

The City of Hanford
CALIFORNIA



City Council Meeting Agenda

February 16, 2016
6:30 PM – Closed Session
7:00 PM – Regular Meeting
Council Chambers
400 N. Douty St.

6:30 PM CALL TO ORDER CLOSED SESSION:

ROLL CALL:

PUBLIC COMMENT - CLOSED SESSION:

Comments from the public are limited to items on the agenda (GC54954.3a). A maximum of five minutes is allowed for each speaker.

CLOSED SESSION FOR DISCUSSION OF THE FOLLOWING:

A. CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION - Government Code Section 54956.9(d)(2)

Number of Potential Cases - 1

B. CONFERENCE WITH REAL PROPERTY NEGOTIATORS - Government Code Section 54956.8

Property: APNs 018-242-077, 018-242-067, 014-251-049, 014-251-050
Agency Negotiators: Darrel Pyle and Ty Mizote
Negotiating Party: Helena Chemical Company
Under Negotiation: Terms and Price

Property: APNs 012-086-007, 012-091-006
Agency Negotiators: Darrel Pyle and Ty Mizote
Negotiating Party: Family Healthcare Network
Under Negotiation: Terms and Price

Property: APNs 010-034-003, 1502 N. Brown, Well #2; 012-095-001, SE corner Irwin and Fifth St.
Agency Negotiators: Darrel Pyle and Ty Mizote
Negotiating Party: Cricket Communications
Under Negotiation: Terms and Price

7:00 PM CALL TO ORDER REGULAR SESSION:

ROLL CALL:

FLAG SALUTE:

INVOCATION:

CLOSED SESSION ACTION REPORT:

RECOGNITIONS/PROCLAMATIONS:

STAFF COMMUNICATIONS:

PUBLIC COMMENT:

This is the time for citizens to comment on subject matters not on the agenda and that are within the jurisdiction of the Hanford City Council. This is also the public's opportunity to request an item from the Consent Calendar be pulled for discussion purposes or to comment on any item on the agenda. Comments related to Public Hearing items will be heard at the time the item is discussed.

*A maximum of **five minutes** is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence*

CONSENT CALENDAR:

Consent Calendar items are considered routine and will be enacted in one motion. There will be no separate discussion of these matters unless a request is made and then the item will be removed from the Consent Calendar to be discussed and voted upon by a separate motion.

- A. City Clerk: Approve Minutes from the February 2, 2016 Meeting
- B. City Clerk: Deny claim for damages and direct the City Clerk to send out notification of such to Suzanne Macias
- C. City Clerk: Deny claim for damages and direct the City Clerk to send out notification of such to Shawn Dailey
- D. Administration: Adopt Resolution 16-06 Consenting to the Inclusion of Properties Within the Territory of the City in the CSCDA Open Pace Program; and Other Matters Related Thereto
- E. Parks & Recreation: Approve contract with Erin Bell DBA Westscapes Inc. In an amount not to exceed \$55,721.03 regarding 04-03 Tract 795 Cambridge/Vineyard Enhancement Project
- F. Public Works: Approve a Notice of Completion for the Hanford Airport T-Hanger Fascia Repair Project, and authorize the Mayor to execute, and the City Clerk to attest and file said Notice with the Kings County Recorder's Office.

- G. Public Works: Approve an additional appropriation of \$8,469.57 from Storm Drainage Reserves; approval of a Notice of Completion for the Seventh Street Catch Basin Installation Project; and authorize the Mayor to execute, and the City Clerk to attest and file said Notice with the Kings County Recorder's Office.
- H. Public Works: Purchase of one 2016 Ford F-150 pickup truck from Keller Ford, of Hanford, in the amount of \$21,998.95.
- I. Public Works: Purchase of two Ford F-250 replacement pickup trucks (cab and chassis) from Keller Ford, of Hanford, in the amount of \$43,795.80.
- J. Finance: Warrant Register

PUBLIC HEARINGS:

- A. Community Development: Adopt Resolution No. 16-07-R accepting the Pedestrian and Bicycle Master Plan

GENERAL BUSINESS:

- A. Public Works: Approve an additional appropriation of \$28,005.30 from the Accumulated Capital Outlay fund, award a contract to Clean Cut Landscape, of Clovis, CA in the amount of \$152,386.00 for the 12th Avenue and Lacey Boulevard Median Landscape and Irrigation Renovation Project, and establish a construction contingency of \$7,619.30 for this project.
- B. Public Works: Award a contract to Quinn Company of Corcoran, California, to replace diesel engines on existing City equipment (Dozer and Motor Grader) to comply with San Joaquin Valley Air Pollution Control District (SJVAPCD) standards, in the amount of \$ 201,585.39.
- C. Fire: Adopt Resolution 16-03-R adopting the Revised City of Hanford Emergency Operations Plan
- D. Administration: Authorization for the Mayor to Execute the Memorandum of Understanding (MOU) Between the County of Kings, and the Cities of Avenal, Corcoran, Hanford, and Lemoore Regarding Equitable Distribution of Public Safety Transactions and Use Tax Revenues.
- E. Administration: Discussion and direction regarding Sister City program
- F. Administration: Discussion and Direction Regarding the City of Hanford's Financial Support to the Water Infrastructure Joint Powers Authority Which Was Developed to Fight for the Temperance Flat Reservoir Project to be funded by the State Water Bonds.

COUNCIL REPORTS/COMMENTS:

ADJOURNMENT:

Materials related to an item on this Agenda submitted to the City Council after distribution of the agenda packet are available to public inspection in the City Clerk's Office located at 319 N. Douty Street, Hanford, California 93230, during normal business hours. Such agendas are also available at the city's website, www.cityofhanfordca.com subject to staff's ability to post the agenda before the meeting.

If you need a disability-related modification or accommodation, including auxiliary aids or services, to participate in this meeting, please contact the City Clerk's office, 559-585-2515, 319 N. Douty Street, Hanford, California 93230, at least 2 days prior to the meeting {28 CFR 35.102.35.104 ADA Title II}



**AGENDA
STAFF REPORT**

MEETING DATE: 2/16/2016	AGENDA SECTION: A
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SUBJECT:

City Clerk: Approve Minutes from the February 2, 2016 Meeting

RECOMMENDATION:

Approve the minutes from the February 2, 2016 City Council Meeting.

FISCAL IMPACT:

ATTACHMENTS:

020216 Minutes



**CITY COUNCIL MEETING
MINUTES**

**February 2, 2016 7:00 PM
Council Chambers
400 N. Douty St.**

6:30 PM CALL TO ORDER CLOSED SESSION:

Mayor Justin Mendes called the closed session to order at 6:30 p.m.

ROLL CALL:

Present: Gary Pannett, Russ Curry, David Ayers, Francisco Ramirez, Justin Mendes

PUBLIC COMMENT - CLOSED SESSION:

Comments from the public are limited to items on the agenda (GC54954.3a). A maximum of five minutes is allowed for each speaker.

There were no comments given.

CLOSED SESSION FOR DISCUSSION OF THE FOLLOWING:

Mayor Mendes adjourned to closed session at 6:31 p.m.

A. CONFERENCE WITH REAL PROPERTY NEGOTIATORS - Government Code Section 54956.8

Property: APNs 018-242-077, 018-242-067, 014-251-049, 014-251-050
Agency Negotiators: Darrel Pyle and Ty Mizote
Negotiating Party: Helena Chemical Company
Under Negotiation: Terms and Price

Property: APNs 012-086-007, 012-091-006
Agency Negotiators: Darrel Pyle and Ty Mizote
Negotiating Party: Family Healthcare Network
Under Negotiation: Terms and Price

B. CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION - Government Code Section 54956.9(d)(2)

Number of Potential Cases - 1

C. CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION - Government Code Section 54956.9(d)(4)

Number of Potential Cases - 1

Attachment: 020216 Minutes (1343 : Minutes 020216)

7:00 PM CALL TO ORDER REGULAR SESSION:

Mayor Mendes called the regular meeting to order at 7:00 p.m.

ROLL CALL:

Attendee Name	Title	Status	Arrived
Russ Curry	Council Member	Present	6:06 PM
David Ayers	Council Member	Present	5:45 PM
Gary Pannett	Council Member	Present	6:21 PM
Francisco Ramirez	Vice Mayor	Present	5:52 PM
Justin Mendes	Mayor	Present	6:28 PM

FLAG SALUTE:

Council Member Curry led the flag salute.

INVOCATION:

Council Member Pannett led the invocation.

CLOSED SESSION ACTION REPORT:

There was nothing to report.

RECOGNITIONS/PROCLAMATIONS:**STAFF COMMUNICATIONS:**

Public Works Director Lou Camara reported that all of the information has been submitted for an EDA grant.

Community Development Director Darlene Mata announced that a new building inspector will be starting soon. The survey regarding the downtown buildings is complete and a report will be brought back soon.

Police Chief Parker Sever discussed their new program, Hanford Area Reconciliation Project (HARP), and they are looking for volunteers to be trained and serve as mediators. The training is scheduled for March 16 thru 19.

Fire Chief Chris Ekk reported that they are preparing for a new firefighter to start in a couple of weeks.

Finance Director Tom Dibble stated that they are waiting for the audit reports.

Parks & Recreation Director Craig Miller announced the upcoming Spring Kids Fest scheduled for Saturday, March 19th.

PUBLIC COMMENT:

This is the time for citizens to comment on subject matters not on the agenda within the jurisdiction of the Hanford City Council or to comment on items listed under the Consent Calendar or to request an item from the Consent Calendar be pulled for discussion purposes. Comments related to General Business items or Public Hearing items will be heard at the time the item is discussed.

*A maximum of **five minutes** is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.*

There were no comments given.

CONSENT CALENDAR:

Consent Calendar items are considered routine and will be enacted in one motion. There will be no separate discussion of these matters unless a request is made and then the item will be removed from the Consent Calendar to be discussed and voted upon by a separate motion.

