annual salary/income?

Answered: 197 Skipped: 0

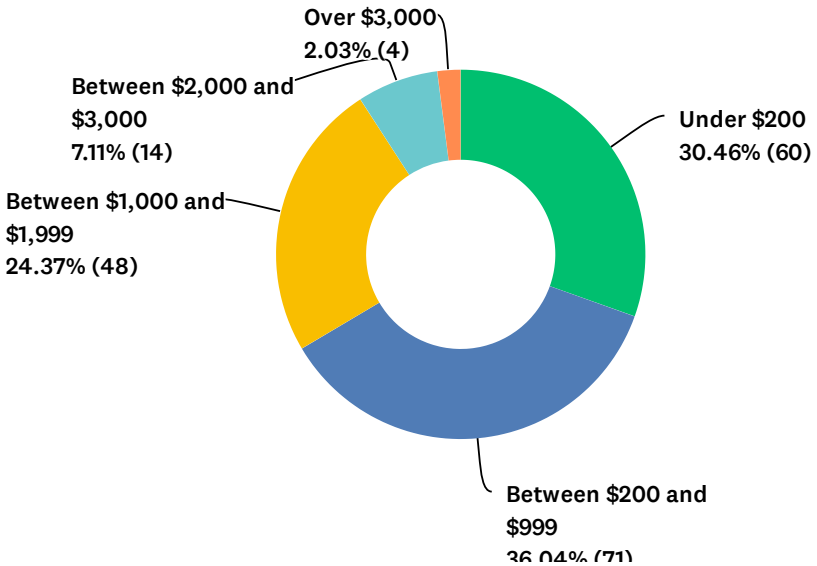


ANSWER CHOICES	RESPONSES	
Under $15,000	10.15%	20
Between $15,000 and $29,999	19.29%	38
Between $30,000 and $49,999	27.41%	54
Between $50,000 and $74,999	23.35%	46
Between $75,000 and $99,999	7.61%	15
Over $100,000	12.18%	24
TOTAL		197

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q10 What is your total monthly cost of housing (rent or mortgage)?

Answered: 197 Skipped: 0

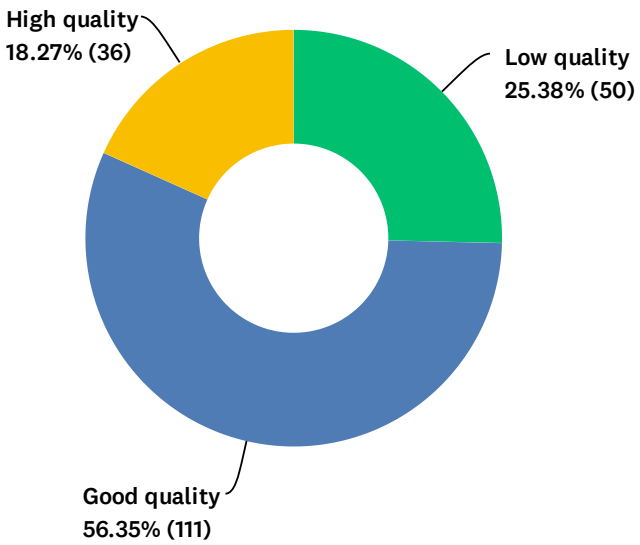


ANSWER CHOICES	RESPONSES	
Under $200	30.46%	60
Between $200 and $999	36.04%	71
Between $1,000 and $1,999	24.37%	48
Between $2,000 and $3,000	7.11%	14
Over $3,000	2.03%	4
TOTAL		197

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q11 How would you rank the condition where you live?

Answered: 197 Skipped: 0



ANSWER CHOICES	RESPONSES	
Low quality	25.38%	50
Good quality	56.35%	111
High quality	18.27%	36
TOTAL		197

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Q12 What do you dislike about where you live?

Answered: 170 Skipped: 27

#	RESPONSES	DATE
1	commute to work	7/7/2021 11:30 AM
2	Visitors disregard for traffic sign, Auth Veh. Only, No Parking and Do Not Enter signs/Little being done about it.	7/7/2021 12:25 AM
3	Extreme number of rental cabins with very limited enforcement ability with regard to noise, parking, and number of people gathering. Ordinances need to be created and enforceable by NPS law enforcement.	6/30/2021 12:42 AM
4	Not enough privacy, reading to get into the park	6/26/2021 10:03 PM
5	poor county services--poor road maintenance, garbage pickups are often missed. Too much traffic on Hwy 41. We can't get out to shopping certain times of the day due to traffic backups at the Yosemite entrance station. Daily admittance to Yosemite needs to be decreased and reservation checking process at gates needs to be much more efficient.	6/26/2021 5:25 PM
6	Lack of services: Needle collection Poor condition of secondary roads Forest Dr. , Laurel Ave., Fishcamp Lane, Silvertip Rd	6/25/2021 1:26 PM
7	Lack of medical services, cultural diversity, and economic industry for jobs.	6/25/2021 11:46 AM
8	It’s far from work. The commute in the winter time is relatively dangerous with snow and ice	6/25/2021 7:02 AM
9	Dirt and weeds everywhere, zero effort to make employee housing better, emergency repairs only	6/25/2021 1:26 AM
10	Road conditions. Potholes need fixing.	6/24/2021 10:15 PM
11	High Fire danger, emergency services need more funding and supporr	6/24/2021 8:33 PM
12	drive to the store, drive to the doctor, drive to the dentist, drive, drive, drive. Also the 5th season is longer than it used to be. That season is when the temps reach in the triple digits during the day and night temps don't drop below 90F. I call it HELL	6/24/2021 2:45 PM
13	Natural hazards: smoke, fire, wind; distance to hospitals.	6/24/2021 7:34 AM
14	Far away from necessities. Dated amenities in every home.	6/24/2021 1:09 AM
15	Five acre lot next door turned into an animal circus with 4 horses, 6 goats, pigs, turkeys, chickens, 6 dogs and a donkey!!	6/23/2021 7:14 AM
16	Tents are super hot in the summer and below freezing in the winter	6/22/2021 5:32 PM
17	Traffic on our stry	6/22/2021 3:31 PM
18	difficult to access quality reliable health care and other services (contractors and other skilled workers never call me back when I request help)	6/22/2021 3:15 PM
19	The summer heat and fires I dislike.	6/22/2021 3:12 PM
20	Yolanda not trust worthy, Housing leads not trustworthy.	6/22/2021 2:38 PM
21	I love it!	6/22/2021 11:26 AM
22	Fire danger earthquake risk,	6/22/2021 11:17 AM
23	Aramark. Not allowed to have guests or visitors. Whether they are from another housing area Aramark or nps or outside guests. Aramark claims it’s due to covid however we are at much higher risks during at work activities	6/22/2021 10:58 AM
24	The heat.	6/22/2021 10:33 AM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

25	Living in a food desert.	6/22/2021 8:40 AM
26	Lack of gender neutral bathrooms. Lack of private individual bathing facilities. No personal running water. Shared kitchen and bathroom facilities. The housing office manager reserves better housing for her friends. No regard for transgender employees.	6/22/2021 1:39 AM
27	It’s expensive and hot.	6/21/2021 9:37 PM
28	Surrounded by AirBnBs now. I miss living in a neighborhood with actual neighbors.	6/21/2021 7:52 PM
29	I wish more transportation was available . There use to be a regular free bus that went from Wawona to the Valley and back on a regular basis.	6/21/2021 5:49 PM
30	There are constant repairs that need to be made. My door wouldn't even stay shut a couple days ago, and it took a whole week for someone to come by and fix it. No central ac, pest problems in the kitchen prevent me from keeping food in my cupboard.	6/21/2021 9:20 AM
31	Disrespectful people Sexual harassment Guests who don’t care about Yosemite Lack of attention to basic appliances that need to be fixed	6/20/2021 8:05 PM
32	Unlike NPS housing, my home is in the middle of visitor activity and I’m frequently woken up by late night drunk visitors (I’ve also lived in Lower Housing, El Portal and Foresta where I could sleep on my porch and not be woken up), there’s no space out of the public view outside the housing, it’s located between two areas that have 100s of fire rings that load the air with particulates all summer long, I have no cover for my vehicle, the parking spots are about 12 inches wider than my compact sized vehicle and therefore my car is constantly being damaged. Also, plowing for employee lots is very poor, sporadic and mostly relies on residents to clear snow other than a single narrow lane. Aramark also has significant backlogs in maintenance and took weeks and sometimes months to fix really important things like heat stopping and sewage drains backing up into buildings repeatedly. Also, the clinic no longer provides primary care and finding dental, medical, & vision care for full-time residents is a nightmare and often requires trips to the Central Valley. Also, concession housing is severely overcrowded in assigned rooms/tents, kitchens, common areas, and bathrooms.	6/20/2021 6:07 PM
33	Commute to work and resulting difficulty of finding community since my family is either working or commuting most days.	6/20/2021 5:20 PM
34	Zero cell service, poor internet service, frequent power outages, high rent and few home improvements for the $$	6/20/2021 4:59 PM
35	The community space. There is no community Center to watch TV and hang out with friends.	6/20/2021 1:54 PM
36	It’s old and when the power we don’t get AC and everyone else does	6/20/2021 12:04 PM
37	It’s expensive, I wish I could live inside the park, the housing is poor quality	6/20/2021 12:00 PM
38	Yosemite needs more dorm-style housing, like what was built in 2007	6/20/2021 11:48 AM
39	I know that if I advance higher into my organization where I do not have employer provided housing, I won’t be able to live in el portal/it will be a significant portion of my income to pay my rent.	6/20/2021 11:25 AM
40	The heat, and the 3 hour commute to work.	6/20/2021 10:56 AM
41	Facilities are not properly cleaned/maintained, guests make their way into our kitchens/bathrooms/parking areas, and the housing staff is usually pretty indifferent.	6/20/2021 10:21 AM
42	Fire	6/20/2021 9:50 AM
43	The threat of forest fires every year.	6/20/2021 9:50 AM
44	It is old and full of pests and plumbing problems!	6/20/2021 9:33 AM
45	Non-emergency maintenance concerns take an inordinate amount of time to be fixed	6/20/2021 9:22 AM
46	Far from groceries/health care; filled with mostly vacation homes, only one road out in case of fire	6/20/2021 9:20 AM
47	Housing manager plays favorites. Does not always give the legal notice before entering my house. Rent is going up exponentially while our salaries are stagnant and living conditions do not get better.	6/20/2021 9:06 AM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

48	Yosemite park traffic backing up into town, long lines at the gate. (Worse with the reservation system).	6/20/2021 8:22 AM
49	Not having a bathroom in my space. Having something a little bit larger(even without a bathroom) would be a step up!	6/20/2021 7:51 AM
50	Bathrooms & kitchens get dirty fast because no one knows how to clean up after themselves	6/20/2021 7:37 AM
51	Nothing	6/20/2021 6:38 AM
52	The constant fear of getting roommates the space is extremely small	6/20/2021 3:24 AM
53	12 miles from grocery store.	6/18/2021 1:33 PM
54	Nightly rentals in my neighborhood instead of single family homes. Get rid of AirBB type rentals in what should be family neighborhoods. Monthly rentals are needed for Park employees and families in Mariposa. I know everyone knows this is the problem with lack of rentals, but the ones making the decisions have rentals themselves and are reluctant to fix the problem. Homeless people living around and leaving trash and having fires. Need a plan for these poor people.	6/18/2021 10:59 AM
55	no cell service in my room, parking difficult at times, small	6/18/2021 2:52 AM
56	Nothing	6/17/2021 3:34 PM
57	Nothing	6/17/2021 3:00 PM
58	The building needs serious repairs not just quick fix	6/17/2021 12:26 PM
59	The drive, the isolation.	6/17/2021 11:16 AM
60	High cost of fire insurance, summer heat, worried about well going dry (it has not gone dry previously).	6/17/2021 7:49 AM
61	nothing	6/16/2021 11:54 PM
62	I like everything.	6/16/2021 10:38 PM
63	There are minimal opportunities to own a home. Even in Midpines or Mariposa, there isn't a large market and it sounds like folks are making cash offers above asking price - there is no way for a government employee to compete with that.	6/16/2021 1:13 PM
64	It is very small, no heat other than a wood burning stove, no AC... the amenities are quite rudimentary and beyond anything it was VERY VERY hard to acquire a rental unit.	6/16/2021 9:59 AM
65	A roommate; don’t have my own apartment or kitchen	6/15/2021 9:20 AM
66	The landlord	6/14/2021 7:26 PM
67	The extremely limited supply of opportunities to buy a home in El Portal.	6/14/2021 7:09 PM
68	Yolanda	6/14/2021 6:57 PM
69	fires	6/14/2021 8:20 AM
70	I don't really save money since the rent is pretty high and the work I do isn't very lucrative. We have an overpriced grocery store and a few dining options.	6/14/2021 7:44 AM
71	I need my own kitchen	6/13/2021 1:43 PM
72	Distance to Yosemite Valley	6/13/2021 4:43 AM
73	commute time to work, fire hazard, inability to find housing opportunities to buy home for long-term	6/12/2021 1:46 PM
74	Fear of wildfire 5 months/year. Hot. We rent, so it feels like our money is being wasted on rent instead of improvements on a home that we own.	6/12/2021 9:41 AM
75	We are having trouble with deer mice and other vermin in the walls and roof; w/d has occasional problems that we repair; no fire clearance; inefficient to heat and cool	6/12/2021 9:26 AM
76	Roads need better maintenance. Roads sides overgrown hard to maintain a defensible zone. Need to raise taxes!	6/11/2021 8:30 PM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

77	High cost of living, increasing taxes, people speed on our road	6/11/2021 7:53 PM
78	shared toilet	6/11/2021 3:37 PM
79	Long commute.	6/11/2021 1:00 PM
80	Difficult to get NPS B&G to repair things , they are not a good landlord	6/11/2021 12:31 PM
81	expensive!!! we don't get paid near enough for rent around here!!!	6/11/2021 10:03 AM
82	The road I live on (Ben Hur) can be quite busy. I also am close enough to 49 that I hear a lot of traffic noise at times.	6/11/2021 10:00 AM
83	The lack of work opportunities, the fact that many promotions happen in house rather than being fairly and competitively hired, the high cost of living, all the second homes	6/11/2021 9:48 AM
84	The floors are wonky, the walls paper thin, eventually will have to have a roommate and it is hard to fit two people into a dorm	6/11/2021 9:40 AM
85	It’s far from work. The neighbors fire guns indiscriminately in the middle of the night. We lose power often. WiFi is expensive and unreliable. It’s very hard to find something affordable.	6/11/2021 8:53 AM
86	I rent from a private homeowner in old EP and I constantly worry that she is going to try to sell the house and kick me out, forcing me to have to search for housing again. She has already offered to sell to other people, so housing insecurity is a pretty big worry. My landlord also randomly decides to increase rent and there is no rent control here so because people are in desperate need of housing there's always the possibility that if I'm unable to afford rent at some point it'll just go to someone else who is willing to pay out of desperation. Rent pricing in EP is outrageous for people coordinating with private owners. It's also pretty annoying that people who don't work in YNP are able to own and live in EP though guidance says otherwise. I feel that's something that needs to be better enforced. Additionally, there's a house in EP that's on the market for half a million dollars and literally not sure who in this community can even afford that? These things aren't accessible to employees who are trying to make a living, it's literally things like this that signal a keep out sign to employees like me.	6/10/2021 5:37 PM
87	Fire danger. PG&E leaving trees on ground that they cut. Heat and Foxtail grass.	6/10/2021 12:56 PM
88	Other people properties that are not kept up. Used as a dumping grounds.	6/10/2021 12:55 PM
89	Mice and anta	6/10/2021 9:34 AM
90	My daily commute to work is approximately 1 hour 15 min in good traffic each way. Drivers in the river canyon can be reckless, I have experienced several near misses from people improperly passing, speeding, or running the red light on the Ferguson Bridge. Also, internet and internet options available at my home are poor. We need to the internet infrastructure in Mariposa County, in El Portal and in residential areas in Yosemite Valley.	6/10/2021 9:27 AM
91	All the limitations on EP as a "company town" (no leases, so no bank loans etc).	6/10/2021 8:22 AM
92	Chance of wildfire.	6/10/2021 12:08 AM
93	I moved here during the pandemic, so my opinions may be not indicative of normal times, but there seems not be a strong community feel in Mariposa. Also, there are very few places to recreate (running and biking)	6/9/2021 3:00 PM
94	Well water is not consistent, fire danger is high, rent is expensive.	6/9/2021 2:58 PM
95	Limited and scarce housing options. Housing options are poor quality. Price to buy housing is too high to afford. Housing costs are inflated relative to local income level. Most housing is second homes/ vacation rental properties. Lack of diversity in terms of socio-economic, ethnicity, and race.	6/9/2021 2:58 PM
96	Small space.	6/9/2021 2:14 PM
97	The buildings need a lot of love. The communal areas are insufficiently stocked with equipment, and the equipment is frequently faulty. Company housing seems seriously underfunded.	6/9/2021 1:25 PM
98	Lack of rentals available, the small space, there's mold, our child is outgrowing it.	6/9/2021 12:59 PM
99	Distance to stores	6/9/2021 10:44 AM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

100	It is “maintained” by the National Park Service	6/9/2021 9:53 AM
101	Lack of private bathroom and kitchen	6/9/2021 9:46 AM
102	Fire season, remoteness, power outages	6/9/2021 9:38 AM
103	Lack of services and amenities	6/9/2021 9:21 AM
104	do not lease my land, in spite of Congress' order in the 1980s commanding NPS to issue EP homeowners long term leases as soon as administratively possible, therefore, cannot reasonably develop my home as cannot get a normal mortgage.	6/9/2021 9:16 AM
105	Fire danger, no facilities	6/8/2021 7:06 PM
106	The govt. Seasonal built apartments are not vey well made, there are many structural issues.	6/8/2021 2:15 PM
107	Hot smoky summers	6/8/2021 1:08 PM
108	Too many outdoor lights from rentals that glare on the roads and neighboring houses - not only spoils dark skies but actually makes driving more dangerous in some spots.	6/5/2021 1:05 PM
109	I dislike the age of the building. It was clearly a large house that was cut into two. The building is old, electrical is not equipped to handled more than a few items plugged in and, the area around me is not fire safe. Also, there is no central heating or air conditioning.	6/4/2021 3:48 PM
110	too hot and humid too much of the time	6/4/2021 1:35 PM
111	The AC is locked so that it will not go lower than 75°. My room is so hot I cannot sleep at night. I also don't like how long it takes to commute to Yosemite valley.	6/3/2021 12:12 PM
112	nothing	6/3/2021 11:16 AM
113	Lack of restaurants, medical providers, services; Ferguson slide bridge.	6/3/2021 11:12 AM
114	Utilities are too high	6/3/2021 11:09 AM
115	Extremely small space that I share with my partner (who is also a park employee)	6/3/2021 10:33 AM
116	Nothing. I am *VERY* lucky to live in the housing that I have. I'm a one-percenter as far as housing goes - I know that 99% of the people who live and work here don't have it nearly as good.	6/3/2021 10:30 AM
117	Not a very family friendly place.	6/2/2021 9:40 PM
118	Park crowds and traffic, far from grocery options and other amenities, lots of driving to get anywhere, distance to high school, fire season.	6/2/2021 7:06 PM
119	Housing updates	6/2/2021 4:43 PM
120	The apartment is too small, but we cannot afford to buy a house here because one can't get a mortgage here, as you don't own the land your house sits on in El Portal. We do not come from families with money. Anywhere that we could buy a house in neighboring communities involves too long a commute each way to Yosemite Valley where we usually work. So we continue sinking money into rent as a trade-off to living and working here.	6/2/2021 4:02 PM
121	Lack of housing, limited services (grocery, medical, extra-curricular), limited employment possibilities.	6/1/2021 9:37 AM
122	Very little food. There are limited groceries and most take out is closed by 6 pm. There is also zero local hangout place	5/30/2021 1:38 PM
123	No WIFI in employee housing, crowded kitchens, and being around first year employees who keep you up all night while trying to sleep.	5/30/2021 12:42 PM
124	It’s over an hours drive to my workplace. No community outside of church groups. Undrinkable hazardous ground water. Slim choices for dining. No access to trails or rec in town. Terrifying racist attitudes of “mountain people” to the “valley trash.” Unsafe to walk on roads.	5/30/2021 10:56 AM
125	Systematically losing my long time neighbors to vacation rentals. ☹. I also live on a very rural road and hate the lack of enforcement for speeding and drunk/drugged up drivers past my house.	5/30/2021 9:46 AM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

