



City of Sonora



AGENDA

CITY COUNCIL CLOSED SESSION MEETING

City Hall First Floor Conference Room
94 North Washington Street
Sonora, CA 95370

July 2, 2018

CALL TO ORDER

4:00 PM

A. ROLL CALL

B. CITY CLERK'S REPORT ON AGENDA POSTING

C. PUBLIC COMMENT

The public may address the City Council on any item on the closed session agenda before the Council adjourns to closed session. Speakers are limited to a five (5) minute presentation.

D. ADJOURN INTO CLOSED SESSION

1. Public Employee Hiring - Pursuant to Government Code Section 54957
 - a. Administrative Services Director
2. Public Employee Performance Evaluation – Pursuant to Government Code Section 54957
 - a. None
3. Real Property Transactions – Pursuant to Government Code Section 54956.8
 - a. None
4. Conference with Legal Counsel
 - a. Existing Litigation
 1. Kenneth A. Perkins v. Larry Cope; Tuolumne County Economic Development Authority Tuolumne County Superior Court Case Number CV 61630

Local agency representatives on Tuolumne County Economic
Development Authority: Mayor Williams; Councilmember Segarini



City of Sonora



AGENDA

CITY COUNCIL OPEN SESSION MEETING

City Hall Council Chambers
94 North Washington Street
Sonora, CA 95370

July 2, 2018

CALL TO ORDER
PLEDGE OF ALLEGIANCE

5:00 PM

- A. ROLL CALL
- B. CITY CLERK'S REPORT ON AGENDA POSTING
- C. APPROVAL OF THE AGENDA
- D. CITY COUNCIL REORGANIZATION
 - 1. Consideration to Adopt Resolution No. 07-02-2018-A certifying the results and declaring those elected for the 2018 General Municipal Election
 - 2. Administration of the Oath of Office
 - a. Jim Garaventa, Council member – four-year term
 - b. Colette Such, Council member – four-year term
 - 3. Consideration to select Mayor – two-year term
 - 4. Consideration to confirm the Mayor's selection of Mayor Pro-Tem – two-year term
- E. ROLL CALL

N. COMMUNICATIONS

1. None

O. COUNCIL MEMBER/DEPARTMENT HEAD REPORTS

P. ADJOURNMENT

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Administrator at City Hall (209) 532-4541, tmiller@sonoraca.com. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting (28 CFR 35.102-35.104 ADA Title II).

Materials related to an item on this Agenda submitted to the City Council after distribution of the agenda packet are available for public inspection in the City Administrator's Office at 94 N. Washington Street, Sonora, CA 95370 during normal business hours (8:00 am - 4:00 pm, Monday through Friday, excluding holidays). The agenda and supporting public documents are also available on our City website www.sonoraca.com listed under the agenda/minutes link on the Government page.

CITY OF SONORA ROLL SHEET AND AGENDA POSTING INFORMATION

Meeting Date 7/2/18

OPEN REGULAR TO CLOSED
CLOSED SESSION MEETING

At 4:00 pm on the 28th day of June, 201~~7~~⁸, the Agenda for the City of Sonora Council Closed Session Meeting scheduled for today's date was posted in the display cabinet in front of City Hall for public view.

A Closed Session Meeting of the City Council for the City of Sonora was held this date in the City Hall Council Chambers with the following persons present:

Council Members:

Connie Williams, Mayor ✓
4:10 Jim Garaventa, Mayor Pro-Tem ✓

Matt Hawkins ✓
Mark Plummer ✓
George Segarini ✓

City Clerk

Marijane Cassinetto ✓

Administrator:

Tim Miller ✓

Attorney:

Douglas White/Nubia Goldstein ✓

Also Present: Colette Such ✓

CITY OF SONORA ROLL SHEET AND AGENDA POSTING INFORMATION

Meeting Date 7/2/18

REGULAR SESSION MEETING - COUNCIL CHAMBERS

At 4:00 p.m. on the 28th day of June, 201⁸~~7~~, the Agenda for the City of Sonora Council Meeting scheduled for today's date was posted in the display cabinet in front of City Hall for public view.

A Regular Meeting of the City Council for the City of Sonora was held this date in the City Hall Council Chambers with the following persons present:

Council Members:

Connie Williams, Mayor ✓

~~Jim Garaventa~~, Mayor Pro-Tem ✓

Jim Garaventa ✓

Matt Hawkins ✓

Mark Plummer ✓

~~George Segarini~~ ✓

Colette Such ✓

Marijane Cassinetto ✓

City Clerk

Administrator:

Tim Miller ✓

Interim City Engineer:

Gerard Fuccillo ✓

Attorney:

Douglas White/Nubia Goldstein/Robin Baral ✓

Public Works:

Tim Miller

Administrative Services Director:

~~Jennifer Callaway~~

Fire Chief:

Aimee New ✓

~~Acting~~ Police Chief:

Turu VanderWiel ✓

Community Development Director:

Rachelle Kellogg ✓

196, 110.91



City of Sonora

"Queen of the Southern Mines"

94 North Washington Street
Sonora, California 95370


Area Code 209

Administrator 532-6115
Administration 532-4541
Finance 532-4541
Building/Planning . . 532-3508
Police 532-8143
Fire 532-7432
Public Works 532-2922
Cemetery 532-4492
Opera Hall 532-7725
Special Programs . . 532-7725
Redevelopment . . . 532-7725
www.sonoraca.com

MEMORANDUM

DATE: July 2, 2018

TO: Honorable Mayor, City Council members

FROM: Timothy A. Miller, City Administrator 

SUBJECT: Certifying the Results and Declaring those Elected for the 2018 General Municipal Election

RECOMMENDATION: City Staff recommends adoption of Resolution 07-02-2018-A certifying the results and declaring those elected for the June 5, 2018, General Municipal Election for City Officers.

DISCUSSION: The City General Municipal Election was held Tuesday, June 5, 2018, for the election of two members to the office of City Council. The Elections Code requires that the votes be canvassed and certified by the elections official. As a consolidated election, this task is performed for the City by the County Clerk & Auditor-Controller. Upon the receipt of the election results, the City elections official (City Clerk) shall certify the results to the governing body (City Council). Before installing the new officers, the governing body shall adopt a resolution declaring elected the persons receiving the highest number of votes cast for each office.

The City has received the certification and the canvass of votes for the election from the County Clerk & Auditor-Controller (see attached). The City Clerk needs to certify these results at which time the City Council needs to adopt Resolution 07-02-2018-A enumerating the results of the June 5, 2018, General Municipal Election and declaring those elected.

RESOLUTION NO. 07-02-2018-A

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SONORA CERTIFYING THE RESULTS AND DECLARING THOSE ELECTED IN THE JUNE 2018 GENERAL MUNICIPAL ELECTION

WHEREAS, a General Municipal Election was held in the City of Sonora, June 5, 2018, for the purpose of electing two Council members to the City; and

WHEREAS, said results of the canvass of said General Municipal Election were presented to the City Council of the City of Sonora as attached in Exhibit A; and

WHEREAS, The Notice of Election was given in time, form and manner as provided by law; that candidates were nominated to fill the vacancies as provided by law; that voting precincts were properly established, and that election officers were appointed and that in all respects the election was held and conducted and the votes were cast, received and canvassed and the returns made and declared in time, form and manner as required by the provisions of the State of California relating to general law cities.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Sonora does hereby certify the results of said General Municipal Election and declares elected Colette Such and Jim Garaventa to the office of City Council effective this date, where each Council member will serve a four-year term accordingly.

PASSED AND ADOPTED AS A RESOLUTION of said Council of the City of Sonora, California, at a regular meeting of said City Council held on July 2, 2018, by the following votes:

AYES: _____

NOES: _____

ABSENT: _____

Connie L. Williams, Mayor

ATTEST: _____

Marijane Cassinetto, City Clerk

Date

**CERTIFICATION OF
COUNTY CLERK/REGISTRAR OF VOTERS
OF THE RESULTS OF THE CANVASS
OF THE JUNE 5, 2018,
STATEWIDE DIRECT PRIMARY ELECTION**

STATE OF CALIFORNIA

COUNTY OF Tuolumne

} ss.

I, Deborah Bautista, County Clerk/Registrar of Voters of said county, do hereby certify that, in pursuance to the provisions of Elections Code Section 15300, et seq., I did canvass the results of the votes cast in the Statewide Direct Primary Election held in said County on June 5, 2018, for measures and contests that were submitted to the vote of the voters, and that the Statement of Votes Cast, to which this certificate is attached is full, true, and correct.

I hereby set my hand and official seal this 28th day of June 2018 at
the County of Tuolumne.



Deborah Bautista

Registrar of Voters

County of Tuolumne


State of California



City of Sonora
"Queen of the Southern Mines"
94 North Washington Street
Sonora, California 95370

Area Code 209
Administrator 532-6115
Administration 532-4541
Finance 532-4541
Building/Planning . . 532-3508
Police 532-8143
Fire 532-7432
Public Works 532-2922
Cemetery 532-4492
Opera Hall 532-7725
Special Programs . . 532-7725
Redevelopment. . . . 532-7725
www.sonoraca.com

MEMORANDUM

DATE: July 2, 2018
TO: Honorable Mayor, City Council members
FROM: Timothy A. Miller, City Administrator 
SUBJECT: Administering the "Oath of Office" for Elected City Officials/
Selection of Mayor and Mayor Pro Tem

RECOMMENDATION: That the City Clerk/Treasurer administer the Oath of Office to the following elected City Officials:

1. Colette Such, Council member - (4) year term.
2. Jim Garaventa, Council member - (4) year term.

DISCUSSION: Upon completion of the Oath of Office, the newly and reelected Council members will assume their seats. The Council will need to appoint a Council member to serve as Mayor for the next two years. Once selected, the Mayor will need to appoint a Mayor Pro Tem, with confirmation from the Council members.

July 2, 2018

Darin Grossi – Executive Director
Tuolumne County Transportation Council
2 Green Street
Sonora, CA 95370

Subject: Letter of Intent to partner with the Tuolumne County Transportation Council to submit a joint Active Transportation Program Grant application

Dear Mr. Grossi,

The City of Sonora intends to partner with the Tuolumne County Transportation Council and submit a joint Active Transportation Program (ATP) Grant Application for the Washington Street Improvements Project for Cycle 4 funds. The Washington Street Improvements ATP Project will help improve safety by improving the crossings at seven intersections along Washington Street (SR 49) in downtown Sonora.

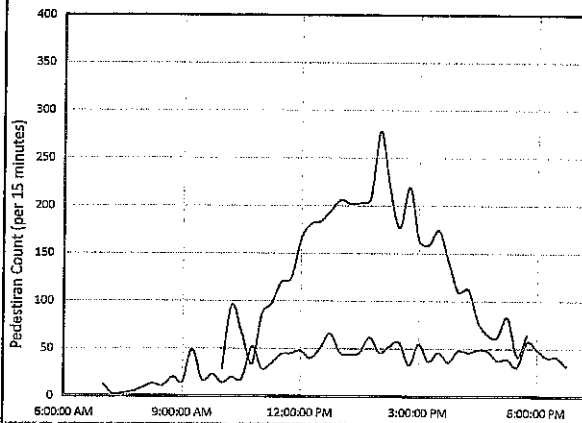
If the Tuolumne County Transportation Council, as lead agency, is awarded the requested ATP Cycle 4 funds, the City of Sonora intends to:

- Enter into an interagency agreement with the Tuolumne County Transportation Council which will specify the City of Sonora's obligations and responsibilities in the implementation and maintenance of the improvements.
- Assume responsibility for the on-going operations and maintenance of the sidewalk improvements.

