CITY COUNCIL
CITY OF SONORA
August 6, 2018

A Regular Meeting of the City Council of the City of Sonora was held this date in the Council Chambers at City Hall, 94 North Washington Street, at 5:00 p.m. The following members were present: Mayor Jim Garaventa, Mayor Pro-Tem Matt Hawkins, Councilmembers Mark Plummer, Connie Williams, Colette Such; City Administrator Tim Miller, Deputy City Clerk Tracy Skelly, City Attorney Douglas White, Administrative Services Director Christopher Gorsky, Fire Chief Aimee New, Police Chief Turu VanderWiel. Absent: Community Development Director Rachelle Kellogg, Interim Engineer Gerard Fuccillo.

CITY CLERK'S REPORT ON POSTING OF AGENDA

Deputy City Clerk Tracy Skelly advised Council that at 12:30 p.m. on the 3rd day of August 2018, the Agenda for the City of Sonora Council Meeting scheduled for this date was posted outside City Hall for public view.

APPROVAL OF THE AGENDA

No changes

PRESENTATIONS

Presentation to Mike McDaniel. Councilmember Williams presented Mike McDaniel a framed story that was published in the Union Democrat for his service to the community picking up cigarette butts. Connie mentioned that his name has been brought up several times in City of Sonora Council Meetings for all that he has done not only for Sonora but also Jamestown and Columbia. Councilmember Williams reached out to the Union Democrat Editor Lyn Riddle and asked her to frame a story that was published in the Union Democrat as a thank you for everything that he does. **Mike McDaniel** spoke about how he has lived in this community since the 1980's, how it is a beautiful place to live and how he would like to lead by example when it comes to picking up trash and cigarette butts and thanked Councilmember Williams for the recognition.

Introduction of the new Administrative Services Director Christopher Gorsky. City Administrator Miller introduced the new Administrative Serviced Director Christopher Gorsky. Mr. Gorsky is a long time resident of Sonora, he earned his bachelor's degree in business administration with a minor in accounting from California State University Stanislaus and has over 25 years of experience in finance and accounting. Chris thanked the Council for the opportunity and said he would do his best.

PUBLIC COMMENT

A member of the public commented on the need for smoker's poles in the downtown area and reported to the Council how many cigarette butts she had collected.

CONSENT CALENDAR

MOTION by Councilmember Williams, second by Councilmember Plummer, that the Consent Calendar be approved as follows:

1. **Approval of the Minutes for the City Council Special Meeting and Open Session Meeting of July 16,, 2018;**
2. **Approval to pay invoices for previously budgeted expenses on August 7, 2018, in the amount of $137,491.27; and**
3. **Approval of disbursements in the amount of $154,878.52, on July 20, 2018 and $212,331.07 on August 3, 2018 for payroll, inclusive of employee salaries, employer and employee taxes and retirement contributions, and miscellaneous voluntary employee deductions.**

Councilmember Such asked that the Minutes for the Closed Session Meeting and Regular Session Meeting of July 16, 2018, show to reflect the correct spelling of her name.

UNFINISHED BUSINESS

Steven Stiles spoke in regards to the Special Workshop Meeting from July 16, 2018 regarding ordinances. However, he was unaware that this was approval of the minutes only and that there was no comment period at this time. **Mayor Garaventa** noted that these items will come back to the Council in future meeting, possibly August or September and they will discuss and vote on the ordinances then. **Attorney White** also clarified the consent calendar and noted that there can be no action taken at this time.

Consideration to confirm the Mayor's appointments to the City Committees and Communtiy and Government Committees. Mayor Garaventa identified four key core functions of City government; Economic Development, Finance, Public Safety and Transportation; and as such has appointed the Mayor and Mayor-Pro Tem to these key committees. Other committee and commission appointments will be posted to the City of Sonora website. **Councilmember Williams** noted that the Sierra Conservation Center Citizens Advisory Committee would need a letter from the City designating who the new appointees are. Councilmember Williams suggested that the Mayor appoint a City representative to the Chamber of Commerce Merchant Meetings even though it is not a Mayor appointed committee. **Mayor Garaventa** decided to put the appointment to the Merchant Meetings and possibly other committees on the agenda for the next meeting. There was **public comment** that James Grinnell was no longer the Public Member of the Tuolumne County Transportation Council Citizens Advisory Committee and it was noted that it would be changed to vacant.

MOTION by Councilmember Williams, second by Mayor Pro-tem Hawkins. The **MOTION passed as follows: Ayes: Garaventa, Hawkins, Plummer, Williams, Such.**

PUBLIC HEARINGS
None

NEW BUSINESS

Consideration to authorize the possession and consumption of alcohol on Linoberg Street as part of the Sonora Tap Room August 25th "Summer Kick-Off" Event. The Council considered the Sonora Tap Room's request for the possession and consumption of alcohol on Linoberg Street at their Summer Kick-Off Event to be held from 4pm to 11pm on August 25, 2018. There were no concerns on behalf of the staff and it was their recommendation to approve the request.