Motion to approve the consent calendar.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Gary Pannett, Council Member
SECONDER:	Francisco Ramirez, Vice Mayor
AYES:	Curry, Ayers, Pannett, Ramirez, Mendes

- A. City Clerk: Approve Minutes from the January 19, 2016 Meeting
- B. City Clerk: Approve Minutes from the January 25, 2016 Special Meeting
- C. City Clerk: Approve Minutes from the January 25, 2016 Citizen Summit Meeting
- D. City Clerk: Approve Minutes from the January 26, 2016 Special Meeting
- E. City Clerk: Approve Minutes from the January 27, 2016 Special Meeting
- F. Police: Approve the allocation of police impact fee funds in the amount of \$22,000 for improvements at 422 N. Douty Street.
- G. IT: Approve the allocation of police impact fee funds in the amount of \$14,508 for network improvements to 422 N. Douty Street
- H. Public Works: Approve a Notice of Completion for Tract No. 794, Unit 2, Quail Park Subdivision, and authorize the Mayor to execute and the City Clerk to attest and file said Notice with the Kings County Recorder's Office.
- I. Public Works: Notice of completion for the Pool Plunge Renovation Project
- J. Finance: Warrant Register

PUBLIC HEARINGS:

- A. Finance: Public Hearing regarding the Application and Resolution to issue an operating permit for Joe Carrillo DBA 4 Seasons Cab Co. to operate a Taxicab Business in the City of Hanford

Finance Director Tom Dibble provided background information for the Council's review and consideration.

Mayor Mendes opened the public comments at 7:09 p.m. Joe Carillo, applicant, requested that the Council approve his application. Mr. Carillo responded to questions by the Council. With no further comments, Mayor Mendes closed the public comments at 7:10 p.m.

Motion to approve as presented.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Gary Pannett, Council Member
SECONDER:	Francisco Ramirez, Vice Mayor
AYES:	Curry, Ayers, Pannett, Ramirez, Mendes

B. Finance: Public Hearing regarding the Application and Resolution to Issue an Operating Permit for Bryant Sandoval DBA Amigos Taxi to Operate a Taxicab Business in the City of Hanford

Finance Director Tom Dibble briefly discussed the applicant's request. Staff responded to questions and comments by the Council.

Mayor Mendes opened the public comments at 7:13 p.m., and with no comments given, closed public comments at 7:13 p.m.

Motion to approve as presented.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Gary Pannett, Council Member
SECONDER:	Francisco Ramirez, Vice Mayor
AYES:	Curry, Ayers, Pannett, Ramirez, Mendes

Following the vote, Mayor Mendes inquired of the Council if they would like future decisions regarding taxi applications to be handled by staff. The consensus of the Council was to change the process and allow staff to approve or deny the permits, but applicants could appeal to the City Council.

GENERAL BUSINESS:

A. Administration: Discussion and direction regarding the Annual Black History Month Dinner Event

City Manager Darrel Pyle provided the history of the program. Staff responded to questions and comments by the Council. The Council expressed concern about the City's liability and risk for not being reimbursed. Due to the event already being advertised, the Council concurred for the staff to move forward and cover the cost of the catering. They would like a report afterwards to evaluate the success of the event and to review how this should be handled in the future.

COUNCIL REPORTS/COMMENTS:

Council Member Ayers thanked staff for the City Employee Appreciation Dinner and stated that it was a first class event.

Council Member Curry attended the Main Street Hanford meeting. He also attended the Parking & Traffic Commission where they approved the bicycle plan. He expressed that he had some concerns over the proposed County wide sales tax and would like to see the comments prepared by the City Attorney's office. The League's General Membership meeting will be held in Visalia on February 11th.

Council Member Pannett attended KCAO and Planning Commission meetings. He stated that the citizens enjoyed the Citizen Summit, and they would like more opportunities to communicate with the Council. Mr. Pannett thanked the City Clerk for preparing the Council's gift basket for the City Dinner. He had a great time at the event with the employees and other Council Members.

Vice Mayor Ramirez went to the parade for the Hanford Football team and stated that it was well attended.

Mayor Mendes commented on actions taken by the San Joaquin Valley Water Infrastructure Authority. He met with businesses at the Industrial Park to discuss what some of their needs are, and they appreciated the City reaching out to them. He would like to see them get together on a quarterly basis to keep the communication going. Mr. Mendes also attended the City dinner and really enjoyed the theme.

ADJOURNMENT:

Mayor Mendes adjourned the meeting at 7:35 p.m.

Respectfully submitted,

Jennifer Gomez
City Clerk

Attachment: 020216 Minutes (1343 : Mintues 020216)



**AGENDA
STAFF REPORT**

MEETING DATE: 2/16/2016	AGENDA SECTION: B
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SUBJECT:

City Clerk: Deny claim for damages and direct the City Clerk to send out notification of such to Suzanne Macias

RECOMMENDATION:

That the City Council denies the following claim for damages and direct the City Clerk to send out notification of such to the claimant.

BACKGROUND:

A claim for damages against the City was received by the following claimant: Suzanne Macias.

After review, it is Staff's and the Third Party Administrator's recommendation to deny the claim.

FISCAL IMPACT:

ATTACHMENTS:



AGENDA STAFF REPORT

MEETING DATE: 2/16/2016	AGENDA SECTION: C
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SUBJECT:

City Clerk: Deny claim for damages and direct the City Clerk to send out notification of such to Shawn Dailey

RECOMMENDATION:

That the City Council denies the following claim for damages and direct the City Clerk to send out notification of such to the claimant.

BACKGROUND:

A claim for damages against the City was received by the following claimant: Shawn Dailey.

After review, it is Staff's recommendation to deny the claim, and forward to the Third Party Administrator to process.

FISCAL IMPACT:

ATTACHMENTS:



AGENDA STAFF REPORT

MEETING DATE: 2/16/2016

AGENDA SECTION: D

SUBJECT:

Administration: Adopt Resolution 16-06 Consenting to the Inclusion of Properties Within the Territory of the City in the CSCDA Open Pace Program; and Other Matters Related Thereto

RECOMMENDATION:

Staff recommends that the Council adopt the attached Resolution authorizing the City's participation in CSCDA Open PACE, which will enable property owners to finance permanently fixed renewable energy, energy efficiency, water efficiency, and seismic strengthening improvements as well as electric vehicle charging infrastructure.

BACKGROUND:

CSCDA, the largest Joint Powers Authority in California, founded and sponsored by the League of California Cities and CSAC, is implementing Property Assessed Clean Energy ("PACE") under the provisions of Chapter 29 of Division 7 of the Streets & Highways Code (commonly referred to as "AB 811") on behalf of its member counties and cities. AB811 authorizes a legislative body to designate an area within which authorized public officials (including a joint powers authority like CSCDA) and free and willing property owners may enter into voluntary contractual assessments to finance the installation of renewable energy, energy efficiency, water efficiency, and seismic strengthening improvements as well as electric vehicle charging infrastructure, in each case affixed to real property (the "Improvements").

CSCDA Open PACE is being offered to allow property owners in participating cities and counties to finance renewable energy, energy water efficiency improvements, seismic improvements and electric vehicle charging infrastructure on their property. Participation in the assessment is 100% voluntary by the property owner. The improvements installed on the owner's property are financed by the issuance of bonds by CSCDA. The bonds are secured by a voluntary contractual assessment levied on the owner's property. Property owners who wish to participate in PACE agree to repay the money through the voluntary contractual assessment collected with property taxes. The voluntary contractual assessments will be levied by CSCDA and collected in annual installments through the applicable county

secured property tax bill.

PACE has been a very successful financing tool in California. PACE is operating in over 250 jurisdictions throughout the state, and nearly half a billion dollars in energy efficiency, water efficiency and renewable projects have been funded.

FISCAL IMPACT:

There is no negative fiscal impact to the City's general fund by consenting to the inclusion of properties within the City limits in CSCDA Open PACE. All CSCDA Open PACE administrative costs are covered through an initial administrative fee included in the property owner's voluntary contractual assessment and an annual administrative fee, which is also collected on the property owner's tax bill.

ATTACHMENTS:

CSCDA OPEN PACE Resolution

CSCDA Open PACE Funding Flyer

RESOLUTION NO. 16-06-R

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HANFORD
 CONSENTING TO THE INCLUSION OF PROPERTIES WITHIN THE TERRITORY
 OF THE CITY IN THE CSCDA OPEN PACE PROGRAMS; AUTHORIZING THE
 CALIFORNIA STATEWIDE COMMUNITIES DEVELOPMENT AUTHORITY TO
 ACCEPT APPLICATIONS FROM PROPERTY OWNERS, CONDUCT
 CONTRACTUAL ASSESSMENT PROCEEDINGS AND LEVY CONTRACTUAL
 ASSESSMENTS WITHIN THE TERRITORY OF THE CITY; AND AUTHORIZING
 RELATED ACTIONS**

WHEREAS, the California Statewide Communities Development Authority (the “Authority”) is a joint exercise of powers authority, the members of which include numerous cities and counties in the State of California, including the City of Hanford (the “City”); and

WHEREAS, the Authority is implementing Property Assessed Clean Energy (PACE) programs, which it has designated CSCDA Open PACE, consisting of CSCDA Open PACE programs each administered by a separate program administrator (collectively with any successors, assigns, replacements or additions, the “Programs”), to allow the financing or refinancing of renewable energy, energy efficiency, water efficiency and seismic strengthening improvements, electric vehicle charging infrastructure and such other improvements, infrastructure or other work as may be authorized by law from time to time (collectively, the “Improvements”) through the levy of contractual assessments pursuant to Chapter 29 of Division 7 of the Streets & Highways Code (“Chapter 29”) within counties and cities throughout the State of California that consent to the inclusion of properties within their respective territories in the Programs and the issuance of bonds from time to time; and