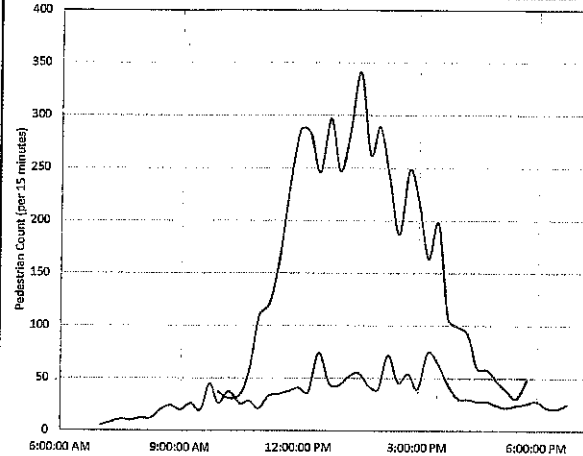
Respectfully,

Tim Miller, Administrator
City of Sonora

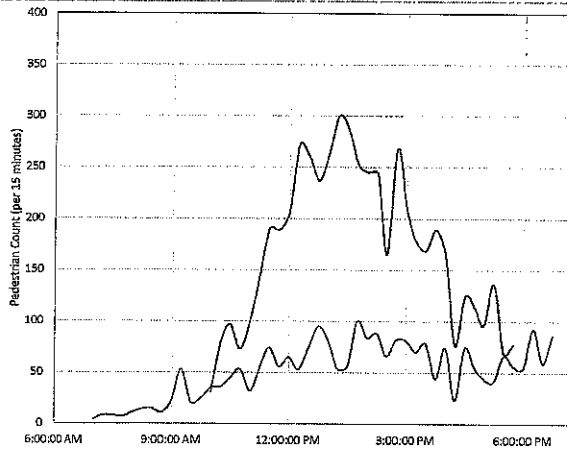
SR 49 & Theall St



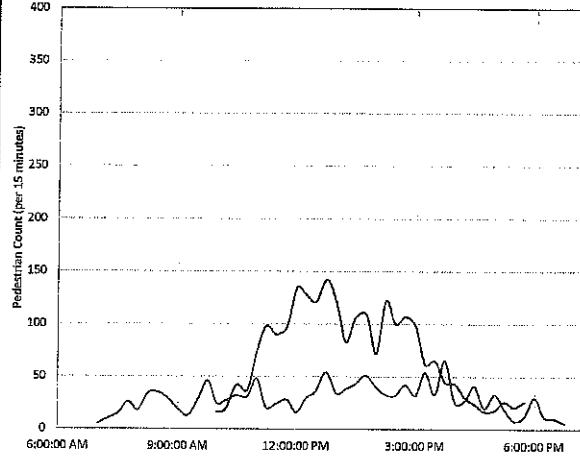
SR 49 & W Jackson St



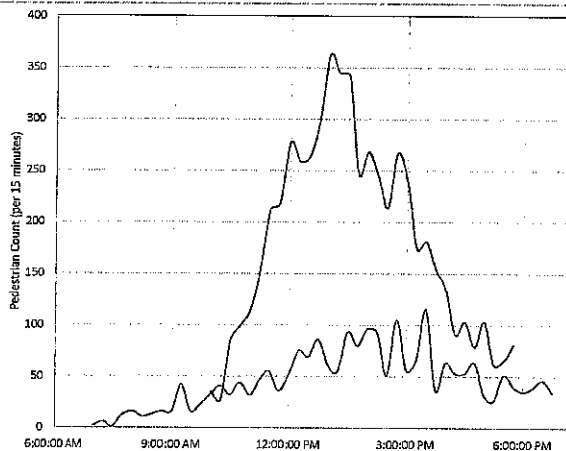
SR 49 & Linoberg St



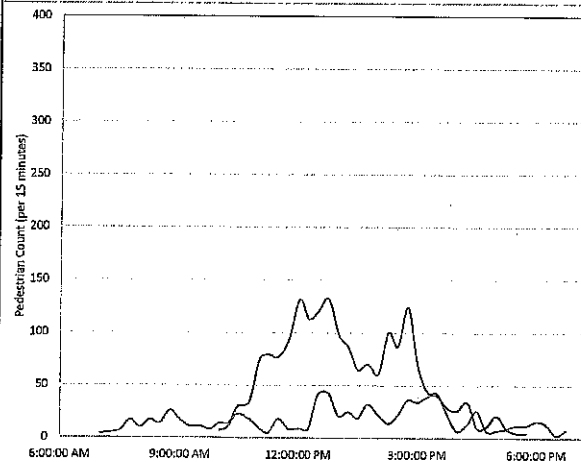
SR 49 & W Dodge St



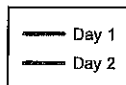
SR 49 & Bradford St



SR 49 & City Hall X-Walk

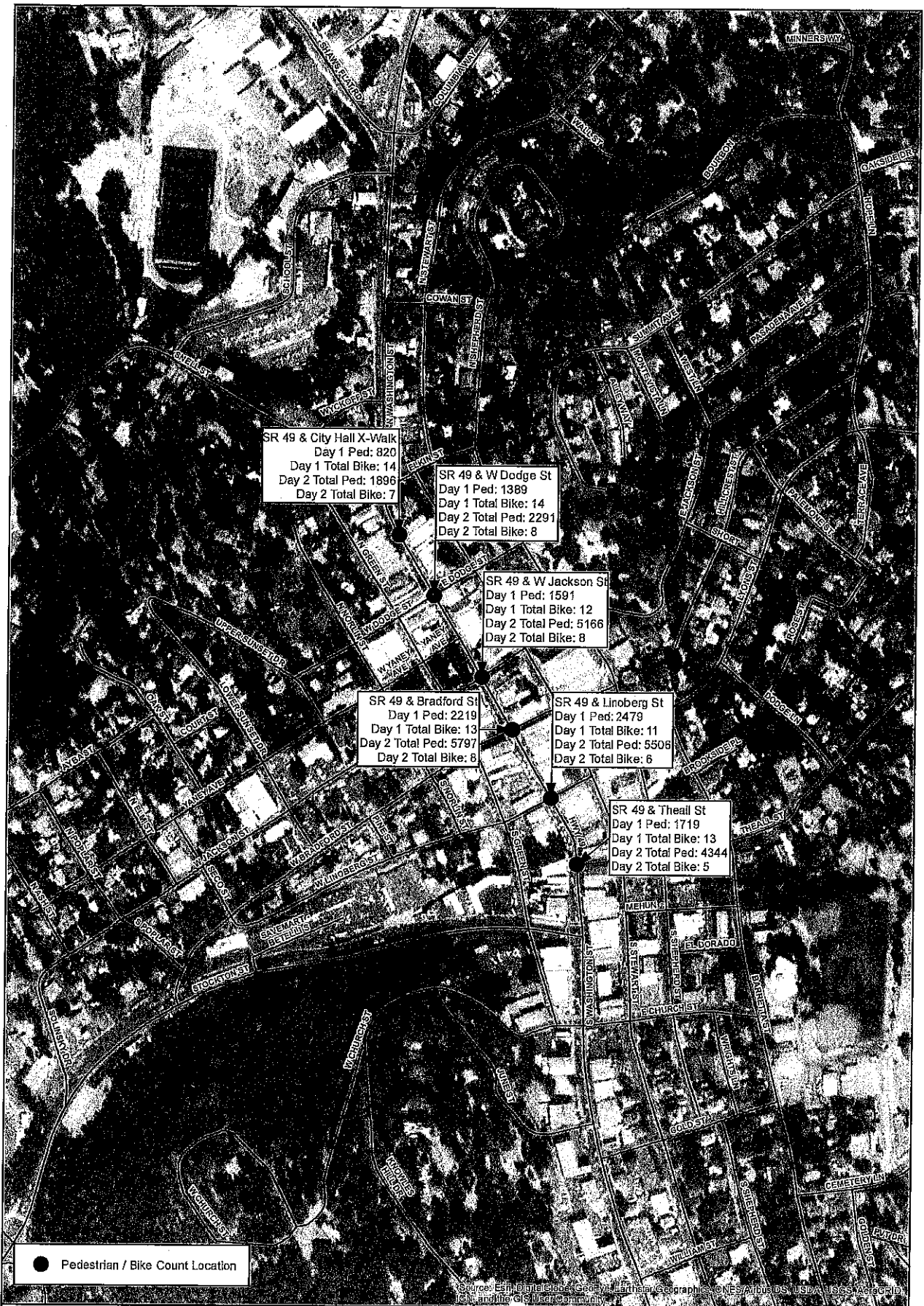


PEDEDESTRIAN COUNT CHARTS
WASHINGTON STREET PROJECT
SONORA, CA
JUNE, 2018

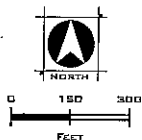


PRELIMINARY

WOOD ROGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
1251 Corporate Boulevard
Reno, NV 89502
Tel: 775.823.4008
Fax: 775.823.4055

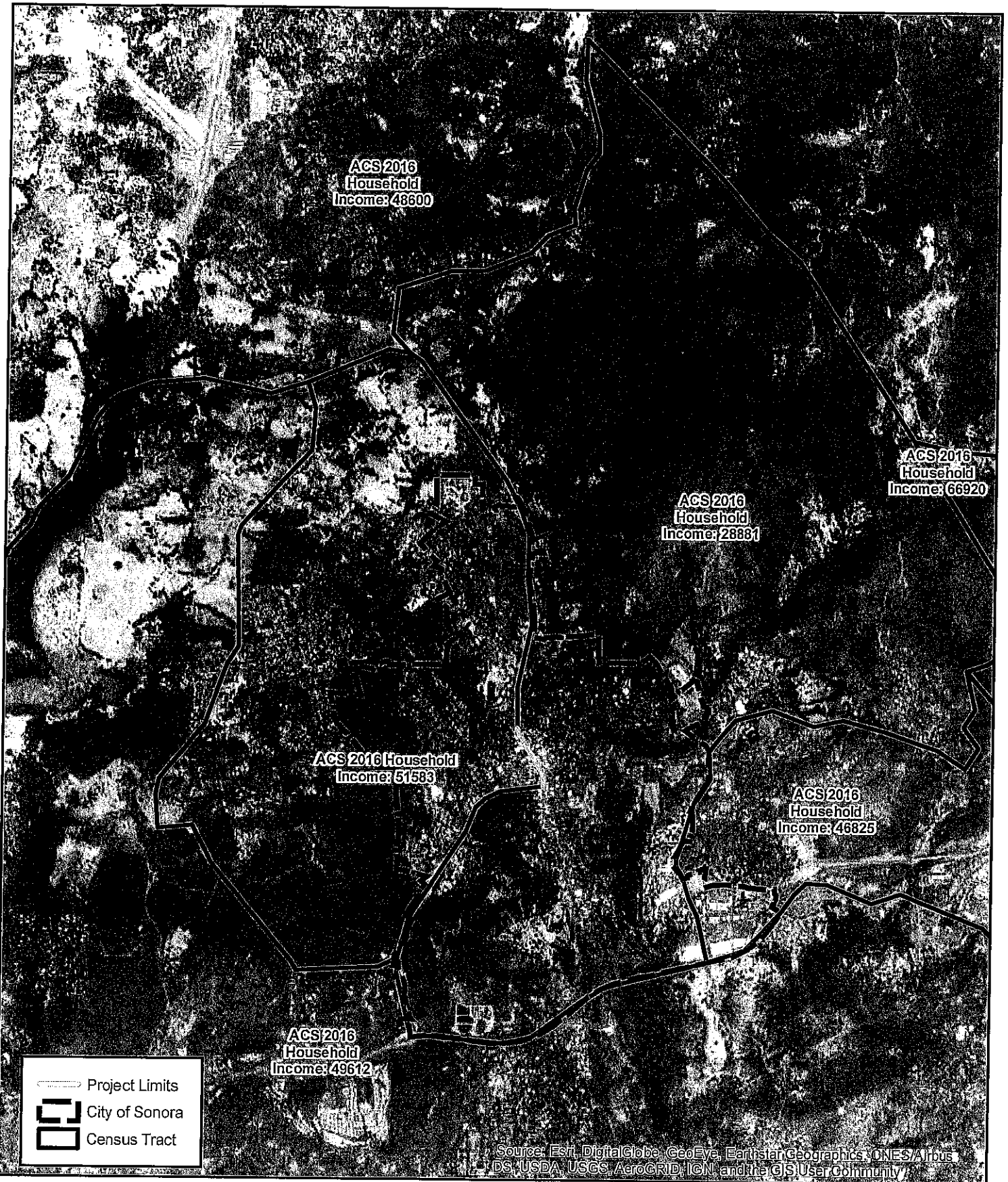


BIKE/PEDEDESTRIAN COUNT LOCATIONS
 WASHINGTON STREET PROJECT
 SONORA, CA
 JUNE, 2018



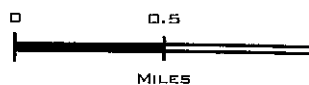
PRELIMINARY

WOOD ROGERS
 BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
 1501 Corporate Boulevard
 Reno, NV 89502
 Tel: 775.623.4066
 Fax: 775.623.4069

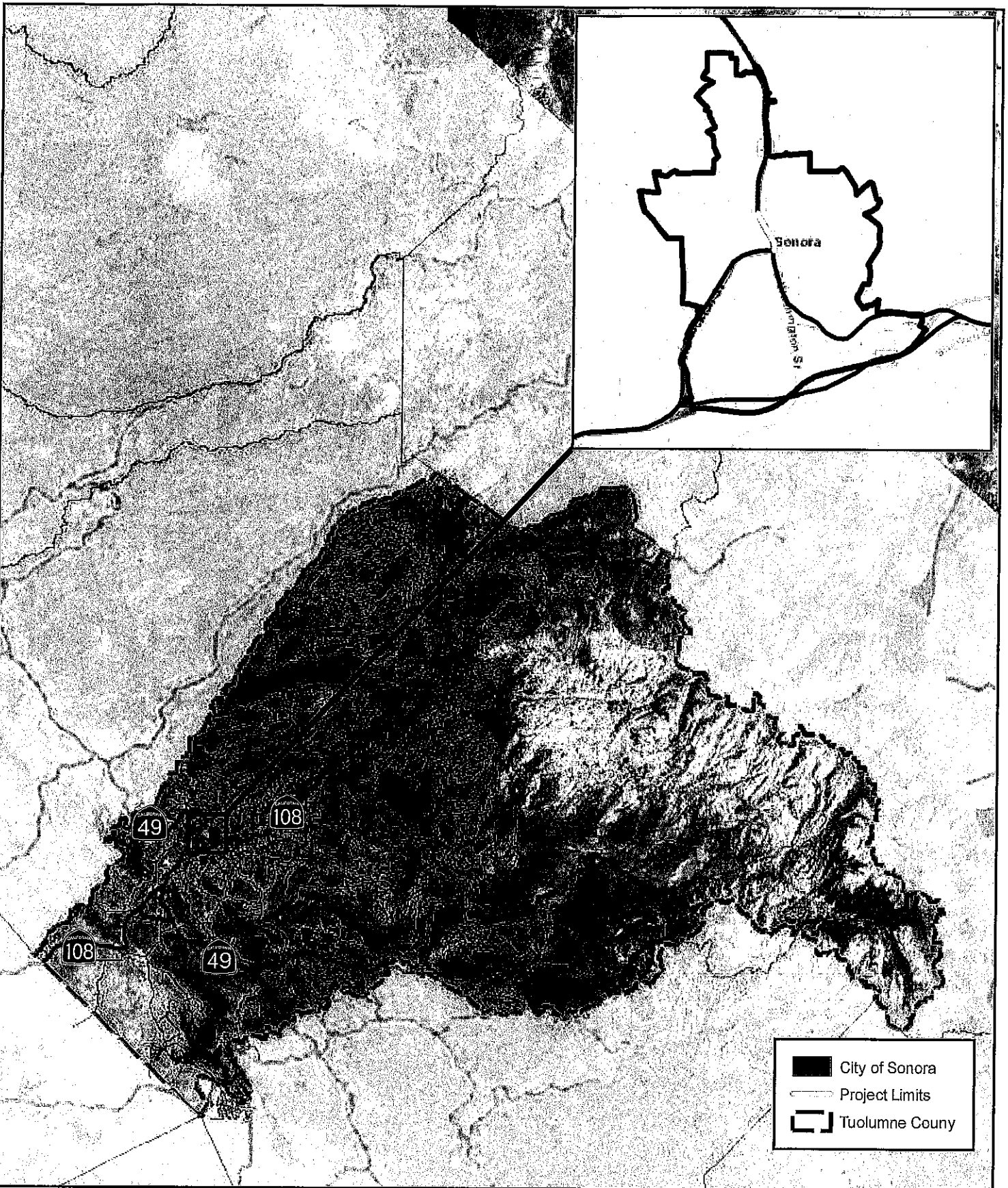


SONORA SR 49 / WASHINGTON ST
 2016 ACS HOUSEHOLD INCOME ESTIMATE
 SONORA, CA
 JUNE, 2018

NOTES

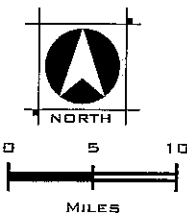


WOOD RODGERS
 BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
 1361 Corporate Boulevard
 Reno, NV 89502
 Tel: 775.823.4068
 Fax: 775.823.4066



SONORA SR 49 / WASHINGTON ST
PEDESTRIAN CROSSING SAFETY IMPROVEMENTS
SONORA, CA
JUNE, 2018

NOTES



WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
1361 Corporate Boulevard
Reno, NV 89502
Tel: 775.823.4068
Fax: 775.823.4068



In the yellow security banner above, please click on "Options" and select "Trust this document one time only" before completing the form. After you select to trust the document, you will be asked if you want to save the document before closing, select "No".

ACTIVE TRANSPORTATION PROGRAM

IMPLEMENTING AGENCY:

Tuolumne County Transportation Council (TCTC)

PROJECT TYPE:

Infrastructure - Small



PROJECT APPLICATION NO.:

10-Tuolumne County Transportation Council (TCTC)-1

PROJECT NAME:

Sonora Washington Street (SR49) Pedestrian Crossing Safety Improvements

PROJECT DESCRIPTION:

Improve 6 highway crosswalk locations adding corner bulb-outs, delineated pedestrian crossings, ADA ramps, in-pavement warning lights, and improved lighting at the crossing areas.

PROJECT LOCATION:

Existing pedestrian crossing locations on SR 49/Washington Street within the City of Sonora between Snell Street and Stockton Street.

ATP FUNDED COMPONENTS

Infrastructure				Non-Infrastructure	Plan
PA&ED	PS&E	R/W	CON		
\$ 60	\$ 60	\$ 15	\$ 675	\$ -	\$ -
FY 19/20	FY 19/20	FY 19/20	FY 20/21	FY -	FY -

PROJECT FUNDING INFORMATION (1,000s)

Total Project \$	Total ATP \$	Total Non-ATP \$	Past ATP \$	Leveraging \$	Non-Participating \$	Future Local \$
810	810	-	-	-	-	-



Part A1: Applicant Information

Implementing Agency: This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

IMPLEMENTING AGENCY'S NAME:

Tuolumne County Transportation Council (TCTC)

IMPLEMENTING AGENCY'S ADDRESS

48 W Yaney Ave.

CITY

Sonora

ZIP CODE

CA

95370

IMPLEMENTING AGENCY'S CONTACT PERSON:

Darin Grossi

CONTACT PERSON'S TITLE:

Executive Director

CONTACT PERSON'S PHONE NUMBER:

209-533-5583

CONTACT PERSON'S EMAIL ADDRESS :

DGROSSI@co.tuolumne.ca.us

Applicants have the opportunity to insert a project picture, agency seal, or other image on the cover page. If you would like to do this, attach the image (*.jpg, *.bmp, *.png, etc.) by clicking in the box.

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?

