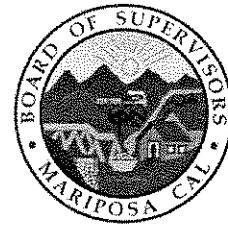


MARIPOSA COUNTY

Planning · 209-966-5151



RESOLUTION - ACTION REQUESTED 2013-100

MEETING: March 26, 2013

TO: The Board of Supervisors

FROM: Sarah Williams, Planning Director

RE: Resolution Authorizing Transportation Planning Grant Application

RECOMMENDATION AND JUSTIFICATION:

Authorize the Public Works Director to execute Agreements with the California Department of Transportation for the "Town of Mariposa Transportation Center Feasibility Study"

I. BACKGROUND

The Planning and Public Works Departments have collaborated on an evaluation of the adequacy and sufficiency of parking within the Mariposa Parking District. Deficiencies have been identified that contribute to ongoing circulation and parking conflicts in the area.

Areas of deficiency within the central commercial area of the Mariposa Town Planning Area (MTPA) result from the absence of planned facilities that can provide comprehensive transportation solutions within this Historical District area. These deficiencies involve: 1) Conditions adverse to pedestrian and bicycle safety; 2) Disorganized, inaccessible and inadequate parking; and 3) Inadequate information to assist visitors and residents in making transportation choices.

1. The "Bicycle and Pedestrian Improvement Plan" prepared for the Local Transportation Commission (2011) establishes a priority ranking from 1 (lowest) to 10 (highest) for improvement projects to resolve noted deficiencies. The highest scores were assigned to those segments and facilities that directly access existing key destinations, such as schools, parks, commercial centers, and transit stops. The Plan did not propose the development of key *transportation* destinations needed to complete bicycle and pedestrian mobility improvements within the MTPA.

2. The Mariposa County Public Works Department has completed a survey of available parking spaces within the Mariposa Parking District (March 2013). In this survey, it was found that 236 public and private parking spaces are available to serve 128,231 sq.ft. of retail and restaurant uses within the District. Based on current standards, uses within the District generate a parking demand of 415 spaces, resulting in an unmet need for 179 additional improved spaces to serve uses within the District. Insufficient improved spaces prompts some owners to create overly-compacted parking areas and spaces, and drivers often park within the unimproved shoulder of

streets, forcing pedestrians into the street. As sidewalks are improved in accordance with Pedestrian and Bicycle Plan prescriptions, informal or poorly designed parking areas will disappear, exacerbating the current shortage.

In addition to parking for regular vehicles, 6,110 buses, vans and limousines (a 113% increase since 2008) and 177,217 vehicles (a ten-fold increase from 2008) traveled through Mariposa on the way to Yosemite in 2012.(National Park Service Public Use Statistics Office, 2013). Approximately 75% of these buses return via State Route 140 through Mariposa on their way out of the park. Adequate facilities to assist these visitors do not exist in the central MTPA area. The lack of convenient and accessible services, restrooms in particular, and the nearly 2,000 feet between existing tour bus parking and the historic central Mariposa make Mariposa relatively inaccessible for many tour operators. Those that do stop in the central Mariposa area face potential pedestrian and vehicle conflicts due to inadequate sight distances and turning radii.

3. A lack of centralized, comprehensive and accurate information regarding transportation services, including those provided by social service organizations, has been noted as a barrier to access by low- and lower-income residents. Much of the information about transportation services for local special needs populations is provided through word-of-mouth.

As a solution, the proposed project will engage stakeholders and the community to evaluate choices and select options for financially feasible, context-sensitive, key transportation facilities and resources for proximate motorized and non-motorized transportation links, additional improved parking to meet existing and future transportation needs of visitors and residents, and a source for real time information regarding travel conditions, and local and remote transportation resources.

II. PREVIOUS BOARD ACTION

Submission of a Community Transportation Planning Grant application is supported by the following policies and programs:

- General Plan policies:
- Mariposa General Plan and Mariposa Town Area Specific Plan
- 2012 Regional Transportation Improvement Program
- 2010 Local Transportation Commission Public Participation Plan
- The Mariposa County Bicycle and Pedestrian Transportation Plan (2011)
- Mariposa County Coordinated Public Transit - Human Services Transportation Plan (2008)

General Plan

Land Use

Policy 5.1.07: Public Facilities

Policy 5.1.08: Collaborative Planning

Policy 5.3.01 Planning Area Classification: Mariposa Town Specific Plan:

- Section 2.3: Community Goals 1., 3.,5., 9., and 11
- Section 2.5: Community Design Objectives and Policies;
- Section 2.6: Public Services and Infrastructure Objectives and Policies
 - D. Public Parking Areas
 - E. Pedestrian Paths
- Section 4: Public Improvement Programs
 - 4.4 Public Parking Program
 - 4.5 Mariposa Creek Project

Circulation

Goal 9-3: Create a bicycle, pedestrian, and equestrian system for recreation and transportation use

Regional Tourism

Policy 13.1.02: Intergovernmental Cooperation with federal, state, regional and private agencies

Goal 13-2: Provide easily accessible information about the County’s natural, historic, and scenic attractions

Goal 13-4 Create visitor access to communities and points of interest

Goal 13-5: Provide job growth and sustain County revenues by enhancing and expanding t the visitor -serving sectors of the economy

2012 RTP

Climate Change

Goals to lessen dependence on the automobile and promote mode shifting to alternative forms of transportation

Goal 4: *Non-motorized* : develop an adequate, safe, and efficient regional system of bicycle, pedestrian, and equestrian facilities to accommodate, encourage and increase non-motorized travel.

Goal 10: *Land Use* Improve livability in the County through land use and transportation decisions that encourage walking, transit, and bicycling...alternative mobility options...require coordinated land use decisions and improved infrastructure.

Action Element

- Projects designated as Multi-modal are designed to enhance travel by one or more modes (bicycling, walking, equestrian, and transit) provide for better connectivity between modes, reduce modal conflicts, and improve non-auto access to major destinations and activity centers. Such projects include separated bike lanes, shared bike routes, sidewalks, transit amenities, improved parking, street furniture, signage, and trail sand staging area enhancements for pedestrians, bicyclists, and equestrians.
- RTP Performance Measures - Economic Well Being; acceptable LOS in tourist corridors; plan for adequate parking in commercial and retail areas

Overall Work Program (OWP) 2012- 13

Elements 3 and 4, Transportation Planning Studies and Transit Planning, respectively. Such elements include products and tasks involving preparation of town planning area circulation plans; funding for one or more of the recommended projects in the Bicycle/ Pedestrian Plan; and Planning Grant Funding. Therefore, the proposed grant meets all 8 eight SAFETEA-LU planning factors referenced in the OWP to the extent they apply to rural Mariposa County.

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized user
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and for freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.
- Promote efficient system management and operation.

III. FUTURE BOARD ACTION

If successful, the proposed project may require amendment to successive years' OWP to reference the study and any resulting implementation actions and projects. Funding resources listed in the 2012 RTP, such as Match Exchange Surface Transportation Program (STP) Congestion Mitigation and Air Quality Program (CMAQ) , National Scenic Byways Program (SBP) may be available for projects recommended by the subject study. Regardless of the outcome of the feasibility, the project does not commit the County to any future specific implementation measure or action or additional expenditure of funds.

At the time that grant funds are made available for the proposed project, the attached resolution authorizes the Director of Public Works to execute any agreements required for draw-down of funds.

IV. PROJECT ADMINISTRATION

The proposal has been developed in collaboration between Planning and Public Works Departments, recognizing that achievement of various land use and transportation goals and objectives are require such coordination, as suggested by the General Plan. If funded, contract performance will be administered by the Public Works Dept. The Planning Dept will assist with consultant contract management and execution of the scope of work. Staff

recommends that the grant application reference a cash match of 7.5% from available transportation funds, and a 2.5% cash match consisting of staff time that would otherwise be required for implementation of the grant. The latter would be considered a General Fund expenditure.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:

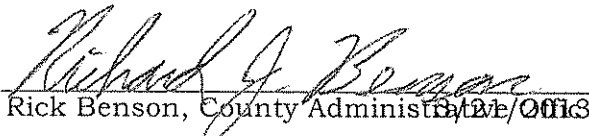
Alternatives to the proposed action involve continued implementation of transportation programs referenced in the Overall Work Program. Negative action would likely result in: 1) impediments to implementation of bicycle; and 2) pedestrian improvements and constrained parking in central Mariposa Town area.

FINANCIAL IMPACT:

A commitment of staff time to the project is proposed, consisting of at least 2.5% of grants funds awarded. This is considered a cash match. While this is a financial impact, it is not considered an additional financial impact to the General Fund than would otherwise occur if the grant is not approved.