WHEREAS, the program administrators currently active in administering Programs are the AllianceNRG Program (presently consisting of Deutsche Bank Securities Inc., CounterPointe Energy Solutions LLC and Leidos Engineering, LLC), PACE Funding LLC and Renewable Funding LLC, and the Authority will notify the City in advance of any additions or changes; and

WHEREAS, Chapter 29 provides that assessments may be levied under its provisions only with the free and willing consent of the owner or owners of each lot or parcel on which an assessment is levied at the time the assessment is levied; and

WHEREAS, the City desires to allow the owners of property (“Participating Property Owners”) within its territory to participate in the Programs and to allow the Authority to conduct assessment proceedings under Chapter 29 within its territory and to issue bonds to finance or refinance Improvements; and

WHEREAS, the territory within which assessments may be levied for the Programs shall include all of the territory within the City’s official boundaries; and

WHEREAS, the Authority will conduct all assessment proceedings under Chapter 29 for the Programs and issue any bonds issued in connection with the Programs; and

WHEREAS, the City will not be responsible for the conduct of any assessment proceedings; the levy of assessments; any required remedial action in the case of delinquencies in such assessment payments; or the issuance, sale or administration of any bonds issued in connection with the Programs;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Hanford as follows:

Section 1. This City Council hereby finds and declares that properties in the territory of the City will benefit from the availability of the Programs within the territory of the City and, pursuant thereto, the conduct of special assessment proceedings by the Authority pursuant to Chapter 29 and the issuance of bonds to finance or refinance Improvements.

Section 2. In connection with the Programs, the City hereby consents to the conduct of special assessment proceedings by the Authority pursuant to Chapter 29 on any property within the territory of the City and the issuance of bonds to finance or refinance Improvements; provided, that

(1) The Participating Property Owners, who shall be the legal owners of such property, execute a contract pursuant to Chapter 29 and comply with other applicable provisions of California law in order to accomplish the valid levy of assessments; and

(2) The City will not be responsible for the conduct of any assessment proceedings; the levy of assessments; any required remedial action in the case of delinquencies in such assessment payments; or the issuance, sale or administration of any bonds issued in connection with the Programs.

Section 3. The appropriate officials and staff of the City are hereby authorized and directed to make applications for the Programs available to all property owners who wish to finance or refinance Improvements; provided, that the Authority shall be responsible for providing such applications and related materials at its own expense. The following staff persons, together with any other staff persons chosen by the Mayor or City Manager of the City from time to time, are hereby designated as the contact persons for the Authority in connection with the Programs: Community Development Director.

Section 4. The appropriate officials and staff of the City are hereby authorized and directed to execute and deliver such certificates, requisitions, agreements and related documents as are reasonably required by the Authority to implement the Programs.

Section 5. The City Council hereby finds that adoption of this Resolution is not a “project” under the California Environmental Quality Act, because the Resolution does not involve any commitment to a specific project which may result in a potentially significant

physical impact on the environment, as contemplated by Title 14, California Code of Regulations, Section 15378(b)(4).

Section 6. This Resolution shall take effect immediately upon its adoption. The City Clerk is hereby authorized and directed to transmit a certified copy of this resolution to the Secretary of the Authority at: Secretary of the Board, California Statewide Communities Development Authority, 1400 K Street, Sacramento, CA 95814.

PASSED, ADOPTED AND APPROVED this ____ day of _____, 2016 by the following vote:

AYES: _____

NOES: _____

ABSTAIN: _____

ABSENT: _____

JUSTIN MENDES
MAYOR of the City of Hanford

Attest:

JENNIFER GOMEZ
CITY CLERK

STATE OF CALIFORNIA)
COUNTY OF KINGS) ss
CITY OF HANFORD)

I, Jennifer Gomez, City Clerk of the City of Hanford, do hereby certify the foregoing Resolution was duly passed and adopted at a regular meeting of the City Council of the City of Hanford held on the ____ day of _____, 2016.

Date: _____

City Clerk

Attachment: CSCDA OPEN PACE Resolution (1347 : CSCDA Open Pace Program)



Experience Makes All the Difference

A leader in home improvement lending with decades of experience, PACE Funding's program offers homeowners the most competitive financing rates and strongest customer service. Upgrade your existing PACE program with CSCDA Open PACE through a simple opt-in process.



Municipalities

- PACE financing through a federally chartered consumer lending bank
- Stringent consumer protection policies
- Expedited approvals with CSCDA's OPEN PACE program
- Improved housing stock



Homeowners

- Lowest interest rates of any private lender
- No Credit Score Requirements
- 30 person call center
- PACE Funding willing to contractually subordinate so that loan stays with the home



Contractors

- Increased sales volumes
- No dealer fees
- Milestone payments support cash flow
- Streamlined project quoting and proposal generation software
- Multiple loan options including FICO and PACE
- Customer educational materials



AGENDA STAFF REPORT

MEETING DATE: 2/16/2016

AGENDA SECTION: E

SUBJECT:

Parks & Recreation: Approve contract with Erin Bell DBA Westscapes Inc. In an amount not to exceed \$55,721.03 regarding 04-03 Tract 795 Cambridge/Vineyard Enhancement Project

RECOMMENDATION:

That the City Council, by motion, approve the contract between, Erin Bell of Hanford, CA DBA Westscapes Inc. And the City of Hanford, in the amount of and not to exceed \$55,721.03 for the removal of the existing dead or dying plant material, nonfunctional irrigation controllers, grading, new plant material, walk on bark and new irrigation controller.

BACKGROUND:

The Parks and Recreation Department manages the maintenance for the thirty two (32) landscape districts throughout the City. When there is a maintenance or enhancement need and funding is available in a district, an enhancement project is developed to improve the landscape. Tract 795 Cambridge /Vineyard has an ample amount of funding to perform the enhancement project, to replace the plant material which has been lost due to drought and landscape age; with new more drought tolerant plantings and an improved irrigation controller, replacing the malfunctioning solar controllers. This project will replace all the landscape along Fitzgerald Lane and retain the existing trees, which are in good health and replenish the landscape with new walk on bark to help with weed control and moisture retention to conserve water.

FISCAL IMPACT:

There would be no fiscal impact to City budgets, with all funding for the project being provided by the Landscape Assessment District's reserve funds.

ATTACHMENTS:

Westscape low bid CambridgeVineyard
Clean Cut Landscape high bid CambridgeVineyard

CITY OF HANFORD

CALIFORNIA

Notice to Bidders

Sealed proposals for the Cambridge/Vineyard Landscape Enhancement Project will be received at the office of the Finance Director, City Offices, 315 N. Douty Street, Hanford, California, 93230, until 2:00 p.m., on January 28, 2016.

There will be a mandatory pre-bid meeting at 9:00 a.m. Thursday January 14, 2016 at the Cambridge/Vineyard Landscape Enhancement Project, located on the corner of Fitzgerald Lane and Fargo Avenue.

If there are any questions, please direct them to:

Alvin Dias
City of Hanford
900 South 10th Avenue
Hanford, California 93230
(559) 585-2031

Kinney Elliott
City of Hanford
900 South 10th Avenue
Hanford, CA 93230
(559) 5852561

An executed copy of the contract and purchase order will be issued to the successful bidder that shall constitute acceptance of the Bidder's Proposal.

Each **sealed** proposal shall be addressed to the Finance Director, City of Hanford, 315 North Douty Street, Hanford, California, 93230, be endorsed with the name of the bidder, and be plainly marked "CAMBRIDGE/VINEYARD LANDSCAPE ENHANCEMENT PROJECT."

The City reserves the right to reject any or all proposals.

No contractor or subcontractor may be on a bid proposal for a public works project (submitted on or after March 1, 2015) unless registered with the Department of Industrial Relations pursuant to Labor Code section 1725.5 [with limited exceptions from this requirement for bid purposes only under Labor Code section 1771.1(a)].

No contractor or subcontractor may be awarded a contractor for public work on a public works project (awarded on or after April 1, 2015) unless registered with the Department of Industrial Relations pursuant to Labor Code section 1725.5.

This project is subject to compliance monitoring and enforcement by the Department of Industrial Relations.

CITY OF HANFORD

Cambridge/Vineyard landscape Enhancement Project

This contract is made by and between the City of Hanford, A Municipal Corporation ("City"), and
Westscape Inc. ("Contractor").

The undersigned hereby agrees to install new landscape at the Cambridge/Vineyard Landscape Enhancement Project and the following criteria:

1. Prevailing Wage Requirement

In accordance with the provisions of Section 1770 to 1780 of the Labor Code, the City of Hanford has ascertained that the general prevailing rate of per diem wages applicable to the work to be done is contained in the wage schedule of the General Prevailing Wage Determinations made by the State of California Director of Industrial Relations. A copy of said schedule is now on file in the office of the City Engineer and by reference incorporated herein as if set out in full.

The Contractor to whom the contract is awarded shall pay not less than the specified wages to all workmen employed in the execution of the contract.

The Contractor agrees to comply with Sections 1810-1817 of the Labor Code prohibiting employment for over eight (8) hours in any one day or forty (40) hours in one week unless compensated at the rate of 1½ times the basic rate of pay (LC 1815).

2. Insurance Requirements

The Contractor shall procure and maintain for the duration of the contract insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by the Contractor, his agents, representatives, employees or subcontractors. Contractor will maintain the following coverage, and coverage shall be at least as broad as:

- (A) **Commercial General Liability (CGL):** Insurance Services Office (ISO) Form CG 0001, including products and completed operations, with limits of no less than ONE MILLION AND NO/100 DOLLARS (\$1,000,000) per occurrence for bodily injury, personal injury, and property damage. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be TWO MILLION AND NO/100 DOLLARS (\$2,000,000), twice the required occurrence limit.
- (B) **Automobile Liability:** ISO Form Number CA 0001 covering any auto (Code 1), with a limit no less than ONE MILLION AND NO/100 DOLLARS (\$1,000,000) per accident for bodily injury and property damage.
- (C) **Workers' Compensation:** as required by the State of California, with Statutory Limits, and Employer's Liability Insurance with a limit of no less than ONE MILLION AND NO/100 DOLLARS (\$1,000,000) per accident for bodily injury or disease.