☒ Yes

☐ No

Implementing Agency's Federal Caltrans MA number

Implementing Agency's State Caltrans MA number

* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

Project Partnering Agency:

The "Project Partnering Agency" is defined as an agency, other than Implementing Agency, that will assume the responsibilities for the ongoing operations and maintenance of the improved facility. The Implementing Agency must: 1) ensure the Partnering Agency agrees to assume responsibility for the ongoing operations and maintenance of the improved facility, 2) provide documentation of the agreement (e.g., letter of intent) as part of the project application, and 3) ensure a copy of the Memorandum of Understanding or Interagency Agreement between the parties is submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

Based on the definition above, does this project have a partnering agency?

☒ Yes

☐ No

PROJECT PARTNERING AGENCY'S NAME:

City of Sonora

PROJECT PARTNERING AGENCY'S CONTACT PERSON:

Tim Miller

CONTACT PERSON'S TITLE:

City Administrator

CONTACT PERSON'S PHONE NUMBER:

209-532-4541

CONTACT PERSON'S EMAIL ADDRESS :

tmiller@sonoraca.com

Attach a "letter of intent" or other documentation.

Attach



Project Number	Past Project Funding	Funded Amount \$	Project Type	Type of overlap/connection with past projects (select only one which matches the best)



School Name: _____

School Address: _____

District Name: _____

District Address: _____

Co.-Dist.-School Code: _____

School Type: to

Project improvements maximum distance from school _____ mile

Total student enrollment: _____

Total # of students that currently walk or bike to school: _____

Approximate # of students living along route proposed for improvement: _____

Projected # of students that will walk/bike to school after the project: _____

Percentage of students eligible for free or reduced meal programs** _____

**Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sd/sd/filesdp.asp>

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

☐ **Trails (Multi-use and Recreational):** (Also fill out Bicycle and Pedestrian Sub-Type information above)



Right of Way (R/W) Impacts (Check all that apply)

- ☐ Project is 100% within the Implementing Agency's R/W and/or is within their control at the time of this application submittal.
(This includes temporary construction easements)
- ☐ Project will likely require R/W in fee ownership, permanent easements and/or temporary construction easements from private owners and/or will require utility relocations from utility companies outside that implementing agency's governmental control.
- ☒ Project will likely encroach into Caltrans R/W requiring easements, encroachment permits and/or other approvals.

Is Caltrans the "Implementing Agency"? No _____

**See the application instructions for more details on the required coordination, documentation and approval from Caltrans.*

The applicant must attach the approved and signed Caltrans Checklist for ATP projects impacting Caltrans R/W.

Attach

The following project details must match the information shown in the approved Caltrans Checklist attached above:

What % of the project (by area) is within Caltrans R/W? _____

What % of the project (by total project cost) is within Caltrans R/W? _____

What is the total cost (all project phases) of all the project elements within Caltrans R/W? _____

What level of Caltrans project development oversight has been determined to be needed by Caltrans? _____

Is the project expected to be tracked by Caltrans as a "Local Assistance" or "Capital" project? _____

What is the total additional months needed (all project phases) for Caltrans to complete its required oversight responsibilities? _____

Has the project schedule been developed to account for this time? _____

- ☒ Project will likely require R/W, Easements, encroachment and/or approval involving Governmental (excluding Caltrans - as Caltrans impacts are documented above), Environmental, or Railroad owner's property.

**See the application instructions for more details on the required coordination and documentation from these agencies.*

Attach a letter of support or neutrality from each separate agency. Combine all letters in one pdf attachment.

Attach

The following information should be based on specific prior coordination and agreement between the agencies:

What is the total additional months needed (all project phases) for all of these agencies to complete their required oversight responsibilities and to complete any required actions that are necessary based on the expected R/W impacts? 4 _____

Has the project schedule been developed to account for this time? Yes _____



Expected Start Date for Construction activities:

8/31/2020

Time to complete the Construction activities:

4 months

Expected or Past Completion Date for the CON Phase:

12/28/2020

NON-INFRASTRUCTURE (NI) AND "PLAN" PROJECTS: (This includes combined "I" and "NI" projects)

Will ATP funds be used in this phase of the project? ☐ Yes ☐ No

Expected Start Date for "NI" or "Plan" Construction activities:

Time to complete the CON-Phase activities:

months

Expected Completion Date for the CON Phase:

Proposed Dates for "Before" and "After" Counts (As required by the CTC and Caltrans guidelines):

Expected Date for "Before" counts (Ideally, within 12 months of the beginning of the Construction Activities)

Expected Date for "After" counts (Ideally, at least 6 months after the end of all Construction Activities)

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.1



Index Page

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10-Tuolumne County Transportation Council (TCTC)-1

Sonora Washington Street (SR49) Pedestrian Crossing Safety Improvements

Amendment (Existing Project) Y <input type="checkbox"/> N <input checked="" type="checkbox"/>						Date: 06/24/18	
District	EA	Project ID		PPNO	MPO ID		Alt Project ID/prg.
10							ATP
County	Route/Corridor	PM BK	PM Ahd	Project Sponsor/Lead Agency			
				Tuolumne County Transportation Council (TCTC)			
				MPO		Element	
				Caltrans		Local Assistance	
Project Manager/Contact		Phone		E-mail Address			
Darin Grossi		(209) 533-5583		DGROSSI@co.tuolumne.ca.us			
Project Title							
Sonora Washington Street (SR49) Pedestrian Crossing Safety Improvements							
Location (Project Limits), Description (Scope of Work)							
Existing pedestrian crossing locations on SR 49/Washington Street within the City of Sonora between Snell Street and Stockton Street.							
Component		Implementing Agency					
PA&ED		Tuolumne County Transportation Council (TCTC)					
PS&E		Tuolumne County Transportation Council (TCTC)					
Right of Way		Tuolumne County Transportation Council (TCTC)					
Construction		Tuolumne County Transportation Council (TCTC)					
Legislative Districts							
Assembly: 5		Senate: 14		Congressional: 4			
Project Benefits (If more space is needed, use the Additional Information field on the next page.)							
Purpose and Need							
Category		Outputs/Outcomes			Unit		Total
ADA Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Bike/Ped Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reversible Lane Analysis: Y <input type="checkbox"/> N <input checked="" type="checkbox"/>							
Inc. Sustainable Communities Strategy Goals: Y <input type="checkbox"/> N <input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions: Y <input type="checkbox"/> N <input checked="" type="checkbox"/>							
Project Milestone				Existing		Proposed	
Project Study Report Approved				06/24/18			
Begin Environmental (PA&ED) Phase						09/02/2019	
Circulate Draft Environmental Document (Document Type)				CE		11/01/2019	
Draft Project Report						11/01/2019	
End Environmental Phase (PA&ED Milestone)						12/30/2019	
Begin Design (PS&E) Phase						03/02/2020	
End Design Phase (Ready to List for Advertisement Milestone)						06/30/2020	
Begin Right of Way Phase						03/02/2020	
End Right of Way Phase (Right of Way Certification Milestone)						06/30/2020	
Begin Construction Phase						08/31/2020	
End Construction Phase						12/28/2020	
Begin Closeout Phase						01/11/2021	
End Closeout Phase (Closeout Report)						04/02/2021	



District	County	Route	EA	Project ID	PPNO	Alt. ID
10	Tuolumne	49				

SECTION 1 - All Projects

Project Background Characters Remaining:

Programming Change Requested Characters Remaining:

Reason for Proposed Changed Characters Remaining:

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded Characters Remaining:

Other Significant Information Characters Remaining:

SECTION 2 - For SB1 Projects Only

Alternative Project Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Darin Grossi		Executive Director	

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map



Part B: Narrative Questions

Question #1

QUESTION #1

DISADVANTAGED COMMUNITIES (0-10 POINTS)

☐ This project does not qualify as a Disadvantaged Community.

A. Map of Project Boundaries, Access and Destination (0 points): Required

Provide a scaled map showing the boundaries of the proposed project/program/plan, the geographic boundaries of the disadvantaged community, and disadvantaged community access point(s) and destinations that the project/program/plan is benefiting.

Attach

B. Identification of Disadvantaged Community: (0 points)

Select one of the following 4 options. Must provide information for all Census Tract/Block Group/Place Number that the project affects.

- Median Household Income
- CalEnviroScreen
- Free or Reduced Priced School Meals - Applications using this measure must demonstrate how the project benefits the school students in the project area.
- Other

Select Option: Median Household Income

The Median Household Income (Table ID B19013) is less than 80% of the statewide median based on the most current Census Tract (ID 140) level data from the 2012-2016 American Community Survey (ACS) (<\$51,026). Communities with a population less than 15,000 may use data at the Census Block Group (ID 150) level. Unincorporated communities may use data at the Census Place (ID 160) level. Data is available at: <http://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>

Census Tract/Block Group/Place #	Population	MHI
41		46,825

Lowest median household income from above (autofill): \$ 46,825 (to be used for qualifying as benefiting a DAC only)

Median household income by census tract for the community(ies) benefited by the project: \$
(to be used for severity calculation only)

Must attach a copy of FactFinder ACS page for each census tract listed above. Attach all pages as one pdf.

Attach

C. Direct Benefit: (0 - 4 points)

1. Explain how the project closes a gap, provides connections to, and/or addresses a deficiency in an active transportation network and how the improvements meet an important need of the disadvantaged community. (Max of 200 Words) Words Remaining: 95

SR 49 bisects the community splitting the business district, residential areas, and two schools, currently with inadequate and dangerous highway crossings. The proposed Project will improve the safety of the existing pedestrian crossings on SR 49 within downtown, enhancing connectivity between the residential areas, businesses, and schools. Improving the walk-ability and pedestrian safety is crucial in this lower income area where walking, biking, and transit may be the best option for access to employment and schools within Sonora. ADA improvements are also included at the crossing locations, which will help improve access to businesses and schools for low income residents that qualify under ADA.

D. Project Location: (0 - 2 points)

Is your project located within a disadvantaged community? Partially

E. Severity: (0 - 4 points)

Auto calculated

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.1



Index Page

Page 21 of 29

10-Tuolumne County Transportation Council (TCTC)-1

Sonora Washington Street (SR49) Pedestrian Crossing Safety Improvements

Improving the highway crossings are critical to improving accessibility and safety for both residents and visitors walking through the downtown Sonora area, giving pedestrians a safe way to cross the highway during day time congestion and in low light/night time conditions. Most important is creating a buffer zone for pedestrians through the addition of bulb-outs to make the pedestrians visible to on coming traffic opposed to hidden behind parked cars. Creating contrast on the crossings through the use of non asphalt colored concrete to give drivers the awareness that pedestrians will be crossing in these areas, as well as including in pavement flashing warning lights triggered when pedestrians cross to keep traffic clear of the crossings and indicate when there are pedestrians in the highway. ADA improvements will be added to the crossing areas so all users can safely get across the highway and back on the sidewalk. Lighting is currently not in locations that benefit the crossings, and will be relocated or new lighting added specific to the crossing locations. These improvements will help make pedestrians visible in the day and night, and greatly improve the safety of the highway crossings. Safer, improved access across the highway will better connect the community and improve the safety and walk-ability of downtown Sonora.

B. Describe how the proposed project will address the active transportation need: (0-27 points)

What type of active transportation need will the proposed project directly address (select one or more) of the following elements, and discuss how the project will be meeting the identified need.

1. Proposed project address:

• Closure of a gap?

Gap closure = Construction of a missing segment of an existing facility in order to make that facility continuous.

• Creation of new routes?

New Route = Construction of a new facility that did not previously exist that provides a transportation route.

• Removal of barrier to mobility?

Describe the type of barrier.

• Other improvements to existing routes?

(Max of 400 words)

Words Remaining: 189

The proposed improvements will primarily remove a barrier to mobility by improving the safety of six existing highway crossing locations that provide crucial connectivity for downtown Sonora and the surrounding communities. Poor crossing conditions for thousands of pedestrians that cross daily creates a major barrier in mobility for those trying to access services and employment, as well as those trying to enjoy the business district of Sonora. The existing crossings in many locations lead to a curb with no ADA improvements creating a barrier for those that require these types of improvements. ADA improvements will be made to all crossing locations to eliminate those barriers.

In addition to removing barriers in mobility, side street crosswalks that adjoin the highway crossings will also be completed to close a gap in overall connectivity in the downtown area. These gaps will be closed at each of the six locations identified on the map as well as a new cross walk that will be added to Yaney Street, which is near the transit center and public buildings and currently does not have a crossing. Connecting downtown and eliminating barriers for safe crossing of the highway in the downtown district will encourage residents to walk more and not fear for their life to cross the street.

2. Must provide a map identifying the location of each: gap closures and connections; the new routes; and the barriers and improvements.

Attach

3. Referencing this map, describe the existing route(s) that currently connect the affected transportation related and community identified destinations and why the route(s) are not adequate. (Max of 200 words)

Words Remaining: 64

The six existing highway crossing locations identified for improvements as depicted in the attached map, consist of pavement markings only (photos included) and provide no advance warning signals, signage, proper lighting, or ability for pedestrians to get out in the crosswalk without being hidden by parked cars. As Sonora is a historic mining town, neon signage or large crossing signals would not fit the surroundings. Changing the crossings to a stamped and colored concrete, adding the in-pavement warning lights, and bulb-outs will help create the same visibility for pedestrians without taking away from the historical features of Sonora. SR 49 is Sonora's main street, and that is not going to change in the foreseeable future. Pedestrian crossings need to be enhanced so pedestrians can use main street to access services and employment safely.

4. Referencing this map, describe how the project links or connects, or encourages use existing routes to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations. Specific destinations must be identified.

- For combined I/NI projects: discuss how the encouragement, education, and/or enforcement program will help address the needs.

(Max of 400 words)

Words Remaining: 289

The improved highway crossings will provide safe access for many users including students walking to and through downtown to get to school and for lunch, residential areas surrounding the project, the business district/employment along the project area, and other public services including better connecting the transit center with downtown. Visitors frequent the project area to experience the historic mining town and the rows of unique local businesses. SR 49 bisects all of these user groups and makes it challenging for them to cross the highway to access their destination. Improving the crossings will make it safer and less challenging to move around downtown, and improve the overall connectivity of Sonora.

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.1



4. Referencing project's heat-maps, collision map and collision summaries provided in above, discuss the extent to which the proposed project limits represents one of the agency's top priorities for addressing ongoing safety and discuss how the proposed safety improvements correspond to the types and locations of the past collisions. (e.g. sidewalks, bike lanes, lighting, bulb-outs, signals/barriers, etc.)

For Projects with Non-Infrastructure elements (Combined I/NI projects):

As appropriate, describe how the NI program elements:

- educates bicyclists, pedestrians, and/or drivers about safety hazards for pedestrians and bicyclists; and
- encourages safe behavior, including through enforcement.

(Max of 700 Words)

Words Remaining:

B. Safety Countermeasures (13 points max)

Referencing the information provided in Part A, demonstrate how the proposed countermeasures directly address (one or more) of the following underlying factors that are contributing to the occurrence (or potential occurrence) of pedestrian and/or bicyclist collisions.

- Reduces speed and/or volume of motor vehicles in the proximity of non-motorized users
- Improves sight distance and/or visibility between motorized and non-motorized users
- Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users
- Improves compliance with local traffic laws for both motorized and non-motorized users
- Addresses inadequate vehicular traffic control devices
- Addresses inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks
- Eliminates or reduces behaviors that lead to collisions involving non-motorized users

(Max of 1500 Words)

Words Remaining: 974

The proposed Project will improve visibility between motorized and non-motorized users and sight distance, will add physical separation between motorized and non-motorized vehicles, will help improve compliance with local traffic laws for all users, and will address inadequate crosswalks on a state highway (SR49) in downtown Sonora. All of which will reduce behaviors that lead to collisions involving non-motorized users. Below is a summary of each element the Project will address:

- Create physical separation between motorized and non-motorized users:

Adding bulb-outs to crossing locations will create a physical separation for non-motorized users and parked vehicles. The bulb-outs will create breaks in parked cars and will allow the pedestrians waiting to cross to become more visible to oncoming traffic opposed to hidden behind those parked cars.