126	I work in Yos Valley and have a 90 min commute each day	5/29/2021 1:54 AM
127	It's a far drive to get to town for groceries and medical care. The house is old and falling apart when you look closely	5/28/2021 10:17 PM
128	There's a black mold problem, the door doesn't seal all the way, my floor is about to cave in in a few spots, the heater barely works and when it does theres an awful smell, rotting steps, washing machine is broke half the time.	5/28/2021 6:18 PM
129	Expensive housing few and far between makes it nearly impossible to financially be able to get out of employee housing... which means this isn't a long term living situation for many.	5/28/2021 5:15 PM
130	Unclean restrooms, dilapidated HVAC systems, poor lighting, poor communal space.	5/28/2021 1:38 PM
131	There’s no other housing around so I have to live with my parents at 25 yrs old	5/28/2021 12:26 PM
132	very nice housing but limited options in terms of who I get to live with. Long distance for any groceries and other essential needs (i.e. pharmacy)	5/28/2021 11:21 AM
133	To utilize a decent kitchen, I must enter a commons area. Also, the carpet could stand to be changed. I believe this is the original carpet installed when they built new housing.	5/28/2021 9:15 AM
134	Shared room. Number of kitchens are not adequate for number of residents. Walls are paper-thin, zero privacy.	5/28/2021 8:41 AM
135	Fire danger, foxtails	5/28/2021 5:51 AM
136	Aramark has destroyed employee morale, I used to like working here, but now I'm only staying for the park	5/28/2021 5:07 AM
137	The apartment is falling apartment and NPS maintenance does not respond to work requests. Washer and dryer hook ups available but we are not allowed to use them. We get zero direct sunlight so we can’t have a garden. I’d love to have a yard but since it’s employer provided housing that will never be an option.	5/27/2021 9:55 PM
138	It's an old building and I think it has a mold problem related to the decaying roof.	5/27/2021 9:55 PM
139	The horrible traffic - not being able to get to any appointments easily from the valley and then back home; lack of Privacy during the high months;	5/27/2021 9:49 PM
140	1. Wildfires. 2. Potential for losing home insurance due to wildfires.	5/27/2021 9:46 PM
141	Rattlesnakes and fire insurance prices	5/27/2021 9:39 PM
142	Lack of services, difficulty getting people to come to el portal for home repairs.	5/27/2021 8:00 PM
143	Old housing	5/27/2021 7:22 PM
144	Difficult to change housing (no availability), trouble parking, tough to upkeep, no anonymity.	5/27/2021 6:21 PM
145	Poor Internet, very small space	5/27/2021 6:01 PM
146	When there are storms we have to relocate due to hazardous trees and branches falling	5/27/2021 5:41 PM
147	Lots of people	5/27/2021 5:30 PM
148	Having communal bathroom if I could afford my own bathroom I would move outside the park	5/27/2021 3:45 PM
149	Commute	5/27/2021 2:02 PM
150	Roomates	5/27/2021 1:59 PM
151	Fire danger, dispersed camping along 140 and no action taken to deter it.	5/27/2021 1:38 PM
152	Sometimes it can be noisy. Safety has been an issue with folks on drugs, having fires, and illegal camping.	5/27/2021 1:33 PM
153	Shared housing (pre-covid), limited housing options, no internet, tricky access to grocery/travel out of park dependent on traffic/road conditions etc	5/27/2021 1:28 PM
154	140 and Valley commute.	5/27/2021 1:26 PM
155	Not enough housing and only one bus company going to Yosemite park.	5/27/2021 1:11 PM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

156	RVBO's, lack of amenities.	5/27/2021 1:10 PM
157	Not a lot of social things	5/27/2021 1:07 PM
158	Old construction with inefficient insulation; no forced air (ie HVAC, mini-split unit, furnace); low quality/unhealthy materials used (ie carpet & linoleum). I do not trust that the NPS house I live in is asbestos and lead free. The house is a poor design and very small for our family size. I dislike not being able to make the property more safe from hazardous trees that are on the lot. In general living in NPS housing is pretty dysfunctional. There seems to be low regard for health and safety and zero regard for environmental sustainable construction updates and practices. Very discouraging.	5/27/2021 12:58 PM
159	Water quality in Mariposa. Housing in Yosemite needs repair and needs new management to facilitate where employees live. It’s been ran by the same person for years and is based on favoritism over seniority.	5/27/2021 12:37 PM
160	Not enough housing, too much traffic.	5/27/2021 12:15 PM
161	The lead paint, mold in the ceiling, ant invasions, very few power outlets, mouse traces	5/27/2021 11:48 AM
162	It is in disrepair, too small, no privacy with Aramark housing employees entering your residence for no reason. Sometimes they will go into your home and not even leave a note	5/27/2021 11:04 AM
163	Tourists	5/27/2021 10:56 AM
164	Nothing	5/27/2021 10:49 AM
165	Fire	5/27/2021 10:41 AM
166	Fire season, my water bill.	5/27/2021 10:41 AM
167	politics, one unpleasant neighbor	5/27/2021 10:19 AM
168	Nothing significant to comment on in this response.	5/26/2021 4:16 PM
169	It is a little close to a major collector road and at time traffic can be noisy.	5/26/2021 2:25 PM
170	good	5/26/2021 12:15 PM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q13 Other thoughts related to housing in Mariposa County (regarding safety, nearby amenities, quality of life, etc.)

Answered: 129 Skipped: 68

#	RESPONSES	DATE
1	It is hard to feel like I live in a community-live in Mariposa, work in park, not easy to connect with either community due to driving distance.	7/7/2021 11:30 AM
2	Electric skate boards not allowed on the road?	7/7/2021 12:25 AM
3	There is an extreme lack of affordable housing for those people who are not required occupants of the park. The rental market is absolutely out of control and needs to be curtailed. There is no reason for property owners to own 8 or 10 homes that are all rentals. Limit the number of properties in a given area that can be used as short term rentals, limit the number allowed to property owners. Actually enforce things like the number of parking spaces required.	6/30/2021 12:42 AM
4	Property tax revenues do not seem to be fairly distributed. We pay high county taxes but receive virtually zero county services here in Wawona.	6/26/2021 5:25 PM
5	Housing inventory is limited from low to none for rentals and purchase.	6/25/2021 11:46 AM
6	Yes -- the county needs to have a stated policy for ADUs in Yosemite West and Wawona. There is an acute housing crisis for those that work in the park and some of the burden could be alleviated through encouraging ADUs.	6/24/2021 10:15 PM
7	Explore ADU potential in Wawona, reach out to property owners.	6/24/2021 8:33 PM
8	again, it is our family vacation home that we enjoy but also rent out through the Redwwods	6/24/2021 6:03 PM
9	Re: Q10 What is your total monthly cost of housing (rent or mortgage)? you need another option because if you live in EP you cannot get a mortgage. You either dip into retirement, have a trust fund, or get an owner-financed loan.	6/24/2021 2:45 PM
10	None	6/24/2021 1:09 AM
11	Dramatic need for workforce housing.	6/23/2021 7:14 AM
12	Seems like if we had a more diverse economy that was based less on tourism we might be better off financially as a county and maybe not have as much trouble with housing shortages (due to housing being used for vacation rentals)	6/22/2021 3:15 PM
13	They should update the hospital.	6/22/2021 3:12 PM
14	You can build dorms at the old Curry stables. If you build dorms outside the park you may want Forresta. You will need busses 24/7 otherwise traffic will just get worse	6/22/2021 2:38 PM
15	N/A	6/22/2021 11:17 AM
16	The positions in the park don't pay much, and the subsidized housing makes it worth it. I'm wondering how new housing will be able to compete with low cost of housing within the park.	6/22/2021 8:40 AM
17	Almost nothing in employee housing areas is ada compliant. There's no gender neutral anything. Bathroom facilities are poorly maintained, and quite frankly, disgusting. Laundry facilities are always in disrepair	6/22/2021 1:39 AM
18	Overall great quality of life.	6/21/2021 9:37 PM
19	I would appreciate more sidewalks or bike lanes. It's hard to get around in some areas without dodging cars.	6/21/2021 7:52 PM
20	The housing outside of Yosemite Valley is hard to find and usually expensive.	6/21/2021 7:32 PM
21	I feel safe in my community.	6/21/2021 5:49 PM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

22	We need to lock our building so no guests wander in anymore. It hasn't happened in a month or so, but when guests began to make their return, the Ahwahnee dorms saw a huge influx of tourists wandering through here. I even had a friend kick someone out of our kitchen because they needed to cook, despite EMPLOYEES ONLY signs posted at every entrance. I've heard of friends in other parts of the valley be assaulted and I'm concerned for my safety. I've also had to personally stop guests from walking into our dorms in the recent past.	6/21/2021 9:20 AM
23	More transportation should be readily available to park employees, handicapped or disabled, mental evaluation should be more required for employees because I know someone who killed their animal while living in employee housing in Yosemite	6/20/2021 8:05 PM
24	Concession employees work in positions with low compensation when compared to comparable jobs outside the park. With the profound scarcity of housing in the county, high cost of the housing that is available, the combined costs of renting and commuting to housing outside the park (time and $ wise) puts that housing out of budgetary reach. VRBO and other short term rentals soak up much of the available homes and impact this situation to the detriment of employees.	6/20/2021 6:07 PM
25	More washers and dryers would be great. Bigger kitchens and shower houses.	6/20/2021 1:54 PM
26	Our employee housing in Yosemite had a dishwasher that was broken, and filled with black mold. Housing wouldn't do anything about it. Also, many mice living in the walls, with looming threat of Hantavirus.	6/20/2021 10:56 AM
27	Very far from everything	6/20/2021 9:50 AM
28	We need more affordable housing.	6/20/2021 9:50 AM
29	Please help us with homes. Having to move every 4-6 mos and deal with terrible conditions is ridiculous for my income bracket. As a middle class person, I should be able to call a place home in California. To pay taxes and not be able to find a home in this county is unacceptable.	6/20/2021 9:33 AM
30	Living outside the park sounds appealing but the 140 corridor traffic is horrendous during the regular season. If NPS/Concessions could partner for an employee/park partner bus (survey to be completed for route stops/times) and a percentage of ridership maintained it would help environmentally and more people could potentially work in Yosemite without the need for a vehicle	6/20/2021 9:22 AM
31	There are jobs I would like to pursue in/around the park, but have been motivated to stay where I am because I don't want to lose my housing and I know that finding housing when it isn't provided can be incredibly difficult for folks	6/20/2021 9:20 AM
32	Everything is extremely expensive. Buying or even renting is almost impossible.	6/20/2021 9:06 AM
33	The lines at the gate are huge deal, I use Wawona as my back up grocery, gas, and post office. Basics for our small town.	6/20/2021 8:22 AM
34	I dont think it is safe to have roommates yet	6/20/2021 7:37 AM
35	Great community. Good. Neighbors.	6/20/2021 6:38 AM
36	Need more housing for Employees need safe living quarters and non expensive house rentals are to high for the normal seasonal worker who makes 13 bucks an hour they can't afford more then a campsite afforadable low income housing for Them would be amazong	6/20/2021 6:20 AM
37	Safety in yosemite valley housing is subpar to say the least. The women's bathroom door is easily unlockable by any passing tourist with a simple click of the enter button, which has many times led to men (visitors to the park no less) attempting to open individual stalls within the women's restroom, looking under them, peaking in the showers, using the women's facilities, and so fourth. Because of incidents like these and housing doing nothing to fix the issue girls in "huff housing" now feel as if they need to carry a weapon to feel remotely safe accessing the restroom after dark.	6/20/2021 3:24 AM
38	N/A	6/18/2021 1:33 PM
39	Connect town with sidewalks and safe crossing walks. (I believe this is happening) Quit building 3 story housing units in neighborhoods and get rid of nightly rentals. We have really nice hotels that could use the support.	6/18/2021 10:59 AM
40	Love to live in Yosemite Valley	6/17/2021 3:34 PM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

41	Fire safety: high fuel loading on neighboring lands and in the area in general.	6/17/2021 7:49 AM
42	none	6/16/2021 11:54 PM
43	I don't want to ride a bus to work.	6/16/2021 10:38 PM
44	The indigenous communities do not have opportunities to rent or buy either - it's a large piece of why they can't receive federal recognition. Mariposa County exists on stolen land and there should be a plan to house all indigenous communities who were the first inhabitants of the land.	6/16/2021 1:13 PM
45	Please please PLEASE provide more amenities and construct more pet-friendly housing options for NPS employees within El Portal. It is absolutely insanity that I can acquire well-paying, year-round job for NPS but can end up homeless because of the lack of housing opportunities and unwillingness of the government to allow pets in their rental units for term employees.	6/16/2021 9:59 AM
46	Living outside the park would be a long commute	6/15/2021 9:20 AM
47	Need ATM in valley for cash deposits. Aramark Housing not trust worthy, incompetent. Street lights and walkway lights burnt out never replace. Washers and dryers always breaking down. When the power goes out and then comes back on machines have to be manually reset and we will have no washers for days until the machines are reset by maintenance staff. Housing incompetent with package deliveries. Night housing not always available. Not all kitchens have lockable cubicles for your pots and pans. Not all housing have dedicated power so when power goes out you are in darkness and freezing or roasting which ever the case may be. Housing will plow the parking lot when they feel like it.	6/14/2021 7:26 PM
48	Even if there were more housing rental opportunities in Midpines/Mariposa, the length of the commute for anyone working in Yosemite Valley is still very long and not sustainable as a daily commute.	6/14/2021 7:09 PM
49	Any new housing would have to include access to retail and ATM	6/14/2021 6:57 PM
50	We should convert the old chapel into something useful for the community before it rots away and becomes challenging to restore. Maybe a bakery, diner, farmers market venue, or brewery.	6/14/2021 7:44 AM
51	Would like to buy a house but BNBs are buying up everything and vacation rentals	6/13/2021 1:43 PM
52	There isn’t much to choose from in the rental market, and it very expensive	6/13/2021 4:43 AM
53	amenities are good with access to Mariposa and an hour long drive to Merced or 45 minutes to Oakhurst; safety and access to homes a concern with wildfire hazards; do like that we have cell service here whereas many places closer to the park have no cell service	6/12/2021 1:46 PM
54	I love it here, but the housing market is very expensive relative to incomes. We were incredibly lucky to find an inexpensive rental two years ago and haven't had a rent increase, but friends have not been so lucky and are spending huge proportions of their incomes on rent/utilities. Also, fire safety programs have been increasing in visibility/access since I've been here, but it feels like we still have a long way to go.	6/12/2021 9:41 AM
55	My partner's and my commutes are long but this is the compromise location. Would love to have more bike/walking connections on minor roads instead of having to get on the highways. Housing is extremely hard to find for us and friends/coworkers. Thrilled that the Midpines general store market is reopen.	6/12/2021 9:26 AM
56	Poor hospital.	6/11/2021 8:30 PM
57	Mariposa County in a good place to live, plenty of law enforcement, close to amenities.	6/11/2021 7:53 PM
58	I do love being here, it’s just tragic that so many NPS homes are empty which could be rented to folks who work in the park. The “bidding system” needs to be revised	6/11/2021 12:31 PM
59	yeah, you need to do the same with tuolumne county - annoying that the only county the park is ever concerned about is mariposa, when there are 3 other counties that people commute from.	6/11/2021 10:03 AM
60	I've lived here the majority of my life and am discouraged to see so many vacation rentals. It is really challenging to find affordable housing here. I do feel safe here, and am very grateful to those who keep us safe. Sometimes, it feels like our zoning is out of whack. For example,	6/11/2021 10:00 AM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

	there used to be houses across the street (west) from the Hall of Records, and now I find out it is zoned commercial.	
61	Second homes have made owning housing out of reach for those of us who live and work here	6/11/2021 9:48 AM
62	Communal facilities are left disgusting, things break often	6/11/2021 9:40 AM
63	We should be permitted to put tiny houses on lots. The number of Air B&Bs should be restricted.	6/11/2021 8:53 AM
64	It's bothersome that Aramark monopolizes on the fact that it has the most convenient gas and market options in YV and EP. Employees shouldn't have to pay outrageous prices for gas and grocery/toiletry needs when they come up. We already don't make very much money working here and then we have to pay tourist prices out of convenience. Aramark should be required to give employees discount cards.	6/10/2021 5:37 PM
65	Would like to see something done about the Homeless people camps springing up. Again, that is a fire hazard.	6/10/2021 12:56 PM
66	Need more amenities	6/10/2021 12:55 PM
67	As a working professional, I would like to be in a position to buy a house. My dream would be to have a modest house/cottage and a garden. There are no 1-2 bedroom houses or condos in Mariposa County where park professionals can live. You have to rent a room in a larger home to find an affordable place to live. I made sacrifices in housing options by coming to Yosemite. Among National Park Service employees it is widely known that housing in and around Yosemite is the greatest challenge and inconvenience that employees face. You have to know someone locally to find somewhere reasonable to live. Some live in tents and cars. Many employees choose to turn down Yosemite jobs because of poor housing options.	6/10/2021 9:27 AM
68	Commutes are a huge part of quality of life and it is really tough sometimes to find and retain good candidates to hire into vacancies because of what they hear about commutes around the County.	6/10/2021 8:22 AM
69	Good	6/10/2021 12:08 AM
70	The price of housing does not seem commensurate with the local wages	6/9/2021 3:00 PM
71	The housing shortage in Mariposa County completely blows my mind given the startling number of vacation rentals that sit empty half the year. The taxes on second homes should incentivize or subsidize renting to local workers (and discourage vacation rentals). We also need a good home loan program for local workers because many banks won't finance fixer uppers and those are the only properties that are affordable. Out-of-town investors can just pay cash. The NPS and other local employers also need to increase their wages substantially to attract and retain talent that doesn't have multi-generational wealth.	6/9/2021 2:58 PM
72	As a resident in the Valley, it's very important for me to live IN the Valley; I hear rumours now and then that there is efforts behind the scenes to move everyone out of the Valley, and I find that a very concerning prospect. Living in the Valley is a huge incentive to WORK in the Valley. People living in company housing sacrifice a lot just to live in the Valley, and that should be considered, not just for future plans but also the quality of the housing. Cracked tile floors in bathrooms are a hazard, as is the mold growing in the grout of the showers, and the kitchens serving dozens of dorm-dwelling employees should have more than one stove; it's hard because of the lack of room to expand, but dinner time comes and people have to wait upwards of an hour to begin cooking because the four burners on the one stove are already occupied. It's not the end of the world; but things could be better.	6/9/2021 1:25 PM
73	NPS wont allow families to live together even when both people work within the park. Seasonals can't have over night guests even though you are married and have a child.	6/9/2021 12:59 PM
74	Oakhurst needs a Dollar General instead of True Value	6/9/2021 9:53 AM
75	None	6/9/2021 9:46 AM
76	Definitely a lack of affordable housing in the area due to vacation rental market.	6/9/2021 9:38 AM
77	Housing should be closer to the park work sites rather than an hour commute from Mariposa- especially for entry level positions.	6/9/2021 9:21 AM
78	There is no upkeep in any of the laundry facilities. Washers and dryers are often broken, semi-	6/8/2021 2:15 PM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

	broken, expensive as a seasonal or volunteer and if we're paying for them I don't understand how they are so poorly kept. There are also not many available in El Portal nor are they located in a highly accessible area. This seems like a small thing but it's just inconvenient enough to compound stress. If work is stressful or life in general, oftentimes doing laundry is the straw that will break the camels back.	
79	Underground power instead of trees and utility poles, at least along pre-ecisting road corridors.	6/5/2021 1:05 PM
80	In a perfect world, I would just like a place that is a bit more up to date with the world we live in.	6/4/2021 3:48 PM
81	no opinion.,...too hot right now....and CA is in a drought	6/4/2021 1:35 PM
82	It would be nice if there were more washers and dryers. there is not one in my building and I have to go three streets over I try to find one in one of the apartment buildings that is open. it also would be nice if the post office was open 12:00 to 7: 00pm instead of 8:00 to 3: 00pm.	6/3/2021 12:12 PM
83	I love shopping in Mariposa. Everything is so close and easy to get to, park, etc... I always see people I know when I shop and it is fun to chat and catch up. I know many of the people working at the different dr, dental offices and other stores and offices in town. I really like small town living	6/3/2021 11:16 AM
84	I consistently feel like the town of Mariposa is not capturing as much tourist money as they could. Why not more ethnic food options, climbing gym, etc.?	6/3/2021 11:12 AM
85	I feel safe living alone and close enough to town to be easy.	6/3/2021 11:09 AM
86	Mariposa County does a pretty good job, in my opinion. However, some of my non-white friends have experienced racism and are afraid to venture off Highway 140, which limits their housing options.	6/3/2021 10:30 AM
87	Would be nice if more affordable housing was here for families to live, for Park families to be more permanent, public transportation or school transportation.	6/2/2021 9:40 PM
88	Housing market makes it hard to buy affordable homes. Diversity is lacking. Not enough public transport options for locals since it seems more tourist drive.	6/2/2021 7:06 PM
89	Buying an affordable house is hard to come by in neighboring communities as well as so many homes are being used for vacation rentals.	6/2/2021 4:02 PM
90	Stop allowing more vacation rentals. There are already way too many making rental or buying options extremely limited.	6/1/2021 9:37 AM
91	Everyone should be able to live in a WOB with access to wifi and air conditioning. Tent Cabins are not an appropriate living situation for someone who been working in the park for 7 years.	5/30/2021 12:42 PM
92	Unsafe for people of color.	5/30/2021 10:56 AM
93	Housing in Mariposa county is awful and over priced and extremely difficult to find- does not make any attempt to support the park which is the counties primary employer	5/29/2021 1:54 AM
94	I wish more housing on Foresta was for park employees rather than almost all being vacation homes and air bnbs	5/28/2021 10:17 PM
95	Needs more fire extinguishers, temporary residences should not be used for 25 years and should be built to code.	5/28/2021 6:18 PM
96	I pay taxes on our federal property and although they are reimbursed I do not see any efforts on the counties part to offer any services to the children of the valley. Not everyone out here can afford daycare. No county swim or summer camps are offered here or in El Portal. It's really disapointing.	5/28/2021 3:28 PM
97	Housing shouldn’t be so overloaded and under maintained. Yosemite workers are people not animals	5/28/2021 1:38 PM
98	El portal has really limited and expensive housing. Half the government housing in rancharia is t even used because nps doesn’t want to pay to maintain it, which pushes more folks into old el portal, and therefore less housing available over all, especially for folks who work for other park partners.	5/28/2021 12:26 PM
99	Transportation getting in and out of the valley can be expensive and challenging.	5/28/2021 9:15 AM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