Mayor Garaventa asked for public comment and **Sharon Marovich** requested clarification if they were going to close just one block of Linoberg or the entire street. **City Administrator Miller** clarified that it was just one block between Washington Street and Stewart Street. **A member of the public** opposed the approval, citing that government should not promote increased consumption of alcohol.

Councilmember Hawkins asked **Police Chief VanderWiel** if there has been any issues with the Tap Room special events. The Chief responded that no issues have been brought to his attention related to the events by the Tap Room.

MOTION by Councilmember Williams, second by Councilmember Plummer. The **MOTION passed as follows: Ayes: Garaventa, Hawkins, Plummer, Williams, Such.**

Consideration to designate a transit stop for the Stockton/Washington Downtown Transit and Accessibility Improvement Project at either Washington Street between Stockton and Church Streets or Stockton Street west of Green Street. City of Sonora **Planner Paula Daneluk** presented the Council with a Staff Report requesting direction from the Council as to the location of the transit stop. The City of Sonora held an open house on July 23, 2018 and allowed the public during regular business hours to view presentation boards showing the two proposed locations and to comment and ask questions about the two options that were presented. The comments that were received and votes for specific locations are included in the council packet. This project is funded through a grant that the City received and subsequently there are timelines and critical paths associated with it, including surveying, detailed design engineering work and working with Cal Trans on NEPA oversight, all which needs to be completed by April 2019. **Mayor Garaventa** asked about a sign related to the transit stop and staff noted it will be addressed at a future meeting. Mayor Garaventa noted that there is no recommendation on which stop is better, when

it comes to flow for the transit system. Tuolumne County Transportation Council **Executive Director Darin Grossi** stated that there was consensus between himself, his staff and the Transit Manager that Stockton Road was the preferred location because there was more maneuverability there. **Councilmember Williams** asked Mr. Grossi if all of the Tuolumne County transit buses are diesel today. He responded that about half of the fleet are diesel, which tend to be the larger vehicles and that the smaller vehicles like the Dial-a-Ride and the cutaway buses, which serve the more remote routes of the county are gas. There is a push to go to gas due to emissions, with electrification coming down the road. Councilmember Williams asked if diesel buses have to be turned off if they are idling for a certain period of time. Mr. Grossi responded that there is a California Law and that the buses do not idle for that long for any one period and if they do, they turn them off. Councilmember Williams final question asked if the Tuolumne County Transit Authority is looking in the future to upgrading the buses to green technology. Mr. Grossi responded that they are looking into it and that the industry is not ready to provide a comparable product at this time. The California Air Resources Board is setting in place guidelines for all buses to be electric by 2026. By 2023, the County has to have a plan to begin to electrify the fleet and by 2026, at least 50% of purchases have to be electric. **Councilmember Plummer** asked what the average ridership is. Mr. Grossi responded that on the fixed routes there are approximately 300 riders per day, on the Dial-a-Ride about 100 riders per day, the YARTS system had approximately 5000-6000 riders last summer, the ski bus gets around 10-40 riders each day in the winter. The Pinecrest bus and Trolley are relatively new and struggling with ridership, so they will see what they can accomplish this year and give it a two-year pilot to see how it works out. **Councilmember Such** asked why the bus stop is being moved from the current location at Courthouse Park. **Mr. Grossi** noted that presently they are not going to move the location but the current location is a challenge from an ADA standpoint and the narrowness of the road, which makes it inadequate. Now that they have moved into different bus services, like YARTS, it makes sense to move them closer to the hotels and downtown. **Councilmember Hawkins** asked if there would be a repaving to cement where the buses will actually stop. Mr. Grossi said he hoped so because cement is more durable. Councilmember Matt Hawkins asked if the area around the bus stops would have new sidewalks, new cement, etc. Mr. Grossi responded that the design of public spaces around the stops will be coming soon and that the important issues like lighting, seat walls, design, landscaping and security will be discussed. Mr. Grossi said the challenge is to find a design that captures our history but enhances the experience for the pedestrian, transit riders, motorists, etc. and believes the Vision Sonora team is committed to that. Councilmember Hawkins final question was what is the traffic count on Stockton Road vs. Washington Street, where the buses will be pulling out. Mr. Grossi said downtown Washington Street north of the traffic signal there are approximately 17000-18000 cars per day, on Stockton Road approximately 7500 cars per day and guessed that

South Washington Road had approximately 14000-15000 cars per day. Councilmember Hawkins verified that by having the transit stop on Stockton Road the buses will be pulling out in about half the amount of traffic and Mr. Grossi confirmed.