CAO RECOMMENDATION

Requested Action Recommended


Rick Benson, County Administrator 12/2013

RESULT: ADOPTED [UNANIMOUS]
MOVER: Merlin Jones, District II Supervisor
SECONDER: John Carrier, District V Supervisor
AYES: Janet Bibby, Kevin Cann, John Carrier, Merlin Jones
EXCUSED: Lee Stetson

MARIPOSA COUNTY
BOARD OF SUPERVISORS
Resolution Number 13-100

**A RESOLUTION OF THE BOARD OF SUPERVISORS OF MARIPOSA COUNTY
AUTHORIZING THE PUBLIC WORKS DIRECTOR TO EXECUTE AGREEMENTS
WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION
FOR THE "TOWN OF MARIPOSA TRANSPORTATION CENTER FEASIBILITY STUDY"**

WHEREAS, the Mariposa County Local Transportation Commission (LTC) is the Regional Transportation Planning Agency (RTPA) for Mariposa County, and the Board of Supervisors serves as the LTC for transportation related agenda items; and

WHEREAS, the Mariposa County LTC has adopted a 2012 Regional Transportation Plan and an Overall Work Program (OWP) for FY 2012/2013; and

WHEREAS, the 2012 Mariposa County RTPA identifies regional and local issues to be addressed including to "expand and fix transportation and parking issues for better access to the Mariposa County experience." (Mariposa County Economic Vitality Strategy and Implementation Plan - 2007); and

WHEREAS, the 2012 Mariposa County RTPA cites a lack of ample parking within Mariposa activity centers sufficient to attract tourists and consumers; and

WHEREAS, 2012 Mariposa County RTPA Goals 4 and 10 call for adequate, safe, and efficient non-motorized travel, and recognize that alternative mobility options require coordinated land use decisions and improved infrastructure within the County's more developed communities; and

WHEREAS, the 2012 Mariposa County RTPA identifies multi-modal enhancement as projects that include separated bike lanes, shared bike routes, sidewalks, transit amenities, improved parking, street furniture, signage, and trail and staging area enhancements for pedestrians, bicyclists, and equestrians; and

WHEREAS, the 2012 - 13 OWP references a number of work elements, including Elements 3 and 4, Transportation Planning Studies and Transit Planning, respectively. Such elements include products and tasks involving preparation of town planning area circulation plans, funding for one or more of the recommended projects in the Bicycle/ Pedestrian Plan, and Planning Grant Funding; and

WHEREAS, the Mariposa County Board of Supervisors finds that

planning for additional parking facilities convenient to the historic Mariposa Town center must be integrated with planning for pedestrian and bicycle plan improvements and other multi-modal transportation options, and that such a synthesis will benefit the Mariposa County economy; and

WHEREAS, the Mariposa County Board of Supervisors of the County of Mariposa is eligible to receive Federal and/or State funding for certain transportation planning related plans, through the California Department of Transportation; and

WHEREAS, the Board of Supervisors authorizes submission of a Community Based Transportation Planning Grant application for up to \$300,000, to fund public outreach, planning, and financial feasibility analysis to evaluate the opportunity to develop a multi-modal transportation center within the Mariposa Town Area, as defined in the project description attached to the staff report dated March 26, 2013; and

WHEREAS, the Mariposa County Board of Supervisors authorizes a cash match of 7.5% of the amount of the grant award from STIP Planning Programming & Monitoring Funds (PPM) in accordance with the 2012/2013 OWP; and a cash match of 2.5% of the grant award from the Mariposa County General Fund, which shall consist solely of Mariposa County staff assistance for conduct of the proposed project; and

WHEREAS, a Fund Transfer Agreement is needed to be executed with the California Department of Transportation before such funds can be claimed through the Transportation Planning Grant Programs; and

WHEREAS, at the time such funds are offered for use, Mariposa County wishes to delegate authorization to execute these and any directly related agreements and any amendments thereto.


NOW, THEREFORE, BE IT RESOLVED that the Mariposa County Board of Supervisors authorizes the Director of Public Works to execute all related Fund Transfer Agreements and any amendments thereto with the California Department of Transportation.

BE IT FURTHER RESOLVED that the Mariposa County Board of Supervisors does hereby certify that its planning process will be implemented in accordance with all applicable requirements.

BE IT FURTHER RESOLVED that the Mariposa County Board of Supervisors hereby authorizes the Public Works Director to submit the application for 2013 -14 Community Based Transportation Planning Grant funds and to execute all necessary agreements to implement this resolution.

ON MOTION BY Supervisor Jones, seconded by Supervisor Carrier, this resolution is duly passed and adopted this 26th day of March, 2013 by the following vote:

AYES: BIBBY, CANN, CARRIER, JONES
NOES: NONE
EXCUSED: STETSON
ABSTAIN: NONE



KEVIN CANN, Vice Chairman

ATTEST:



RENÉ LaROCHE, Clerk of the Board

APPROVED AS TO FORM:



STEVEN W. DAHLEM, County Counsel