100	Way too many Air B&B's to find rentals places to buy.	5/28/2021 5:51 AM
101	I don't think its worth working in Yosemite if you need to commute from outside the park every day	5/28/2021 5:07 AM
102	We'd love to buy a house and have a garden, install solar panels, etc but the fire risk and housing prices are way to high. It's literally impossible.	5/27/2021 9:55 PM
103	There is very little affordable housing in the entire county and very few apartment rentals. Also, it's unfortunate that many people who work in Yosemite Valley have to drive an hour all the way out to Mariposa to find an apartment. It would be nice if there was more housing in Yosemite Valley and El Portal for staff. It would be especially nice if there were more government housing apartments in El Portal.	5/27/2021 9:55 PM
104	Living in the valley can be quite a privilege and yet we have no competition for better food/discounts for anything. Not having a resident/employee entrance/exit is a huge problem when commuting; residential areas should be protected from tourists and clear universal signage should be improved.	5/27/2021 9:49 PM
105	It would be great if tiny homes were embraced as an option for those wanting to build a mother-in-law unit on their property.	5/27/2021 9:46 PM
106	Buying our house was REALLY stressful, we got outbid several times before someone accepted our offer, and if we weren't a two-income household (the number above is both of us combined), there's no way either of us could have afforded it on our own. The fire insurance is killer too. With virtually no options to rent, I would have had to turn down the job Yosemite offered me. We're excited to be here, but definitely understand why people get frustrated and leave (or don't bother to come at all). We're also pretty worried about daycare availability as we're hoping to start a family soon-ish.	5/27/2021 9:39 PM
107	We have got to build denser and smaller units to house our seasonal and low income workforce. One and two bedroom apartments, so they don't have to have roommates just because the only available housing is too big and therefore more expensive. Restricting multiple home on lots has really prevented options such as clustered small homes.	5/27/2021 8:00 PM
108	It's getting really hard to find housing here. Airbnb/vacation rentals are negatively impacting our community.	5/27/2021 7:22 PM
109	The prices for renting are ridiculous if not employer sponsored. Hard to live here long term. In EP, the only food is the market which doesn't have great inventory and jacks up the prices.	5/27/2021 6:21 PM
110	Housing and NPS come by far too often	5/27/2021 5:41 PM
111	Homeless people near creek in town are nasty	5/27/2021 2:02 PM
112	No roommates I've had things stolen from me	5/27/2021 1:59 PM
113	Such a housing shortage. I feel so grateful to have a house that is not related to my employment, but it frustrates and saddens me to see my friends struggle to find similar options for their families.	5/27/2021 1:38 PM
114	There need to be more trained mental health professionals in town.	5/27/2021 1:33 PM
115	More than fair pay for what is offered but would like more options of housing choices independent of seniority/job status and job security	5/27/2021 1:28 PM
116	Gas price is very high	5/27/2021 1:11 PM
117	There needs to be more housing for the year round residents, Mariposa needs to git rid on the vacation rentals in areas not zoned for hotels. Residential areas should be for home owners or long term renters only.	5/27/2021 1:10 PM
118	N/a	5/27/2021 1:07 PM
119	The lack of nearby medical resources makes living in Yosemite Valley very difficult. Prior to NPS running the medical clinic there was access to better primary care, a dentist and physical therapist. There is no mental health practitioner in the Valley because the funding was taken away (that's what I heard), and there absolutely should be a mental health provider with an office here. It's incredibly difficult to have to take a day off of work to go to any specialty care	5/27/2021 12:58 PM

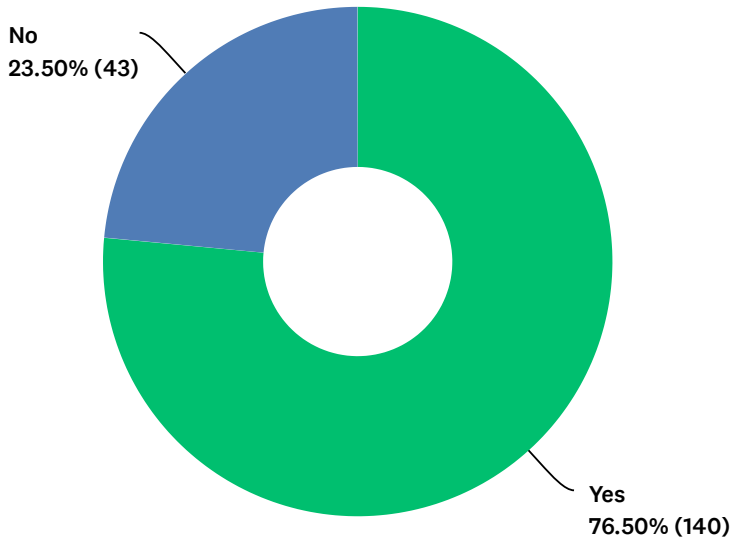
Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

	in Fresno, Merced or Sonora (ie Pediatrician, OBGYN). This leads to more health concerns accumulating due to lack of access.	
120	The employee housing and facilities in Yosemite (for the concessionaire employees at least) are vastly in need of updates and improvements. The cots in the tents are painful and old and the hard sided cabins have mold. The bathrooms and kitchens are disgusting.	5/27/2021 12:37 PM
121	Employee housing needs to be built in Foresta.	5/27/2021 12:15 PM
122	The construction and traffic in yosemite valley has taken a huge toll on quality of life for people who must live outside the park and commute in. There is an order to how housing is dispersed among workgroups, and that order has been disrupted this year - senior employees were dropped from priority housing while a brand new employee was given a Valley bed. There needs to be transparency and merit involved in housing selection, rather than favoritism.	5/27/2021 11:48 AM
123	3 people in a canvass tent or 2 people in a WOB should be illegal. No room dividers no space no privacy . Communal kitchens lack working microwaves or toasters. The fridge doesn't fit everyones food, half the washers are broken and housing only allows a 2 hour window to pick up packages and will send back your mail after one week with no notice	5/27/2021 11:04 AM
124	The tourists are a problem. It would be beneficial if traffic was limited.	5/27/2021 10:56 AM
125	I do love the town of Mariposa but wish town had a bigger variety of shops	5/27/2021 10:41 AM
126	not enough rentals for my co-workers, rentals are ridiculously expensive (ie today say a ROOM, with private bat and fridge) renting for $1000/mo!!	5/27/2021 10:19 AM
127	There has been a history of insufficient planning for workforce housing to support the tourism industry. The County and National Park Servicr should be coordinating on all facets of workforce housing	5/26/2021 4:16 PM
128	I feel lucky to have housing security.	5/26/2021 2:25 PM
129	good	5/26/2021 12:15 PM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q14 Do you commute to work in Mariposa County?

Answered: 183 Skipped: 14

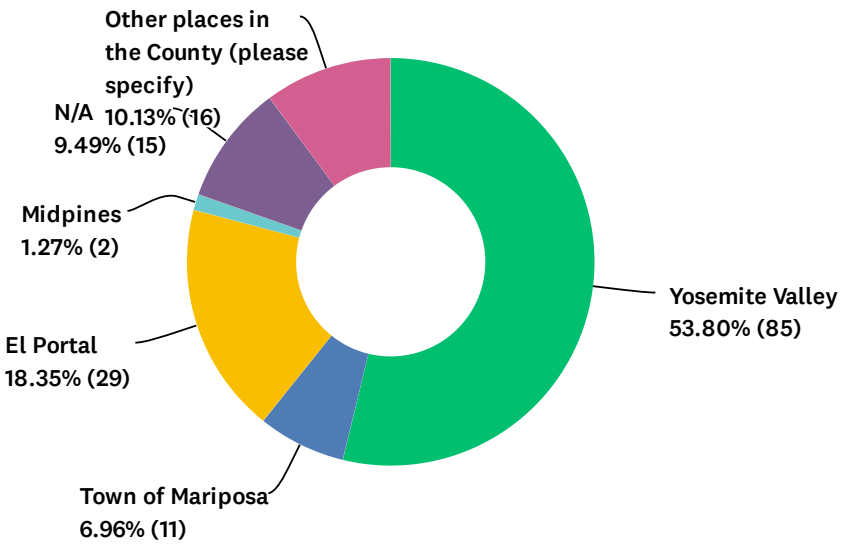


ANSWER CHOICES	RESPONSES	
Yes	76.50%	140
No	23.50%	43
TOTAL		183

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q15 If yes, where?

Answered: 158 Skipped: 39



ANSWER CHOICES	RESPONSES	
Yosemite Valley	53.80%	85
Town of Mariposa	6.96%	11
El Portal	18.35%	29
Midpines	1.27%	2
Coulterville	0.00%	0
N/A	9.49%	15
Other places in the County (please specify)	10.13%	16
TOTAL		158

#	OTHER PLACES IN THE COUNTY (PLEASE SPECIFY)	DATE
1	Wawona	6/30/2021 12:55 AM
2	Wawona (walk to work)	6/24/2021 7:39 AM
3	El portal, the valley, and Tuolumne Meadows	6/20/2021 9:36 AM
4	Foresta	6/20/2021 6:41 AM
5	Bootjack/Woodland	6/12/2021 9:33 AM
6	South entrance	6/11/2021 1:05 PM
7	Wawona	6/11/2021 12:32 PM
8	Wawona	6/9/2021 3:00 PM
9	Yosemite West	6/9/2021 10:24 AM
10	Wawona	6/9/2021 9:56 AM

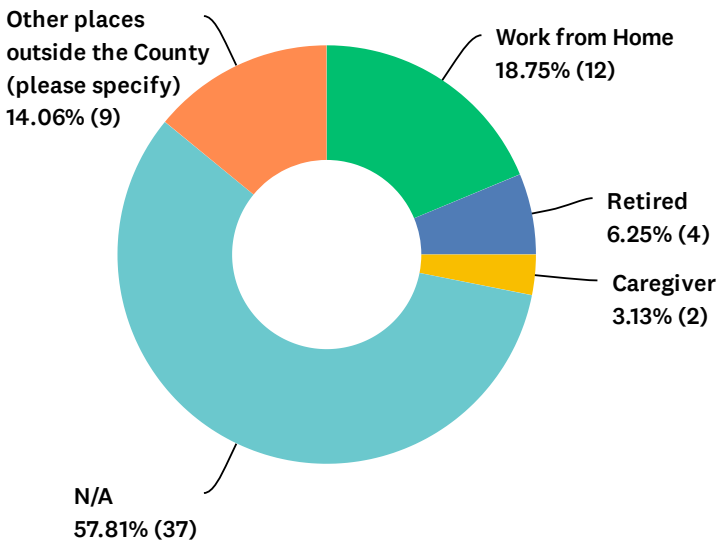
Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

11	Yosemite West	6/9/2021 9:23 AM
12	Yosemite West	6/9/2021 9:17 AM
13	Multiple locations including Wawona, Yosemite Valley, Mariposa	5/30/2021 11:05 AM
14	I am a mix of work from home and commuting to the valley.	5/28/2021 11:24 AM
15	I commute to the Valley daily and my husband commutes to Mariposa daily. Between the two of us we drive about 3 hours every day.	5/27/2021 9:59 PM
16	Currently commute to Mariposa, but I have commuted to El Portal, Yos Valley. and Tuolumne Meadows and will respond as a El Portal Commuter	5/26/2021 2:35 PM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q16 If no, tell us more:

Answered: 64 Skipped: 133



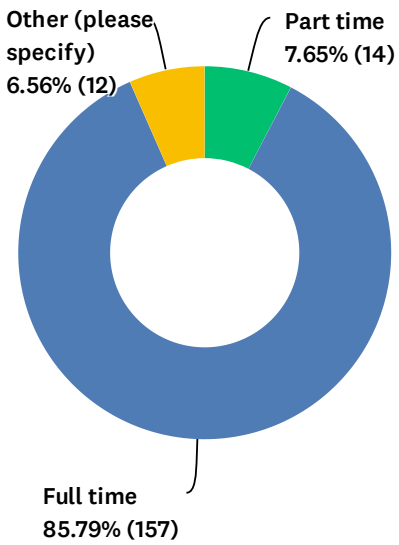
ANSWER CHOICES	RESPONSES	
Work from Home	18.75%	12
Retired	6.25%	4
Caregiver	3.13%	2
N/A	57.81%	37
Other places outside the County (please specify)	14.06%	9
TOTAL		64

#	OTHER PLACES OUTSIDE THE COUNTY (PLEASE SPECIFY)	DATE
1	I work in the part of the parks that's in Tuolumne County	6/20/2021 5:01 PM
2	Walk to work	6/20/2021 9:08 AM
3	Sonora, Fresno	6/20/2021 8:24 AM
4	Live in park	6/15/2021 9:23 AM
5	Big Oak Flat Ranger Station	6/13/2021 11:50 AM
6	San Benito County	6/11/2021 8:34 PM
7	groveland to the park	6/11/2021 10:04 AM
8	Hetch Hetchy	6/9/2021 3:13 PM
9	I live and work in El Portal.	5/27/2021 3:06 PM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q17 How often do you work per week?

Answered: 183 Skipped: 14



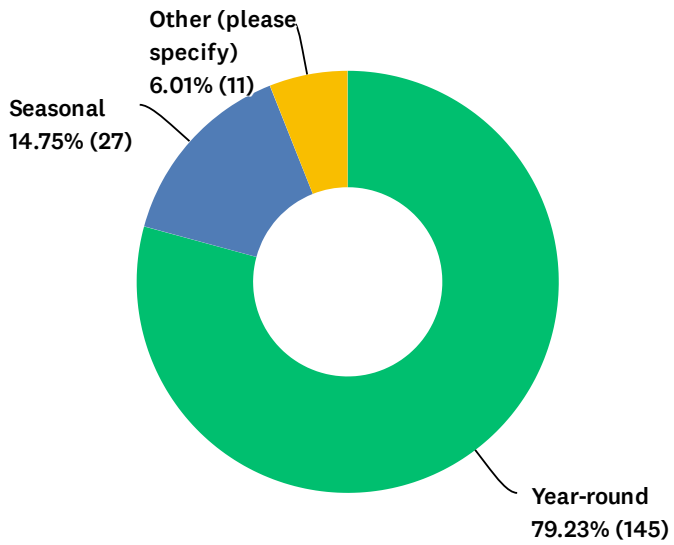
ANSWER CHOICES	RESPONSES	
Part time	7.65%	14
Full time	85.79%	157
Other (please specify)	6.56%	12
TOTAL		183

#	OTHER (PLEASE SPECIFY)	DATE
1	0	6/26/2021 5:27 PM
2	retired	6/24/2021 6:05 PM
3	Currently awaiting re-employment at full-time as usual	6/24/2021 7:39 AM
4	Stay at home parent	6/24/2021 1:11 AM
5	work full time but currently mostly teleworking from home and commuting to the office once a week; that might change as pandemic effects lessen	6/22/2021 3:18 PM
6	Volunteer	6/22/2021 11:21 AM
7	1-2	6/20/2021 8:24 AM
8	I currently telework but will likely be returning to the office in some capacity soon	6/9/2021 9:45 AM
9	Full time but never 40 hr, about 30hrs per week	5/28/2021 5:13 AM
10	Volunteer	5/27/2021 9:56 PM
11	two part-time jobs	5/27/2021 9:53 PM
12	Retired	5/27/2021 10:58 AM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q18 How often do you work per year?

Answered: 183 Skipped: 14



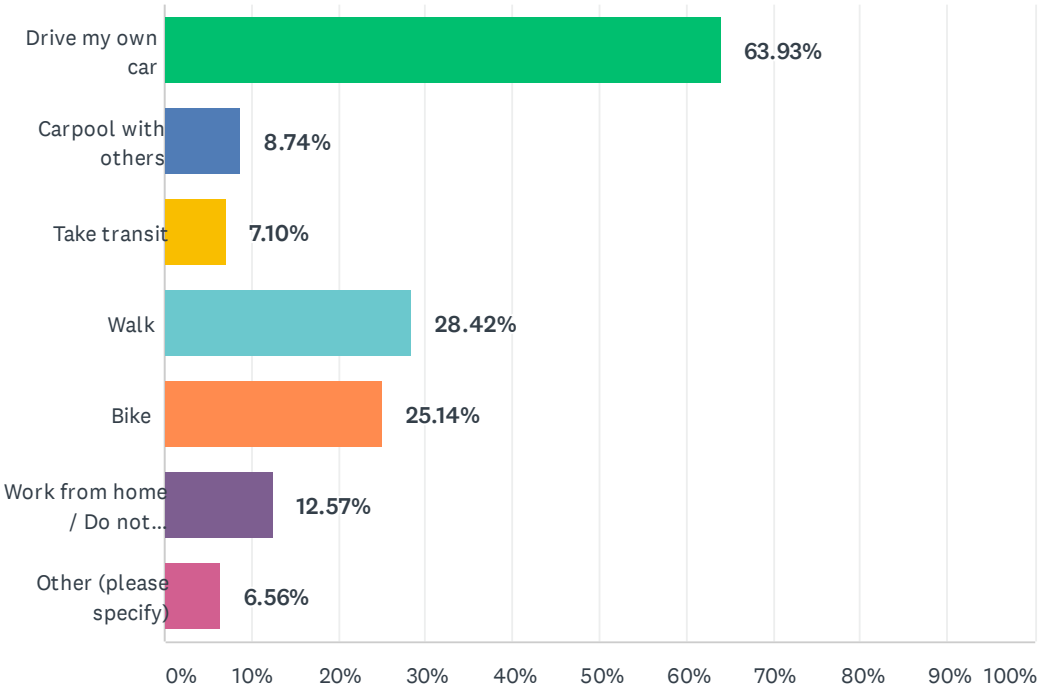
ANSWER CHOICES	RESPONSES	
Year-round	79.23%	145
Seasonal	14.75%	27
Other (please specify)	6.01%	11
TOTAL		183

#	OTHER (PLEASE SPECIFY)	DATE
1	0	6/26/2021 5:27 PM
2	retired	6/24/2021 6:05 PM
3	due to Covid I no longer have FT work	6/24/2021 2:49 PM
4	Year-round, seasonal transfer between Wawona & Yos Valley	6/24/2021 7:39 AM
5	Seasonal, but trying to piece together year-round work.	6/14/2021 8:04 AM
6	Currently a full time seasonal position	6/11/2021 11:19 AM
7	furlough	6/11/2021 10:04 AM
8	when I feel like it....sometimes volunteer	6/4/2021 1:37 PM
9	Typically year round employment but it does have to be renewed each season.	5/28/2021 11:24 AM
10	Used to be year round, until Aramark started closing curry each winter	5/28/2021 5:13 AM
11	Retired	5/27/2021 10:58 AM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q19 How do you commute most often? Select all that apply.