The Mayor then allowed Public comment, which was limited to three minutes per person.

Gerard Fuccillo, speaking as a citizen, passed out a letter that he drafted to the City of Sonora staff entitled Input and Comments to the Stockton-Washington Corridor Downtown Transit & Accessibility Location and Plans, which is attached hereto as **Exhibit "A"** and made a part hereof for reference. He feels that significant traffic congestion could be mitigated by using the existing curb-lines and maintaining two traveled lanes in each direction on the approach to Washington/Stockton Road intersection. A **member of the public** voiced her support for the Stockton Road location because the width of the road is more accommodating to large vehicles and more safe due to the low volume of traffic for pedestrians. She feels that the opportunity to improve the crosswalks in that area is a good way to use the grant funding and feels a new bus stop downtown would do a great deal to relieve congestion in that area. **Laurie Lehmann** stated she supports the Washington Street location. She feels that the wide intersection creates a hazard with cars speeding up to get through the green traffic light; narrowing that location would create traffic calming and adding bulb outs and shorter sidewalks would make it safer all around. She mentioned creating a memorial in that area and feels it is more conducive for way finding signs. On Stockton Road, she noted that there are no crosswalks planned which means people will probably dart across Stockton Road rather than walk to Washington Street to cross. **George Segarini** supports the Stockton Road location. He feels the Washington Street location including any signs will affect businesses and parking in downtown Sonora. In regards to the crosswalk, he feels Cal Trans will be cooperative in at least looking at adding one along with the transit stops. **Marianne Wright,** a downtown business owner, feels that the proposed transit stop in both locations will add traffic congestion and idling unless it is scaled down. She asks if the plan can be simplified so that we do not lose traffic lanes, parking and have minimal changes to our sidewalks. She feels Sonora is on an upswing but must be realistic about changing our Historic streetscape because people come here for our small town look. She supports keeping the present shelter and creating a crosswalk at Green Street. **Sharon Marovich** representing the Tuolumne Heritage Committee agrees with Mr. Fuccillo in that we should not reduce the number of lanes in our crowded downtown. The Heritage Committee requests that the Council does not support the Washington Street location, such facilities would only detract from our historic downtown. The Heritage Committee supports the least intrusive project that best serves the public and suggests moving the Courthouse park location to Stockton Road for all buses to use. They also have suggestions on the redesign of a historical looking

bus shelter. **David Morgan** agrees with Sharon Marovich that we only need one location for a bus stop and supports the Stockton Road location. **A member of the public** agreed with Marianne Wright and feels that other places should be considered like Shepherd and Theall or the Save Mart parking lot on Stockton Road. She also has safety concerns with the idea of having diagonal parking backing out into oncoming traffic. She asks if this is more about getting funding for Vision Sonora and less about a transit stop. **Jeff Kerns**, owner of Yosemite Title, does not support either location but certainly does not support the Washington Street location due to the lack of visibility when entering Washington Street from Church Street. Darin Grossi spoke on behalf of **Sherri Brennan**, she supports the Stockton Road location. She feels that it will have fewer issues and the better visibility for pedestrians. **James Cooper** does not support either option. **Sara Seegers** does not support the Stockton Road location and feels a significant portion of her businesses parking lot will be impacted. **Kim Cooper** does not support having a transit stop on the Bank of America side of the street.

Councilmember Williams noted that the Washington Street location would only lose two parking spaces and that the Stockton Road diagonal parking would gain three to nine spaces. The Vision Sonora plan included a place where YARTS, the ski bus and tour buses can park whereas right now the only place is near the Red Church. She would like to see either concept use the least amount of roadway as possible. She asked Darin Grossi if the project could get by with only one bus stop on one side and he responded that it would impede the operations. **Mayor Pro-Tem Hawkins** is opposed to diagonal parking and is opposed to the Washington Street location due to the lack of visibility. He does not support all of the extras that are included in the project. **Councilmember Plummer** states that he supports the Stockton Road location but feels a more hidden option would have been better and believes the narrowing down of Stockton Road should be looked at. **Councilmember Such** stated that it is her understanding that Cal Trans will not put a cross walk on Stockton Road and cannot support either location. **Mayor Garaventa** does not support diagonal parking and feels the bulb outs or pinch points do not fit in a historic city. He does not agree with the Washington Street design and feels it will create traffic issues. He stated that he supports the Stockton Road location but it must have a crosswalk. **City Administrator Miller** stated that there seemed to be a consensus on the Stockton Road location and there have been numerous questions from the Council and the public on the design that need to be addressed. He was unaware that there was a prohibition of a crosswalk at Green Street and asked the Kimley-Horn and Associates, Inc. representative in regards to that. Kimley-Horn and Associates, Inc. representative stated that Cal Trans is historically not permitting the installation of uncontrolled crosswalks. He said they can approach them and request it as an improvement that the Council would like to see but it is highly unlikely that they will approve a crosswalk there.