- Improve visibility between motorized and non-motorized users and sight distance:

In addition to the bulb-outs allowing pedestrians to become more visible, and giving on coming traffic a better line of sight of those looking to cross the highway, changing the surface of the crossing from asphalt to a colored concrete will create contrast helping the crossing physically stand out and make highway traffic not want to stop on the cross walks. Relocating the light to the crossing locations will improve low light and night time visibility. In-pavement warning lights will clearly identify to traffic that pedestrians are in the cross walk.

- Improve compliance with local traffic laws for both motorized and non-motorized users:

Adding the concrete, bulb-outs, and warning lights will clearly identify where pedestrians need to safely cross. This will provide advanced warning to on coming traffic so they have plenty of time to allow pedestrians to cross. Pedestrians will also clearly see where the crossings are and will not have to cross in areas with no cross walks.

- Addresses inadequate crosswalks:

The crosswalks today are painted lines on asphalt with no advance warning or ADA improvements to get pedestrians safely across the highway (Sonora's downtown main street). Crosswalks will be enhanced with concrete to clearly mark where pedestrians may safely cross the street, while providing in pavement warning lights to signal drivers when pedestrians are in the highway. ADA improvements will be added to address mobility challenges for all users and lighting will be relocated to properly illuminate the crossings in low light and night time conditions.

- Eliminate or reduce behaviors that lead to collisions involving non-motorized users:

At an ADT of over 19,000 traveling through SR 49 in downtown Sonora with parked cars lining the street, mixing with the tens of thousand pedestrians moving back and forth across the highway, inadequate crosswalks are bound to create collisions. One of the larger issues is the visibility of pedestrians and drivers not able to see each other around parked vehicles or hidden in congestion. Bulb-outs and in-pavement warning



Part B: Narrative Questions

Question #4

QUESTION #4

PUBLIC PARTICIPATION and PLANNING (0-10 POINTS)

A. Describe the community based public participation process that culminated in the project

Include discussions of: What was the process to prepare for existing and future needs of users of this project? Who was engaged in the public participation and planning process? How will stakeholders continue to be engaged in the implementation of the project?

(Max of 1000 words)

Words Remaining: 715

A robust public outreach process was conducted for this project. In 2015 the City of Sonora completed their "Vision Sonora" plan which identified these crossing locations as areas of improvement for pedestrian connectivity in the downtown area. Vision Sonora was a lengthy process that included many stakeholders, business community, and the public and identified master plan level concepts for improving Sonora. In 2017 a several month design charrette process was conducted, which ultimately lead to the conceptual design of the proposed project. The design charrette process started with the Vision Sonora concepts, a couple additional alternatives were developed, and a public open house and several other presentations and meetings were held to discuss all alternatives. Following the public process, a final preferred concept was selected in conjunction with the City of Sonora to move forward in implementation.

The current concept includes a balance of improving pedestrian visibility and safety through the loss of a few parking spaces in downtown to construct the bulb-outs. In-pavement warning lights at crossings were selected over rapid flashing signs to reduce sign clutter and signs that don't fit the historic character of Sonora, but still provide safety benefits. Colored concrete in crosswalks will add to the historic character while providing a pedestrian visibility benefits. Generally the public and business community want to see pedestrian improvements, but want to also maintain the historic character of the mining town. Caltrans district 10 staff have been involved in the public process and have provided a letter of support for the project. Ultimately the design balances the requirements of the state highway and standard design criteria while recognizing the highway is part of a historic downtown that needs to be preserved.

Attach any applicable Public Participation & Planning documents:

Attach



Part B: Narrative Questions

Question #6

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR CERTIFIED COMMUNITY CONSERVATION CORPS (0 to -5 POINTS)

- ☒ Applicant has not coordinated with both corps, or Tribal Corps (if applicable) (-5 points)
- ☐ Applicant contacted the corps; but does not intend to partner with any corps (-5 points)

Step 1: The applicant must submit the following information via email concurrently to both the CCC AND Certified Community Conservation Corps at least 5 days prior to application submittal to Caltrans. The CCC and Certified Community Conservation Corps will respond within five (5) business days from receipt of the information.

- Project Title
- Project Description
- Detailed Estimate
- Project Schedule
- Project Map
- Preliminary Plan

Click on the following links for the California Conservation Corps and Certified Community Conservation Corps Representative ATP contact information:

<http://www.ccc.ca.gov/work/programs/ATP/Pages/ATP%20home.aspx>

<http://callocalcorps.org/active-transportation-program/>

The applicant must also attach any email correspondence from the CCC and Certified Community Conservation Corps or Tribal Corps (if applicable) to the application verifying communication/participation. Failure to attach their email responses will result in a loss of 5 points.

Attach submittal email, response email and any attachment(s) from the CCC:

	Attach
--	--------

Attach submittal email, response email and any attachment(s) from the Certified Community Conservation Corps:

	Attach
--	--------

Attach submittal email, response email and any attachment(s) from the Tribal Corps (If applicable):

	Attach
--	--------

Step 2: The applicant has coordinated with the CCC AND with the Certified Community Conservation Corps, or the Tribal Corps and determined the following: (check appropriate box)

- ☐ Applicant intends to utilize the CCC, Certified Community Conservation Corps, or the Tribal Corps on the following items listed below. (0 points) (Max of 100 Words)
- ☐ No corps can participate in the project. (0 points)
- ☐ At the time that the application was submitted, the applicant had not received a response from the following corps: (0 points)
- ☐ the CCC
 ☐ the Certified Community Conservation Corps
 ☐ the Tribal Corps (if applicable)



Part C: Application Attachments

Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.

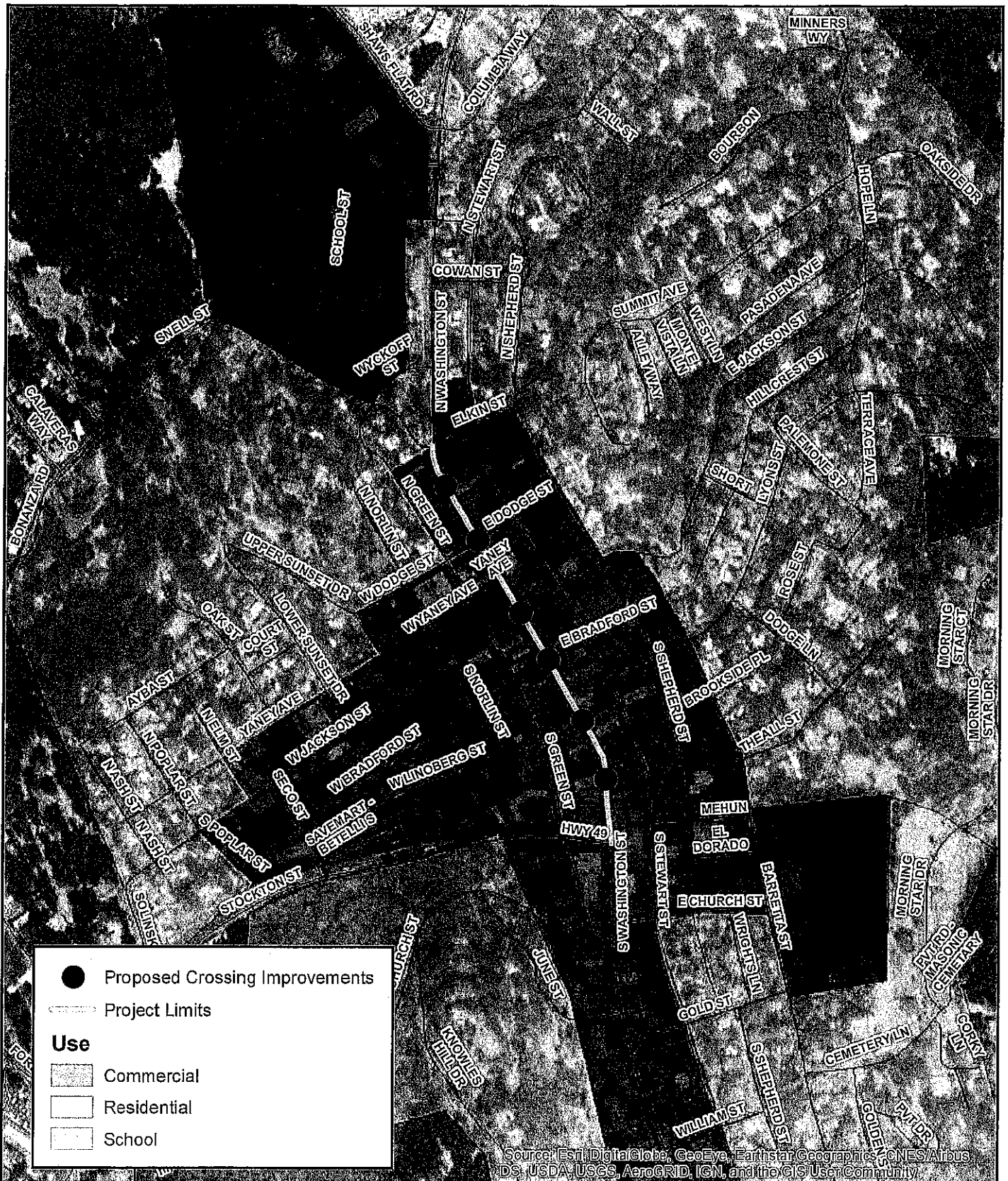
List of Application Attachments

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using "tabs" with appropriate letter designations

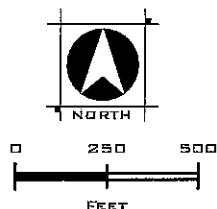
Application Signature Page (Required for all applications)	Attachment A
<input type="text"/>	Attach
Engineer's Checklist (Required for Infrastructure & Combo Projects)	Attachment B
<input type="text"/>	Attach
Project Location Map (Required for all applications)	Attachment C
<input type="text"/>	Attach
Project Map/Plans showing existing and proposed conditions (Required for all Infrastructure Projects; Optional for 'Non-Infrastructure' and 'Plan' Projects)	Attachment D
<input type="text"/>	Attach
Photos of Existing Conditions (Required for all applications)	Attachment E
<input type="text"/>	Attach
Project Estimate (Required for all Infrastructure Projects)	Attachment F
<input type="text"/>	Attach
Non-Infrastructure Work Plan (Form 22-R) (Required for all projects with Non-Infrastructure Elements)	Attachment G
<input type="text"/>	Attach
Plan Scope of Work (Form 22-PLAN) (Required for all Plan Projects)	Attachment H
<input type="text"/>	Attach
Letters of Support (10 maximum) (Required or recommended for all projects as designated in the instructions) (All letters must be scanned into one document.)	Attachment I
<input type="text"/>	Attach
Exhibit 22-F State Funding	Attachment J
<input type="text"/>	Attach
Additional Attachments (Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.) (All additional attachments must be scanned into one document.)	Attachment K
<input type="text"/>	Attach

Sonora SR49/Washington Street Pedestrian Crossing Safety Improvements

	Quantity	Unit	Unit Price	Total
Mobilization	1	LS	\$15,000	\$15,000
Excavation/Demolition	13000	SF	\$2	\$26,000
Curb and Gutter	1500	LF	\$25	\$37,500
Ramp	32	EA	\$2,500	\$80,000
Stamped/Colored Concrete	150	CY	\$600	\$90,000
Street Light Relocation	12	EA	\$6,000	\$72,000
Landscaping	6	EA	\$3,000	\$18,000
Striping	1	LS	\$12,000	\$12,000
In-Ground Lighting	6	EA	\$25,000	\$150,000
Construction/Traffic Handling	1	LS	\$20,000	\$20,000
		Construction Subtotal		\$520,500
		Contingency (20%)		\$104,100
		Construction Total		\$624,600
		PA&ED		\$75,000.0
		PS&E		\$60,000.0
		CEI		\$50,000.00
		PROJECT TOTAL		\$809,600.00



VICINITY MAP
 WASHINGTON STREET IMPROVEMENTS
 SONORA, CA
 JUNE, 2018
 NOTES



WOOD RODGERS
 BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
 1351 Corporate Boulevard
 Reno, NV 89502
 Tel: 775.823.4068
 Fax: 775.823.4066



City of Sonora
"Queen of the Southern Mines"
94 North Washington Street
Sonora, California 95370

Area Code 209
Administrator 532-6115
Administration 532-4541
Finance 532-4541
Building/Planning . . 532-3508
Police 532-8143
Fire 532-7432
Public Works 532-2922
Cemetery 532-4492
Opera Hall 532-7725
Special Programs . . 532-7725
Redevelopment . . . 532-7725
www.sonoraca.com

MEMORANDUM

DATE: July 02, 2018

TO: Honorable Mayor, City Council members

FROM: Timothy A. Miller, City Administrator *jam*

SUBJECT: CPI Increase – Waste Management/Cal Sierra Disposal

RECOMMENDATION: That the City Council, by motion, adopt Resolution No. 07-02-2018-B, approving a 3.34% CPI increase and adding a recycle contamination charge to the refuse collection rates for Waste Management.

DISCUSSION: Attached is a letter from Joe Cadelago, Public Sector Services Manager, Waste Management, requesting an increase in the refuse collection rates based on the Consumer Price Index (CPI) as provided for in the City's franchise agreement (see attached letter). The preceding three year mean average percentage change is 3.34% (see attached CPI calculations). Last year's CPI increase was 3.00%. The tables attached to the resolution compare the existing residential, commercial and miscellaneous rates (Current Rate column) with the proposed rates (New Rate column). The additional cost related to the CPI increase is identified in the middle column (CPI Adjustment). For a typical residential subscriber (one 35-gallon cart), the current rate will increase by \$0.85, from \$25.32 per month to \$26.17 per month.

In addition, Waste Management is proposing to add a charge of \$20.00 for residential customers and \$50.00 for commercial customers for contamination of the recyclables. The charge would be imposed only after the contaminated recyclables were collected at no additional charge; education and instruction materials were provided; and, a second notice was issued to the customer. After three or four further occurrences, additional notice would be provided and the contamination fee could be levied for the pick-up. Continued contamination would result in the removal of the cart or bin for up to one year. See attached proposed language and the recycle content studies.

A typical Recycling News Bulletin and example of the educational flyer is attached for Council review. Lastly, an update from the California Department of Resources and Recycling and Recover has been provided.



Cal Sierra Disposal
14959 Carnegie Avenue
Sonora, CA 95370

May 31, 2018

Mr. Timothy Miller
City Manager
City of Sonora
94 North Washington Street
Sonora, CA 95370

SUBJECT: REQUEST TO ADJUST AND ADD SOLID WASTE COLLECTION BASE RATES FOR CONTAMINATION

Dear Mr. Miller,

Cal Sierra Disposal, a Waste Management Company, respectfully requests this modified rate adjustment to all solid waste collection rates effective September 1, 2018 pursuant to the terms of the existing Franchise Agreement. The total rate adjustment requested for 2018-2019 is 3.34%.

The Franchise Agreement per Section II., 3. COMPENSATION TO CONTRACTOR, a) and b), requires that our request be the mean average of the preceding three years. The preceding three years percentage rate of change has been: 2016: 3.02%, 2017: 3.44%, and 2018: 3.56%. The mean average of the preceding three years equals 3.34%.

We would also like to bring to the City's attention the global crisis that is disrupting the recycling industry, the impact to Cal Sierra Disposal, and a proposal to mitigate contamination in the recycling system that is fair to our customers and Sonora's constituents.