If Contractor maintains higher limits than the minimums shown above, the City requires and shall be entitled to coverage for the higher limits maintained by Contractor.

Contractor's insurance policies shall be "occurrence" policies and not "claims-made" coverage.

Contractor may maintain an Umbrella policy in conjunction with the insurance policies referenced above. In such case, Contractor shall be deemed to have satisfied the insurance requirements of this contract as long as: (i) the coverage limits of the Umbrella policy and of the underlying liability policy(ies), when combined, satisfy each of the per occurrence and aggregate requirements identified in this subsection a.; and (ii) coverage under the Umbrella policy is as broad as and includes all incidents and events covered by the underlying insurance that it supplements.

Any deductibles or self-insured retentions must be declared to and approved by the City. The City may require Contractor to purchase coverage with a lower deductible or retention or provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention. Alternatively, the City may require Contractor to provide a financial guarantee satisfactory to the City guaranteeing payment of losses and related investigations, claim administration, and defense expenses within the retention.

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

- (A) The City and its officers, officials, employees, and volunteers are to be covered as additional insured's on the CGL and automobile liability policies with respect to liability arising out of work or operations performed by or on behalf of Contractor including materials, parts, or equipment furnished in connection with such work or operations; products used by Contractor; or automobiles owned, leased, hired or borrowed by Contractor. General liability coverage can be provided in the form of an endorsement to Contractor's insurance at least as broad as ISO Form CG 20 10 11 85 or if not available, through the addition of both CG 20 10 and CG 20 37 if a later edition is used. The coverage shall contain no special limitations on the scope of protection afforded to the City, its officers, officials, employees or volunteers.
- (B) For any claims related to this contract, Contractor's insurance coverage shall be primary insurance as respects the City and its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the City and/or its officers, officials, employees, or volunteers shall be in excess of Contractor's insurance and shall be non-contributory.
- (C) Each insurance policy required above shall provide that coverage shall not be canceled, except with notice to the City.

Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A:VII.

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

Contractor hereby grants to City and its officers, officials, employees, and volunteers a waiver of any right to subrogation which any insurer of Contractor may acquire against the City and/or its officers, officials, employees, and volunteers by virtue of the payment of any loss under such insurance. Contractor agrees to obtain endorsements necessary to effect this waiver of subrogation, but this provision applies regardless of whether or not the City has received a waiver of subrogation endorsement from the insurer.

The City reserves the right to modify the insurance requirements contained in this contract, including, without limitation, coverage limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

3. City Indemnification

Contractor agrees to indemnify, defend and hold harmless the City and its officials, officers, employees, agents and volunteers from and against all claims, demands, actions, injuries, liabilities, losses, costs or damages, direct or indirect, and any and all attorney's fees and other expenses which City or its officials, officers, employees, agents or volunteers may sustain or incur as a consequence of or anyway related to Contractor or its employees, agents and subcontractor's willful or negligent acts or omissions in the performance of the services and Contractor's responsibilities and obligations to be performed under this agreement or its failure to perform or comply with any of its obligations or responsibilities contained in this agreement. This indemnification shall survive the termination of this agreement.

4. Cost of Services

Contractor shall complete all work as identified in this bid proposal for the lump sum price of

Total Bid \$ 55,721.03

The Contractor shall prepare an estimate (on forms furnished by the Engineer) of the total amount of work done and acceptable materials on hand (materials furnished and delivered by the Contractor on the ground and not used). The Engineer shall review the Contractor's total estimate for compliance with the provisions of the contract. Upon the Engineer's approval of the Contractor's estimate, a Notice to Proceed shall be issued and a onetime payment made upon completion of the project.

5. Time of Completion

The Contractor shall complete all work as identified in this bid proposal in no less than 60 calendar days from the issuance by the City of a Notice to Proceed, which will occur immediately after this bid contract has been signed by both parties with a starting date of no later than February 1, 2016.

If work is not completed in specified time frame and no approved change orders extending contract time have been approved, the Contractor shall pay the sum of \$200.00 per day beyond the contract completion time in the form of liquidated damages.

Contractor shall comply with all applicable laws, rules, regulations and ordinances in its performance of this contract.

6. Compliance with Laws

Contractor shall use the proper standard of care in performing the services and shall comply with all applicable federal, state and local laws, codes, ordinances and regulations. In addition, if the request for proposal to provide professional services which are the subject of this contract cited any federal or state financial assistance involved in the project for which the services are provided, the Contractor shall perform all services in accordance with all applicable federal and state laws, rates and regulations.

7. Licenses

Contractor represents and warrants to City that it has all licenses, permits, qualifications, insurance and approvals of whatsoever nature which are legally required of Contractor to lawfully and competently perform the services. Contractor represents and warrants to City that Contractor shall, at its sole cost and expense, keep in effect, or obtain at all times during the term of this contract, any licenses, permits, insurance and approvals which are legally required of Contractor to lawfully and competently perform the services. Contractor shall maintain a City of Hanford business license.

8. Assignment and Subcontracting

The parties recognize that a substantial inducement to City for entering into this contract is the reputation, experience and competence of Contractor. Assignments of any or all rights, duties or obligations of the Contractor under this contract will be permitted only with the express consent of the City, which consent may be withheld in the sole and absolute discretion of City. Contractor shall not subcontract any portion of the services to be performed under this contract without the written consent of the City, which consent may be withheld in the sole and absolute discretion of City. If City consents to such subcontract, Contractor shall be fully responsible to City for all acts or omissions of the subcontractor. Nothing in this contract shall: (1) create any contractual relationship between City and subcontractor; (2) create any obligation on the part of the City to pay or to see to the payment of any monies due to any such subcontractor; or (3) relieve Contractor of any of its obligations and responsibilities under this contract.

9. Attorney's Fees

If an action at law or in equity is necessary to enforce or interpret the terms of this contract, the prevailing party shall be entitled to reasonable attorneys' fees, costs and necessary disbursements, in addition to any other reasonable relief to which he may be entitled. With respect to any suit, action or proceeding arising out of or related to this contract or the documentation related hereto, the parties hereby submit to the jurisdiction and venue of the Superior Court in the County of Kings, State of California for any proceeding arising hereunder.

10. Sole and Only Contract

This contract supersedes any and all other agreements, either oral or in writing, between the parties hereto with respect to the matters set forth herein and contains all of the covenants and agreements between the parties regarding said matters. Each party to this contract acknowledges that no representations, inducements, promises or agreements, orally or in writing, have been made by any party or anyone acting on behalf of any party which are not embodied in this contract, and no other agreement, statement or promise shall be valid or binding.

11. Invalidity

If any provision of this contract is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions shall nevertheless continue in full force and effect without being impaired or invalidated in any way.

12. Amendment

No change, amendment or modification of this contract shall be valid unless the same be in writing and signed by the parties hereto.

13. Governing Law

This contract shall be construed and governed pursuant to the laws of the State of California.

14. Waiver

Waiver of a breach or default under this contract shall not constitute a continuing waiver of a subsequent breach of the same or any other provision under this contract.

15. Authority to Enter Contract

Contractor has all requisite power and authority to conduct its business and to execute, deliver and perform the contract. Each party warrants that the individuals who have signed this contract have the legal power, right and authority to make this contract and to bind each respective party.

16. Notice

Except as otherwise expressly provided herein, any notice, consent, authorization or other communication to be given hereunder shall be in writing and shall be deemed duly given and received when delivered personally, when transmitted by facsimile or email if receipt is acknowledged by the addressee, one business day after being deposited for next-day delivery with a nationally recognized overnight delivery service, or three business days after being mailed by first class mail, charges and postage prepaid, properly addressed to the party to receive such notice at the address identified below.

CAMBRIDGE/VINEYARD LANDSCAPE ENHANCEMENT PROJECT

SCOPE OF WORK:

Cambridge/Vineyard LAD Enhancement

Landscape enhancement project, for the Cambridge/Vineyard Assessment District on Fitzgerald Lane south of Fargo Ave.

- 1. Remove all plant material along block wall, up to angled entry ways. (excluding trees)**
- 2. Grade soil to 2 inches below sidewalk grade.**
- 3. Repair or replace any damaged or non-operating sprinklers and/or irrigation.**
- 4. Install a new 2 wire Hunter controller, with decoders at each valve box.**
- 5. Remove Iboc battery clocks and trench for new control wires.**
- 6. Replace plant material with plant list supplied in landscape planting plans.**
- 7. Install a minimum of 2 inches of walk on bark to newly installed landscape.**
- 8. All supplies and materials to be supplied by the contractor.**

The Contractor shall take precautions to eliminate damage to existing trees, irrigation and infrastructure. The Contractor shall ensure all trenches are backfilled, compacted at the existing grade, and ensure there is no settling of trenches. The Contractor shall ensure the area is clean and free of debris upon completion of the project. See attached landscape plans for plant varieties and quantities.

CONTRACTOR:

Westscape Inc.

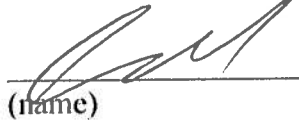
ADDRESS:

P.O. Box 1150, Hanford, CA 93232

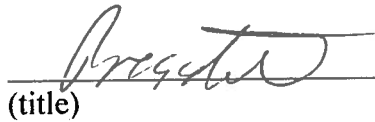
PHONE NO:

559-583-8066

SIGNATURE:


(name)

DATE:

1/28/16
(title)

NOTE: The City of Hanford reserves the right to reject any and all bids.