Answered: 183 Skipped: 14



ANSWER CHOICES	RESPONSES	
Drive my own car	63.93%	117
Carpool with others	8.74%	16
Take transit	7.10%	13
Walk	28.42%	52
Bike	25.14%	46
Work from home / Do not commute	12.57%	23
Other (please specify)	6.56%	12
Total Respondents: 183		

#	OTHER (PLEASE SPECIFY)	DATE
1	E-board	7/7/2021 12:28 AM
2	no commute	6/26/2021 5:27 PM
3	retired	6/24/2021 6:05 PM
4	on the occasional EP days I can bike, but currently it's mostly Mariposa	6/24/2021 2:49 PM
5	Drive company car.	6/22/2021 3:14 PM
6	There is probably a percentage of NPS folks who will be teleworking around 50% of the time from here on out. That is going to have a big impact on how housing outside of the park will be viewed.	6/21/2021 8:01 PM

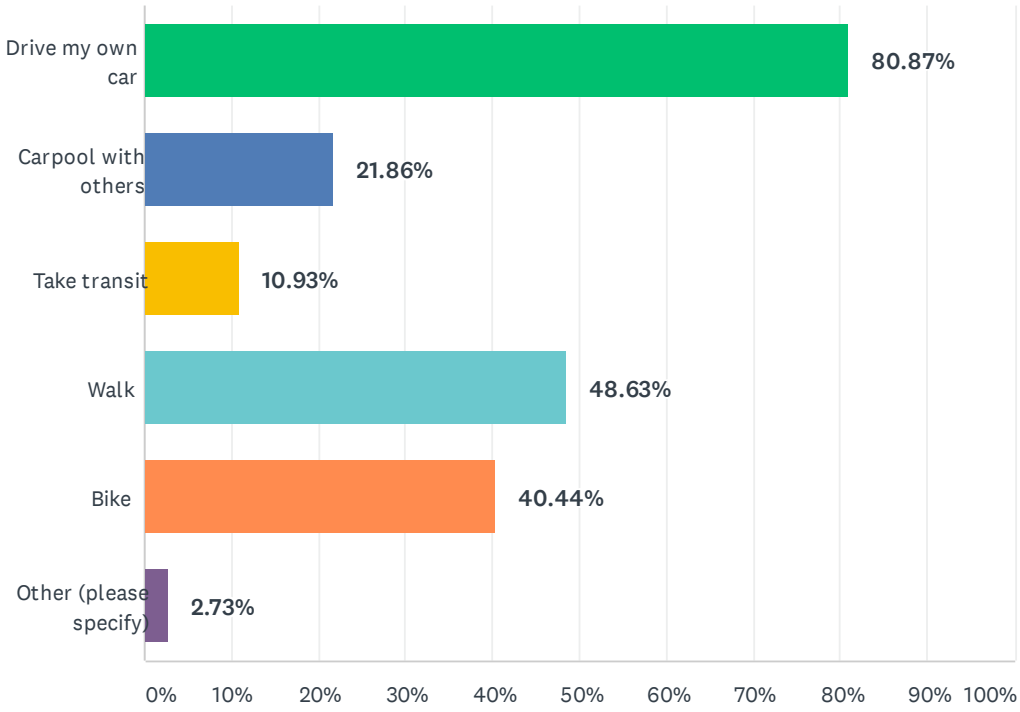
Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

7	Government vehicle	6/20/2021 5:01 PM
8	Live where I work	6/15/2021 9:23 AM
9	Government Vehicle	6/14/2021 8:04 AM
10	Motorcycle	6/12/2021 9:47 AM
11	Motorcycle.	6/3/2021 10:32 AM
12	we did have a vanpool until COVID...	5/27/2021 10:22 AM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q20 How do you get around when you are not commuting? Select all that apply.

Answered: 183 Skipped: 14



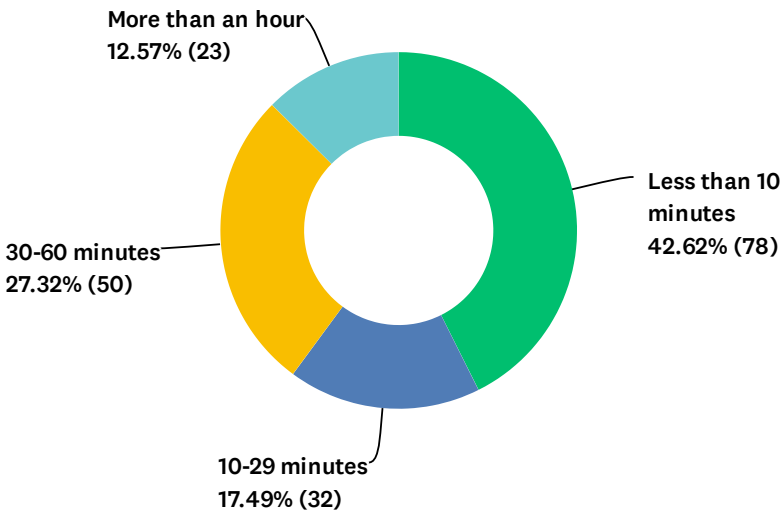
ANSWER CHOICES	RESPONSES	
Drive my own car	80.87%	148
Carpool with others	21.86%	40
Take transit	10.93%	20
Walk	48.63%	89
Bike	40.44%	74
Other (please specify)	2.73%	5
Total Respondents: 183		

#	OTHER (PLEASE SPECIFY)	DATE
1	E-board	7/7/2021 12:28 AM
2	Climb	6/22/2021 11:00 AM
3	iwalk	6/16/2021 10:42 PM
4	Motorcycle	6/12/2021 9:47 AM
5	Motorcycle	6/3/2021 10:32 AM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q21 How long is your commute?

Answered: 183 Skipped: 14

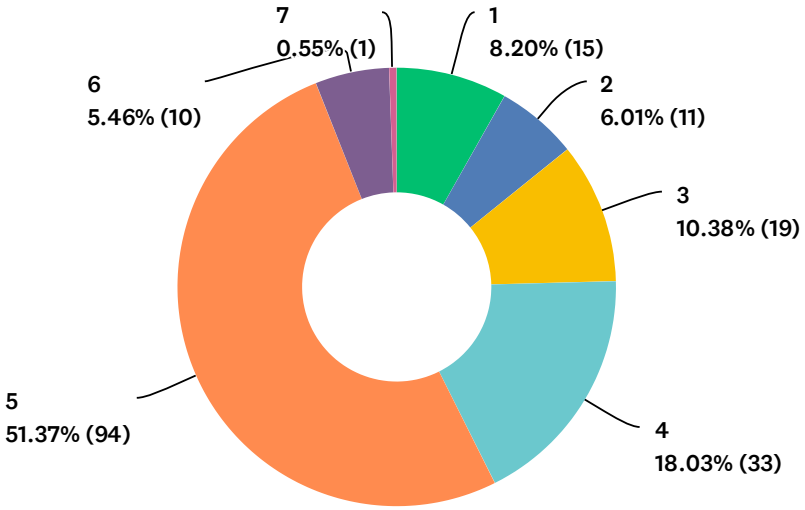


ANSWER CHOICES	RESPONSES	
Less than 10 minutes	42.62%	78
10-29 minutes	17.49%	32
30-60 minutes	27.32%	50
More than an hour	12.57%	23
TOTAL		183

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q22 How many days per week do you have to commute?

Answered: 183 Skipped: 14



ANSWER CHOICES	RESPONSES	
1	8.20%	15
2	6.01%	11
3	10.38%	19
4	18.03%	33
5	51.37%	94
6	5.46%	10
7	0.55%	1
TOTAL		183

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q23 What do you like about your commute?

Answered: 153 Skipped: 44

#	RESPONSES	DATE
1	nothing	7/7/2021 11:32 AM
2	The view and fresh air	7/7/2021 12:28 AM
3	Short.	6/30/2021 12:55 AM
4	Seeing the trees	6/26/2021 10:04 PM
5	short	6/25/2021 1:27 PM
6	The disconnect from work and home.	6/25/2021 7:03 AM
7	no commute, retired	6/24/2021 6:05 PM
8	It's not in LA...	6/24/2021 2:49 PM
9	Short and unencumbered	6/24/2021 7:39 AM
10	Easy	6/23/2021 7:16 AM
11	Not to far, close to home	6/22/2021 5:34 PM
12	Beautiful drive, and Being able to take the bus	6/22/2021 3:39 PM
13	scenery	6/22/2021 3:18 PM
14	It’s short.	6/22/2021 3:14 PM
15	Walking in the sun	6/22/2021 2:43 PM
16	It’s the only time I have to myself	6/22/2021 11:31 AM
17	Yosemite valley! Biking!	6/22/2021 11:00 AM
18	My commute is a walk through Cook's Meadow. It's beautiful, I can see Yosemite Falls in the day, and the stars at night.	6/22/2021 8:45 AM
19	I get to travel through Yosemite	6/22/2021 1:43 AM
20	Short and pretty.	6/21/2021 9:42 PM
21	It is pretty and usually relaxing.	6/21/2021 8:01 PM
22	It’s only about a ten minute walk from home	6/21/2021 7:34 PM
23	I don’t have to commute to work but I commute between Los Angeles where I have another home.	6/21/2021 5:55 PM
24	It's a three minute walk from my dorm building	6/21/2021 9:25 AM
25	Yosemite nature Great bike paths Good for health	6/20/2021 8:06 PM
26	Riding my bike over housekeeping bridge and stopping to watch Yosemite Falls/rainbows/wildlife/sunset etc.	6/20/2021 6:16 PM
27	It’s scenic	6/20/2021 5:22 PM
28	Short	6/20/2021 5:01 PM
29	The walk among the trees	6/20/2021 1:56 PM
30	The view	6/20/2021 12:05 PM
31	easy bike ride	6/20/2021 11:49 AM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

32	It’s a beautiful drive from el portal to the valley!	6/20/2021 11:28 AM
33	The beautiful drive.	6/20/2021 11:00 AM
34	Beautiful scenery	6/20/2021 10:23 AM
35	I commute with my husband, we work nearly the same shift.	6/20/2021 9:57 AM
36	The view	6/20/2021 9:54 AM
37	It is beautiful	6/20/2021 9:36 AM
38	I'm driving against visitor traffic to get to Midpines, driving through the river canyon is beautiful.	6/20/2021 9:23 AM
39	Its a 5 minute walk.	6/20/2021 9:08 AM
40	Nothing	6/20/2021 8:24 AM
41	It is short, beautiful, not much traffic	6/20/2021 7:56 AM
42	Close to work, pretty views, nice people	6/20/2021 7:39 AM
43	I can walk to my overnight rental.	6/20/2021 6:41 AM
44	Drive	6/20/2021 6:22 AM
45	It’s easy and nearby	6/20/2021 3:37 AM
46	Clossness	6/18/2021 1:36 PM
47	Beautiful river canyon	6/18/2021 11:03 AM
48	usually short	6/18/2021 2:55 AM
49	Its short	6/17/2021 3:36 PM
50	The views	6/17/2021 3:03 PM
51	with in walking distance to work	6/17/2021 12:27 PM
52	Nothing	6/17/2021 11:17 AM
53	Scenic	6/17/2021 7:52 AM
54	walking	6/16/2021 11:58 PM
55	nothing. I don't commute. I live in Yosemite valley	6/16/2021 10:42 PM
56	When I did have to commute from Midpines to the park, aside from it being scenic there wasn't anything I liked about it.	6/16/2021 1:16 PM
57	It is close	6/16/2021 10:00 AM
58	Nothing	6/15/2021 9:23 AM
59	Exercise	6/14/2021 7:32 PM
60	It's only about 35 minutes on average.	6/14/2021 7:15 PM
61	nothing	6/14/2021 7:02 PM
62	I drive into one of the most stunning landscapes in the world to go to work.	6/14/2021 8:04 AM
63	2 minutes to work	6/13/2021 1:44 PM
64	Beautiful scenery	6/13/2021 4:49 AM
65	scenery is nice	6/12/2021 1:51 PM
66	Beautiful ride through the Merced River canyon. Not usually much traffic.	6/12/2021 9:47 AM
67	Quiet, generally little traffic	6/12/2021 9:33 AM
68	Listen to music.	6/11/2021 8:34 PM
69	Vanpool with co-workers, makes the time go by faster, saves gas	6/11/2021 7:58 PM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

70	breezy	6/11/2021 3:38 PM
71	Scenic	6/11/2021 1:05 PM
72	Love I am close enough to walk	6/11/2021 12:32 PM
73	Most of the time it is peaceful and uninterrupted. Sometimes you can help park guests figure out where they can find stuff like bathrooms, coffee or the falls.	6/11/2021 11:19 AM
74	I like driving, and I use the time to process the day and clear my head.	6/11/2021 10:26 AM
75	views	6/11/2021 10:04 AM
76	it is a beautiful and safe drive	6/11/2021 9:50 AM
77	The views	6/11/2021 8:55 AM
78	Early morning lighting and sunsets, but that doesn't fill my tank...	6/10/2021 5:42 PM
79	Pretty drive	6/10/2021 12:59 PM
80	Relatively short	6/10/2021 12:57 PM
81	The drive is scenic, good opportunity to listen to podcasts and catch up on the news	6/10/2021 9:32 AM
82	I can bike it, Foresta Rd from Old EP to warehouse is safe	6/10/2021 8:23 AM
83	Scenic beauty	6/10/2021 12:13 AM
84	It is on slow roads	6/9/2021 3:13 PM
85	That it is not longer. YARTS is an option	6/9/2021 3:01 PM
86	Short	6/9/2021 3:00 PM
87	It’s beautiful and short	6/9/2021 2:17 PM
88	The scenery :)	6/9/2021 1:27 PM
89	The scenery	6/9/2021 1:01 PM
90	Short, near the office, along the Merced	6/9/2021 10:46 AM
91	Like it when not much traffic	6/9/2021 10:24 AM
92	Beautiful scenery	6/9/2021 10:04 AM
93	It’s short	6/9/2021 9:56 AM
94	Beautiful scenery, podcasts	6/9/2021 9:45 AM
95	I am working from home currently	6/9/2021 9:31 AM
96	Relatively short commute and a beautiful drive	6/9/2021 9:23 AM
97	nothing	6/9/2021 9:17 AM
98	The scenery	6/8/2021 7:10 PM
99	Listening to podcasts and music	6/8/2021 2:18 PM
100	Scenery	6/8/2021 1:11 PM
101	Scenic	6/5/2021 1:10 PM
102	obviously the location of my commute is wonderful and it's a short commute so I don't mind it at all	6/4/2021 3:49 PM
103	biking	6/4/2021 1:37 PM
104	It is a beautiful drive	6/3/2021 12:15 PM
105	most beautiful commute in the world :) Usually no traffic if I go early enough and so peaceful	6/3/2021 11:19 AM
106	It is short, I can walk	6/3/2021 11:13 AM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

107	Love it! It's really easy since I work in town now.	6/3/2021 11:12 AM
108	Scenery	6/3/2021 10:34 AM
109	8 minutes, and I get to ogle Yosemite Falls along the way.	6/3/2021 10:32 AM
110	Pretty scenery	6/2/2021 9:40 PM
111	It’s incredibly short	6/2/2021 7:09 PM
112	The scenery	6/2/2021 4:09 PM
113	Basically not a commute since I live a 10 minute walk from my place of employment. I love not having to drive a long distance.	6/1/2021 9:39 AM
114	I don't commute	5/30/2021 1:40 PM
115	Close proximity to my job	5/30/2021 12:44 PM
116	Nothing	5/30/2021 11:05 AM
117	I don’t.	5/29/2021 1:56 AM
118	The river canyon is beautiful, and I'm driving against visitor traffic	5/28/2021 10:21 PM
119	The nature	5/28/2021 6:20 PM
120	It's beautiful	5/28/2021 5:25 PM
121	Beautiful!	5/28/2021 5:16 PM
122	Short walk, the best thing ever.	5/28/2021 1:41 PM
123	The drive is very nice and gives me time to think/ prep for the day.	5/28/2021 11:24 AM
124	My commute is only one to two minutes.	5/28/2021 9:17 AM
125	Walking distance	5/28/2021 8:43 AM
126	The canyon is beautiful and I get to compare wild flowers and the river daily/weekly. Love jumping in the river on a hot day on my way home.	5/28/2021 5:54 AM
127	I live in the valley, it can't get much better	5/28/2021 5:13 AM
128	Nothing	5/27/2021 9:59 PM
129	N/A	5/27/2021 9:56 PM
130	Only if I time it right, it can be enjoyable with a good audio book.	5/27/2021 9:53 PM
131	Pretty quick and easy to get into town from Midpines	5/27/2021 9:43 PM
132	Beautiful scenery	5/27/2021 8:04 PM
133	The scenery.	5/27/2021 7:27 PM
134	Short, easy.	5/27/2021 6:24 PM
135	Short	5/27/2021 6:01 PM
136	It's beautiful	5/27/2021 5:43 PM
137	Th view	5/27/2021 2:02 PM
138	Scenic, not super long.	5/27/2021 1:40 PM
139	It’s short and the traffic is minimal.	5/27/2021 1:34 PM
140	Accessibility without car except for poor weather which may depend on shuttle running (snow/rain)	5/27/2021 1:30 PM
141	The Merced River Canyon	5/27/2021 1:29 PM
142	The beauty of the drive	5/27/2021 1:13 PM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

143	In the morning no one around	5/27/2021 1:09 PM
144	Nothing	5/27/2021 12:58 PM
145	The river canyon between the park and Mariposa is beautiful.	5/27/2021 12:44 PM
146	Scenery	5/27/2021 12:17 PM
147	Scenery of the mountains and river	5/27/2021 11:51 AM
148	The scenery	5/27/2021 10:50 AM
149	Simple, not too long	5/27/2021 10:42 AM
150	great scenery!	5/27/2021 10:22 AM
151	I do not have to commute on a regular basis and when I do, the distance is short.	5/26/2021 4:25 PM
152	Time to listen to a podcast, or music and enjoy a nice cup of coffee	5/26/2021 2:35 PM
153	good	5/26/2021 12:16 PM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q24 What do you dislike about your commute?