MOTION by Councilmember Williams, second by Councilmember Plummer to select Stockton Road as the preferred location for the transit stop. The **MOTION passed as follows: Ayes: Garaventa, Plummer, Williams, Noes: Hawkins, Such.**

Consideration and possible direction regarding responses to the Tuolumne County Grand Jury recommendations for the City of Sonora including a public discussion concerning a tax increase for roads and the funding of a management audit of the Tuolumne County Economic Development Authority. Staff needs direction from Council to prepare a response as to whether the Council agrees with the Grand Jury recommendations. This response must be completed within 60 days of their report. The date of the report is June 24, 2018 and was submitted to the City on the June 31, 2018.

A **member of the public** disagreed with the recommendation to incrementally increase sales tax to provide for road funding. She also agreed that there should be an independent management audit of the Economic Development Authority. **David Morgan** agrees that there should be a management audit and asked if the city would pay the entire amount or just 23%. **City Administrator Tim Miller** said that the staff would recommend that it follow the same ratio as the funding. **Barbara Dressler** agreed that there should be a management audit and suggested funding sources for the audit. **County Administrator Craig Pedro** suggested that CALED, which is considered an expert in economic development in California and who helped facilitate the commencement of the Tuolumne County Economic Development Authority, lead an independent review of the TCEDA and research all of the issues that have been touched upon by the Grand Jury and at no cost. He looks forward to working together with Board of Supervisors and the City Council to work out these issues. Both **Councilmembers Plummer and Such** expressed concerns about the relationship between CALED and The Tuolumne County Economic Development Authority and Larry Cope. Craig assured the Council that CALED would be there to evaluate the TCEDA practices and policies, not Executive Director Larry Cope which is the TCEDA Boards responsibility. **George Segarini** believes that CALED is something we really should consider. He does not support an increase in the sales tax for road funding. **Ken Perkins** spoke about how it has taken two years and a lawsuit to obtain information that he believes the public is entitled to. He supports the management audit but he really hopes that the City does not fund it. **Councilmember Williams** mentioned that SB1 money may be repealed and we will not have the money to resurface our streets. **Mayor Pro-Tem Hawkins** asked how much money we have received from SB-1. **City Administrator Miller** said that in Fiscal Year 2018, the amount was about $30,000 and for this next Fiscal Year, it will be approximately $80,000-$90,000 with the cost of previous projects resurfacing being approximately $220,000-$240,000. **Councilmember Williams** asked if the council decided to do a tax measure, when

would be on the ballot. Attorney Doug White confirmed that it would be in 2020 or in a special election.

Regarding the management audit, all of the Council agreed that there should be an audit. **Councilmember Plummer** asked the City Attorney if there is a functional or legal difference between Mr. Pedro's suggestion of bringing in CALED to do the review and a formal audit. **City Attorney White** stated that there is a functional and legal difference in that CALED would be looking at administrative procedures and policies and a formal audit would go into detail with finances.

The Council concurs with the Grand Jury's recommendation to have a public discussion on the road tax and fund a management audit.

Discussion and possible direction regarding the issues identified during the Tuolumne County Grand Jury investigation of the Tuolumne County Economic Development Authority and the findings and recommendations contained in the 2017-2018 Tuolumne Grand Jury Report. The City Council needs to solicit public input and provide direction, if any, to City staff regarding the issues, findings and recommendations contained in the Grand Jury Report.

The Mayor then allowed Public comment, which was limited to three minutes per person.

Barbara Dressler hopes that everyone reads the Grand Jury report and feels it needs to be addressed before we go to CALED. She feels that the Board was negligent in their oversight of Larry Cope and hopes that the Council will become the leadership of this very serious situation and submitted a letter, which is attached hereto as **Exhibit "B"** and made a part hereof for reference. A **member of the public** finds it incomprehensible that while agencies and schools have been forced to cut back, it is not justifiable that the TCEDA can spend so much money without any consequences. She does not believe that the TCEDA should be disbanded as others do in the community but she does feel that they need to provide documentation and verifiable information on their activities. **Harry Ohls** believes that the assignments given to Larry Cope should be measurable and reportable. **George Segarini** feels he is being accused of not being a good representative for the City on the TCEDA Board of Directors. He feels that the Board along with the City and the County did a good job of overseeing the Tuolumne County Economic Development Authority.