CITY OF HANFORD

ACCEPTED BY:

Alvin Dias, Parks Superintendent

DATE:



P. O. Box 1150
Hanford, CA 93232-1150

Estimate

DATE	ESTIMATE NO.
1/28/2016	2512

NAME / ADDRESS
Cambridge/Vineyard City of Hanford- Parks

Fax #	E-mail
559-582-5017	erin@westscapes.net
Phone #	CA Contractors License #901810
559-583-8066	

REP	PROJECT	ORDERED BY

ITEM	DESCRIPTION	QTY	COST	TOTAL
DIR #	DIR #1000014974; Small Business #1209961 Estimate to remove existing shrubs, replace with new shrubs below (per plan), upgrade irrigation to new Hunter (steel cabinet) clock, install decoders, add IBOC valves into main system, Grade soil edge to 2" below TOC (mulch lock), install 2"-3" Orchard grindings from superior soil supplements.		0.00	0.00
LIG JTE 05	LIGUSTRUM JAPONICA 'TEXANUM'-WAX LEAF PRIVET	606	15.57	9,435.42
other	LITTLE JOHNS	875	16.72	14,630.00
ROS CAR RD	CARPET ROSES- MULTI COLORS	429	22.43	9,622.47
TUL VIO 01	TULBAGHIA VIOLACEA- SOCIETY GARLIC	300	6.44	1,932.00
COMPMULCH	COMPOSTED MULCH- To mix with planting pit soil	25	25.00	625.00
other	Demo existing shrubs, leave trees. Includes disposal fees	1	6,758.00	6,758.00
other	Install Hunter I-CORE, steel cabinet, 2-wire module, 12-single station decoders, 6-2station decoders. Replace existing timer, add decoders to existing valves, wire current IBOC valves into new timer wire loom.	1	4,589.14	4,589.14
			TOTAL	

SIGNATURE



P. O. Box 1150
Hanford, CA 93232-1150

Estimate

DATE	ESTIMATE NO.
1/28/2016	2512

NAME / ADDRESS
Cambridge/Vineyard City of Hanford- Parks

Fax #	E-mail
559-582-5017	erin@westscapes.net
Phone #	CA Contractors License #901810
559-583-8066	

REP	PROJECT	ORDERED BY

ITEM	DESCRIPTION	QTY	COST	TOTAL
rec. mulch	Orchard Grindings landscape mulch by Superior Soil Supplements- Installed	1	8,129.00	8,129.00
wage-staprevdis	Wages: State Prevailing Rate: Kings County- Decision #KIN-2015-2		0.00	0.00
			TOTAL	\$55,721.03

Undersigned hereby authorizes the above work to be done along with the necessary material, labor and hereby grant you and your employees permission to access property during the length of the project. An express mechanic's lien is hereby acknowledged on above until to secure the amount of work/repairs thereto.

SIGNATURE _____

CITY OF HANFORD

CALIFORNIA

Notice to Bidders

Sealed proposals for the Cambridge/Vineyard Landscape Enhancement Project will be received at the office of the Finance Director, City Offices, 315 N. Douty Street, Hanford, California, 93230, until 2:00 p.m., on January 28, 2016.

There will be a mandatory pre-bid meeting at 9:00 a.m. Thursday January 14, 2016 at the Cambridge/Vineyard Landscape Enhancement Project, located on the corner of Fitzgerald Lane and Fargo Avenue.

If there are any questions, please direct them to:

Alvin Dias
City of Hanford
900 South 10th Avenue
Hanford, California 93230
(559) 585-2031

Kinney Elliott
City of Hanford
900 South 10th Avenue
Hanford, CA 93230
(559) 5852561

An executed copy of the contract and purchase order will be issued to the successful bidder that shall constitute acceptance of the Bidder's Proposal.

Each **sealed** proposal shall be addressed to the Finance Director, City of Hanford, 315 North Douty Street, Hanford, California, 93230, be endorsed with the name of the bidder, and be plainly marked "CAMBRIDGE/VINEYARD LANDSCAPE ENHANCEMENT PROJECT."

The City reserves the right to reject any or all proposals.

No contractor or subcontractor may be on a bid proposal for a public works project (submitted on or after March 1, 2015) unless registered with the Department of Industrial Relations pursuant to Labor Code section 1725.5 [with limited exceptions from this requirement for bid purposes only under Labor Code section 1771.1(a)].

No contractor or subcontractor may be awarded a contract for public work on a public works project (awarded on or after April 1, 2015) unless registered with the Department of Industrial Relations pursuant to Labor Code section 1725.5.

This project is subject to compliance monitoring and enforcement by the Department of Industrial Relations.

CITY OF HANFORD

Cambridge/Vineyard landscape Enhancement Project

This contract is made by and between the City of Hanford, A Municipal Corporation ("City"), and Clean Cut Landscape Management ("Contractor").

The undersigned hereby agrees to install new landscape at the Cambridge/Vineyard Landscape Enhancement Project and the following criteria:

1. Prevailing Wage Requirement

In accordance with the provisions of Section 1770 to 1780 of the Labor Code, the City of Hanford has ascertained that the general prevailing rate of per diem wages applicable to the work to be done is contained in the wage schedule of the General Prevailing Wage Determinations made by the State of California Director of Industrial Relations. A copy of said schedule is now on file in the office of the City Engineer and by reference incorporated herein as if set out in full.

The Contractor to whom the contract is awarded shall pay not less than the specified wages to all workmen employed in the execution of the contract.

The Contractor agrees to comply with Sections 1810-1817 of the Labor Code prohibiting employment for over eight (8) hours in any one day or forty (40) hours in one week unless compensated at the rate of 1½ times the basic rate of pay (LC 1815).

2. Insurance Requirements

The Contractor shall procure and maintain for the duration of the contract insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by the Contractor, his agents, representatives, employees or subcontractors. Contractor will maintain the following coverage, and coverage shall be at least as broad as:

- (A) **Commercial General Liability (CGL):** Insurance Services Office (ISO) Form CG 0001, including products and completed operations, with limits of no less than ONE MILLION AND NO/100 DOLLARS (\$1,000,000) per occurrence for bodily injury, personal injury, and property damage. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be TWO MILLION AND NO/100 DOLLARS (\$2,000,000), twice the required occurrence limit.
- (B) **Automobile Liability:** ISO Form Number CA 0001 covering any auto (Code 1), with a limit no less than ONE MILLION AND NO/100 DOLLARS (\$1,000,000) per accident for bodily injury and property damage.
- (C) **Workers' Compensation:** as required by the State of California, with Statutory Limits, and Employer's Liability Insurance with a limit of no less than ONE MILLION AND NO/100 DOLLARS (\$1,000,000) per accident for bodily injury or disease.

If Contractor maintains higher limits than the minimums shown above, the City requires and shall be entitled to coverage for the higher limits maintained by Contractor.

Contractor's insurance policies shall be "occurrence" policies and not "claims-made" coverage.

Contractor may maintain an Umbrella policy in conjunction with the insurance policies referenced above. In such case, Contractor shall be deemed to have satisfied the insurance requirements of this contract as long as: (i) the coverage limits of the Umbrella policy and of the underlying liability policy(ies), when combined, satisfy each of the per occurrence and aggregate requirements identified in this subsection a.; and (ii) coverage under the Umbrella policy is as broad as and includes all incidents and events covered by the underlying insurance that it supplements.

Any deductibles or self-insured retentions must be declared to and approved by the City. The City may require Contractor to purchase coverage with a lower deductible or retention or provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention. Alternatively, the City may require Contractor to provide a financial guarantee satisfactory to the City guaranteeing payment of losses and related investigations, claim administration, and defense expenses within the retention.

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

- (A) The City and its officers, officials, employees, and volunteers are to be covered as additional insured's on the CGL and automobile liability policies with respect to liability arising out of work or operations performed by or on behalf of Contractor including materials, parts, or equipment furnished in connection with such work or operations; products used by Contractor; or automobiles owned, leased, hired or borrowed by Contractor. General liability coverage can be provided in the form of an endorsement to Contractor's insurance at least as broad as ISO Form CG 20 10 11 85 or if not available, through the addition of both CG 20 10 and CG 20 37 if a later edition is used. The coverage shall contain no special limitations on the scope of protection afforded to the City, its officers, officials, employees or volunteers.
- (B) For any claims related to this contract, Contractor's insurance coverage shall be primary insurance as respects the City and its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the City and/or its officers, officials, employees, or volunteers shall be in excess of Contractor's insurance and shall be non-contributory.
- (C) Each insurance policy required above shall provide that coverage shall not be canceled, except with notice to the City.

Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A:VII.

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

Contractor hereby grants to City and its officers, officials, employees, and volunteers a waiver of any right to subrogation which any insurer of Contractor may acquire against the City and/or its officers, officials, employees, and volunteers by virtue of the payment of any loss under such insurance. Contractor agrees to obtain endorsements necessary to effect this waiver of subrogation, but this provision applies regardless of whether or not the City has received a waiver of subrogation endorsement from the insurer.

The City reserves the right to modify the insurance requirements contained in this contract, including, without limitation, coverage limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

3. City Indemnification

Contractor agrees to indemnify, defend and hold harmless the City and its officials, officers, employees, agents and volunteers from and against all claims, demands, actions, injuries, liabilities, losses, costs or damages, direct or indirect, and any and all attorney's fees and other expenses which City or its officials, officers, employees, agents or volunteers may sustain or incur as a consequence of or anyway related to Contractor or its employees, agents and subcontractor's willful or negligent acts or omissions in the performance of the services and Contractor's responsibilities and obligations to be performed under this agreement or its failure to perform or comply with any of its obligations or responsibilities contained in this agreement. This indemnification shall survive the termination of this agreement.