Answered: 147 Skipped: 50

#	RESPONSES	DATE
1	I have to donate two hours of my day to have a job while others get to live onsite.	7/7/2021 11:32 AM
2	Guest bikers not paying attention to the path and people in front of them.	7/7/2021 12:28 AM
3	N/A	6/30/2021 12:55 AM
4	Traffic since it is single lane	6/26/2021 10:04 PM
5	Gone all day. Traffic.	6/25/2021 7:03 AM
6	no commute, retired you should have this as an option	6/24/2021 6:05 PM
7	I don't want to drive to work. I want to ride my bike.	6/24/2021 2:49 PM
8	Nothing	6/24/2021 7:39 AM
9	It’s hot	6/22/2021 5:34 PM
10	Length of time and traffic if I don't leave very early. Difficult to get bus reservation when Yosemite Has use limits and more tourists use bus to avoid park reservation system.	6/22/2021 3:39 PM
11	long, dangerous curvy roads that people (mostly locals) drive too fast on	6/22/2021 3:18 PM
12	Getting across hwy 140	6/22/2021 3:14 PM
13	Walking at night in the dark	6/22/2021 2:43 PM
14	Slow drivers who don’t use turn outs	6/22/2021 11:31 AM
15	Traffic!!	6/22/2021 11:21 AM
16	Scenic drive through canyon.	6/22/2021 10:34 AM
17	N/A	6/22/2021 8:45 AM
18	I have to deal with tourist traffic	6/22/2021 1:43 AM
19	Heat.	6/21/2021 9:42 PM
20	It's too long and a bit dangerous. Response time to accidents in the 140 river canyon seems to be very long by everyone (park, CHiPs, Sherriff, ambulance, etc). Cost of gas.	6/21/2021 8:01 PM
21	Long drive.	6/21/2021 5:55 PM
22	Nothing at all	6/21/2021 9:25 AM
23	Busy cars that speed in Yosemite People who clog the bike paths when walking	6/20/2021 8:06 PM
24	Living in the East End of The Valley in the summertime if for some reason I HAVE to take my car somewhere. I have to plan my days/weeks around getting my car out of The Valley when the roads aren’t stand-still parking lots… to the tune of moving my car at 6am to the Lodge so that 10 hours later I can leave.	6/20/2021 6:16 PM
25	It’s long. It can be very slow depending on the time of day.	6/20/2021 5:22 PM
26	The traffic within the Valley.	6/20/2021 1:56 PM
27	The time	6/20/2021 12:05 PM
28	Crowds in the summer time mean I have to add at least an hour to my drive time unless I’m getting there between 7-7:30	6/20/2021 11:28 AM
29	The 3 hour long drive, and the multi-hour long lines of cars you have to wait behind to get into	6/20/2021 11:00 AM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

	the park just to get to work. (I've missed 4 hours of a shift before, just because of having to wait behind a thousand visitors).	
30	Cars that refuse to stop in crosswalks, too much congestion on walking/bike paths	6/20/2021 10:23 AM
31	It's long, the tourists don't use turnouts.	6/20/2021 9:57 AM
32	Traffic (tourists), gas prices	6/20/2021 9:54 AM
33	It is dangerous and an environmental disaster.	6/20/2021 9:36 AM
34	potential for rock-fall closing the road; long drive	6/20/2021 9:23 AM
35	Construction and park traffic	6/20/2021 8:24 AM
36	The new traffic route in the valley is a little frustrating	6/20/2021 7:56 AM
37	Tourists going 30+ MPH in the parking lot & guests not knowing what "on your left" means	6/20/2021 7:39 AM
38	Nothing	6/20/2021 6:41 AM
39	The construction the cvt truck drivers who are unsafe on the road	6/20/2021 6:22 AM
40	Nothing	6/20/2021 3:37 AM
41	Heat	6/18/2021 1:36 PM
42	Constant road construction. Stop light in the canyon. Tourists driving slow. Locals driving crazy fast. Length of time away from home.	6/18/2021 11:03 AM
43	latest road configuration adds 20+ minutes to part of my commute	6/18/2021 2:55 AM
44	Nothing	6/17/2021 3:36 PM
45	Nothing	6/17/2021 3:03 PM
46	Spending time in the car driving the river canyon	6/17/2021 11:17 AM
47	Length	6/17/2021 7:52 AM
48	none	6/16/2021 11:58 PM
49	nothin	6/16/2021 10:42 PM
50	It is dangerous and takes up a great deal of time.	6/16/2021 1:16 PM
51	Nothing really, it is fantastic to be fortunate enough to have found housing in El Portal (after looking for the better part of a year).	6/16/2021 10:00 AM
52	Long drive	6/15/2021 9:23 AM
53	bad weather while no mass transit	6/14/2021 7:32 PM
54	The traffic in Yosemite Valley can add 30-45 minutes to the commute home on weekends.	6/14/2021 7:15 PM
55	traffic and long loop	6/14/2021 7:02 PM
56	There's usually traffic and distracted drivers.	6/14/2021 8:04 AM
57	Traffic, duration	6/13/2021 4:49 AM
58	curvy roads, winter conditions can be treacherous, awful tourist drivers (drive too fast, tailgate, unsafe), constant construction and road hazards make commute longer than it should be, intermittent shuttle service (YARTS)	6/12/2021 1:51 PM
59	When traffic is bad, it's quite frustrating. When a line builds up behind an RV that won't pull over, my commute can increase from ~30 minutes to nearly an hour.	6/12/2021 9:47 AM
60	Having to get on 49 for the last few miles. Narrow shoulders on Triangle/Carleton/Silva	6/12/2021 9:33 AM
61	Too long, a lot of traffic, crazy drivers.	6/11/2021 8:34 PM
62	Distance, spending at least 1 1/2 hours daily commuting to work, money on gas (gas prices high), wear and tear on vehicle	6/11/2021 7:58 PM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

63	N/A	6/11/2021 3:38 PM
64	Traffic. Slow tourists	6/11/2021 1:05 PM
65	Nothing	6/11/2021 12:32 PM
66	Bicyclists with no manners	6/11/2021 11:19 AM
67	It is nearly 3 hours out of my day, and if the traffic is bad, it takes even longer. Plus, 140 between El Portal and Mariposa is basically a scary race track.	6/11/2021 10:26 AM
68	slow people. 45 minutes	6/11/2021 10:04 AM
69	tourists drive slowly and erratically, there is no viable public transportation option	6/11/2021 9:50 AM
70	It’s long. The roads are very dangerous when it snows.	6/11/2021 8:55 AM
71	Ridiculous gas prices set by Aramark that means my tank is like $60 to fill almost every week...	6/10/2021 5:42 PM
72	Agressive local drivers. Very unsafe, need to have more traffic enforcement in the canyon.	6/10/2021 12:59 PM
73	Road construction	6/10/2021 12:57 PM
74	The drive gets old. My work day is essentially a 12-hour day.	6/10/2021 9:32 AM
75	Nothing	6/10/2021 8:23 AM
76	Traffic	6/10/2021 12:13 AM
77	Gas money	6/9/2021 3:13 PM
78	Tourists driving slow in the canyon, the light, the fact that the canyon is dangerous in the winter	6/9/2021 3:01 PM
79	Long lines, traffic, construction.	6/9/2021 3:00 PM
80	Dodging tourists	6/9/2021 2:17 PM
81	Witnessing poor behaviour from visitors (walking in meadows, fishing from bridges, illegal parking on vegetation).	6/9/2021 1:27 PM
82	The cost of gas	6/9/2021 1:01 PM
83	N/A	6/9/2021 10:46 AM
84	Line at entrance station	6/9/2021 10:24 AM
85	Nothing	6/9/2021 10:04 AM
86	Mariposa County does a poor job maintaining roads in Wawona	6/9/2021 9:56 AM
87	Winding roads, slow tourists, commute time (1 hour each way), gas prices	6/9/2021 9:45 AM
88	I am hoping to move my office to El Portal	6/9/2021 9:31 AM
89	lines at NPS gate, slow traffic in park,	6/9/2021 9:17 AM
90	The miles it puts on my car and the price of gas	6/8/2021 7:10 PM
91	Uncertain traffic, can be unsafe in incliment weather	6/8/2021 2:18 PM
92	Bad drivers and some crowded roads	6/8/2021 1:11 PM
93	Speeder, tailgaters, lack of signage	6/5/2021 1:10 PM
94	the road redirection	6/4/2021 3:49 PM
95	potholes	6/4/2021 1:37 PM
96	I don't like the unknowns that can make me late to work, like how long will the delay be at the gates, and will there be traffic delays and construction delays.	6/3/2021 12:15 PM
97	It would be nice if my job was such that I could take the bus more or carpool easier	6/3/2021 11:19 AM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

98	NA	6/3/2021 11:13 AM
99	nothing	6/3/2021 11:12 AM
100	Single lane road and getting stuck behind slow vehicles	6/3/2021 10:34 AM
101	Nothing. There's nothing that a reasonable human could dislike about an 8 minute walk in Yosemite Valley.	6/3/2021 10:32 AM
102	It's long, road closes sometimes.	6/2/2021 9:40 PM
103	Nothing	6/2/2021 7:09 PM
104	The traffic due to road projects and high visitation.	6/2/2021 4:09 PM
105	N/a	5/30/2021 1:40 PM
106	traffic and lack of parking when returning home	5/30/2021 12:44 PM
107	It varies so much. A 50 minute commute on a good day can be a two hour commute on a high traffic day. The road often has periodic closures for tree work, road work, etc that add up to an hour. It’s hypocritical for me to work for a conservation organization talking to people about the effects of climate change on the park and to personally burn as much gasoline as I do getting to work. I hate that it takes a good slice of the time Id rather spend exercising.	5/30/2021 11:05 AM
108	When I do have to drive into Yosemite Valley (approx 1 every two weeks) I do hate 140... so much crazy.	5/30/2021 9:48 AM
109	The commute.	5/29/2021 1:56 AM
110	Even if I wanted to take yarts, I still have to drive 25 minutes to El Portal first. Also the Ferguson light can add many minutes if I hit it wrong	5/28/2021 10:21 PM
111	The traffic.	5/28/2021 6:20 PM
112	Miss the shuttles/5-9 for when it's late, I'm tired, etc	5/28/2021 5:25 PM
113	Always road work... and tourists	5/28/2021 5:16 PM
114	The traffic	5/28/2021 3:32 PM
115	Nothing	5/28/2021 1:41 PM
116	The drive is long and can add so much time to my work day as well as the cost of fuel and miles added to my car.	5/28/2021 11:24 AM
117	Nothing	5/28/2021 9:17 AM
118	Nothing	5/28/2021 8:43 AM
119	Slow cars/RV's, locals that drive the canyon way too fast, construction delays.	5/28/2021 5:54 AM
120	I live in the valley, not much can ruin it	5/28/2021 5:13 AM
121	Constant construction and traffic turns a 25 minute drive to the valley into 60-90 minute drive every day. Winter driving conditions to the valley and Mariposa are very dangerous. Road closures due to rockfall require missing work without pay or driving around.	5/27/2021 9:59 PM
122	N/A	5/27/2021 9:56 PM
123	The tourists not using pull-outs; they just don't understand that we're not on vacation and we just want to get to our destination - work - on time and they must pull over and let us pass and then go at their own vacation pace.	5/27/2021 9:53 PM
124	Tourists in rented RVs with no clue what they’re doing on mountain roads.	5/27/2021 9:43 PM
125	Dangerous road and drivers, traffic jams, unpredictable road conditions (Rockfall, ice). But mostly drivers doing dangerous things like passing on blind curves.	5/27/2021 8:04 PM
126	Traffic occurring earlier.	5/27/2021 7:27 PM
127	Can get backed up entering the park, blind corners with tourists camping illegally.	5/27/2021 6:24 PM
128	Visitors parked in the road	5/27/2021 6:01 PM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

129	All the traffic in Yosemite valley	5/27/2021 5:43 PM
130	Nothing	5/27/2021 2:02 PM
131	Traffic.	5/27/2021 1:40 PM
132	N/A	5/27/2021 1:34 PM
133	Dependent on visitor traffic/weather during commute which can be unpredictable	5/27/2021 1:30 PM
134	Slow vehicles .	5/27/2021 1:29 PM
135	Traffic and gas prices are very high.	5/27/2021 1:14 PM
136	The time it takes and the deer can be a pain.	5/27/2021 1:13 PM
137	To many people in the afternoon	5/27/2021 1:09 PM
138	Driving and Yosemite traffic.	5/27/2021 12:58 PM
139	Constant delays from construction and traffic	5/27/2021 12:44 PM
140	Traffic	5/27/2021 12:17 PM
141	The backlog from visitors and construction	5/27/2021 11:51 AM
142	Park traffic	5/27/2021 10:58 AM
143	Traffic at times, rockslides	5/27/2021 10:42 AM
144	distance	5/27/2021 10:22 AM
145	N/A	5/26/2021 4:25 PM
146	Traffic, other dangerous commuters, visitors that drive slow and dangerously, road construction and overall time wasted.	5/26/2021 2:35 PM
147	good	5/26/2021 12:16 PM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q25 How could your commute be better?

Answered: 127 Skipped: 70

#	RESPONSES	DATE
1	law enforcement presence, tired of seeing people pass on double yellow line and coming at me in my lane...commute is TOO LONG!	7/7/2021 11:32 AM
2	Less guest	7/7/2021 12:28 AM
3	N/A	6/30/2021 12:55 AM
4	More lanes	6/26/2021 10:04 PM
5	no commute, retired	6/24/2021 6:05 PM
6	If I moved somewhere that I can commute by bike	6/24/2021 2:49 PM
7	Couldn't be better	6/24/2021 7:39 AM
8	Shuttles	6/22/2021 5:34 PM
9	Fewer delays due to construction	6/22/2021 3:39 PM
10	could bike without risking my life	6/22/2021 3:18 PM
11	Better signage	6/22/2021 3:14 PM
12	A/C Radio	6/22/2021 11:31 AM
13	Less tourists. Limit # of cars in the valley	6/22/2021 11:21 AM
14	Not sure	6/22/2021 10:34 AM
15	I can't imagine a better commute.	6/22/2021 8:45 AM
16	LoL no tourists! But then I wouldn't have a job	6/22/2021 1:43 AM
17	I frequently have to enter Yosemite National Park for my commute, and the line at the gate can add a significant amount of time to my commute.	6/21/2021 9:42 PM
18	If it was shorter, and if they would finish the darn rock shed.	6/21/2021 8:01 PM
19	If there was public transportation. from Los Angeles to Yosemite such as if I could take a train and then Yarts.	6/21/2021 5:55 PM
20	I don't think it can be	6/21/2021 9:25 AM
21	Less people walking on bike path	6/20/2021 8:06 PM
22	If it were shorter or faster	6/20/2021 5:22 PM
23	N/A	6/20/2021 1:56 PM
24	If it wasn't one lane there	6/20/2021 12:05 PM
25	Not sure how to fix the traffic since it's just the two lane highway.	6/20/2021 11:28 AM
26	Having my wife be able to live in employee housing with me, like the ranger's family's get to, so I don't have to commute at all.	6/20/2021 11:00 AM
27	Fewer people	6/20/2021 10:23 AM
28	Remove the tourists…….ha, ha	6/20/2021 9:57 AM
29	Better gas price	6/20/2021 9:54 AM
30	Housing closer to park facilities	6/20/2021 9:36 AM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

31	finish the ferguson slide project so there's not a light	6/20/2021 9:23 AM
32	Better road infrastructure	6/20/2021 8:24 AM
33	N/A	6/20/2021 7:56 AM
34	Maybe a designated bike path	6/20/2021 7:39 AM
35	N/a	6/20/2021 6:41 AM
36	Time Construction to be off say 6 to 730 and 4 to 6 at night let us get home Talk to cvt owners and tell em we are tired of how they drive down 140 Darrah triangle etc	6/20/2021 6:22 AM
37	By having the buses back before winter. It gets hard getting to and from work in the Winter. So it would be nice to have the busses back in the Valley	6/20/2021 3:54 AM
38	When I used to work at yosemite valley lodge last winter/spring it was extremely difficult to access on bike/skateboard due to how icy and cold it was before 7am. Not having access to the “59” employee transportation bus was a major punch to the gut and left most employees struggling to get rides to work. The alternative set in place was courtesy rides provided by night housing security between 10pm and 6am, this service was completely unreliable for a number of reasons. 1. There was no communication between you and night housing directly you had to go through the valley operator which then asked housing for you, this often lead to rides never showing up. 2. Don’t expect to be at work on time, I’ve personally waited an hour and fifteen minutes for the courtesy ride before and ultimately had to make the decision to bike to work in the 5 minutes I had left before my shift started 2 miles away. This is common as there’s only one night housing personnel doing a slew of tasks, package pickup, other employee rides (with only a 5 seater suv or a 8 seater van), “security rounds” (which is just code word for hassling employees or taking a nap in the housing office) 3. And lastly the courtesy ride system is flawed because that’s exactly what it is... a courtesy, housing is not obligated or required to give employees rides, but if they decide not to or other things come up, employees are just left to hang out and dry because there’s no direct communication between housing and said employee, so once again it comes full circle. You’re just left, without a ride.	6/20/2021 3:37 AM
39	Walk to lose weight	6/18/2021 1:36 PM
40	No construction and their vehicles.	6/18/2021 11:03 AM
41	Not living outside Yosemite Valley to commute to work	6/17/2021 3:36 PM
42	Nothing	6/17/2021 3:03 PM
43	If I didn't have one.	6/17/2021 11:17 AM
44	I would take YARTS if it were faster: it adds about an hour to my daily commute time.	6/17/2021 7:52 AM
45	none	6/16/2021 11:58 PM
46	nothing	6/16/2021 10:42 PM
47	Yarts should offer a better timetable and opportunities to rideshare should be increased.	6/16/2021 1:16 PM
48	Bus transport	6/15/2021 9:23 AM
49	mass transit	6/14/2021 7:32 PM
50	An even shorter commute would be ideal and a commute without traffic.	6/14/2021 7:15 PM
51	build a pedestrian underpass at Yosemite Falls to reduce traffic stand still, waiting for pedestrians crossing and blocking the road. This will keep traffic moving.	6/14/2021 7:02 PM
52	It would be nice to have a parking lot in El Portal and a bus service for visitors to take to reduce the number of cars trying to enter the park during peak season.	6/14/2021 8:04 AM
53	Commuter train from Mariposa to Yosemite Valley would create the perfect solution for work travel	6/13/2021 4:49 AM
54	YARTS or other community shuttle service could have more times and buses available to reduce congestion on highway and provide variety of times to catch the bus to El Portal and YNP Valley, ride-share opportunity exploration?	6/12/2021 1:51 PM
55	I was using YARTS before COVID, but with ridership restrictions I haven't been able to use it	6/12/2021 9:47 AM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

	for commuting for the last year. I'm looking forward to it being easier/more available soon.	
56	I really want to commute by electric bike but the ride can be dicey with cars along the way. The commute could be made better with wider shoulders on Triangle/Carleton/Silva; Bike options either by making a bike corridor along 49 or connecting smaller neighborhood roads.	6/12/2021 9:33 AM
57	Shorter, or no commute.	6/11/2021 8:34 PM
58	If it was shorter, more available housing to purchase closer to El Portal.	6/11/2021 7:58 PM
59	N/A	6/11/2021 3:38 PM
60	Teleportation	6/11/2021 1:05 PM
61	In winter road is not plowed.. can make it a bit tough to walk	6/11/2021 12:32 PM
62	Since the pandemic, I have been mandated to telework exclusively, except for occasional trips to my office in the park. But when telework ends, the commute could be improved by YARTS offering more runs and more direct runs with fewer stops. My 3 hour commute (round trip) turns to 4 or more with the current YARTs configuration.	6/11/2021 10:26 AM
63	not as long	6/11/2021 10:04 AM
64	create a viable public transportation option	6/11/2021 9:50 AM
65	Build more housing near the park.	6/11/2021 8:55 AM
66	YARTS used to offer commuter passes but those are no longer available or honored so there's literally no incentive to take the bus into the park. And in all honesty, commuter passes should be free to park employees. There's a pretty strong correlation with people who have longer commutes are often the people who are lowest paid. And the people who get to work from home or have shorter commutes tend to be on the higher end of the pay scale. Hence why it would be worthwhile to provide free commuter passes to ALL park employees.	6/10/2021 5:42 PM
67	Speeding enforcement and at the stop light	6/10/2021 12:59 PM
68	My work schedule does not give me the option to use YARTS. This is a great service and if the schedule was more reliable I would use the bus.	6/10/2021 9:32 AM
69	N/A	6/10/2021 8:23 AM
70	Leave lane open for local commuters	6/10/2021 12:13 AM
71	I wish there was good public transportation from Wawona to Yosemite Valley and Tuolumne. I would take it every weekend.	6/9/2021 3:00 PM
72	Not sure it can be. Rangers can't be everywhere at once. ♀	6/9/2021 1:27 PM
73	Carpooling	6/9/2021 1:01 PM
74	N/A	6/9/2021 10:46 AM
75	None	6/9/2021 10:04 AM
76	Repaved roads	6/9/2021 9:56 AM
77	Carpooling, increased teleworking flexibility even after Covid	6/9/2021 9:45 AM
78	dedicated resident line in all seasons, public transportation to Yosemite West, with an official stop in the Yosemite West area.	6/9/2021 9:17 AM
79	Mileage compensation	6/8/2021 7:10 PM
80	Local hotels need to have 2 nite minimum stay and their guests need to ride Yarts or a hotel shuttle into Yosemite valley	6/8/2021 1:11 PM
81	More funding for law enforcement	6/5/2021 1:10 PM
82	I would like to not have to go out to El Cap meadow in order to go to the village from the Lodge.	6/4/2021 3:49 PM
83	sometimes have electric-assist	6/4/2021 1:37 PM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