In recent years, almost 30% of all recyclables from across the globe were shipped to China, including over 50% of the world's recyclable mixed paper and plastics. On January 1, all mixed paper and mixed plastics were banned as an import into China. On March 1, China began enforcing a new 0.5% contamination limit on imported recyclables, then later in March implemented Operation Blue Sky, a screening effort at their ports to enforce their new policies. China's new policies have been implemented in response to their aggressive new environmental goals, which include creating their own recycling collection programs. China has announced a plan to eliminate imports of all post-consumer recyclables by 2021, and they appear to be taking steps to move down this path.

Commodity pricing

The reduction of China's markets means an oversupply of commodities across the globe which has led to depressed commodity pricing. Supply is high and commodity pricing is low for the material that cannot achieve China's 0.5% contamination limits.

- Cardboard pricing is at its lowest in nine years
- Mixed paper pricing is at zero, or even negative (we are paying to move it) in some regions.

Material quality

- Recycling facilities across the country are adding labor and slowing down processing lines to try to achieve the 0.5% contamination threshold. This increases the cost of recycling at the same time commodity values are low.
- Magnitude of contamination reduction effort. Globally, inbound contamination currently averages 25%. That means that 500 pounds of every 2000 pounds of inbound material is trash. But in today's world, contamination cannot exceed 10 pounds for every 2000 lbs.

How has Cal Sierra Disposal been impacted?

- A) Increased labor:
 - Q4 2017 - Lodi Materials Recycling Facility (MRF) increased labor headcount by 7 dedicated to paper sorting lines for quality control, specifically due to China's policies.
 - 60 hrs of labor overtime per week.
- B) Slower production:
 - 20.72 tons per hour - June 2017
 - 15 tons per hour - June 2018
- C) Stockpiling of unmarketable material:
 - May 2018: 0/56 paper bales sold (six truckloads). Projecting an additional 5 truckloads of material will sit indefinitely.



	2018	2017	2016
Current Year CPI	281.308	271.626	262.600
Minus Prior Year CPI	271.626	262.600	254.910
Equals Index Point Change	9.682	9.026	7.690

MEAN AVERAGE

Base Period: 1982-84=100

[illegible]

RESOLUTION NO. 07-02-2018-B

A RESOLUTION OF THE SONORA CITY COUNCIL APPROVING A REFUSE COLLECTION RATE INCREASE

WHEREAS, all City of Sonora refuse collection rate increases are to be approved by the City Council, by resolution, in accordance with the City's Amended and Restated Franchise Agreement dated October 1st, 2010, with the term of said Agreement expiring August 31, 2020; and

WHEREAS, Waste Management, the City Franchise Operator, is requesting the City Council to approve refuse collection rate increases in accordance with the Franchise Agreement, due to increased costs associated with solid waste collection; and

WHEREAS, Waste Management, is requesting a Consumer Price Index (CPI) increase using the mean average percent change for the proceeding three years, equating to a 3.34% increase in accordance with the aforementioned Franchise Agreement.

WHEREAS, Waste Management, is requesting a recyclable contamination fee of twenty dollars (\$20.00) for residential customers and fifty dollars (\$50.00) for commercial customers that can be levied after the customer receives a second notice.

NOW THEREFORE BE IT RESOLVED, the Sonora City Council, effective September 1st, 2018, approves the rate increases, as shown in Exhibit A, which is hereby made a part hereto of this aforementioned Resolution.



City of Sonora
Annual Rate Increase
Effective September 1, 2018
Residential

Current CPI
3.34%

Cart Service (Within 10 feet from curb or roadside)				
Description	Quantity	Current Rate	CPI Adjustment	New Rate
1 - 35 Gallon Cart	1	\$25.32	\$0.85	\$26.17
2 - 35 Gallon Cart	2	\$50.63	\$1.69	\$52.32
3 - 35 Gallon Cart	3	\$75.95	\$2.54	\$78.49
1 - 64 Gallon Cart	1	\$39.28	\$1.31	\$40.57
2 - 64 Gallon Cart	2	\$78.53	\$2.62	\$81.15
3 - 64 Gallon Cart	3	\$117.79	\$3.93	\$121.72
1 - 96 Gallon Cart	1	\$51.71	\$1.73	\$53.44
2 - 96 Gallon Cart	2	\$103.41	\$3.45	\$106.86
3 - 96 Gallon Cart	3	\$155.12	\$5.18	\$160.30

Sideyard Cart Service (More than 10 feet from curb or roadside)				
Description	Quantity	Current Rate	CPI Adjustment	New Rate
1 - 35 Gallon Cart	1	\$33.71	\$1.13	\$34.84
2 - 35 Gallon Cart	2	\$67.40	\$2.25	\$69.65
3 - 35 Gallon Cart	3	\$101.12	\$3.38	\$104.50
1 - 64 Gallon Cart	1	\$47.68	\$1.59	\$49.27
2 - 64 Gallon Cart	2	\$95.35	\$3.18	\$98.53
3 - 64 Gallon Cart	3	\$143.03	\$4.78	\$147.81
1 - 96 Gallon Cart	1	\$60.13	\$2.01	\$62.14
2 - 96 Gallon Cart	2	\$120.26	\$4.02	\$124.28
3 - 96 Gallon Cart	3	\$180.38	\$6.02	\$186.40

Recycle Service				
Description	Quantity	Current Rate	CPI Adjustment	New Rate
64 Gallon Recycle Cart	1	\$0.00	\$0.00	\$0.00
Each Additional Recycling Cart	1+	\$5.33	\$0.18	\$5.51

Extra Pickup Fees				
Description	Current Rate	CPI Adjustment	New Rate	
Extra Pick Up Charge - Same Day Per Bag	\$4.81	\$0.16	\$4.97	
Extra Pick Up - Non Service Day *	\$12.52	\$0.42	\$12.94	

* Trip Charge for Non Service Day + Charge Per Bag

Misc Fees			
Description	Current Rate	CPI Adjustment	New Rate
Side Yard Service - Qualified Frail/Disabled	\$0.00	\$0.00	\$0.00
New Service Activation - Residential	\$19.10	\$0.64	\$19.74
Service Restart w/o Delivery	\$14.88	\$0.50	\$15.38
Service Restart w Delivery	\$44.55	\$1.49	\$46.04
Equipment: Lost or Stolen	\$95.00	\$3.17	\$98.17
Contamination (after 2nd notice)			\$20.00

Administration Charges			
Description	Current Rate	CPI Adjustment	New Rate
Bad or Returned Check	\$29.75	\$0.99	\$30.74
Late Fee	1.5% or \$3.00 Min	N/A	1.5% or \$3.00 Min



City of Sonora
Annual Rate Increase
Effective September 1, 2018
Commercial

Commercial Curbside Cart Service			
Description	Current Rate	CPI Adjustment	New Rate
1 - 35 Gallon Cart	\$36.23	\$1.21	\$37.44
2 - 35 Gallon Carts	\$72.46	\$2.42	\$74.88
3 - 35 Gallon Carts	\$108.69	\$3.63	\$112.32
1 - 64 Gallon Cart	\$48.31	\$1.61	\$49.92
2 - 64 Gallon Carts	\$96.60	\$3.23	\$99.83
3 - 64 Gallon Carts	\$144.91	\$4.84	\$149.75
1 - 96 Gallon Cart	\$56.93	\$1.90	\$58.83
2 - 96 Gallon Carts	\$113.86	\$3.80	\$117.66
3 - 96 Gallon Carts	\$170.78	\$5.70	\$176.48

Extra Pick Up Charges			
Description	Current Rate	CPI Adjustment	New Rate
1 Yard	\$23.51	\$0.79	\$24.30
1.5 Yard	\$35.15	\$1.17	\$36.32
2 Yard	\$46.92	\$1.57	\$48.49

Misc Charges			
Description	Current Rate	CPI Adjustment	New Rate
First Recycling Cart (Per Month Charge)	\$3.85	\$0.13	\$3.98
Second and Each Add'l Recycling Cart	\$5.31	\$0.18	\$5.49
Extra PU Cart Charge - Same Day	\$4.80	\$0.16	\$4.96
Extra PU Cart Charge - Non Service Day	\$12.49	\$0.42	\$12.91
New Service Activation - Commercial	\$31.77	\$1.06	\$32.83
Service Restart w/o Delivery	\$14.86	\$0.50	\$15.36
Service Restart with Delivery	\$44.44	\$1.48	\$45.92
Walk In Service - 10 to 50 Feet	\$11.56	\$0.39	\$11.95
Overage Charge	\$25.00	\$0.84	\$25.84
Contamination (after 2nd notice)			\$50.00

Administration Charges			
Description	Current Rate	CPI Adjustment	New Rate
Bad or Returned Check	\$29.75	\$0.99	\$30.74
Late Fee	1.5% or \$3.00 Min	N/A	1.5% or \$3.00 Min



**City of Sonora
Annual Rate Increase
Effective September 1, 2018
Roll Off**

Brush*					
Size	Weight Limit	Description	Current Rate	CPI Adjustment	New Rate
10 Yard	N/A	Weekly Rate	\$181.46	\$6.06	\$187.52
		Extra Empty & Return	\$181.46	\$6.06	\$187.52
		Additional Day	\$6.86	\$0.23	\$7.09
		**Disposal per Yard	\$7.00	N/A	\$7.00
20 Yard	N/A	Weekly Rate	\$209.06	\$6.98	\$216.04
		Extra Empty & Return	\$209.06	\$6.98	\$216.04
		Additional Day	\$6.86	\$0.23	\$7.09
		**Disposal per Yard	\$7.00	N/A	\$7.00
30 Yard	N/A	Weekly Rate	\$235.56	\$7.87	\$243.43
		Extra Empty & Return	\$235.56	\$7.87	\$243.43
		Additional Day	\$9.66	\$0.32	\$9.98
		**Disposal per Yard	\$7.00	N/A	\$7.00
40 Yard	N/A	Weekly Rate	\$259.45	\$8.67	\$268.12
		Extra Empty & Return	\$259.45	\$8.67	\$268.12
		Additional Day	\$9.60	\$0.32	\$9.92
		**Disposal per Yard	\$7.00	N/A	\$7.00

*Brush, Branches, tree limbs, and pine needles only

**Disposal charges are in addition to the haul rate

Cardboard Recycle - Roll Off					
Size	Weight Limit	Description	Current Rate	CPI Adjustment	New Rate
20 Yard	N/A	Monthly Rate	\$106.58	\$3.58	\$110.14
		Extra Empty & Return	\$106.58	\$3.58	\$110.14

Waste Management and Customer Owned Compactors - Roll Off					
Size	Weight Limit	Description	Current Rate	CPI Adjustment	New Rate
N/A	N/A	Rate per empty	\$158.29	\$5.29	\$163.58
		Disposal Per ton	\$104.90	N/A	\$104.90

Misc Fees - Roll Off					
Size	Weight Limit	Description	Current Rate	CPI Adjustment	New Rate
N/A	N/A	Avoidable Delays - Trip Fee - per hour	\$75.48	\$2.52	\$78.00

Proposed Contamination Language:

Contamination: CONTRACTOR shall only be required to collect Recyclable Materials if they have been separated by the Service Recipient from Garbage Waste. If, by visual inspection, Recyclable Materials are commingled with ten percent (10%) by volume of Garbage, then CONTRACTOR may take the following steps:

One or Two Occurrences Per Agreement Year. CONTRACTOR shall collect the contaminated Container at no charge to Service Recipient and provide Notice that contains instructions on the proper procedures for setting out Recyclable Materials.

Three or Four Occurrences Per Agreement Year. CONTRACTOR shall provide Notice that contains instructions on the proper procedures for setting out Recyclable Materials and CONTRACTOR shall collect the contaminated Container and may charge the Service Recipient a contamination fee as set forth in rates section.

Five Occurrences Per Agreement Year. On the 5th occurrence of contamination, CONTRACTOR shall collect the contaminated Container and may charge the Service a contamination fee as set forth in rates section. CONTRACTOR may also, after notifying Service Recipient, remove the Recyclable Materials Container, as applicable, and discontinue providing the Recyclable Materials Collection Services for a period not to exceed one (1) year. CONTRACTOR shall notify CITY within five (5) Work Days of removal of Recyclable Materials Container for excessive contamination.

Service Re-start. After one (1) year, or a shorter time-period if appropriate, the Service Recipient may request CONTRACTOR and the CITY to reinstate the discontinued service, and CONTRACTOR may charge a Container re-delivery fee as specified in rates section, for restarting the Recyclable Materials Collection Service.

RECYCLING NEWS BULLETIN

May 2018



RECYCLE OFTEN.
RECYCLE RIGHT.

As valued customers committed to recycling, we are providing this important recycling update.

Overview

In recent years, almost 30% of all recyclables from across the globe were shipped to China, including over 50% of the world's recyclable mixed paper and plastics. On January 1, all mixed paper and mixed plastics were banned as an import into China. On March 1, China began enforcing a new 0.5% contamination limit on imported recyclables, then later in March implemented Operation Blue Sky, a screening effort at their ports to enforce their new policies.

China's new policies have been implemented in response to their aggressive new environmental goals, which include creating their own recycling collection programs. China has announced a plan to eliminate imports of all post-consumer recyclables by 2021, and they appear to be taking steps to move down this path.

May 3, 2018 Update: Chinese Government Announces 30-day Inspection Suspension

On May 3, the Chinese Government announced that it has suspended inspections/certificates for all recyclables from the U.S. through June 4, 2018. Because all loads shipped to China must be certified, recyclables will not be able to be shipped from the U.S. to China during this time. In other words, regardless of the material bans and the 0.5% contamination limit, no recyclables will ship from the U.S. to China for at least the next month. It is apparent that China will not be easing up on their import restrictions soon.

Impact of this Latest Announcement

The suspension of U.S. imports into China adds additional pressure on global markets, which ultimately impacts recycling programs in communities across the U.S. Some of the material that was being shipped to China (cardboard, some newspaper, sorted office paper) will now compete for the same markets that have been established for lower value mixed paper. Inevitably, some paper will likely be left without a market.

With this latest news, commodity pricing continues to fall. We have seen a 50% reduction in commodity values in the past several months, while processing costs have increased. Every community and every recycler is impacted.

Keeping the Focus on Quality

Alternative markets - domestic and export - require high quality recyclable materials with little to no contamination. Waste Management (WM) is focused on reducing contamination to help move materials to end markets. Given continued market volatility, we must all work together on solutions. We all have a role - and a responsibility - to make recycling successful.

THE BATTLE TO REDUCE RECYCLING CONTAMINATION

The sustainability of all recycling programs is dependent upon collecting high quality recyclable materials free of unacceptable materials. From an environmental, economic and safety perspective, addressing the quality of recycling is imperative and we must tackle this together. Here is what WM is doing, and how you can help:

- Waste Management's education and outreach program, [Recycle Often. Recycle Right](#)® website has tips and tools to help customers reduce and eliminate contamination. Practice and share these tips!
- We continue to invest in technology to process cleaner material, more efficiently. Send us clean materials!
- As allowable, WM will enforce contract provisions related to contamination to the fullest extent. We will also work closely with our customers to adjust the current recycling business model to reflect today's marketplace. We are seeking cost recovery as allowed, charging for contamination and amending contract language. Let's work together to eliminate contamination and make recycling work!