4. Cost of Services

Contractor shall complete all work as identified in this bid proposal for the lump sum price of

Total Bid \$ 57,450⁰⁰

The Contractor shall prepare an estimate (on forms furnished by the Engineer) of the total amount of work done and acceptable materials on hand (materials furnished and delivered by the Contractor on the ground and not used). The Engineer shall review the Contractor's total estimate for compliance with the provisions of the contract. Upon the Engineer's approval of the Contractor's estimate, a Notice to Proceed shall be issued and a onetime payment made upon completion of the project.

5. Time of Completion

The Contractor shall complete all work as identified in this bid proposal in no less than 60 calendar days from the issuance by the City of a Notice to Proceed, which will occur immediately after this bid contract has been signed by both parties with a starting date of no later than February 1, 2016.

If work is not completed in specified time frame and no approved change orders extending contract time have been approved, the Contractor shall pay the sum of \$200.00 per day beyond the contract completion time in the form of liquidated damages.

Contractor shall comply with all applicable laws, rules, regulations and ordinances in its performance of this contract.

6. Compliance with Laws

Contractor shall use the proper standard of care in performing the services and shall comply with all applicable federal, state and local laws, codes, ordinances and regulations. In addition, if the request for proposal to provide professional services which are the subject of this contract cited any federal or state financial assistance involved in the project for which the services are provided, the Contractor shall perform all services in accordance with all applicable federal and state laws, rates and regulations.

7. Licenses

Contractor represents and warrants to City that it has all licenses, permits, qualifications, insurance and approvals of whatsoever nature which are legally required of Contractor to lawfully and competently perform the services. Contractor represents and warrants to City that Contractor shall, at its sole cost and expense, keep in effect, or obtain at all times during the term of this contract, any licenses, permits, insurance and approvals which are legally required of Contractor to lawfully and competently perform the services. Contractor shall maintain a City of Hanford business license.

8. Assignment and Subcontracting

The parties recognize that a substantial inducement to City for entering into this contract is the reputation, experience and competence of Contractor. Assignments of any or all rights, duties or obligations of the Contractor under this contract will be permitted only with the express consent of the City, which consent may be withheld in the sole and absolute discretion of City. Contractor shall not subcontract any portion of the services to be performed under this contract without the written consent of the City, which consent may be withheld in the sole and absolute discretion of City. If City consents to such subcontract, Contractor shall be fully responsible to City for all acts or omissions of the subcontractor. Nothing in this contract shall: (1) create any contractual relationship between City and subcontractor; (2) create any obligation on the part of the City to pay or to see to the payment of any monies due to any such subcontractor; or (3) relieve Contractor of any of its obligations and responsibilities under this contract.

9. Attorney's Fees

If an action at law or in equity is necessary to enforce or interpret the terms of this contract, the prevailing party shall be entitled to reasonable attorneys' fees, costs and necessary disbursements, in addition to any other reasonable relief to which he may be entitled. With respect to any suit, action or proceeding arising out of or related to this contract or the documentation related hereto, the parties hereby submit to the jurisdiction and venue of the Superior Court in the County of Kings, State of California for any proceeding arising hereunder.

10. Sole and Only Contract

This contract supersedes any and all other agreements, either oral or in writing, between the parties hereto with respect to the matters set forth herein and contains all of the covenants and agreements between the parties regarding said matters. Each party to this contract acknowledges that no representations, inducements, promises or agreements, orally or in writing, have been made by any party or anyone acting on behalf of any party which are not embodied in this contract, and no other agreement, statement or promise shall be valid or binding.

11. Invalidity

If any provision of this contract is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions shall nevertheless continue in full force and effect without being impaired or invalidated in any way.

12. Amendment

No change, amendment or modification of this contract shall be valid unless the same be in writing and signed by the parties hereto.

13. Governing Law

This contract shall be construed and governed pursuant to the laws of the State of California.

14. Waiver

Waiver of a breach or default under this contract shall not constitute a continuing waiver of a subsequent breach of the same or any other provision under this contract.

15. Authority to Enter Contract

Contractor has all requisite power and authority to conduct its business and to execute, deliver and perform the contract. Each party warrants that the individuals who have signed this contract have the legal power, right and authority to make this contract and to bind each respective party.

16. Notice

Except as otherwise expressly provided herein, any notice, consent, authorization or other communication to be given hereunder shall be in writing and shall be deemed duly given and received when delivered personally, when transmitted by facsimile or email if receipt is acknowledged by the addressee, one business day after being deposited for next-day delivery with a nationally recognized overnight delivery service, or three business days after being mailed by first class mail, charges and postage prepaid, properly addressed to the party to receive such notice at the address identified below.

CAMBRIDGE/VINEYARD LANDSCAPE ENHANCEMENT PROJECT

SCOPE OF WORK:

Cambridge/Vineyard LAD Enhancement

Landscape enhancement project, for the Cambridge/Vineyard Assessment District on Fitzgerald Lane south of Fargo Ave.

- 1. Remove all plant material along block wall, up to angled entry ways. (excluding trees)**
- 2. Grade soil to 2 inches below sidewalk grade.**
- 3. Repair or replace any damaged or non-operating sprinklers and/or irrigation.**
- 4. Install a new 2 wire Hunter controller, with decoders at each valve box.**
- 5. Remove Iloc battery clocks and trench for new control wires.**
- 6. Replace plant material with plant list supplied in landscape planting plans.**
- 7. Install a minimum of 2 inches of walk on bark to newly installed landscape.**
- 8. All supplies and materials to be supplied by the contractor.**

The Contractor shall take precautions to eliminate damage to existing trees, irrigation and infrastructure. The Contractor shall ensure all trenches are backfilled, compacted at the existing grade, and ensure there is no settling of trenches. The Contractor shall ensure the area is clean and free of debris upon completion of the project. See attached landscape plans for plant varieties and quantities.

CONTRACTOR: Clean Cut Landscape Management

ADDRESS: 8406 N. Armstrong Clovis Ca

PHONE NO: (559) 322-2041

SIGNATURE: [Signature]
(name)

DATE: 1/27/2016

OWNER
(title)

NOTE: The City of Hanford reserves the right to reject any and all bids.

CITY OF HANFORD

ACCEPTED BY: _____
Alvin Dias, Parks Superintendent

DATE: _____



AGENDA STAFF REPORT

MEETING DATE: 2/16/2016	AGENDA SECTION: F
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SUBJECT:

Public Works: Approve a Notice of Completion for the Hanford Airport T-Hanger Fascia Repair Project, and authorize the Mayor to execute, and the City Clerk to attest and file said Notice with the Kings County Recorder's Office.

RECOMMENDATION:

That the City Council, by motion, approve a Notice of Completion for the Hanford Airport T-Hanger Fascia Repair Project, and authorize the Mayor to execute and the City Clerk to attest and file said Notice with the Kings County Recorder's Office.

BACKGROUND:

On September 15, 2015, the Council awarded the Hanford Airport T-Hanger Fascia Repair Project to Suburban Pipe and Steel, Inc., (Db, Flint Construction) of Visalia, CA. The project included removing and replacing the existing fascia roof supports on the T-shades at the Hanford Airport. The existing metal roofing was re-attached to the new material. Work was done on all three T-hangars measuring 32'x280'.

There were three change orders, as described on the attached summary sheet.

FISCAL IMPACT:

The FY 14/15 Capital Improvement Program Budget provided \$152,669.00 for construction, including contingencies, for this Project. The total cost to complete the project was \$150,624.00. Attached for Council Review is the Final Project Construction and Finance Summary and the Notice of Completion for recording.

ATTACHMENTS:

Notice of Completion Document
Construction and Finance History

RECORDING REQUESTED BY:
CITY OF HANFORD

When recorded return to:

City Clerk
City of Hanford
315 North Douty Street
Hanford, California 93230

G.C. 27361.3 - Fee NIL

NOTICE OF COMPLETION

TO WHOM IT MAY CONCERN:

YOU ARE HEREBY NOTIFIED AS FOLLOWS:

1. The work of Improvement is located at: the Hanford Municipal Airport located at 954 Hanford Armona Road, Hanford, CA.
2. The Improvement is particularly described as: Hanford Airport T-Hanger Fascia Repair Project.
3. The date of completion of the work of Improvement: January 5, 2016
4. The Owner of the work of Improvement: City of Hanford
5. The nature of the owner's interest or estate: Fee Simple Title
6. The name of the original contractor for the work of Improvement: Suburban Pipe and Steel, Inc., (dba Flint Construction), of Visalia CA.
7. The surety for the work of Improvement: N.A.
8. Accepted by minute action of the City Council of the City of Hanford on: February 16, 2016.

I certify under penalty of perjury that the foregoing is true and correct.
Dated this 16th day of February, 2016.

BY: _____
Justin Mendes, Mayor
City of Hanford, County of Kings, State of California

Attachment: Notice of Completion Document (1331 : PW: Hanford Airport T-Hanger Fascia Repair Notice of Completion)

I, the undersigned, say:

I am the person who signed the foregoing notice. I have read the above notice and know its contents, and the facts stated therein are true of my own knowledge.

I declare under penalty of perjury that the foregoing is true and correct.

Executed at Hanford, California, this _____ day of _____, 2016.

BY: _____
Justin Mendes, Mayor
City of Hanford, County of Kings, State of California

Authority: Section 1181 Civil Code

FINAL PROJECT CONSTRUCTION AND FINANCE HISTORY

PROJECT: Hanford Airport T-Hanger Fascia Repair Project

CONTRACTOR: Suburban Pipe and Steel, Inc., (dba Flint Construction)
721 E. Acequia Street
Visalia, CA 93292

CONTRACT DATES:	Bid Date	August 22, 2015
	Council Award	September 15, 2015
	Contractor Started Work	October 13, 2015
	Contract Time of Completion	January 13, 2016
	Contractor Completed Work	January 5, 2016

CONTRACT CHANGE ORDERS:

Contract Change Order No. 1:

Reduce the structural fascia size from HSS8x2x3/8" to HSS8x2x1/4" members.