Mayor-Pro Tem Hawkins feels the Grand Jury report is overwhelming. **Councilmember Plummer** stated that we need economic development and it should be easy to measure with the CPI. He has heard from businesses that Larry Cope has done great things for their business. However, he wants information on the figures because they will speak for themselves. **Councilmember Williams** wanted to remind the Council that they recently approved the funding of the Economic Development

Authority for the new fiscal year. She submitted a letter to the Council, which is attached hereto as **Exhibit "C"** and made a part hereof for reference. **Councilmember Such** is very concerned about the community paying for Economic Development in a town that can't fund library books and pave the roads. She said that economic development is difficult to measure and the information is often vague. She welcomes an audit and wishes that the City representative on the TCEDA Board could be involved in the audit for oversight purposes. She feels the audit needs to be done very carefully so that the community regains trust in the Economic Development Authority. **Mayor Garaventa** mentioned that there will be an TCEDA meeting on Wednesday in the Board of Supervisors to discuss the Grand Jury report. When he first saw the Grand Jury report and attended a couple of meetings as an alternate, he found that there was a different atmosphere when it came to oversight and he believes that it is reflected in the report. The Council must be mindful of the report deadline and must look at all options and decide what the future actions of the Council will be. **Councilmember Plummer** made a motion to look into the legality of withholding funds to the TCEDA until after the audit. After a short discussion with the attorney, **Councilmember Williams** seconded the motion. **Mayor Pro-Tem Matt Hawkins** believes that the Council should uphold their original agreement and does not support withholding funds from the TCEDA. **Mayor Garaventa** supports looking into withholding funds and would like to attend the Board of Supervisors meeting to obtain more information before actual funding is cut.

A formal vote was not taken, City Attorney White acknowledges Council consensus to review.

MONTHLY REPORTS

None

VISION SONORA COMMITTEE REPORT

None

COMMUNICATIONS

Consideration to support the League of California Cities Central Valley Division Resolution in opposition to Proposition 6.

The League of California Cities has passed a resolution opposing Prop 6 and is requesting support from the Council. **Councilmember Williams** does not believe that it will make much of a difference whether they send a letter of support or not because the voters will decide on Prop 6.

A **member of the public** states that she agrees that the voters will ultimately decide the issue but that it is the Council's responsibility to provide leadership on this issue. She explains that the gas tax ensures that visitors to our County share in the maintenance of the roads and believes the Council should support the resolution. There was a consensus to support the resolution.

COUNCILMEMBER/DEPARTMENT HEAD REPORTS

Fire Chief New had nothing to report. **Police Chief VanderWiel** invited the Council and the public to help them celebrate National Night Out tomorrow from 5pm to 7:30pm at Rotary Park. They will have free food and activities. He also noted that Coffee with a Cop went well at the Hard Rock Café. **City Attorney White** said that he will be coming back with a letter of opposition on the new proposed regulations for Cannabis delivery. **Mayor Pro-Tem Hawkins** asked about the ordinances that were recently passed on medical marijuana and how things are moving along with the shops. **City Administrator Miller** said they had received executed funding agreements and deposits from the two businesses that they will move into negotiations with. **Mayor Pro-Tem Hawkins** second question was in regards to the light poles that were recently installed downtown by PG & E and specifically if the cement that had been removed at the bottom of the light poles would remain as loose asphalt or be replaced with concrete. **City Administrator Miller** said that a different crew will come in and replace all of the concrete that has been removed. **Councilmember Williams** wanted to let the Council know that the Energy Action Plan that they approved is being used by the Sierra Business Council in conjunction with Back to School night at Sonora Elementary and Sonora High Schools. She attended the Tuolumne County Visitors Bureau Board meeting on July 19, 2018 and noted that a community member sent her an article from the San Diego Union Tribune entitled "Escape to Sonora California". On July 26, 2018, she attended the Central Sierra Economic Development Summit and Workshop in Murphy's. She attended Magic of the Night and noted that it went well regardless of the smoke. She also attended the Tuolumne County Government Affairs Committee and noted the Small Cell Deployment Act is rearing its head again and that the Council should keep an eye on that. **Councilmember Such** said that she also attended the Central Sierra Economic Development Summit and Workshop in Murphy's on July 26, 2018 and learned a lot about economic development. She also attended Magic of the Night. **Mayor Jim Garaventa** spoke about the Donnell Fire and the many historic cabins that may have been lost. He feels it is a tough time for our community and asks that you keep everyone in your prayers.

ADJOURNMENT

There being no further business to come before the Council at this time, the Regular Session Meeting was adjourned at 8:22 p.m. to the to the next Regular Meeting on Monday, August 20, 2018, at 5:00 p.m. in the Council Chambers at City Hall.