Resources for Recycling Industry News

[Recycle Often. Recycle Right.® Newsroom](#)

[WasteDive](#)

[Waste360](#)

[Resource Recycling](#)

[Waste Today](#)



THINK GREEN.®



**RECYCLE OFTEN.
RECYCLE RIGHT.™**



**RECYCLE ALL
BOTTLES, CANS
AND PAPER**

*RECICLE
BOTELLAS,
LATAS Y PAPEL*



**KEEP ITEMS
CLEAN & DRY**

*MANTENGA
LOS ARTÍCULOS
LIMPIOS Y SECOS*



**NO PLASTIC
BAGS**

*NO META BOLSAS
DE PLÁSTICO*

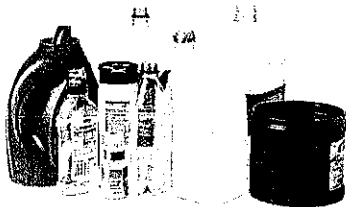


**ALWAYS RECYCLE
RECICLE SIEMPRE**



All CRV Materials Accepted

Se aceptan todos los materiales CRV



Plastic Bottles, Jugs & Jars

Botellas, jarras y tarros de plástico

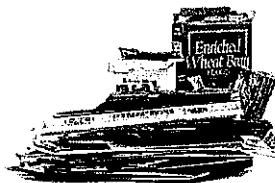


Aluminum/Metal Cans

Latas de aluminio / metal



**ONLY
solamente**



Flattened Cardboard

Cartón aplanado



Clean & Dry Paper

Papeles limpios y secos



Glass Bottles & Jars

Botellas y frascos de vidrio



CUSTOMER SERVICE:

Servicio al cliente:

(209) 532-1413



DEPARTMENT OF RESOURCES RECYCLING AND RECOVERY

1001 I STREET, SACRAMENTO, CALIFORNIA 95814 • WWW.CALRECYCLE.CA.GOV • (916) 322-4027
P.O. BOX 4025, SACRAMENTO, CALIFORNIA 95812

May 8, 2018

In light of recent changes to China's import policies, I'm writing to share an update on California's recycling markets, answer questions regarding jurisdiction compliance, emphasize the importance of health and safety at solid waste facilities, and discuss what lies ahead. On May 4th, China stopped accepting any imports of recyclable materials from the United States for one month. This decision follows China's implementation of its National Sword policy on March 1st, banning the imports of 24 categories of scrap materials including low grade plastics and unsorted mixed paper, and setting strict contamination standards for allowable bales of recyclable material. The exporting of recyclable commodities to China, primarily our traditional curbside materials, has historically been a key component of California's recycling infrastructure. Approximately two thirds of curbside collected material is exported to foreign markets. In 2016, 62 percent of the exported recyclable materials were sent to China. However, China's implementation of National Sword is a major disruption in recycling commodities markets, a signal that California can no longer be primarily reliant on exports to manage our recyclable materials.

These new policies provide California with an opportunity to take a couple of important steps: first, to reduce our waste, and second, to work together to build infrastructure and domestic markets to successfully and responsibly manage our recyclable materials. Each of these will take investment and collaboration across state and local governments, the solid waste industry, manufacturers, and rate-payers. These are critical steps to improve the environment and economy here in California and beyond, although they will take time.

We're already witnessing the effect of China's new policy. Material flow is significantly disrupted and the economics of recycling are unfavorable for many recyclable commodities, challenging what recycling means to Californians.

This letter is intended to address concerns I have been hearing from local governments and industry about the impacts of China's import policies. I would like to reassure local governments that we have existing statutory policies to address the impact of markets when determining whether or not a jurisdiction has made a good faith effort to implement its diversion programs for compliance with AB 939. I am aware that facilities are having a hard time moving recyclable materials and are keeping them on site in significant quantities. If facilities are temporarily storing materials for longer periods, public health and safety should be their number one priority. Finally, looking toward the long-term, we will need more domestic infrastructure to manufacture products using California's recycled content feedstock. This valuable infrastructure will not only support the domestic recyclable commodities market but also support SB 1383's goal to reduce disposal of organic waste by 75 percent.



programs. If a jurisdiction has not been able to implement a commercial recycling program that is appropriate for the jurisdiction and meets the needs of its businesses, CalRecycle looks at a number of factors in assessing whether the jurisdiction has made a good faith effort to implement these programs. These factors include the impact of markets and the efforts the jurisdiction has made to investigate local and regional marketing options and recycling opportunities with the private sector. More specifics can be found in the CIWMP Enforcement Policy Part II, page 22 re: MCR and 28-29 re: MORE, and PRC 42649.3(i)(5) and 42649.82(h)(6) and 14 California Code of Regulations §18839.

Health and Safety Considerations Associated with Storage

We understand that National Sword is causing back-ups and longer storage times of processed recycled materials at solid waste facilities and recycling centers. Solid waste facility operators can discuss potential permitting options or request a Solid Waste Local Enforcement Agency to grant a temporary waiver of storage restrictions. The waiver would allow additional amounts of recyclables and longer timeframes to store recyclables at the solid waste site as long as the additional storage does not create public health and safety or environmental issues. The process for requesting and processing a temporary waiver is found in state solid waste regulations. In addition, public health and safety is a priority at solid waste facilities and recycling centers. Several industry sources have published best management practices for the storage of baled recyclable materials. We've provided a synopsis of these practices below:

Have a Storage Management Operations Plan describing procedures for receiving, storing, and shipping baled recyclables.

- Unload baled recyclables by forklift and stack in a specific storage area in a configuration that provides for long-term stability. If applicable, stacked bales may be overlapped or staggered to improve the stability of the stacks. Height of the bales should be no greater than four bales high.
- The bale storage area should allow forklift operators to safely move materials and allow for the safe loading of trailers that are picking up bales of materials.

To prevent contact with storm water, and to control vectors and nuisance, the following may be employed:


- Limit bale contact with the ground (e.g., on pallets and/or tarps)
- Maintain facility cleaning, housekeeping and litter control
- Remove putrescible material, if observed
- Maintain heavy equipment to ensure no oil or fuel leakage occurs; clean up spills or leaks immediately
- Establish a first in/first out material handling process
- Where necessary, place berms or other structures to divert storm water from coming into contact with bales

Fire Hazard Mitigations:

- Consult with your local fire district to employ fire hazard mitigations
 - Keep adequate heavy equipment available on-site: (e.g., front loaders, bulldozers, water trucks, bobcats), fire hoses, dedicated fire pump and water tanks, and fire extinguishers.
 - Identify a maximum size of the storage area including length/width/height.
 - Maintain appropriate spacing between piles and the perimeter, maintain fire lanes
 - Inspect piles daily for potential fire hazards
 - Monitor pile temperatures at least once a week
- Coordinate with the Local Enforcement Agency and any local or state authorities responsible for the regulatory oversight of the facility.

Next Steps

CalRecycle will host a workshop in Sacramento in early June to encourage dialogue and share information about the impacts of China's import policies. Workshop details will be posted on our [National Sword website](#). We will use this convening as an opportunity to discuss changing market dynamics, impacts on facilities, domestic capacity for processing and manufacturing using recycled content, and to identify other short and long-term solutions to the current recycling challenges. This is not the first time the international recycling commodities market has faced a major disruption and it won't be the last. California must capitalize on these disruptions and turn them into an opportunity to strengthen our environmental resilience and our economy. This will require us to reassess product design, materials collection, and processing systems. I look forward to working with you to build a more sustainable recycling infrastructure in California.

A handwritten signature in dark ink, appearing to read "S. Smithline", with a long horizontal flourish extending to the right.

Scott Smithline
Director

7/2/18

Closed 4:00
Direction to Staff
Reg 5:00

Mark
Payback

A.

B.

C Approval of Agenda

D. 1. Res 07-02-2018-A MS certify

Matt/Mark (MSP)

MT Oaths

3. Matt/Colette Jim Mayor - 2 yr term

No PC (MSP)

4. Confirm Mayor Pro Tem 2 yr term

Matt Hawkins

Mark/Colette

accept Mayor Pro Tem rec.

No PC (MSP)

assumed seats

E. MS called Roll of new members

F. Outgoing Mayor read Proc been a pleasure and don't
be stronger
Matt - Great 2 yrs - enjoyed debates, business knowledge
instruction, restraint and useful comment

Colette - Looks forward to meeting w/him on downtown
matters

Tim - Pleasure - commitment for downtown

Jim - Sorry to miss on the Council - stay in touch

Elio - TY to Tim, Dept Heads, all Staff

more than helpful

TY to all Council - Jim not going
away - will be here to "bug you guys as
much as you need bugging"

8. Pub Comment

Elmer L. downtown prop historic — house

Another Xwalk ~~an~~ accident + Elkin St.
Vision Plan does not address that Xwalk

385 sig. ^{Petition} stating they do not want the
St.

Dona Vakareza, Son High School District School's

Transportation greatly

Plans for intersection significantly impact
the ability to get student to and from

Barbara Dressler - Grand Jury Report

5:25

~~TC~~ not allowed to

there
were
several
of them
get them

allowed to accrue 70 hours of vacation

TCEDA be suspended

until audit

actual operating procedures are confirmed

Need more oversight and restraint

Take Grand Jury rec seriously

Ken Perkins report be released, GJ

5:28

Tozer
David Foster, Son School Dist ^(asked to speak on actual agenda item)

Derrick Nunes Phone Smart neglect on business owners ^{and overlooked}
did not want curbs
lack of consideration for business owners input

H. Conset Cal - Connie/Plummer
Pub Comment on None (MSP)

4-1
I.B. Change man/Connie (MSP) Such abstain

I. none

J. none

K. I. Darrin Grosi

- in development for 6 mo
- a # of ^{Pedestrian} accidents @ crosswalks

TCTC allocated funding to hire consultant to work on

Mark Ryback - Wood Rogers & Associates

options, get Pub input

helped Council w/ grant app

looked at Vis Son Plan - put forth a variety of ideas at a public mtg - and did presentation at Merchants Mtg

- pedestrians had to be seen
- ^{need} add ramps
- lights/sign impede vision
- side st xwalks not
- parallels can be upgraded

Exhibits

5:40

Focused on 6 locations

improving Xwalks on side streets w/ curb extensions

runway lights

improved curved radius to allow for better vision

~~has required to cross over~~

Visual rendering of how

Jim: questions: lights Technical questions for engineer ^{the} guy
drainage inlets ^{grates} may have to be installed to
eliminate ponding

Will be explored in design stage

Jim How many parking spaces eliminated?
a few parking spaces
may be able to

Collette - how choose 6 Xwalks Echin

looking at the gap that didn't have other projects

Darrel Grossi - 6 parking spaces the meeting area between
Council & Caltrans

Will look at opportunities to add other parking spaces
for those lost - each location will be individually
designed

Mark - repair ~~repair~~ surface - is there added cost
Plan rep guy - discussed how repair could work

Jim - who resp

BT Tim

Caltrans rightway extends to flowline of the curb

Daryl take on maint. of added xwalks and curb extension

Matt - water?

Guy - Tap into water lines

Matt Does not want to spend

Connie - does not include the placement of the sidewalks - Does this work trigger ADA access

Tim - will need to check into

Daryl Public outreach process - did not do a specific mtg w/ the Schools -

S:SS Connie - cost analysis - rec is to remove the light poles to improve visibility

Guy - yes

Connie - proj going to V/S Design Comm for final before submission of grant app

Daryl - applic about 60% complete - due at end of month

Jim -

Tim - The concept has been reviewed thru pub input process
After grant is approved then will go thru pub input process

a scope of work w/ pub participation process
many opportunities for the public participation process

Marking process - presenting
appropriate

Darin - Will be put before the TCEC
P.C. limited to 5 min

Exhibit

Elena - Vision Sonora Like a face tattoo for
The City

and pictures bulbouts in James town

Take time - not piecemeal

Lauri Lehman - believes that

have been doing their due diligence, have reached out
saw benefit of bulbouts

Downtown merchants we have a problem w/ downtown safety

Why not partner w/ CTCR to get \$ for dtn Sonora

Sharon - Tual Heritage Comm

has spoken out that we don't

Hoped that bulbouts only have 1 old fashioned
tree

Should not be a project that guids the lily

2 parking places lost at ~~the~~ each intersection

Not a fan of flashing lights at Xwalks detracts
from old fashioned look

Street trees w/ no landscaping

cannot be sustained by P&W Dept

modified to just street trees - save many

valuable p. spaces on Wash St.

David Tozer Son School District, what they do w/ their buses then Council decide what to do - reviewed all bus routes w/

- 1) busses make R turn on Wash St to Bradford ~~for~~
- 2) ~~bus left on che~~

→ aware that at least 2 busses on Wash St 2x day
Derrick Nares - over complicated solution to what they first proposed - Lighted Xwalk

Vis Son Desig Comm mts

1:30 2nd Tues of month

He has heard of negative feed back

David Morgan - 60% of the info

Lighted Xwalk - lights stay on w/ time delay
will impact ^{vehicle} movement

Council:

Matt read into record - Mary Ann Wright

- Sidewalk extension trees planted in ground w/ grates
tree in pot stunted w/ large pot
- keep as clean and simple as possible - leave streets where gridlock.

Connie - not designing tonight

Matt - has meet w/ many businesses

agrees w/ Sharon, simple and small w/ one tree
asked Sharon: any historic sidewalks

Sharon - Dambacher's Law office - slate sidewalk which was ripped out - ~~often~~ iron shutters become part of the storm drainage

Mary Ann Wright
532-8767

6:22

Sharon - Flashing sidewalks deter from a beautiful historical downtown

Connie - in favor of trees, but need to know if dirt
- concerned about parking hope more definite plan for lost spaces - assuming this will come in the future

Jim ^{concerns} - difficult to turn down after the fact - there is intent ^{applying for and} getting the Grant

- do things that keep people coming
- very concerned how final designs come out
- simplify bulbout

6:24

Colette - can change intent when rec the grant
~~Connie~~ ^{this is} a way to get trees

Matt - we have to do something, but we need to keep historic

Mark - Conceptualize 1-2 bulbouts, too heavy to do all the corner - simplify
Changed the feel of Wash St completely

Jim - Mr. Morgan mentioned how long lights ~~are~~ keep going
Engineer ^{Guy} ~~City~~ 1 1/2 seconds per foot

Mark - preferred method

Connie - ~~Grant App~~ when does award take place and when ^{are environmentalists so far out}

Daryl - Sometime in early fall

Jim - 6 locations -

Daryl - a lot of latitude on design issues

Grant as soon as taking safety controls -
Will reward on aspects of safety

Motion
Connie - as on agenda / Mark
~~Waste~~ (MSP)

2. Res 07-02-2018-B Tim

contaminate fee w/ education process w/ citation process
Joe Catalago Waste Mgmt global scale
recycle industry in a crisis - China not
receiving any more as of May ^{at least} 57% don't want it.
Trying to find a program that works
Program before Council

Three Education tag
" "

Then a charge

Behavior changed

Joe Outreach process

Connie - Concerned about City cans - how will this be treated

Joe: ~~align~~ align thruout County what is recyclable

6:40

City County ^{be aligned} have a simple approach

Connie - plastic bags ok? Joe: They are ok

Matt -

Joe - AB 341 recycling

goal
Organics Law - food waste law - City has exemption

Change at the forefront w/ the customers w/ education
P.C. none

Connie/Matt

↓ doesn't like extra fees (MSP)

L. none

M. None

N. None

O. Arnee Engine employed to County Fire in Yolo Co.
~~4 Engines on street~~

Tim - Safe and save July 4

Update street light replacement ← just say this
1/2 between Church & Restano

PSE is managing well

Matt - TY to children

TY to former Mayor Wams for being an example

Connie - TY to Miller for perseverance on street lights

- Mayor sign letter of app to PSE

- Char Merchants mtg -

Tim - all Committee appointments and assignments w/be

Connie - LCC Sept 12-14

- Sharon brought up National Registry of Historic Places

- Putting Son on There ~~are~~ is tourism programs
where people go and see all these places
Benefit to look into

Colette - Happy to be here

Connie - Honor to be Mayor - 3rd woman

Respects all Councilmembers and the Voters

Adj 7:02

16th

Connie - ^{wishes all the best in the future}
come back and see us

Matt - ~~his~~ his
business knowledge
has really helped him

Marks comments re Segorini:

TY very much for instruction, restraint and the very
useful comments

Tim - ^{his commitment to downtown}
will be hard to replace, but enjoyed the four years
working with him and looks forward to his continued participation in the
issues that matter most to him.