For a net decrease of - \$2,845.00

Contract Change Order No. 2:

Eliminate 2x2x20 Ga. Continuous "L" and attach purlin to roof with bolts and rubber washers. Attach existing straps to new fascia with clips. Weld purlins on hangers two and three the same as hanger one. Cover gaps between purlins with steel plate. Weld connection between existing fascia mounting plate and truss.

For a total increase of 664.00

Contract Change Order No. 3:

Replace broken joist with microlam wood beam. City provided material. Increase contract time by an additional 1 working day. Install angle welded support saddles between wood rafters and truss at forty eight locations to provide additional support (Building B and C) at \$200 per location, total 44 locations. Increase contract time by an additional 9 working days. Modify and repair saddles. Increase contract by an additional 9 days due to rain & weather conditions and due to delays caused while waiting for airplanes to be moved. (Delays counted to January 5, 2016)

For a total increase of \$11,170.00

FINANCIAL HISTORY:

SOURCE OF BUDGET FUNDINGAMOUNT

FY 14/15 Capital Improvement Program	\$ 152,669.00
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Total Budget Funding	<u>\$ 152,669.00</u>
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CONSTRUCTION COSTS

Contract – Total Bid Award	\$ 141,635.00
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CCO#1	\$ -2,845.00
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CCO#2	\$ 664.00
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CCO#3	\$ 11,170.00
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Total Construction Cost	<u>\$ 150,624.00</u>
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Fund Balance	<u>\$ 2,045.00</u>
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AGENDA STAFF REPORT

MEETING DATE: 2/16/2016	AGENDA SECTION: G
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SUBJECT:

Public Works: Approve an additional appropriation of \$8,469.57 from Storm Drainage Reserves; approval of a Notice of Completion for the Seventh Street Catch Basin Installation Project; and authorize the Mayor to execute, and the City Clerk to attest and file said Notice with the Kings County Recorder's Office.

RECOMMENDATION:

That the City Council, by motion:

- 1) Approve an additional appropriation of \$8,469.57 from the Storm Drainage Reserve Fund;
- 2) Approve a Notice of Completion for the Seventh Street Catch Basin Installation Project, and authorize the Mayor to execute and the City Clerk to attest and file said notice with the Kings County Recorder's Office.

BACKGROUND:

On August 3, 2015, the Council awarded the Seventh Street Catch Basin Installation Project at Harris Street and East Street to Bill Nelson General Engineering Construction, Inc. of Fresno, CA. The project included extending the storm drainage system and installing catch basins at the intersections of Harris Street at Seventh Street and East Street at Visalia Street to increase the drainage capacity and reduce localized flooding adjacent to businesses and residents.

During construction, existing unmarked underground utilities were encountered at several locations which required the contractor to relocate facilities, modify grades, perform hand digging, and install facilities at additional depths to clear the conflicts.

There were two change orders, as described on the attached summary sheet.

FISCAL IMPACT:

The Storm Drain Capital Fund provided \$152,605.00 for construction, including contingencies, for this Project. An additional appropriation of \$8,469.57 from the Storm Drainage Reserve Fund is needed to fully fund this project.

The total cost to complete the project was \$161,074.57. Attached for Council Review is a Final Project Construction and Finance Summary.

ATTACHMENTS:

Notice of Completion Document

Final Project Construction and Finance History

Budget Page

RECORDING REQUESTED BY:
CITY OF HANFORD

When recorded return to:

City Clerk
City of Hanford
315 North Douty Street
Hanford, California 93230

G.C. 27361.3 - Fee NIL

NOTICE OF COMPLETION

TO WHOM IT MAY CONCERN:

YOU ARE HEREBY NOTIFIED AS FOLLOWS:

1. The work of Improvement is located at: Seventh Street and Harris Street, and at Visalia Road and East Street intersection, Hanford, CA.
2. The Improvement is particularly described as: Seventh Street Catch Basins Installation Project at Harris Street and at East Street.
3. The date of completion of the work of Improvement: December 15, 2015
4. The Owner of the work of Improvement: City of Hanford
5. The nature of the owner's interest or estate: Fee Simple Title
6. The name of the original contractor for the work of Improvement: Bill Nelson General Engineering Construction, Inc. of Fresno, CA
7. The surety for the work of Improvement: Westchester Fire Insurance Company.
8. Accepted by minute action of the City Council of the City of Hanford on: February 16, 2016.

I certify under penalty of perjury that the foregoing is true and correct.
Dated this 16th day of February, 2016.

BY: _____
Justin Mendes, Mayor
City of Hanford, County of Kings, State of California

I, the undersigned, say:

I am the person who signed the foregoing notice. I have read the above notice and know its contents, and the facts stated therein are true of my own knowledge.

I declare under penalty of perjury that the foregoing is true and correct.

Executed at Hanford, California, this _____ day of _____, 2016.

BY: _____
Justin Mendes, Mayor
City of Hanford, County of Kings, State of California

Authority: Section 1181 Civil Code

FINAL PROJECT CONSTRUCTION AND FINANCE HISTORY

PROJECT: Seventh Street Catch Basin Installation Project at Harris Street and at East Street

CONTRACTOR: Bill Nelson General Engineering Construction, Inc.
2741 E. Malaga Avenue
Fresno, CA 93725

CONTRACT DATES:	Bid Date	July 21, 2015
	Council Award	August 3, 2015
	Contractor Started Work	September 14, 2015
	Contract Time of Completion	December 15, 2015
	Contractor Completed Work	December 15, 2015

CONTRACT CHANGE ORDERS:

Contract Change Order No. 1:

East Street: Additional potholing required to locate unknown and unmarked utilities in conflict. Had to hand dig and compact to get around and below the unknown utilities.

Harris Street: Had to hand dig around, abandon, and plug an unknown and unmarked 6" steel pipe in conflict with storm drain pipe. Relocate existing unmarked 1" irrigation line in conflict with catch basin installation .

For a total increase of \$5,235.99

Contract Change Order No. 2:

Balance of Quantities.

East Street: Adjust the depth of three Storm Drain inlets, one manhole, and 189 lf of pipeline by an additional 2.5' depth due to unknown and unmarked utility conflicts.

Grind and haul 6' of pavement along curb at Visalia Road and East Street to provide a smooth transition to curb lip and pave 1 ½" transition overlay (533 s.f.).

Harris Street: Remove and replace 12.5 l.f. of broken planter curb.

For a total increase of \$17,033.58

FINANCIAL HISTORY:

<u>SOURCE OF BUDGET FUNDING</u>	<u>AMOUNT</u>
Storm Drainage Capital Fund	\$ 152,605.00
Additional Appropriation from Storm Drain Reserve Fund	\$ 8,469.57
Total Budget Funding	<u>\$ 161,074.57</u>
 <u>CONSTRUCTION COSTS</u>	
Contract – Total Bid Award	\$ 138,805.00
CCO#1	\$ 5,235.99
CCO#2	\$ 17,033.58
Total Construction Cost	<u>\$ 161,074.57</u>
Fund Balance	<u>\$ 0 .</u>

FISCAL YEAR 2016
Seventh Street Catch Basin Installation Project

Project Background:

The intersections of Harris Street at Seventh Street, and Visalia Street at East Street are subject to localized flooding during prolonged storm events. This flooding causes issues with pedestrian traffic and with access to businesses and residences.

Existing Conditions:

The existing drainage system included piping within the tree wells that has uplifted up due to tree roots intrusion. The damaged drain system is preventing proper drainage in the area. In order to avoid removing large established trees, installation of catch basins and piping to provide better drainage is necessary.

Project Justification:

This project will extend existing Storm Drainage systems to connect to these two intersections and install catch basins at key locations to increase drainage capacity and allow for less disruption with businesses and residences.

Fiscal Implications:

Funding for this project will be allocated from storm drainage reserves.

Project Budget Summary:

		Original				
		2016	2017	2018	2019	2020
Expenditure	Program or Project	Construction				
	Engineering / Inspection	6,000				
	Construction	138,805				
	Contingency	13,800				
	Department Overhead	1,500				
Total Expenditure		\$160,105	\$0	\$0	\$0	\$0
Revenue	Funding					
	358 Storm Drainage Capital	160,105				
Total Funding		\$160,105	\$0	\$0	\$0	\$0



AGENDA STAFF REPORT

MEETING DATE: 2/16/2016	AGENDA SECTION: H
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SUBJECT:

Public Works: Purchase of one 2016 Ford F-150 pickup truck from Keller Ford, of Hanford, in the amount of \$21,998.95.

RECOMMENDATION:

That the City Council, by motion:

1. Approve the purchase of one 2016 Ford F-150 pickup truck from Keller Ford, of Hanford, in the amount of \$21,998.95;
2. Authorize an additional appropriation of \$4,366.95 from Fleet Replacement Reserves; and
3. Declare one existing 1/2 ton pickup truck as surplus and authorize the sale of this unit.

BACKGROUND:

The Fleet Replacement Reserve Budget provides funds to replace one 1/2 ton pickup truck, that is utilized within the Engineering Division, that has outlived its useful life. The vehicle being replaced has met the City's established replacement lifecycle service life of 10 years. This vehicle is showing signs of advanced wear as documented by equipment maintenance records. Maintenance costs have steadily increased over the years, and the equipment has become unreliable for everyday use.

Bids to purchase one 1/2 ton pickup truck were requested from three (3) vendors with bid results summarized as follows:

Keller Ford of Hanford	\$21,998.95
Keller Chevrolet of Hanford	\$23,789.90
Keller GMC of Hanford	\$24,545.63

FISCAL IMPACT:

The FY 15/16 Fleet Reserve Budget provided an estimate of \$19,810.00 for the purchase of one 1/2 ton pickup truck. To date approximately \$17,632.00 has been collected as part of the City's Fleet Replacement Program. The total purchase price for the new pickup is \$21,998.95, including tax and delivery. An additional appropriation of \$4,366.95 from Fleet Replacement Reserves is necessary to fully fund the purchase. There are sufficient funds in the reserve account to fund the purchase shortfall without impacting budgeted vehicle / equipment purchases in FY 15/16.