Minutes Subject To Council Approval

Tracy L. Skelly, Deputy City Clerk Date

EXHIBIT "A"
Page 1 of 3

Gerard J. Fuccillo
Civil Engineer

Phone
(209) 532-1867

GJF Engineering

188 W. Bradford Ave.
Sonora, CA 95370

Date: July 31, 2018

To: Rachelle Kellogg, Sonora Community Development Director
Paula Daneluk, Sonora City Planner
John Pulliam, Project Manager, Kimley Horn

From: Gerard J. Fuccillo (Jerry)
Resident of Sonora

Subject: Input and Comments to the Stockton-Washington Corridor Downtown Transit & Accessibility Location and Plans.

I attended the July 23, 2018 workshop meeting on the subject project, and would like to reiterate the comments I made about the two alternates that were presented at the meeting.

In review of the alternates at the workshop, I commented on the post-its for the two alternatives that each alternative presented had safety issues and would create severe congestion. The bus stop locations should use the existing curb-lines and maintain two traveled lanes in each direction on the approach to the Washington/Stockton Street intersection.

On the voting sheet for the alternates, I added a "No Project" Alternate and voted for it. The thought behind this was that, if you are going to have day trip buses use the street facilities, maybe the bus stop locations should be in other areas, where you have all day parking or a park and ride facility. Also, for the rider-ship of the bus system, do we really need a bus station on both sides of a street? Perhaps pick a location where a bus can turn around or just use one side of the street. Why do we need to take up both a parking lane plus a traveled lane on each side of a street, and narrow a heavily traveled street to two lanes, one each way.

I finally received a copy of the two alternatives over the internet on July 25, 2018 in order to do a closer review. Attached to this report is a copy of the two alternative concepts I reviewed, Concept 1 (Washington Street Bus Stops), and Concept 2 (Stockton Street Bus Stops). The first thing I did was to scale the Concept Plans to a 1"=50' scale, in order to apply truck and bus turning templates to the concept plans from those templates published in the latest edition of the Caltrans Highway Design Manual.

The template which is most important to downtown Sonora is the 45 foot bus and motor home. This is the newer standard of the tour bus industry, and is the minimum template one would design a modification to an intersection on State Highway 49, as a statewide standard. Also attached is a marked up excerpt from the Highway Design Manual with the 45' bus turning template and the statewide regulations in regard to truck and bus usage on state highways.

Here is my detailed review of each of the alternative concept plans:

1. Concept 1 - Washington Street Bus Stops. This alternative narrows Washington St by placing an widened sidewalk in the parking lane and a dedicated bus lane on both sides. Curb extensions with planter areas and crosswalk ramps are placed on the Sonora Inn and Bank of America corners. The entrance monument on the east side of the intersection is on a curb extension with ramps each side to crosswalks ramps. The Church/Washington Street corner has a large curb extension on both sides to shorten the crosswalk and to allow for diagonal parking in front of the old Umpqua Bank.

I see the following problems with this plan:

a. Right Turn from Stockton St. to Washington St. Due to the curb extension/planter at the Bank of America corner, a 45' Bus would have to cross the planter curb and crosswalk ramp on the inside of its turn, or the outside of its turn will cross the centerline and encroach into opposing turn lane at the signal light. Even a 40' school bus will have a problem with this turn.

b. Left Turn from Stockton St. to Washington St. A 45' bus front wheel track on the outside of a turn with cross over the curb extension and ramp to the crosswalk crossing Washington St to the Sonora Inn corner.

c. Right Turn from Washington St. To Stockton St. (Sonora Inn Corner). With the curb extensions and crosswalk ramps around the corner it will be more difficult for a 45' bus to make the turn. For a California Legal Design Vehicle (50' -Radius) it will be impossible for the turn to be made without running over the planters and crosswalk ramps at the corner. The curb extensions will also discourage the free right on red which is presently used by smaller vehicles. This will increase the backup on Washington St.

d. Right turn from Church St. to N/B Washington St. (Old Umpqua Bank Corner, formerly Sentinel Savings). Due to the large curb extension/bulbout, planter area and diagonal parking, it would not be possible for a 45' bus (and even a 40' school bus) to make the turn without crossing the centerline and encroaching into opposing turn lane making a left to Church St. During the school season, this turn is made by multiple school buses every day, which nicely merge into the heavy northbound traffic. I overlook this intersection from my house.

e. The diagonal parking in front of the Old Umpqua Bank, will create a hazardous situation for both vehicles and pedestrians in backing out of the parking into stacked up traffic as well as a crosswalk

f. The reduction of laning on Washington St to basically a two lane street at a signal light without sufficient stacking room will degrade the operational level of service of the signal light and create increased stacking of vehicles at all legs of the signal light.