Jim will miss him on the Council and hopes he stays in touch

Vision Sonora is like a face tattoo for the city. It sounded like a cool idea when someone suggested it. But it's permanent and something you'll regret doing further down the line.

I'm Elena Linehan, property owner in downtown Sonora. I first came to Sonora as your Main Street Manager to help revitalize the downtown.

During our time we hosted monthly retail events, established the farmers market, purchased our Christmas decorations and saw the downtown go from 27 vacant store fronts to two. So I know of whence I speak.

Here we are on another holiday week discussing vast changes to our downtown. You typically hold this on a Tuesday night after a three day weekend when few are in town to see the notice on late-Friday afternoon or early-Saturday.

Under Connie Williams' leadership, the Vision Sonora program has been designed to discourage disagreement. I hear from business owners who tell me the city's approach to include them consists of e-mails twice a month announcing meetings that they can't attend while their shops are open.

Matt Hawkins made a campaign promise that he would convene a workshop for the people supporting Vision Sonora to meet with those who oppose it. That hasn't happened yet.

Jim Garaventa says these downtown design issue need greater discussion, but here we are again, with a looming deadline to submit a grant and no discussion of the greater impact.

Because you should discuss how the turning radius for large trucks, school buses and recreational vehicle will force these vehicles to drive into oncoming traffic.

The proposal before you says that this will have to be resolved in the final design.

Gee that's swell! Why create a greater danger while trying to solve another?

Why wait? Why not find a solution first? Let this grant cycle pass by until we can find the answer. There will be other grants available.

Some people have unkindly said that this is the city's "quest to garner money."

Or as one person said to me, "Something happens to people spending someone else's money. They just go nuts."

It's hard to argue with their thoughts when we see how the City Council's approaches the problem.

I've brought pictures. Here are the bulb-outs in Jamestown. I've reported to you in the past on the high number of tire marks on their bulb-outs. Now I bring you pictures of great chunks of concrete knocked off the bulb-outs by vehicles. This is the future that Vision Sonora promises the city residents.

If you don't believe me, take a look at the landscaping that you have trouble maintaining across from the High School.

But you are not alone in seeking this grant funding. There was an interesting editorial in Sunday's Modesto Bee discussing the same issues you are considering here tonight.

Their comment was that what they called "pregnant sidewalks" seemed more gimmick than necessity. And they questioned whether the city was trying to make it harder to drive downtown.

Don't do this. Take more time and have more open and honest discussion.

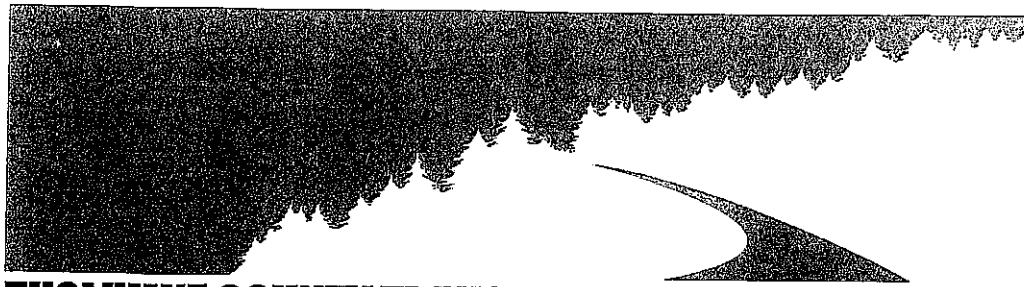
Wait for a time when you have agreement on what you really want to see downtown and not piecemeal at an urgent pace to meet a grant deadline.

Hold a special session where these concepts can be discussed with the larger view of what needs to happen downtown. Don't be surprised if you hear more about sidewalk and road repairs than the Disneyland approach.

To those of us who have sought out a life in rural California, the proposed changes of Vision Sonora smack of urban strip mall design and we don't like it.

I'll leave a copy of my comments with the City Clerk to include with the minutes of the meeting.





Michael Ayala
Chairman

Darin Grossi
Executive Director

TUOLUMNE COUNTY TRANSPORTATION COUNCIL

June 25, 2018

City Council Members
City of Sonora
94 North Washington Street
Sonora, CA 95370

Subject: Consider signing a Letter of Intent to partner with the Tuolumne County Transportation Council to submit a joint Active Transportation Program Grant application for Cycle Four for the Washington Street Improvements Project based upon the conceptual design presented.

Dear City Council Members,

After an extensive community outreach effort, in December and January, TCTC staff has worked with our consultant Wood Rodgers Inc. to draft a preferred concept based upon the community and City Council input. Our consultant Wood Rodgers has drafted a corner bulb-out design with Caltrans input for the SR 49-Washington Street/Bradford Street Intersection (Attachment 1).

This draft bulb-out proposal for the intersection of Bradford/Washington Street would similar design to the other 5 crosswalk intersections in the project area boundaries including Theall Street, Linoberg Street, Jackson Street, Dodge Street, and City Hall Crosswalk. This bulb-out will extend the sidewalk and curb along Washington Street and will shorten the distance pedestrians will have to walk in the crosswalk. The extended sidewalk and curb will improve sight distance for automobile drivers so they can see pedestrians who are about to cross the intersection. The Active Transportation Program (ATP) Grant Application provides points to projects that provided safety countermeasures.

Regarding, the proposed in-roadway lights in the crosswalk, Caltrans is requiring TCTC to follow the California Manual on Uniform Traffic Control Devices (CA-MUTCD) in order to justify the lights. The CA MUTCD states that a pedestrian count must be performed with 40 people crossing per hour for at least two hours per day. On Friday April 27th and Saturday April 28th Wood Rodgers performed six pedestrian and bicycle counts at the six intersection/crosswalk in Downtown Sonora that are within the project area boundaries. All six intersections met the warrant for the Saturday counts and four of the six intersections met the warrants for the Friday counts. TCTC will propose all six in-roadway lights in the ATP application.

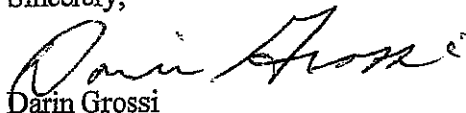
Wood Rodgers has created a bus/truck turning movement diagram, which shows that 40 foot trucks/bus cannot legally make right turns from Bradford Street onto Washington Street without crossing into the adjacent lane (Attachment 2) under existing conditions. The narrow streets are part of the charm of Downtown Sonora and help provide a walkable environment for pedestrians. In order to accommodate 40 foot wide turning radius for trucks, a significant amount of right of way would be required including removing buildings. Accommodating 40 foot trucks/buses is not a Context Sensitive Solution for the Downtown Sonora intersections within the Project Area Boundaries. Caltrans understands the predicament and has stated that the local agency will need to apply for a design exception to avoid having to accommodate 40' school buses in the final design.

The California Transportation Commission (CTC) released the call for projects for Active Transportation Program (ATP) Cycle Four on May 18th and the deadline to submit projects would be on July 31st.

On March 22, the TCTC and the consultant presented the proposed conceptual design to Caltrans functional units at District 10. It should be noted, Caltrans representatives gave 100% support for the project at the meeting. A Letter of Support from Caltrans District 10 is included as an attachment. On May 31, the TCTC staff met with the Police Chief and the Fire Chief and presented the proposed conceptual design. It should be noted, the chiefs supported the project.

At the April meeting, the Visions Sonora Committee unanimously recommended directing the consultant to submit an Active Transportation Program Grant Application for Cycle Four.

Sincerely,



Darin Grossi
Executive Director

CC: Tim Miller - City Administrator
Rachelle Kellogg - Community Development Director

Attachments:

1. Draft Intersection Bulb-Out & In-Roadway Lights- Washington Street/Bradford St
2. 40 Ft Bus/Trucks Turning Movement Graphic - Washington Street/Bradford St
3. Letter of Support - Caltrans District 10
4. Letter of Intent - City of Sonora
5. Preliminary Draft ATP Grant Application

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-5266
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

April 18, 2018

APR 25 2018

Mr. Darin Grossi
Executive Director
Tuolumne County Transportation Council
2 South Green Street
Sonora, CA 95370

Dear Mr. Grossi:

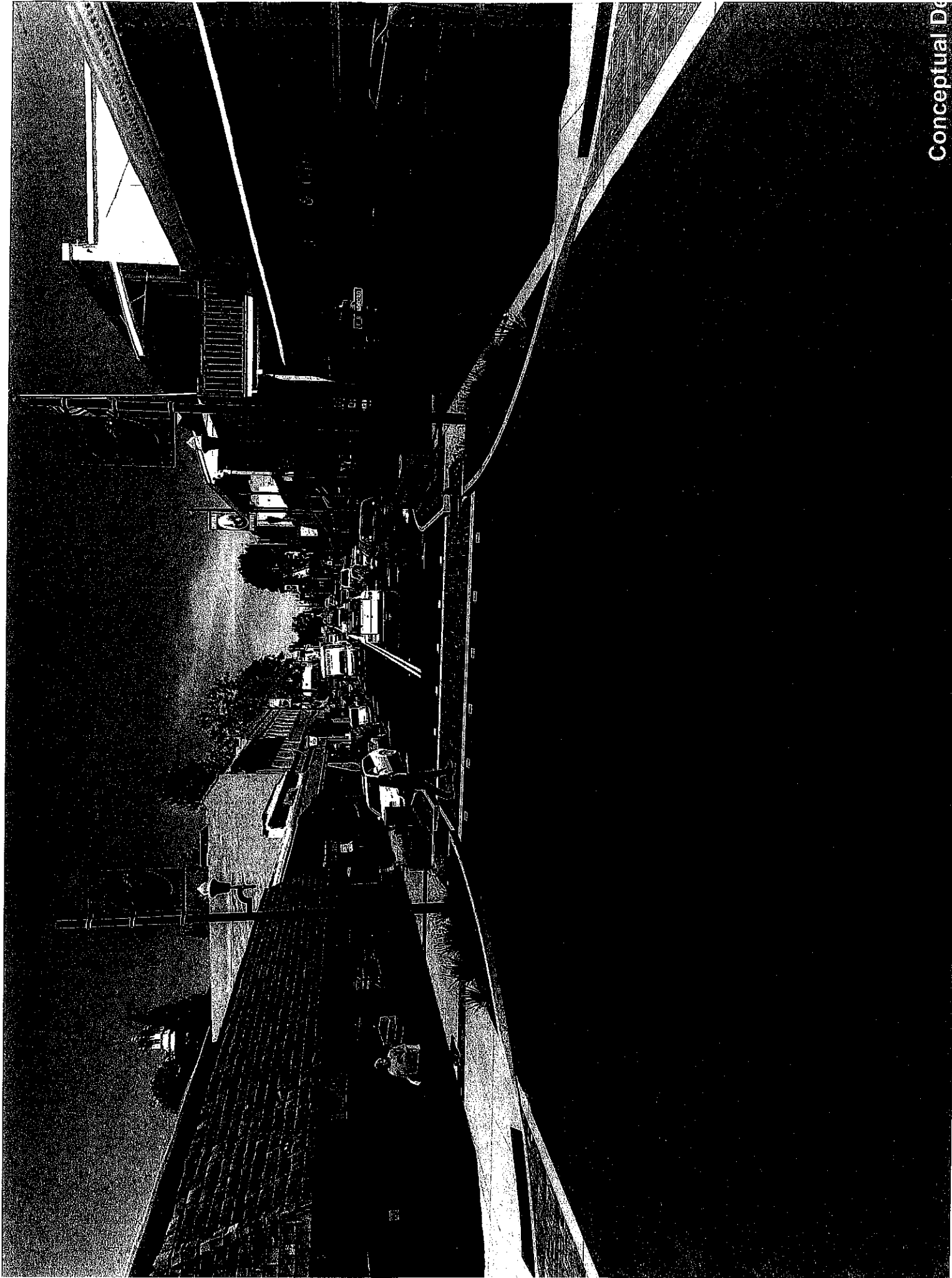
The California Department of Transportation (Caltrans), District 10, is in support of Tuolumne County Transportation Council (TCTC) application for the Active Transportation Program (ATP) Cycle 4 on Washington Street, State Route 49 in downtown Sonora. Caltrans supports the conceptual design for pedestrian improvements presented by TCTC and Wood Rodgers Consultant on March 22, 2018. The project would support Caltrans goals of promoting transportation safety for all road users and community health within the State Highway System through active transportation. We understand that the scope of the project is still in the conceptual stage, subject to further studies and review in the project development and design phase. We look forward to continuous collaboration and cooperation between Caltrans, TCTC, and City of Sonora in developing the project that meets the community needs.

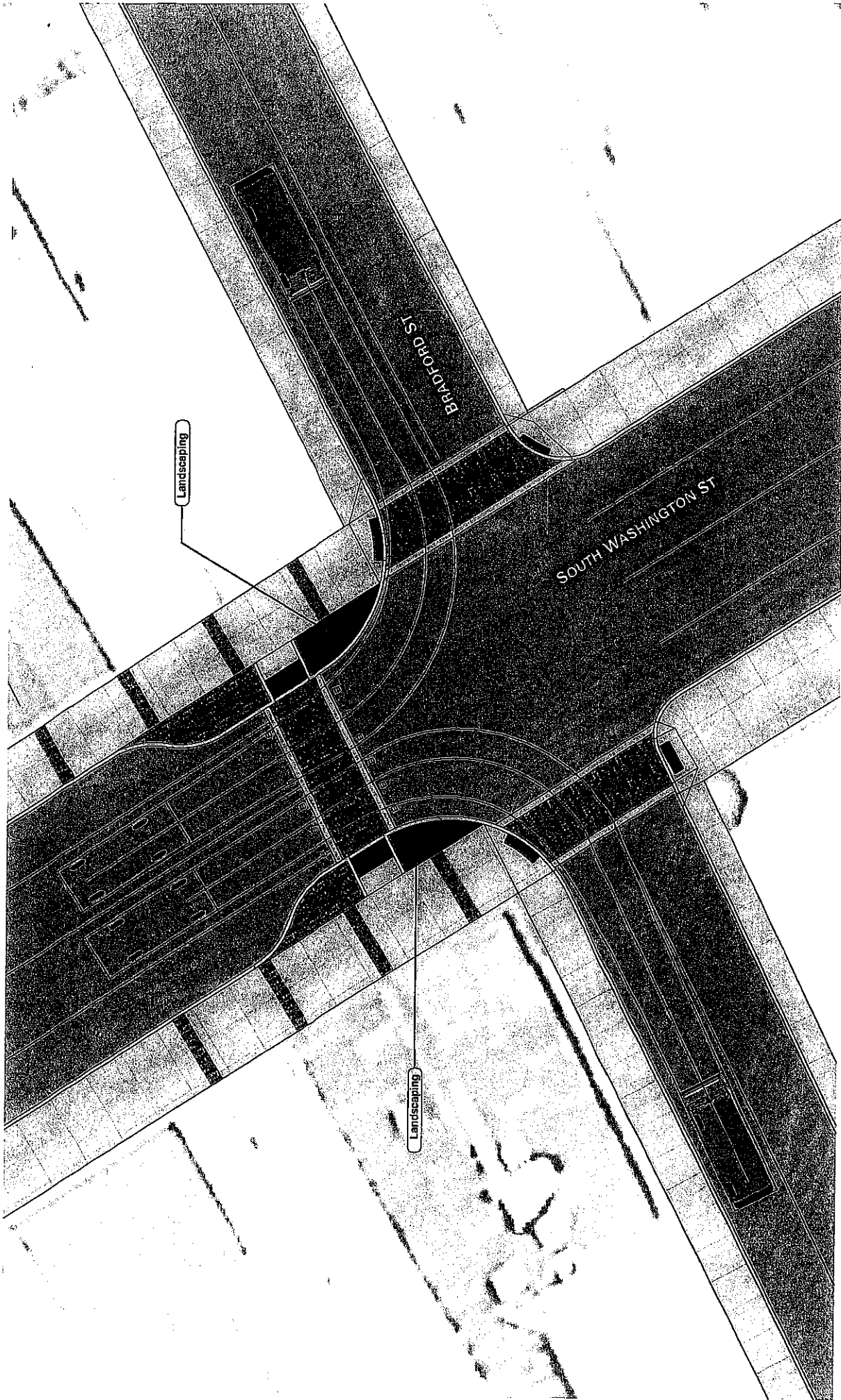
If you have any questions, you may contact Samuel Jordan, Deputy District Director, at (209) 948-7883 or by email at samuel.jordan@dot.ca.gov.