84	I would like there to be a Yosemite conservancy/NPS commuter shuttle bus that runs multiple times a day. Maybe have a phone number that you could call to find out how long the delay is at the gate.	6/3/2021 12:15 PM
85	NA	6/3/2021 11:13 AM
86	nothing	6/3/2021 11:12 AM
87	Having cell service the whole way	6/3/2021 10:34 AM
88	A magic carpet ride?	6/3/2021 10:32 AM
89	Can’t possibly be better	6/2/2021 7:09 PM
90	Less traffic. Having a home closer to the office. YARTS is no longer offering employee passes, so each ride is too expensive. Earlier rides into the Valley would allow more employees to get to work on time and use the bus as an option. Currently anyone who starts work at 7 AM or before is out of luck. More and more timely bus runs might make it better.	6/2/2021 4:09 PM
91	N/a	5/30/2021 1:40 PM
92	not having to wait in 2 hours of traffic to get home.	5/30/2021 12:44 PM
93	It could be shorter. There could be other folks in town that work in the park I could commute with. (So few live in Oakhurst)	5/30/2021 11:05 AM
94	Better YARTS schedule and bring back the commute reduced rate passes - or an emp bus	5/29/2021 1:56 AM
95	I'd love if there was a yarts stop at the diversion dam so I could park there and take it once a week	5/28/2021 10:21 PM
96	Keep reservations full time.	5/28/2021 6:20 PM
97	Not sure it can be if trees and rocks keep falling and Yosemite keeps being a tourist destination :)	5/28/2021 5:16 PM
98	Better traffic flow in the summer.	5/28/2021 3:32 PM
99	No change needed	5/28/2021 1:41 PM
100	Na	5/28/2021 8:43 AM
101	Cell service in the canyon so I don't have to remember to download my podcasts	5/28/2021 5:54 AM
102	Ice cream?	5/28/2021 5:13 AM
103	Reduce construction and traffic. Reduce tourist vehicles overcrowding. Increase signage about slow vehicles using turn outs.	5/27/2021 9:59 PM
104	N/A	5/27/2021 9:56 PM
105	YARTS out of the valley to Mariposa earlier in the day; more pull outs for slow drivers with loud and clear signage that they MUST use them...	5/27/2021 9:53 PM
106	Wider (more debris-free) shoulders or a dedicated bike path (engineering challenges aside) on 140 would make biking more pleasant.	5/27/2021 9:43 PM
107	I'd take the bus more if it ran more often and later into evening.	5/27/2021 8:04 PM
108	Paid commute time. It's a dangerous commute.	5/27/2021 7:27 PM
109	Improved entrance station	5/27/2021 6:24 PM
110	Less cars and better designed roads	5/27/2021 5:43 PM
111	Scooter	5/27/2021 2:02 PM
112	Ride share program, wider shoulders to make me feel more safe on my bike.	5/27/2021 1:40 PM
113	N/A	5/27/2021 1:34 PM
114	Separate access for employee travel around visitor traffic	5/27/2021 1:30 PM
115	Helicopter	5/27/2021 1:29 PM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

116	It would be great if Yarts has employees discount pass again.	5/27/2021 1:14 PM
117	Public transportation	5/27/2021 1:13 PM
118	????	5/27/2021 1:09 PM
119	If I could ride a bus I could do work on the bus.	5/27/2021 12:58 PM
120	Doing more night construction and not just all day mon-fri. More limited day use traffic. Give tourists more options to take busses, expand yarts and add park and ride places at entrance towns	5/27/2021 12:44 PM
121	Not sure	5/27/2021 12:17 PM
122	Better signage so that visitors are not stopping to figure out directions and driving confused	5/27/2021 11:51 AM
123	Limit traffic within the park	5/27/2021 10:58 AM
124	less often or not so far	5/27/2021 10:22 AM
125	I no longer commute to Yosemite Valley from Mariposa, but I did for seven years. I think that the limited YARTS schedules are not sufficient for many park employees. The fare is high fir low wage workers who are not eligible for subsidies by the federal government.	5/26/2021 4:25 PM
126	If the Furguson Rock shelter was complete then traffic would not bunch up at the bridges	5/26/2021 2:35 PM
127	good	5/26/2021 12:16 PM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q26 Other thoughts related to commuting in Mariposa County (regarding safety, convenience, cost, etc.)

Answered: 75 Skipped: 122

#	RESPONSES	DATE
1	N/A	7/7/2021 12:28 AM
2	We frequently are left without power and are at the absolute end of the line for repair. If you think this is only due to major issues like storms, you're kidding yourself. Mariposa County provides no services except a library on very limited hours conducive only to those who don't work (e.g. 1-3pm; 12-5pm) to the community of Wawona and that is with us helping to fund our own library. You even left us and Yosemite West off this silly survey which is not at all surprising! We have no access to health, wellness or social programs. Everything is 100% Valley and El Portal-centric within the park. Our school isn't even properly funded with tax money...that is sent to Bass Lake or somewhere and the school is left to fundraise to provide school services to the numerous children in our community. We have insufficient garbage and recycling services with dumpsters that have holes in them, are broken, overfilled twice a week because there aren't enough of them, and ignored by Recology. We have insufficient repairs to County-owned roads. The list goes on and on. You rake in TOT taxes and pretty darn close to ZERO of it comes back to this community and even less goes back to Yosemite West. You've got 400 private rental houses that are generating hundreds of thousands of dollars and you can't even plow roads, let alone clear culverts, patch potholes, repair signs, or paint roadway markings or do any kind of preventative or routine maintenance. I've lived here nearly 15 years and have never seen a road repaved. You keep milking the cash cow but never feed it.	6/30/2021 12:55 AM
3	Yarts is very reasonabley priced	6/22/2021 3:39 PM
4	If more Yosemite folks could live closer to work (or continue to telework), that would really cut down on the need for all those people to spend so much time driving	6/22/2021 3:18 PM
5	More lights in town.	6/22/2021 3:14 PM
6	transportation provided by Aramark is hit and miss and jamie_gonzales@parner.nps.gov does not respond to emails	6/22/2021 2:43 PM
7	I wish Midpines store had gasoline	6/22/2021 11:31 AM
8	The shorter a commute, the better. The lower cost, the better. Park employees are not especially well-paid, and adding a lengthy commute to the work day reduces quality of life.	6/22/2021 8:45 AM
9	More YARTS busses and more frequent transfer connections	6/22/2021 1:43 AM
10	See notes regarding telework, this will allow more folks to live further away, possibly.	6/21/2021 8:01 PM
11	I think a reservation system should be year round to avoid too many cars in Yosemite.	6/21/2021 5:55 PM
12	To access other parts of the valley easier, like the grocery store, post office, and wellness center would be fantastic	6/21/2021 9:25 AM
13	The State Police are responsible for patrolling 140 but they are so profoundly understaffed that they have almost no presence from Midpines to the Park border. As a result, there’s a LOT of poor and sometimes seriously dangerous behavior by local drivers happening all the time.	6/20/2021 6:16 PM
14	I worry about accidents, especially in the winter or when there are rockslides in the Merced River canyon.	6/20/2021 5:22 PM
15	A residential cost of gas at the el portal gas station that allows me to pay whatever gas is in mariposa.	6/20/2021 11:28 AM
16	There is always the threat of rocks on the road or a rock slide or trees down. It is expensive. Right now we are paying approximately $75.00 a week to commute.	6/20/2021 9:57 AM
17	Gas prices are high. Almost not worth working in Yosemite	6/20/2021 9:54 AM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

18	We need more police presence on 140. People follow too closely and drive too fast.	6/20/2021 9:36 AM
19	I wish there was a YARTS stop at the diversion dam (120/140 intersection) so I could take YARTS more often, but it's not worth it at this point if I'm already having to drive to EP	6/20/2021 9:23 AM
20	Housing outside the park is a long commute, expensive rent, pretty much impossible with no COLA. Yosemite will be able to keep more employees if COLA existed.	6/20/2021 9:08 AM
21	We need to improve our overall infrastructure.	6/20/2021 8:24 AM
22	The new traffic route, driving all the way to el cap just to get home to the village when at the lodge, having to do that if it’s snowy or rainy and the busses are running again. Some people don’t know how to drive well in the snow or their vehicles aren’t meant for some of the snow we get down here yet still have to get to work but now they have to drive all the way down to el cap from the lodge just making it unsafe for those who aren’t as comfortable driving in those conditions	6/20/2021 7:56 AM
23	N/a	6/20/2021 7:39 AM
24	N/a	6/20/2021 6:41 AM
25	Nope	6/20/2021 3:37 AM
26	Mariposa is becoming crazy expensive and local wages do not match this change. Get rid of nightly rentals and you will have plenty of housing for the working class people.	6/18/2021 11:03 AM
27	Would not work if not able to live in Yosemite	6/17/2021 3:36 PM
28	I appreciate my employer's willingness to allow maximum telework during the pandemic, and overall support of telework and flexible work schedules.	6/17/2021 7:52 AM
29	If planning would favor walking to work.	6/16/2021 11:58 PM
30	It seems a lot of folks buying houses right now are not locals or from the area - they are buying these houses to use as rental properties. Controls need to be placed on VRBOs and Air Bnb's - people who work and live here have few options and it is wrong to allow it to continue uncontrolled.	6/16/2021 1:16 PM
31	Undafe	6/15/2021 9:23 AM
32	If you build housing outside of park will that create more traffic? 24 hour bus in and out of park for employees. Like maybe every 4 hours. Us graveyard employees need rides too.	6/14/2021 7:32 PM
33	The safety of driving through the Merced River Canyon between Briceburg and Yosemite is a concern, both with the risk of rockfall and the recklessness of some drivers on the road.	6/14/2021 7:15 PM
34	The bus is doable (except during COVID), but often crowded if employees aren’t told to refrain from use due to high visitor usage needs. Generally safe. Road maintenance should be done in off-season though. All the employee cars increase pollution. Gas prices make commuting costly.	6/13/2021 4:49 AM
35	can shuttle system be greener?	6/12/2021 1:51 PM
36	We need more electric vehicle charging infrastructure! I've been hoping to purchase an electric vehicle for the past few years, but there are no charging stations in El Portal or Midpines, which are the towns I commute between. More YARTS runs, other commuting options (van share?, smaller busses for YNP/Aramark employees) would be nice.	6/12/2021 9:47 AM
37	Roads in poor shape.	6/11/2021 8:34 PM
38	The tourists can cause traffic back-ups, vacation rental patrons not knowing where they are going and driving erratically.	6/11/2021 7:58 PM
39	N/A	6/11/2021 3:38 PM
40	Housing in the greater Mariposa area is expensive and hard to find and too far from Yosemite.	6/11/2021 11:19 AM
41	I think we have found that a lot of work can be done remotely and that mindset will continue even after the pandemic allows "normalcy". Maybe consider some communal or partnered touch-down spaces for those who have telework challenges (like slow internet, lack of space) but could still get work done remotely without having to commute to El Portal or Yose Valley.	6/11/2021 10:26 AM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

	YARTs is really the only transit and I think it is affordable, but they don't have enough runs. A pipe dream would be a rail system into the park again ;).	
42	It would be easy to increase the number and availability of YARTS routes - you have a perfectly good system in place, just need more routes / better time offerings	6/11/2021 9:50 AM
43	Cost of filling up tank is unreasonable for employees.	6/10/2021 5:42 PM
44	Bicycle lanes, Sidewalks	6/10/2021 12:57 PM
45	The wear and tear on my car, the expense of gas and the stress of long commutes after working a long day are all stressful factors.	6/10/2021 9:32 AM
46	I really feel for people who have longer commutes than I.	6/10/2021 8:23 AM
47	The YARTS system is awesome, but there are too few runs and generally they don't align with flight schedules at FAT.	6/9/2021 3:00 PM
48	None	6/9/2021 10:04 AM
49	Make sure Wawona roads are plowed more timely/thoroughly in the winter.	6/9/2021 9:56 AM
50	Employee only gas prices that are lower than the cost for tourists	6/8/2021 7:10 PM
51	Commuting here is never convenient, yet this is what we sign up for upon moving out here. A rideshare program would be so helpful for shopping days, errands, getting out to hike and other things on top of work.	6/8/2021 2:18 PM
52	Increased public transportation.	6/5/2021 1:10 PM
53	I would gladly take yart but it costs more to take the bus than to drive. Ask yarts to bring back the commuter bus pass rates.	6/3/2021 12:15 PM
54	it's a great place to live	6/3/2021 11:19 AM
55	I wish the vacation rental market could be capped so that real people can afford to rent or own a home. I have seen many coworkers driven out of here due to lack of appropriate housing for them and their family.	6/3/2021 11:13 AM
56	more public transportation would be awesome and I would use it	6/3/2021 11:12 AM
57	Highway 140 is dangerous partly because of how people drive (passing when they should't and speeding).	6/2/2021 7:09 PM
58	N/a	5/30/2021 1:40 PM
59	Mariposa county is very expensive to live in and and terrible public transportation	5/29/2021 1:56 AM
60	Gas is expensive along with expensive NPS RO housing. It makes	5/28/2021 3:32 PM
61	Gas prices suck	5/28/2021 5:54 AM
62	Less cars, the new traffic pattern doesn't have many pedestrian crossing signs and I don't trust people in cars up here to watch the road	5/28/2021 5:13 AM
63	I don't think there's anything you can do about the rockfall hazards. But it's terrible.	5/27/2021 9:59 PM
64	N/A	5/27/2021 9:56 PM
65	For safety, we need cell coverage on the whole 140 corridor.	5/27/2021 8:04 PM
66	During road closures, employees should be given extra flexibility with commute times.	5/27/2021 7:27 PM
67	The gas in EP is so expensive it's inconvenient when you're just commuting that you have to go to Mariposa for cheaper gas. The road is unsafe for transportation other than by vehicle.	5/27/2021 6:24 PM
68	Gas is way too expensive	5/27/2021 5:43 PM
69	Aramark should give me a travel stipend.	5/27/2021 1:29 PM
70	Gas prices in Greely Hill are way overinflated.	5/27/2021 1:13 PM
71	Very costly with the price of gas in Yosemite and El Portal.	5/27/2021 12:58 PM

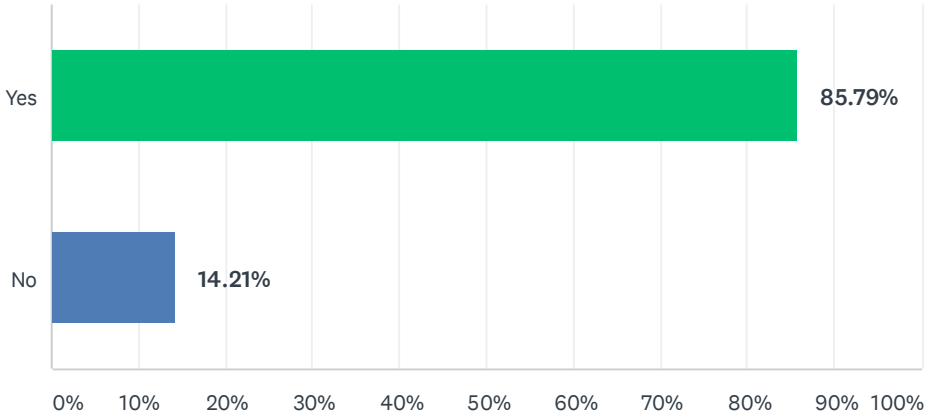
Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

72	Need employee housing in Foresta	5/27/2021 12:17 PM
73	The distance from Mariposa abs surrounding hubs make for a long commute to Yosemite Valley. Safety is a concern, especially during inclement weather. Workers often have difficulty coordinating work/commute times and duration with other family members, especially children,	5/26/2021 4:25 PM
74	I've tried it all. Going to work and going home present very different experiences. Mornings are generally nice. Riding a Motorcycle was a good way to go.	5/26/2021 2:35 PM
75	good	5/26/2021 12:16 PM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q27 Do you work in Yosemite National Park?

Answered: 183 Skipped: 14



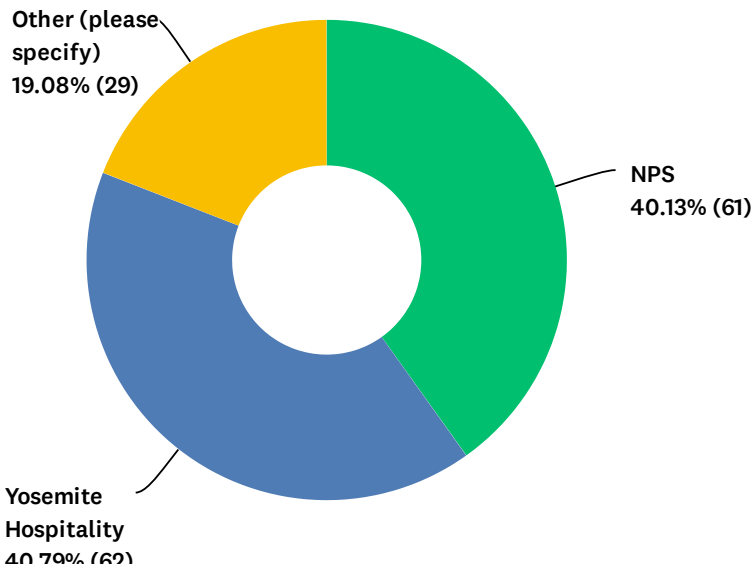
ANSWER CHOICES	RESPONSES	
Yes (1)	85.79%	157
No (2)	14.21%	26
TOTAL		183

BASIC STATISTICS				
Minimum	Maximum	Median	Mean	Standard Deviation
1.00	2.00	1.00	1.14	0.35

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q28 Who do you work for in Yosemite?

Answered: 152 Skipped: 45



ANSWER CHOICES	RESPONSES	
NPS	40.13%	61
Yosemite Hospitality	40.79%	62
Other (please specify)	19.08%	29
TOTAL		152

#	OTHER (PLEASE SPECIFY)	DATE
1	NatureBridge NatureBridge	6/20/2021 11:28 AM
2	NatureBridge (have been laid off since COVID but will return in October)	6/20/2021 9:25 AM
3	Badger pass	6/20/2021 8:25 AM
4	Myself	6/20/2021 6:43 AM
5	NatureBridge	6/18/2021 11:10 AM
6	You misspelled a word in number #29	6/14/2021 7:09 PM
7	YWECS	6/11/2021 12:34 PM
8	THe Ansel Adams gallery	6/11/2021 11:23 AM
9	Yosemite Conservancy	6/10/2021 5:43 PM
10	NatureBridge	6/10/2021 9:35 AM
11	UC Merced	6/9/2021 3:09 PM
12	Yosemite Conservancy	6/9/2021 3:01 PM
13	Yosemite National Park ChildCare Center	6/9/2021 1:02 PM
14	Yosemite Conservancy	6/9/2021 9:25 AM
15	Yosemite conservancy	6/8/2021 7:11 PM

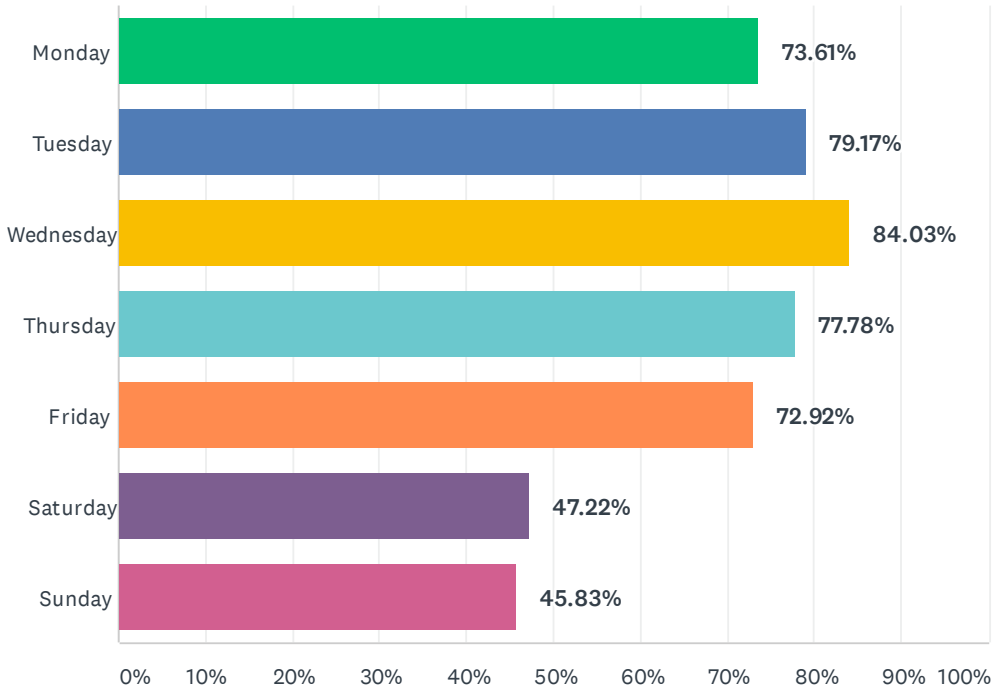
Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

16	Yosemite Conservancy	6/4/2021 1:38 PM
17	Yosemite Conservancy	6/3/2021 12:16 PM
18	Yosemite Conservancy	6/3/2021 11:20 AM
19	NatureBridge	6/2/2021 4:11 PM
20	NatureBridge	5/28/2021 5:17 PM
21	NatureBridge	5/28/2021 11:25 AM
22	Yosemite Conservancy	5/28/2021 5:55 AM
23	YNPCCC	5/27/2021 10:02 PM
24	Mariposa County	5/27/2021 9:53 PM
25	Yosemite Conservancy	5/27/2021 3:07 PM
26	Yosemite childcare center	5/27/2021 1:15 PM
27	non profit	5/27/2021 1:14 PM
28	NaturBridge	5/27/2021 1:14 PM
29	NatureBridge	5/27/2021 12:58 PM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q29 What days of the week to you have to be at your work site? Select all that apply.