2. Concept 2 - Stockton Street Bus Stops. This alternative narrows Stockton St. by placing an widened sidewalk in the parking lane and a dedicated bus lane on both sides, one along the frontage of the Rodeway Inn, and the other along the parking lot frontage of the Trado Corporation (formerly Cowden) building. Curb extensions with planter areas and crosswalk ramps are placed on the Sonora Inn and Bank of America corners . The entrance monument on the east side of the intersection is on a curb extension with ramps each side to crosswalk ramps.

The sidewalk along the Sonora Inn is widened and the parallel parking is moved into the traveled lane. Parking is removed along the Stockton St. side of the Bank of America. Diagonal parking is placed in front of the Trado Building on the south side, and along Beeback Motors and the Gold Fever building on the north side. Basically, the traveled lanes between the Savemart driveway and Washington St. are being reduced to a two lane street with a short one block turn lane to Washington St.

I see the following problems with this plan:

a. Problems noted in 1a, 1b, and 1c above for Concept Plan 1 are very similar although more severe due to the narrowing of Stockton St between Green and Washington for the widened sidewalks and parking along the Sonora Inn side.

b. Right Turn from Green St to W/B Stockton St. Any large vehicle including a 40' school bus, 45' tour bus, or small semi truck, would have to cross the centerline to the opposing E/B traveled lane to avoid the bus lane in front of the Rodeway Inn. If one followed the channelization striping shown on the plan, it would lead to a head on collision. This is a serious safety issue.

c. The installation of diagonal parking as well parallel parking adjacent to a highly traveled lane near a signal light can be a safety hazard. Backing out of a diagonal parking space into a high traffic lane which has no way of passing will be a safety as well as congestion issue. The diagonal parking is on Caltrans right of way, and I doubt that Caltrans would approve it without the City assuming complete liability for any accidents created. The City of Sacramento allows diagonal parking to be placed on certain low volume streets on a case by case basis. However, Stockton St. has a volume that is 3 to 4 times the Sacramento maximum volume standard for diagonal parking on City streets.

d. The reduction of laning on Washington St to basically a two lane street at a signal light without sufficient stacking room will degrade the operational level of service of the signal light and create increased stacking of vehicles at all legs of the signal light.

In summary, I believe that it is time that the City Council consider whether or not, we really have a feasible project here. I have pointed out to City staff in the past that all we seem to be doing with these Vision Sonora street element projects, with the bulbouts, curb extensions, and planters in the street, is to create obstructions in the streets, with increased traffic congestion, and decreased safety for both pedestrians and vehicles. Why not just work within the existing curb lines, and improve the sidewalks and crossings for walkability and safety.

This review is written as a resident of Sonora since 1970 and as a Civil Engineer for the past 46 years. Although I have served as the City Engineer for the past 39 years, the comments above do not represent the position of the City of Sonora or City Staff, but there is hope for the future.

Gerard J. Fuccillo (Jerry)
Civil Engineer
RCE 22007

cc:(via email)
Timothy A. Miller, Sonora City Administrator
Sonora City Council Members

August 6, 2018 – Sonora City Council meeting

From: Barbara Dresslar

On June 25, the Grand Jury filed a report on the failures of the TCEDA. Every government official with any responsibility for TCEDA, and that includes approving the TCEDA budget, is duty bound to resolve the issues raised.

The Sonora City Council must lead resolving the disaster at TCEDA because no other elected officials are taking action.

During their year-long investigation the Grand Jury has asked for information which determined:

- The Grand Jury was informed that a new database software system was being implemented in the Fall of 2017 and TCEDA was not able to provide the Grand Jury with a comprehensive list of all past or current businesses served.
- Then the Grand Jury was told by TCEDA that no such information existed.
- Then some TCEDA Board members admitted to the Grand Jury that the information does exist.
- But after multiple requests by the Grand Jury for the information it has not been provided.
- **The TCEDA Board is guilty of obstruction of a Grand Jury investigation.**

Your path out of this mess:

The TCEDA laptop that only Larry Cope alone can access was purchased by Tuolumne County Taxpayers, and used for Tuolumne County business. No individual is the sole owner of Tuolumne County Property.

- The Sonora City Council must state publicly that the contents of the laptop be provided to the Grand Jury immediately because it will likely provide the information requested.

The TCEDA Board members lack of supervision has allowed Larry Cope's unprofessional and deceptive conduct to go unchecked. The TCEDA board has a conflict of interest because every revelation showcases their negligence.

- The Sonora City Council must ask for the Grand Jury or their impartial representative to continue this investigation.