Sincerely,

DENNIS T. AGAR
District 10 Director

- c: Samuel Jordan, Deputy District Director, Maintenance and Operations
Ken Baxter, Deputy District Director, Planning, Local Assistance and Environmental
Vu Nguyen, Chief, Traffic Operations
Sinaren Pheng, Senior Transportation Engineer, Traffic Operations
Larry Hernandez, Chief, Traffic Safety





SCHOOL BUS TURNING MOVEMENT

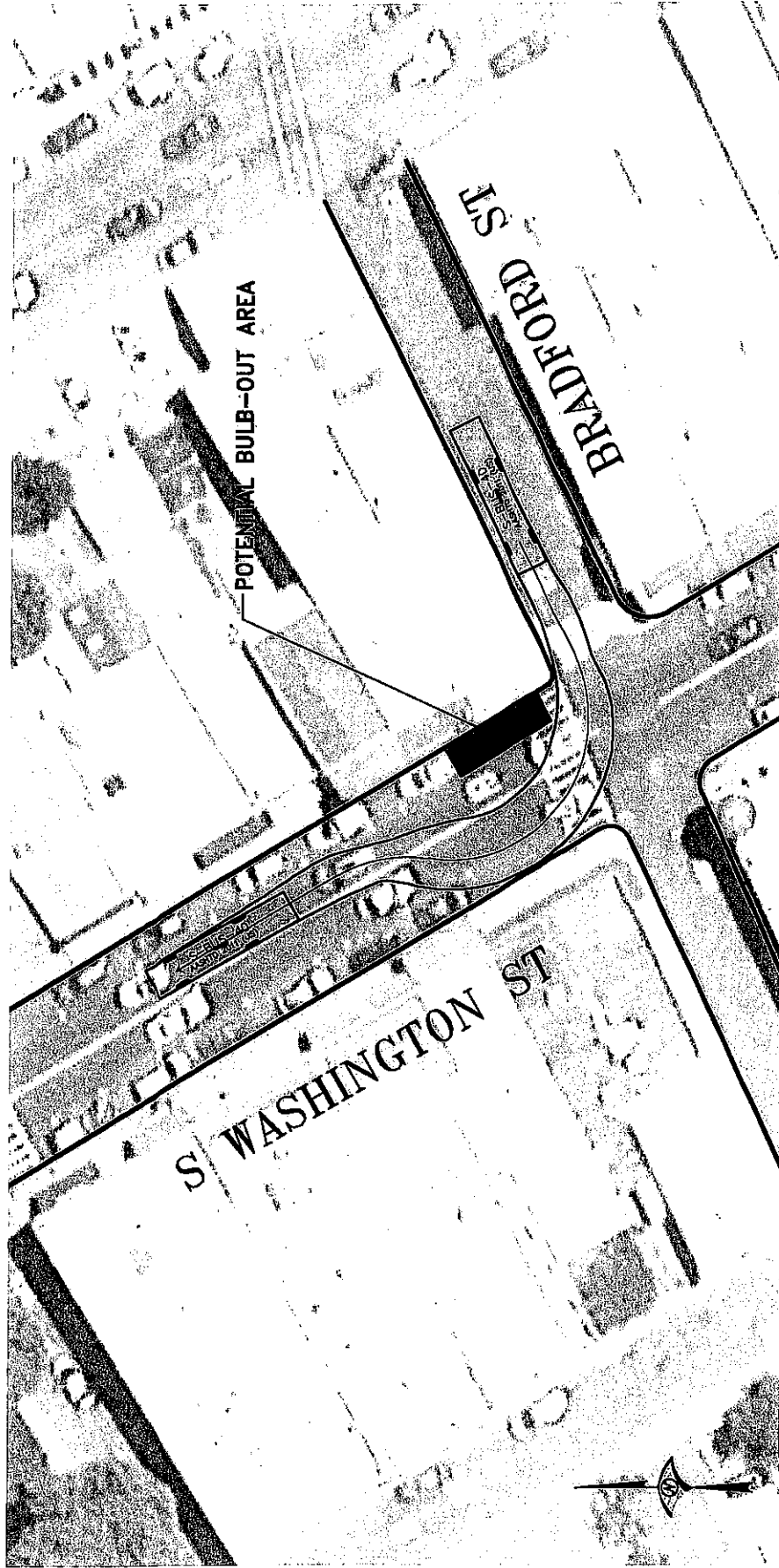
S WASHINGTON ST & BRADFORD ST

TUOLUMNE COUNTY

SONORA

CALIFORNIA

JANUARY 2018



40' 20' 0 40'



SCALE: 1" = 40'

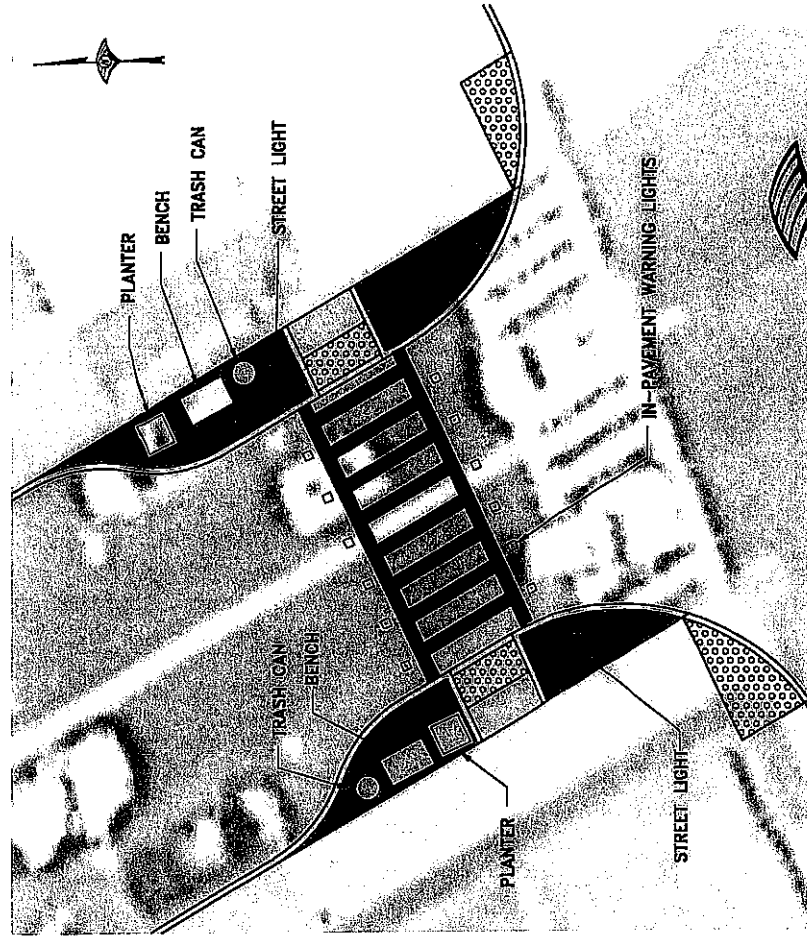
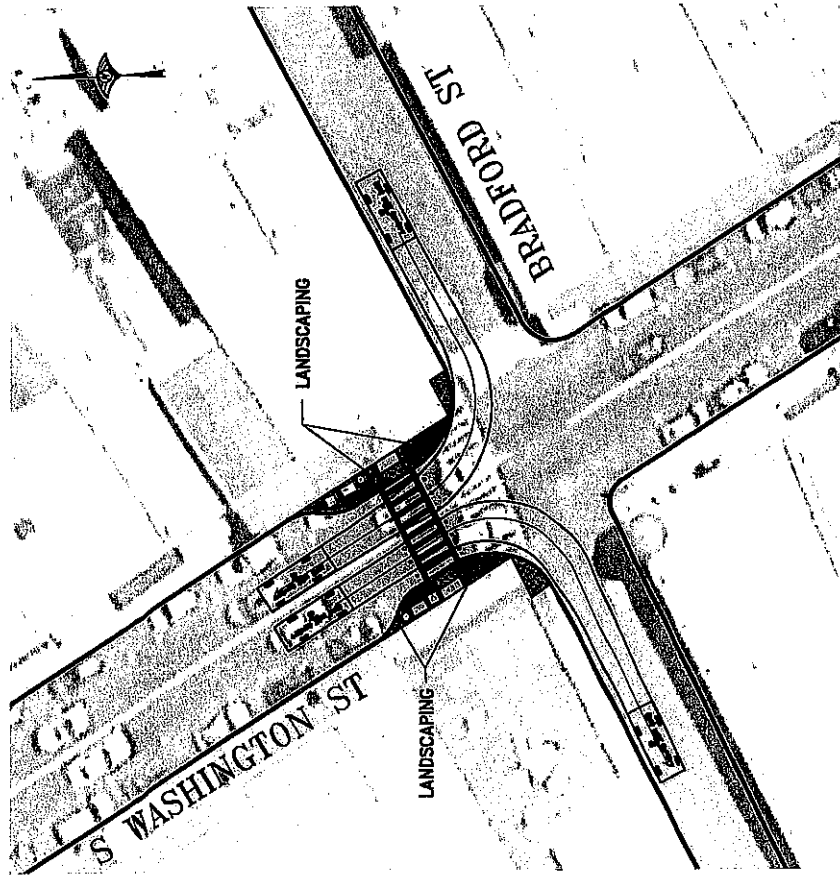


WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

PASSENGER VEHICLE TURNING MOVEMENT AND BULBOUT DETAIL
S WASHINGTON ST & BRADFORD ST
 TUOLUMNE COUNTY

SONORA CALIFORNIA
 FEBRUARY 2018

30' 15' 0 30'
 SCALE: 1" = 30'



10' 5' 0 10'
 SCALE: 1" = 10'

WOOD RODGERS
 BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
 3301 C ST, BLDG. 100-8 TEL 916.341.7760
 SACRAMENTO, CA 95816 FAX 916.341.7767



NOTES





A Collection of Community Trends from the Community Design and Mobility Workshop December 14, 2017

Community Input Trends:

#1) Improve Cross Walks

- 100% of comments in support of (approx. 15 comments received)
- Add runway lights (almost all comments in favor of, few comments about maintenance issues)
- Add colored pavers or brick to cross walks
- Improve lighting

#2) Corner bulb-outs

- 75% of comments in support of (approx. 16 comments received)
- Opposition (concerned about street width and bulb outs too large)
- Use historic brick
- Comments regarding sizing the bulb-outs correctly
- Use to shorten cross walk length by the Red Church

#3) Mid-Block Bulb-outs

- 60% of comments in support of, 40% opposed (approx. 14 comments received)
- Opposition was mainly concerns of losing parking

#4) More Parking

- 90% of comments in support of (approx. 12 comments received)
- Comments supported the following:
 - One-way street with parking (4 out of 5 comments in favor of)
 - Build new parking garage or off-street lot (3 comments)
 - Increase parking off-street before removing parking on main street (4 Comments)

#5) Improve Pedestrian/Street Furniture

- 100% of Comments in support of (approx. 8 comments received)
- Fix placement of street furniture
- Need more street furniture
- Add more outdoor seating for restaurants

#6) Add Landscaping

- 80% of comments in support of (approx. 6 comments received)
- Type of landscape is important
 - Olive Tree (Evergreen)
 - Roots could damage utilities
 - Ongoing maintenance

#7) Improve Sidewalks

- 100% of comments in support of (approx. 5 comments received)
- Improve damaged sections
- Create uniform sidewalk with current brick/concrete to keep historic feel

Other Trends with less than 5 Comments

- Keep historic feel of main street/Sonora (4 comments)
- Improve pedestrian safety near high school (3 comments)
- Implement a truck route to remove the truck traffic from main street (2 comments)



Elena Linehan, downtown property owner of the historic Burnham home of Linoberg Street.

I read in the Union Democrat that there's been another vehicle / pedestrian collision on the Elkin Street crosswalk.

It reminded me that our previous Police Chief pointed to that crosswalk as one that needs to be addressed for safety sake.

The city is currently using tax payer's hard earned money to pay a design firm to redo the Red Church intersection.

Unfortunately, the favored design addressed every crosswalk at that intersection expect for the Elkin Street where the danger lies.

This City Council is so in love with the Vision Sonora plan that they are willing to put a park out in the middle of the street while turning a blind eye to what must be addressed at the Elkin Street crosswalk.

We are often told that Vision Sonora is not the City Council's plan, but one that sprang from the people. Yet decisions are made by a small group. They point to input at a workshop of 100 to 200 people (the number varies depending on who you talk to), while the city ignores a petition with signatures of 385 people stating that they do not want Vision Sonora with the loss of parking and street closures.

Collette is new to the council, so I brought her her own copy of that petition. You'll likely to see some familiar names in the listing.

Please remember as you making plans to Disney-fy the downtown,

Pretty pink sidewalks do not increase safety.

Petunias won't protect you.

I'll leave a copy of my comments with the City Clerk to include with the minutes of the council meeting.

June 30, 2018

To: Connie Williams, George Segarini, Jim Garaventa, Mark Plummer, Matt Hawkins

From: Barbara Dresslar

Re: Grand Jury report on TCEDA

The report from the Grand Jury on TCEDA is damning for your irresponsible oversight of city funds and permitting no transparency of TCEDA procedures.

1. Connie Williams and George Segarini, for years you voted funding for TCEDA despite your representing the City of Sonora on the TCEDA board with foreknowledge of Larry Cope's unethical management of TCEDA. In addition, you voted funding for TCEDA in the current budget despite Cope's refusal to provide documentation, and now maintain you are absolved of your responsibility as a TCEDA board member to protect city funds. TCEDA's misuse of funds makes your focus at your last meeting on finding \$27k for a Resource Officer a farce.
2. TCEDA had not been reviewed since 2009 during which time you ignored your duties as custodians of community funds.
3. George, last Monday you stated Larry Cope 'did a good job', knowing you had no evidence to support that, and now a 183 page Grand Jury report confirms you approved how poorly Cope managed TCEDA.
4. Larry Cope must be removed immediately as charges are investigated against him for misuse of city funds and a long list of illegal practices. It is criminal, and I mean that in the sense you are complicit, that you allowed him to approve his own travel and expense reports, paid him for a month he spent in England and allowed him to accrue and then paid him for 720 hours of vacation time, and permitted him to refuse to provide documentation of his work when it is required for government transparency and best practices by all other agencies. He is likely in violation of the Brown Act, likely in collusion with government staff.
5. TCEDA must be suspended until an audit of expenditures, investigation of misappropriation of funds, and actual operating procedures are confirmed.
6. The City of Sonora should not use city funds or attorneys of any kind to fight Ken Perkins's lawsuit requesting documentation by TCEDA of operations. The Grand Jury report provides ample evidence that the lawsuit requiring Larry Cope and TCEDA to provide documentation is valid, so the information requested by Ken Perkins' lawsuit should be provided to the public immediately.