Answered: 144 Skipped: 53

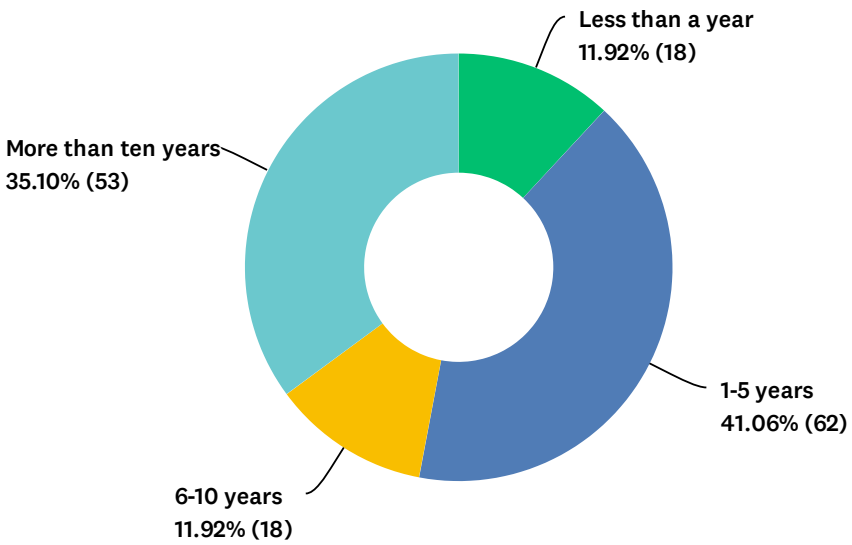


ANSWER CHOICES	RESPONSES	
Monday	73.61%	106
Tuesday	79.17%	114
Wednesday	84.03%	121
Thursday	77.78%	112
Friday	72.92%	105
Saturday	47.22%	68
Sunday	45.83%	66
Total Respondents: 144		

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q30 How long have you worked there?

Answered: 151 Skipped: 46



ANSWER CHOICES	RESPONSES	
Less than a year	11.92%	18
1-5 years	41.06%	62
6-10 years	11.92%	18
More than ten years	35.10%	53
TOTAL		151

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q31 What do you like about working in Yosemite?

Answered: 127 Skipped: 70

#	RESPONSES	DATE
1	It is incredible to work at such a busy park and make a difference.	7/7/2021 11:33 AM
2	NA	7/7/2021 12:30 AM
3	It's a steady well-paying job	6/30/2021 12:56 AM
4	The hikes, the people	6/26/2021 10:05 PM
5	The people both coworkers and sometimes visitors.	6/25/2021 7:04 AM
6	Everything, it’s the best	6/25/2021 1:28 AM
7	Everything	6/24/2021 7:41 AM
8	Good pay, easy job	6/22/2021 5:35 PM
9	my work group and the greater Yosemite community, access to the park, connection to and ability to contribute to a beautiful place that is loved by so many	6/22/2021 3:22 PM
10	Nature	6/22/2021 3:15 PM
11	no utility bills	6/22/2021 2:44 PM
12	I can’t remember	6/22/2021 11:33 AM
13	Yosemite!	6/22/2021 11:03 AM
14	The people	6/22/2021 10:37 AM
15	I'm always in Yosemite. Hiking, climbing, work, stargazing, swimming, all within walking distance. Great views out my front door!	6/22/2021 8:46 AM
16	It's Yosemite	6/22/2021 1:45 AM
17	I like living close to the park, and spending my working time in one of my favorite places.	6/21/2021 9:44 PM
18	My coworkers. The views some days.	6/21/2021 8:05 PM
19	It’s in Yosemite	6/21/2021 7:35 PM
20	The community and abundance of activities for outside of work	6/21/2021 9:28 AM
21	Great nature experience Decent community Awesome manager Cheap affordable rent Freedom to explore	6/20/2021 8:08 PM
22	My job is the BEST. I get to live in the BEST PLACE.	6/20/2021 6:22 PM
23	The staff are by and large very dedicated and incredible people. The park is majestic and beautiful and outdoor paradise	6/20/2021 5:02 PM
24	I love the fri3nds I made within the valley and living in Nature	6/20/2021 1:59 PM
25	Nature, affordable housing, the community	6/20/2021 12:19 PM
26	meet people from everywhere	6/20/2021 11:50 AM
27	The location and the JOY everyone shared about working in such a beautiful place.	6/20/2021 11:28 AM
28	The list is truly limitless.	6/20/2021 11:05 AM
29	Good coworkers	6/20/2021 10:24 AM
30	Besides the beauty of the park. My husband and I have both worked for the concessionaire for 37 years, we have achieved a wage that we cannot make anywhere else in Mariposa County.	6/20/2021 10:01 AM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

	We like our jobs and have many good friends in the park.	
31	It is Yosemite	6/20/2021 9:55 AM
32	Everything	6/20/2021 9:37 AM
33	incredibly beautiful, I love the community and the job	6/20/2021 9:25 AM
34	My boss is amazing abs i LOVE Yosemite.	6/20/2021 9:13 AM
35	Yosemite	6/20/2021 8:25 AM
36	Almost everything, the place, the opportunity, the experience, the hikes, climbs, tuolumne!!	6/20/2021 7:58 AM
37	Almost everything.	6/20/2021 7:42 AM
38	Great community	6/20/2021 6:43 AM
39	The people	6/20/2021 6:23 AM
40	Cheap rent	6/20/2021 3:39 AM
41	Yosemite is incredible. I think you know how awesome it is. It is a dream to be able to work there.	6/18/2021 11:10 AM
42	close to housing, away from large populations	6/18/2021 2:56 AM
43	The Location	6/17/2021 3:37 PM
44	Being in the park	6/17/2021 3:04 PM
45	being inside the park, the community	6/17/2021 12:28 PM
46	The people and the Park Service Mission of protecting the resource while providing access for visitors.	6/17/2021 11:18 AM
47	A spectacular landscape and a worthy mission.	6/17/2021 7:54 AM
48	Being able to walk to work.	6/16/2021 11:59 PM
49	I love being able to walk to work and to the store. Its so comforting that I'm so close to everything here in Yosemite Valley.	6/16/2021 10:43 PM
50	It's a powerful, scenic, and awe-inspiring place. I enjoy working to protect the land for current and future generations.	6/16/2021 1:18 PM
51	It is beautiful	6/16/2021 10:01 AM
52	No commute; beautiful backyard	6/15/2021 9:24 AM
53	Pays more than other parts of Mariposa county	6/14/2021 7:34 PM
54	The community of people who live here. This incredible park.	6/14/2021 7:17 PM
55	I do what I love and it hardly feels like work.	6/14/2021 8:05 AM
56	The people the beauty	6/13/2021 1:45 PM
57	Rich history, great people, beautiful park	6/13/2021 4:51 AM
58	People, natural beauty, opportunities for recreation. Almost everything.	6/12/2021 9:50 AM
59	It’s a dynamic National Park, great co-workers, beautiful scenery, challenging work assignments.	6/11/2021 8:00 PM
60	Beautiful / Nature	6/11/2021 3:39 PM
61	Love having the park as our classroom, love the families	6/11/2021 12:34 PM
62	It’s great.	6/11/2021 11:23 AM
63	Being a part of caring for such a magical place and being able to see it so often. I also have a great team and very flexible schedule.	6/11/2021 10:39 AM
64	everything	6/11/2021 10:05 AM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

65	the beauty of the place, the fact that it is the center of the world for rock climbing	6/11/2021 9:52 AM
66	My days off	6/11/2021 8:56 AM
67	I do a job that I'm passionate about and I feel like I bring really good contributions to the program.	6/10/2021 5:43 PM
68	Nice stable place to work. People are great.	6/10/2021 1:00 PM
69	I’m an NPS Ranger proud to work in Yosemite.	6/10/2021 9:33 AM
70	Beauty, civil service	6/10/2021 8:24 AM
71	A beautiful national park	6/10/2021 12:14 AM
72	Opportunities for recreation. Opportunity to help care for a truly special place. It is my home and I can live close to my family.	6/9/2021 3:09 PM
73	Connecting with Yosemite, the community	6/9/2021 3:01 PM
74	The people, the place, my job	6/9/2021 1:30 PM
75	Having access to the park. Being able to raise my child here.	6/9/2021 1:02 PM
76	Conservation, protecting and restoring park resources, access to the park and surrounding public land	6/9/2021 10:47 AM
77	It's Yosemite	6/9/2021 10:05 AM
78	Yosemite Fire is a great program	6/9/2021 9:58 AM
79	Fast paced work environment, meaningful work, excellent field work	6/9/2021 9:47 AM
80	Inspiring	6/9/2021 9:25 AM
81	I just love being there	6/8/2021 7:11 PM
82	The scenery, I technically live in El Portal but due to work / recreation I'm in the Valley alot. I also lived/worked in the Valley before and the Valley loop/ ease of getting around is nice.	6/8/2021 2:20 PM
83	Scenery	6/8/2021 1:19 PM
84	I love the job, the chance to make someone vacation AMAZING, truly motivates me in my professional life. I obviously love Yosemite, and the community here.	6/4/2021 3:51 PM
85	it's beautiful here	6/4/2021 1:38 PM
86	It is beautiful and my employer is ethical	6/3/2021 12:16 PM
87	I feel passionate about my job and it is beautiful, active and outdoors	6/3/2021 11:20 AM
88	It is a beautiful place, challenging work, great coworkers	6/3/2021 11:15 AM
89	Scenery and history of the park, proximity to recreation	6/3/2021 10:36 AM
90	Living in Yosemite.	6/3/2021 10:33 AM
91	The place, helping natural resources, love working for NPS, love my job, the privilege of living in a national park.	6/2/2021 7:15 PM
92	Community, nature, quiet, access to recreation, beauty	6/2/2021 4:11 PM
93	Excellent work/life balance, community, scenery, job growth opportunities	5/30/2021 1:41 PM
94	The scenery, the programs, yhe community and my co workers.	5/30/2021 9:49 AM
95	It’s Yosemite! World class destination and a place I LOVE.	5/29/2021 1:58 AM
96	The nature	5/28/2021 6:22 PM
97	It's beautiful	5/28/2021 5:26 PM
98	I can play outside right before or after working!	5/28/2021 5:17 PM
99	Being in Yosemite, working with the tourist, seasonal changes.	5/28/2021 1:43 PM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

100	The location gives many opportunities for recreation.	5/28/2021 11:25 AM
101	The manager I work for is one of the few that I trust. Also, the environment is spectacular.	5/28/2021 9:20 AM
102	The park. The excitement of the guests.	5/28/2021 8:46 AM
103	It's Yosemite!! I worked for the concession company for 12 years and now YC for 2. Yosemite is home now.	5/28/2021 5:55 AM
104	Right now my time off	5/28/2021 5:24 AM
105	I worked previously for NB and the daycare and have recently returned to the park after being away for 3 years. I'm having a hard time remembering what I like about it besides the scenery.	5/27/2021 10:02 PM
106	The beautiful location and the walkability of the valley. Also appreciate the hiking opportunities.	5/27/2021 9:57 PM
107	I love being an essential part of our community	5/27/2021 9:53 PM
108	The mission of nps, ththe coworkers. coworkers.	5/27/2021 8:05 PM
109	Waterfalls and the feeling working there.	5/27/2021 7:32 PM
110	Great place to recreate and very structured work environment with decent pay and benefits.	5/27/2021 6:26 PM
111	Dream job	5/27/2021 6:01 PM
112	The people and how beautiful it is	5/27/2021 5:44 PM
113	The purpose, the people, the place.	5/27/2021 3:07 PM
114	The location	5/27/2021 2:04 PM
115	People, scenery, activities are abundant	5/27/2021 1:42 PM
116	Access to outdoors and affordable living accommodations	5/27/2021 1:32 PM
117	The Beauty.	5/27/2021 1:31 PM
118	Beautiful	5/27/2021 1:15 PM
119	The beauty	5/27/2021 1:14 PM
120	Yosemite it's self	5/27/2021 1:11 PM
121	Living in/access to the park	5/27/2021 1:02 PM
122	Access to Yosemite National Park.	5/27/2021 12:58 PM
123	Beauty	5/27/2021 12:18 PM
124	Community and healthy lifestyles	5/27/2021 11:53 AM
125	The people and my backyard	5/27/2021 10:55 AM
126	The view! the park mission.	5/27/2021 10:22 AM
127	good	5/26/2021 12:17 PM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q32 What do you dislike about working in Yosemite?

Answered: 128 Skipped: 69

#	RESPONSES	DATE
1	the commute	7/7/2021 11:33 AM
2	NA	7/7/2021 12:30 AM
3	It sucks the soul from you over time. Getting in and out of the park is a nightmare. If I have to go to town for an appointment I have to plan at minimum an extra hour to return to the park and that can extend up to 2 extra hours on ANY given day.	6/30/2021 12:56 AM
4	Housing, traffic- not enough lanes to get around	6/26/2021 10:05 PM
5	The commute.	6/25/2021 7:04 AM
6	Distance to groceries	6/25/2021 1:28 AM
7	Nothing	6/24/2021 7:41 AM
8	The system is weird. People are weird.	6/22/2021 5:35 PM
9	Environment, other employees	6/22/2021 3:40 PM
10	long commute, general issues with access to services in a rural area	6/22/2021 3:22 PM
11	Long lines of visitors.	6/22/2021 3:15 PM
12	Aramark	6/22/2021 2:44 PM
13	Upper managements disdain and poor understanding of all maintenance ops.	6/22/2021 11:33 AM
14	Tourists	6/22/2021 11:21 AM
15	Aramarks dealing with employees	6/22/2021 11:03 AM
16	The congestion	6/22/2021 10:37 AM
17	Only that the park can be very crowded on weekends.	6/22/2021 8:46 AM
18	Aramark. They're dissolving everything that makes it enjoyable to live and work here	6/22/2021 1:45 AM
19	Housing is either expensive or lacks personal space. Also the crowds.	6/21/2021 9:44 PM
20	Don't get me started...	6/21/2021 8:05 PM
21	The short staffing	6/21/2021 9:28 AM
22	Lack of concern for individuals who share with new roommates and have to deal with unsanitary, disrespectful roommates with no choice	6/20/2021 8:08 PM
23	Poor and overcrowded housing. Huge disparity in quality of housing, privacy, and lack of a neighborhood between NPS and concessions housing areas. Unaffordability and lack of housing outside the park, unless it were subsidized, no matter how much I'd want to, I couldn't afford to live outside company housing.	6/20/2021 6:22 PM
24	The rent is exorbitant for what you get in return. The connectivity is poor in most areas.	6/20/2021 5:02 PM
25	Dislike ARAMARK!!! The disrespect their employees and give them no feel of community. Dislike the amount of ppl allowed in the park, with no parking. The lack of respect ppl have for the Meadows and animals.	6/20/2021 1:59 PM
26	lack of jobs I enjoy year-round; commute to get groceries/doctor/dentist; not valued by company	6/20/2021 12:19 PM
27	housing needs improvement	6/20/2021 11:50 AM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

28	Crowds :(	6/20/2021 11:28 AM
29	My wife can't live with me, as she is not a park employee and has her own career, so she lives 3 hours outside of the park. I see her maybe two days out of the week, at most (but rarely) three days. Also, Yosemite housing (Yolanda) plays favorites with who she listens to or ignores. Like our dishwasher full of black mold that she actively ignored. No to mention her part in Aramark illegally evicting us from the park at the beginning of the pandemic. It often feels like employee saftey is not Aramark's priority. Also, a lack of ADA access in employee housing.	6/20/2021 11:05 AM
30	Entitled tourists and indifferent managerial staff	6/20/2021 10:24 AM
31	The commute and the low level of customer service of the current concessionaire.	6/20/2021 10:01 AM
32	Stupid tourists	6/20/2021 9:55 AM
33	Housing challenges	6/20/2021 9:37 AM
34	Not really a hang-out place for locals - everything is geared towards visitors. Love when the carabiner is open in the winter and Sal's nights in EP but wish there was more. Also stress of rock falls and tree falls and other road closures	6/20/2021 9:25 AM
35	Seasonal employees are treated very differently, like second class citizens. Covid made it worse. Seasonal employees could have no visitors at all (awful neighbors watched you and tattled if you social distanced outside) while permanent employees were allowed to do anything. We all pay rent, we should have to follow the same rules. Pure discrimination.	6/20/2021 9:13 AM
36	The park administration and lack of awareness for the community from the current superintendent!	6/20/2021 8:25 AM
37	Sometimes housing is end all be all with the head of housing and it can be difficult to do anything(like enter back into housing) when she is gone on vacation and she does not delegate so that's frustrating	6/20/2021 7:58 AM
38	Housing situation. Sometimes it feels as though our housing is being held over our heads and they were being taunted and traded with it if we make even the smallest mistake. Yolanda needs to be stopped.	6/20/2021 7:42 AM
39	Nothing	6/20/2021 6:43 AM
40	Housing is to expensive	6/20/2021 6:23 AM
41	How the tourists are treated better than the employees making it all happen. We are constantly hassled by NPS, housing, and tourists whenever we aren't at work or commuting to it.	6/20/2021 3:39 AM
42	The commute. Lack of housing inside of the park for employees. Constant projects and road construction. Hate Aramark. Park services pet projects to implement Merced River Plans and Tuolumne River Plans. Their projects causing more harm to the environment by moving stuff, poisoning non native plants, killing fish in high sierra lakes, cutting down trees and making parking lots in Tuolumne, digging up Ahwahnee Meadow, Digging out river at Housekeeping camp. I could go on....basically all the construction and the parking crisis created by Park Service.	6/18/2021 11:10 AM
43	Small living conditions, high grocery prices	6/18/2021 2:56 AM
44	NPS	6/17/2021 3:37 PM
45	Nothing	6/17/2021 3:04 PM
46	traffic	6/17/2021 12:28 PM
47	Summer congestion.	6/17/2021 7:54 AM
48	Roadways that favor cars over pedestrians.	6/16/2021 11:59 PM
49	Nothing	6/16/2021 10:43 PM
50	I strongly dislike how problems like low wages and housing are ignored. The people making decisions do not remember what it is like to be a low-wage employee who has to commute or has to deal with not having housing. These issues affect mental health severely.	6/16/2021 1:18 PM
51	The crowds and lack of ability to navigate around the line of cars at the gate.	6/16/2021 10:01 AM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