The TCEDA Board's conflict of interest is confirmed by their immediate reaction to fight Ken Perkin's lawsuit that requests the same information that the Grand Jury hasn't received. Tuolumne County taxpayers are paying outside attorneys to block further revelations of the TCEDA board's incompetence. Releasing the information requested by the Grand Jury for Tuolumne County citizens would likely resolve Ken Perkin's lawsuit.

- The Sonora City Council must actively oppose contesting Ken Perkin's lawsuit, and have the city attorney sit down with Mr. Perkins and his attorney to confirm the Grand Jury receipt of information for the community satisfies his claim.
- Because all recent discussion of this matter has been handled in closed session the citizens of the City of Sonora and Tuolumne county are unaware as to how much tax payer money this is costing. It could be substantial with City/County legal fees and Mr. Perkins legal fees and damages if he is successful.

Note: A July 16 letter from Casey Hallinan of the California Attorney General' office confirms that if all government officials and the district attorney in Tuolumne county refuse to resolve the TCEDA issue, a private citizen's lawsuit is the path to accountability.

Suspend the TCEDA until the Grand Jury can investigate the information they are waiting for. Don't wait for 60 or 90 days – there is sufficient evidence of misconduct to stop Larry Cope and the TCEDA from representing Tuolumne County while the investigation continues.

- The City of Sonora must suspend our 23% payment for TCEDA based on possible Brown Act violations, fraudulent expense and time reports, systematic improper use of county funds to entertain the officials responsible for TCEDA's supervision, etc.

The Grand Jury has provided lists of TCEDA's dysfunctional procedures, nonexistent audits, and extensive omissions in best business and management practices, and lists protocol for turning TCEDA's vague operations into truly measurable outcomes.

- The Sonora City Council must direct the TCEDA Board to put these procedures into practice immediately.

Comments from Randy Hanvelt that the Grand Jury report was 'just procedural', and John Gray's comments that the grand jury findings are "pretty simple to answer" show obliviousness for how dysfunctionally the TCEDA is administered by Larry Cope. This signals the Board of Supervisors intends to obstruct the Grand Jury's valuable work to bring accountability of Tuolumne County taxpayer's money.

- The Sonora City Council must publicly state we condemn the obstruction of the Grand Jury's investigation.

As a 23% partner in the Joint Powers funding the TCEDA, since there is no leadership coming from the Board of Supervisors, the Sonora City Council will need to take leadership for returning fiscal responsibility to Tuolumne County government.

- The Sonora City Council must make a public statement praising the Grand Jury for their investigation, thank them for exposing deception in the use of public funds, and confirm the Council will assist their investigations without reservation.

EXHIBIT "C"

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Date: August 6, 2018

To: Honorable Mayor Garaventa
Mayor Pro-Tem Hawkins
Councilmember Such
Councilmember Plummer

From: Councilmember Williams
TCEDA Board Member (July 2016 - July 2018)

RE: Tuolumne County Economic Development Agency

The Sonora City Council recently approved the FY18 TCEDA Budget, therefore the city is committed for the next fiscal year. I suggest to the Honorable Mayor, Mayor Pro-Tem and Sonora City Councilmembers to consider looking into all options for Economic Development for the City of Sonora for FY19 based on the following:

- *The $102,841 investment, this year, should require the City of Sonora to see what the return on that investment really is based on the fact that the majority of businesses within the City of Sonora are small mom & pop businesses that need one-on-one support based on their individual needs. Additionally based on future tax revenues, will the City of Sonora be able to increase the financial commitment?*
- *Letters-To-The-Editor from City and County residents with questions regarding what exactly the City of Sonora is getting back in increased Sales Tax, Gas Tax, Property Tax and Transient Occupancy Tax that would show the business growth within the City of Sonora*
- *2018 Grand Jury Report which includes several of the sames questions I have brought up to City Administration, County Counsel and during TCEDA Board Meetings*

*I have been on the Sonora City Council since July 2012. Each year is a financial challenge. The City of Sonora Mission Statement includes "The City of Sonora has an **obligation** to provide the community with a clean, safe and secure environment in which to live and work." Each year we ask our departments to cut their budgets in order to have as close as possible a balanced budget. We negotiate with our associations and ask them to pay more for their employee benefits. Our Unfunded Liabilities are going to hit us hard over the next few years because of bad planning and investment by Calpers. The City of Sonora's investment in TCEDA has grown from $51,391 in FY10 to $102,841 in FY17. Granted FY18 the investment will remain the same.*

As elected officials, responsible for the spending of tax dollars, it is more prudent than ever to make the right decisions for the City of Sonora. The Council would be remiss if they did not look at all options available to them to grow and support the business & tourist community within the City of Sonora.

c: Tim Miller, City Administrator