52	Housing sucks	6/15/2021 9:24 AM
53	Aramark	6/14/2021 7:34 PM
54	The high stress of my job.	6/14/2021 7:17 PM
55	ARAMARK	6/14/2021 7:09 PM
56	The uncertainty of my future here. I really just want a permanent job or some sense of stability in my career here.	6/14/2021 8:05 AM
57	The traffic	6/13/2021 1:45 PM
58	No affordable housing for low income federal employees	6/13/2021 11:51 AM
59	Commute. It often affects morale of staff.	6/13/2021 4:51 AM
60	Crowds/traffic can be annoying. The housing situation has been a source of stress for the whole time I've worked here. When my wife and I were dating, we were not allowed to live together in government housing, forcing us to move down to Midpines instead of staying up in El Portal, where I had been based. We love Midpines now, but it's been a source of financial stress and guilt at the resources we consume by commuting.	6/12/2021 9:50 AM
61	Large park, lots of visitors, lots of time in the road and sitting in traffic.	6/11/2021 8:00 PM
62	N/A	6/11/2021 3:39 PM
63	Crowds and stress.	6/11/2021 1:07 PM
64	3 govt entitled to deal with. Often because of that, nothing gets done	6/11/2021 12:34 PM
65	It’s too crowded in normal summers. There needs to be a reservation system in place from April to October every year so that employees and visitors aren’t stuck in traffic for most of the summer.	6/11/2021 11:23 AM
66	The commute can be rough. There is not a lot of opportunity to move up/advance. It can be taxing to	6/11/2021 10:39 AM
67	the pay	6/11/2021 10:05 AM
68	the concessionaire treats its employees with little care and doesn't fulfil the terms of its contract	6/11/2021 9:52 AM
69	Cost of living is high.	6/11/2021 8:56 AM
70	Answer for #33, I already live outside the park but would love the opportunity to live closer to my worksite.	6/10/2021 5:43 PM
71	Too many tourist and traffic conjestion during the summer.	6/10/2021 1:00 PM
72	Impacts on personal life.	6/10/2021 9:33 AM
73	Some aspects of workplace culture	6/10/2021 8:24 AM
74	Traffic	6/10/2021 12:14 AM
75	Scarcity culture in terms of compensation (across organizations), housing, promotion, etc.. Hierarchical leadership structures across organizations that entrench socio-economic differences. Organizations are threatened by new ideas. People and organizations are siloed and not up-to-speed on current societal trends in ethical work environment, productivity research, management research, etc. Inequities in compensation and opportunities that favor white men and people with multi-generational wealth. Summer crowds. Ignorant behavior by visitors (litter, poop, driving, etc.). Lack of opportunity to buy housing. Employees are taken for granted and told they are privileged to live/work here in substandard conditions.	6/9/2021 3:09 PM
76	The commute	6/9/2021 3:02 PM
77	Impossible to afford owning a home.	6/9/2021 3:01 PM
78	The serious flaws in communication (example: no one knew about the Valley traffic pilot program until it was literally being put into place; this is something everyone should have	6/9/2021 1:30 PM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

	known about to help direct guests as needed, and ensure we also are able to navigate it correctly to get to work on time).	
79	The lack of housing offered. The pay is not good.	6/9/2021 1:02 PM
80	Fires and smoke	6/9/2021 10:47 AM
81	Crowding	6/9/2021 10:05 AM
82	The lack of efficiency/productivity of many of the other programs within the park	6/9/2021 9:58 AM
83	The commute, mostly	6/9/2021 9:47 AM
84	Traffic and increasing number of closures from wildfire and weather.	6/9/2021 9:25 AM
85	Trying to get around in a car	6/8/2021 7:11 PM
86	Not to many things going on for employees.	6/8/2021 2:20 PM
87	Crowds	6/8/2021 1:19 PM
88	I dislike the large amount of crowds. I dislike the disrespect shown to the park by the public.	6/4/2021 3:51 PM
89	gets too hot sometimes.....Covid restrictions	6/4/2021 1:38 PM
90	I dislike that there is no employee grocery shopping hours at the village store, or a separate line for us to check out during lunch.	6/3/2021 12:16 PM
91	when it gets too crowded	6/3/2021 11:20 AM
92	Very high paced and stressful, lots of scrutiny and red tape to get things done	6/3/2021 11:15 AM
93	Crowds, too many employees to get to know, far from stores and other amenities, most higher level permanent staff have very long commutes while lower level seasonal staff get to live in Yosemite Valley	6/3/2021 10:36 AM
94	Yosemite Hospitality is not a good company to work for. At all.	6/3/2021 10:33 AM
95	Traffic, overcrowding, smoke in the summer, long drives to anywhere, the high cost of food in park, not owning our home.	6/2/2021 7:15 PM
96	The crowds when day use permits are not required (though the permit system excludes a variety of communities to be totally honest and critical, which is not fair)	6/2/2021 4:11 PM
97	No food/restaurants/hangout	5/30/2021 1:41 PM
98	The traffic	5/30/2021 9:49 AM
99	The lack of housing, commute, recreation options outside the park	5/29/2021 1:58 AM
100	Toxic management and business practices, low pay and high cost of food.	5/28/2021 6:22 PM
101	Pretty much everything else- the company, cost of groceries, etc	5/28/2021 5:26 PM
102	Very busy all the time and often road work getting to and from.	5/28/2021 5:17 PM
103	Excessive traffic, and tourist unrealistic expectations to see the park from a vehicle	5/28/2021 1:43 PM
104	It can be isolating and far from necessities (groceries, pharmacy,...)	5/28/2021 11:25 AM
105	The cost of food and transportation is too much.	5/28/2021 9:20 AM
106	Feeling unappreciated by Aramark. Feeling as though Aramark treats this premier property as an afterthought. Doing everything as cheaply as possible or not at all.	5/28/2021 8:46 AM
107	How long it takes to get things changed. Aramark and how little they support the community and their employees.	5/28/2021 5:55 AM
108	Aramark, most of my friends are leaving/have left from being overworked or underappreciated... it feels like we're numbers to the company, not people	5/28/2021 5:24 AM
109	Traffic, tourists disrespect for rules, plants, and wildlife. Insular and homogeneous community.	5/27/2021 10:02 PM
110	The housing is very run down and if you are a permanent employee it's extremely to find	5/27/2021 9:57 PM

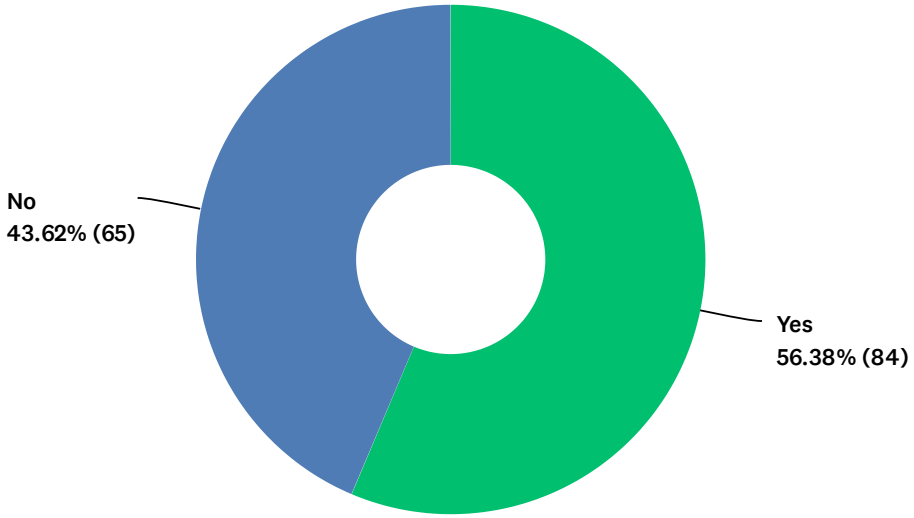
Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

	affordable housing in the county.	
111	Traffic jams.	5/27/2021 8:05 PM
112	It can be a hard place to work in, feel accepted.	5/27/2021 7:32 PM
113	Tourists not following rules	5/27/2021 6:26 PM
114	Annoying guests/visitors	5/27/2021 5:44 PM
115	Hard to find good housing for employees.	5/27/2021 3:07 PM
116	We should work 10ht days for three day weekend	5/27/2021 2:04 PM
117	The traffic when there is construction. Makes it awful when trying to leave at the end of the day.	5/27/2021 1:42 PM
118	Traffic during peak season, limited groceries, spotty internet service	5/27/2021 1:32 PM
119	Too many people and Cars.	5/27/2021 1:31 PM
120	The crowds	5/27/2021 1:14 PM
121	Having to commute	5/27/2021 1:11 PM
122	Housing, Aramark and traffic	5/27/2021 1:02 PM
123	Stifling/debilitating bureaucratic processes. The lack of accountability on Aramark to actually deliver on their operating agreements.	5/27/2021 12:58 PM
124	Traffic, lack of housing	5/27/2021 12:18 PM
125	The lack of transparency and logical order, How slowly progress is made for things like signage when bigger projects happen right away	5/27/2021 11:53 AM
126	Nothing	5/27/2021 10:55 AM
127	the commute	5/27/2021 10:22 AM
128	good	5/26/2021 12:17 PM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q33 Would you choose to work at Yosemite if you had to live outside the park?

Answered: 149 Skipped: 48



ANSWER CHOICES	RESPONSES	
Yes	56.38%	84
No	43.62%	65
TOTAL		149

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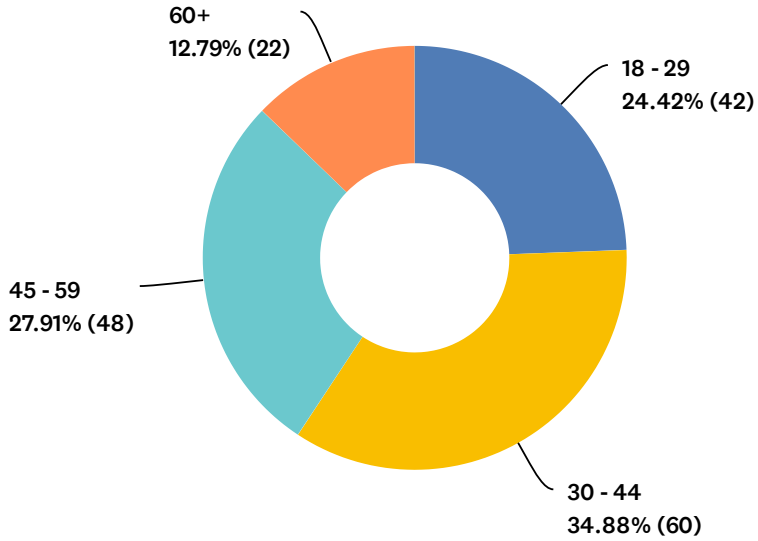
Q34 What is your age?

Answered: 172 Skipped: 25

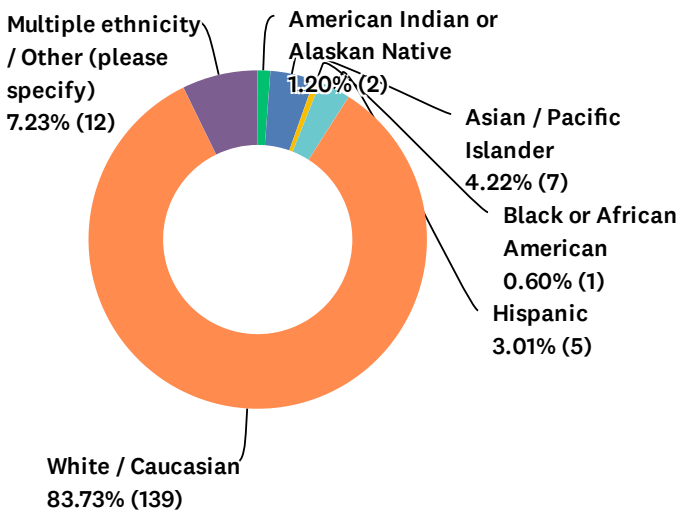


ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18 - 29	24.42%	42
30 - 44	34.88%	60
45 - 59	27.91%	48
60+	12.79%	22
TOTAL		172

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q35 Which race/ethnicity best describes you? (Please choose only one.)

Answered: 166 Skipped: 31



ANSWER CHOICES	RESPONSES	
American Indian or Alaskan Native	1.20%	2
Asian / Pacific Islander	4.22%	7
Black or African American	0.60%	1
Hispanic	3.01%	5
White / Caucasian	83.73%	139
Multiple ethnicity / Other (please specify)	7.23%	12
TOTAL		166

#	MULTIPLE ETHNICITY / OTHER (PLEASE SPECIFY)	DATE
1	not sure	6/26/2021 5:27 PM
2	White, Mexican, Dominican	6/22/2021 5:36 PM
3	not mentioning	6/22/2021 2:45 PM
4	African American / Latin American	6/20/2021 3:39 AM
5	no answer	6/14/2021 7:35 PM
6	White/Asian	6/14/2021 7:18 PM
7	None ya	6/14/2021 7:10 PM
8	Many	6/11/2021 11:24 AM
9	White/ Mexican	6/11/2021 9:41 AM
10	White & Hispanic	6/10/2021 5:44 PM
11	N/a	6/8/2021 2:20 PM
12	Portuguese	5/28/2021 5:25 AM

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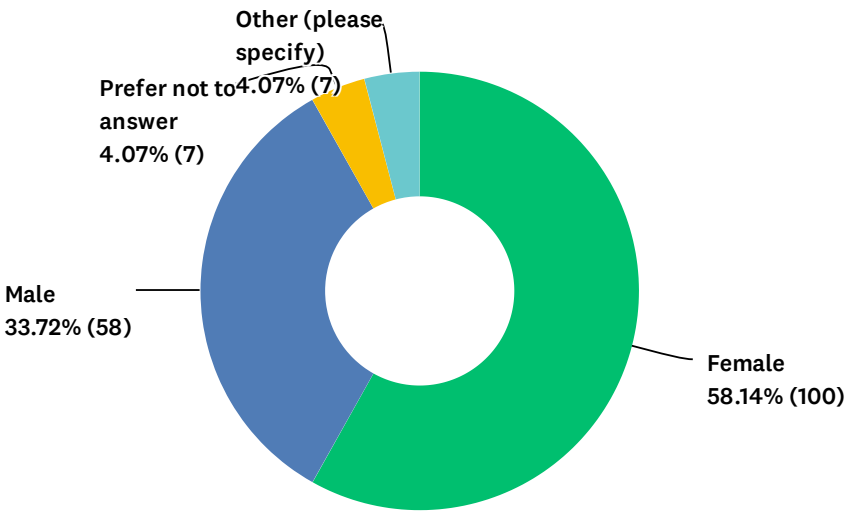
Q36 What is your gender?

Answered: 172 Skipped: 25



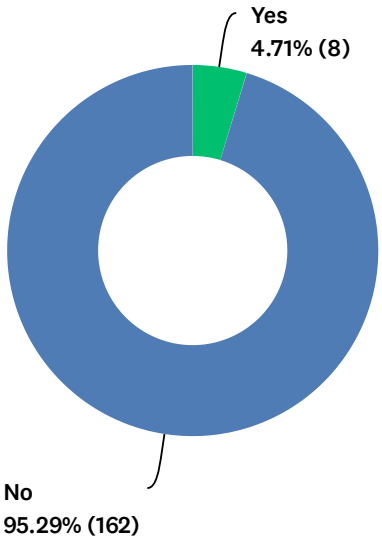
ANSWER CHOICES	RESPONSES	
Female	58.14%	100
Male	33.72%	58
Prefer not to answer	4.07%	7
Other (please specify)	4.07%	7
TOTAL		172

#	OTHER (PLEASE SPECIFY)	DATE
1	not mentioning	6/22/2021 2:45 PM
2	Nonbinary	6/22/2021 1:45 AM
3	Nonbinary	6/21/2021 9:29 AM
4	Non-Binary	6/20/2021 3:55 AM
5	no answer	6/14/2021 7:35 PM
6	None ya	6/14/2021 7:10 PM
7	Other	6/11/2021 3:40 PM

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Q37 Are you a person living with mobility challenges?

Answered: 170 Skipped: 27



ANSWER CHOICES	RESPONSES	
Yes	4.71%	8
No	95.29%	162
TOTAL		170

Attachment: FINAL - 230223 IMHS_FINAL (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

Kim Tucker

E-mail: kimtorvinen@gmail.com

January 24, 2023

RECEIVED
JAN 24 2023
BOARD OF SUPERVISORS

Board of Supervisors

Mariposa County

Re: Integrated Mobility & Housing Strategy (IMHS)

Dear Supervisors:

I have been a citizen volunteer member of the team that has worked over the past two years to develop the Integrated Mobility & Housing Strategy document that you will discuss today.

For those who do not know me, I will introduce myself:

- I have lived in Mariposa County for nearly fifty years.
- I am a retired employee of the National Park Service. I retired in 2013.
    - During my 41 year career, I worked as a Criminal Investigator, Yosemite Valley Campground Manager, Program Analyst and Concessions Management Specialist and member of interdisciplinary planning teams for the Merced and Tuolumne Wild and Scenic River Plans, the Mariposa Grove Restoration Plan, and the development of Concession Contract Prospectuses for contracts that were awarded to Delaware North Corporation in 1993 and to Aramark in 2015.

As a citizen volunteer participant in the development of the IMHS, I have neither sought nor received compensation in any form by any individual or organization.

I offer the following remarks for your consideration:

1. There is a significant housing shortage across all demographics in Mariposa County. This shortage has grown increasingly significant over the past two decades.
2. I have every confidence that any new code-compliant housing in or near the town of Mariposa will be eagerly sought by people representing all demographics.
3. I have understood that one of the key goals of the IMHS is to encourage private development of housing to meet the needs of employees of the National Park Service, Yosemite, who would travel to and from their homes to their worksites beyond the town of Mariposa (El Portal and/or Yosemite Valley) via a mass-transit services (i.e. van pools or motor coaches) that would operate similarly, but separately, from the current Yosemite Area Regional Transit Service (YARTS).

   Based upon my own experience, and the experience of many NPS employees over the years, I believe that such a transit service would be suitable for some workers.

Attachment: Kim Tucker Letter (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))

My experience leads me to believe that some park employees would be satisfied with living in Mariposa – especially local people who have existing significant ties to the community.

I am less confident that people coming from a more extended location (elsewhere in CA or from National Parks outside our location) would find their personal needs met by residing in apartment complexes in or near Mariposa and involve a regular commute beyond the outskirts of Mariposa. By outskirts, I am not including El Portal or Yosemite Valley.

The scope of the IMHS specifically excludes the housing needs of employees of the primary park concessioner (currently Yosemite Hospitality – aka: Aramark). Yosemite Hospitality employees serve visitors in a variety of ways, and many of those employees reside in cabins-without-bath and canvas tent cabins that would not meet building codes in Mariposa County.

Over recent years, the NPS has adapted to accommodate remote working strategies that allow certain disciplines to work from their homes on a regular or intermittent schedule, or to work from an existing office located in the town of Mariposa. In my opinion, this is a good arrangement for many employees whose duties do not require them to be in or near the park on a regular basis. Examples of those whose worksites are within the park include custodians, fee collectors, public safety and maintenance workers (i.e. utility operators and road maintenance staff).

I am aware from personal experience, and what I have learned from a variety of park employees, that Yosemite and many other parks across the nation have been, and are likely to continue to struggle to recruit and retain a sufficient staff of capable, dependable and willing park employees. This problem should be concerning to the public and private sector, including in Mariposa County.

Summary Conclusion

I believe that WRT has provided a quality product, given the scope of the IMHS project. I did not participate in any closed door deliberations involving representatives of Mariposa County or the National Park Service. Given my experience and my involvement in the development of the IMHS, I believe that WRT has fulfilled the goals of the project funded by a grant from CALTRANS.

I am available now, or in the future, to respond to any questions that you may have.

Kim Tucker

Kim Tucker

Attachment: Kim Tucker Letter (RES-2023-56 : Approve the Integrated Mobility and Housing Strategy (IMHS))