ATTACHMENTS:

FY 15-16 PICKUP QUOTES

Budget Page 150-Item 816302



1073 Cadillac Lane • Hanford, CA 93230

(559) 584-5531 • www.kellerdeal.com

SELLING PRICE..... \$20,456.00
SALES TAX..... 1,534.20
TIRE FEE..... 8.75
DMV FEES EXEMPT

TOTAL..... \$ 21,998.95

*** BUYER ***

CITY OF HANFORD
315 N. DOUTY ST
HANFORD, CA.93230
(559) 585-2554

*** PURCHASE ***

STOCK# TBD
VIN# TBD
YEAR: 2016
MAKE: FORD
MODEL: F150 REG. CAB
COLOR: WHITE
TRIM: GRAY CLOTH
ODOMETER: TBD

CHRIS HILL

FLEET MANAGER

Attachment: FY 15-16 PICKUP QUOTES (1348 : PW: Purchase of One 2016 Ford F-150 Replacement Pickup Truck)

700 W. Cadillac Lane
Hanford, CA 93230



(559) 582-1000
www.kellerdeal.com

SELLING PRICE..... \$22,122.00
SALES TAX..... 1,659.15
TIRE FEE..... 8.75
DMV FEES EXEMPT

TOTAL..... \$ 23,789.90

*** BUYER ***

CITY OF HANFORD
315 N. DOUTY ST
HANFORD, CA.93230
(559) 585-2554

*** PURCHASE ***

STOCK# TBD
VIN# TBD
YEAR: 2016
MAKE: CHEVROLET
MODEL: 1500 REG. CAB
COLOR: WHITE
TRIM: CLOTH
ODOMETER: TBD

CHRIS HILL

FLEET MANAGER

Attachment: FY 15-16 PICKUP QUOTES (1348 : PW: Purchase of One 2016 Ford F-150 Replacement Pickup Truck)

700 W. Cadillac Lane
Hanford, CA 93230



(559) 582-1000
www.kellerdeal.com

SELLING PRICE..... \$22,825.00
SALES TAX..... 1,711.88
TIRE FEE..... 8.75
DMV FEES EXEMPT

TOTAL..... \$ 24,545.63

*** BUYER ***

CITY OF HANFORD
315 N. DOUTY ST
HANFORD, CA.93230
(559) 585-2554

*** PURCHASE ***

STOCK# TBD
VIN# TBD
YEAR: 2016
MAKE: GMC
MODEL: 1500 REG. CAB
COLOR: WHITE
TRIM: CLOTH
ODOMETER: TBD

CHRIS HILL

FLEET MANAGER

Attachment: FY 15-16 PICKUP QUOTES (1348 : PW: Purchase of One 2016 Ford F-150 Replacement Pickup Truck)

Public Works

City of Hanford FY14/15 & FY15/16 Biennial Budget

LINE ITEM SUMMARY

PUBLIC WORKS - FLEET REPLACEMENT RESERVE

2050

	2012-13 ACTUAL	2013-14 ADOPTED	2013-14 PROJECTED	2014-15 PROPOSED	2015-16 PROPOSED
<u>FIXED ASSETS</u>					
Prior Year Fixed Assets	753,278	535,030	558,630	-	-
815026 1-Alkota Steam Cleaner	-	-	-	13,500	-
815027 1-Automatic Parts Washer	-	-	-	14,600	-
815028 1-Surface Grinder	-	-	-	4,900	-
815029 Misc Small Equip-Parks	-	-	-	4,600	-
815301 1-Car, Patrol	-	-	-	48,350	-
815302 2-Trucks, 30Yd Automated	-	-	-	602,600	-
815303 5-Pickups, 3/4 Tn	-	-	-	162,500	-
815304 5-Pickups, Compact	-	-	-	99,030	-
816016 1-Air Compressor, Portable	-	-	-	-	25,000
816017 1-Trailer, Refuse Container	-	-	-	-	11,000
816018 Misc Small Equip, Parks	-	-	-	-	4,600
816301 1-Pickup, 1 Ton	-	-	-	-	95,000
816302 1-Pickup, Compact	-	-	-	-	19,810
816303 2-Pickup, 3/4 Ton	-	-	-	-	62,650
816304 2-Trucks, 30Yd Automated	-	-	-	-	608,600
816305 3-Car, Patrol	-	-	-	-	149,400
TOTAL FIXED ASSETS	753,278	535,030	558,630	950,080	976,060
<u>TRANSFERS/REIMBURSEMENTS</u>					
9100 Interfund Charges	(1,255,380)	(1,336,830)	(1,428,700)	(1,435,190)	(1,426,880)
TOTAL TRANSFERS/REIMB.	(1,255,380)	(1,336,830)	(1,428,700)	(1,435,190)	(1,426,880)
NET EXPENDITURE	(502,102)	(801,800)	(870,070)	(485,110)	(450,820)



AGENDA STAFF REPORT

MEETING DATE: 2/16/2016

AGENDA SECTION: I

SUBJECT:

Public Works: Purchase of two Ford F-250 replacement pickup trucks (cab and chassis) from Keller Ford, of Hanford, in the amount of \$43,795.80.

RECOMMENDATION:

That the City Council, by motion:

1. Approve the purchase of two 2016 Ford F-250 replacement pickup trucks (cab and chassis) from Keller Ford, of Hanford, California, in the amount of \$43,795.80;
2. Declare two 3/4 ton pickup trucks (cab and chassis) as surplus and authorize the sale of these vehicles.

BACKGROUND:

The Fleet Replacement Reserve Budget provides funds to replace two 3/4 ton pickup trucks (cab and chassis) that have outlived their useful life. The vehicles being replaced have met the City's established replacement lifecycle service life of three years. These vehicles are showing signs of advanced wear as documented by equipment maintenance records. Maintenance costs have steadily increased over the years, and the equipment has become unreliable for everyday use.

Bids to purchase two 2016 Ford F-250 pickup trucks (cab and chassis) were requested from three (3) vendors with bid results summarized as follows:

Keller Ford of Hanford	\$43,795.80 (\$42,481.93 with 3% local vendor discount per City Municipal Code Section 2.48.070)
Will Tiesiera of Tulare	\$43,529.20
Wondries Fleet of Alhambra	\$44,313.21

FISCAL IMPACT:

The FY 15/16 Fleet Reserve Budget provided an estimate of \$62,650.00 for the purchase of two replacement pickup trucks (cab and chassis). To date, approximately \$44,802.00 has been collected as part of the City's Fleet Replacement Program. The total purchase price for the pickup trucks (cab and chassis) is \$43,795.80, including tax and delivery.

ATTACHMENTS:

Purchase Quotes

Budget Page 150_Item 816303



1073 Cadillac Lane • Hanford, CA 93230

(559) 584-5531 • www.kellerdeal.com

SELLING PRICE..... \$20,362.00
 SALES TAX..... 1,527.15
 TIRE FEE..... 8.75
 DMV FEES EXEMPT

TOTAL..... \$21,897.90
 $\times 2 = 43,795.80$

*** BUYER ***

CITY OF HANFORD
 315 N. DOUTY ST
 HANFORD, CA.93230
 (559) 585-2554

*** PURCHASE ***

STOCK# TBD
 VIN# TBD
 YEAR: 2016
 MAKE: FORD
 MODEL: F250 REG. CAB / NO BOX
 COLOR: WHITE
 TRIM: ~~VINYL~~ CLOTH
 ODOMETER: TBD

CHRIS HILL

FLEET MANAGER

Attachment: Purchase Quotes (1350 : PW: Purchase of Two 2016 Ford F-250 Replacement Pickup Trucks

Buyer CITY OF HANFORD		F&I Deal Info		Deal# 0000000	DLENTY
LenderCd CASH	?=HLP	Stock# 16 F250	?=HLP	N/U/D/W N	(Last;1st - ?)
Price & Down Payment			TaxStac CA	SlsTx	LuxTx N
Selling Price	20158.00				7.500 %
Trade Allowance	.00				
Less Payoff	.00				
Cash Deposit	.00				
Cash on Delivery	21764.60				
Rebate Total	.00				
Deferred Pmt Total	.00				
Finance Terms			Service Contract Total .00		
Term of Loan 1	Interval 01	(?=1st)	Accessory Total .00		
Rate/APR 0.000000	20158		Fee Total 88.75		
DaysTo1st 45	SaleDate 2 / 8 / 2016		Insurance		
FirstPay 3/23/2016			Insur Co CD		
			CreditLife N (S/I/N)		
			Acc&Health N (Y/N)		
			GAP INSURANCE		
			Amount .00		
			Taxed N (Y/N)		
			GAP TaxRt .000 %		
			Deal Recap		
			TotCash 21764.60	TotTax 1517.85	
			TotDown 21764.60	AmtFin .00	
			CASH		
			CA..PP:N OOS:N 93230 2011		
Lease			PAYMENT AMOUNT IS .00		
MSRP Amount	.00		Drive Off Amt Due 21764.60		
Residual Percent%	.00				
or Amount	.00				
Save	Skip	Gross	Discl	Jump	Oth
					ScAccFeeRebPy

X2 = 43,529.20

National Fleet Group is pleased to submit the following quotation for your consideration:

Qty	Line Item	Option #	Description	Unit Price	Extended
2			2016 Ford F250 Reg. Cab 4x2	\$ 20,337.54	\$ 40,675.08
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
			Subtotal	\$ 20,337.54	\$ 40,675.08
			Sales Tax 7.5 %	\$ 1,525.32	\$ 3,050.63
			Tire Fee	\$ 8.75	\$ 17.50
			DMV Fees	\$ -	\$ -
			Delivery (non taxable)	\$ 285.00	\$ 570.00
			TOTAL PURCHASE ORDER AMOUNT	\$ 22,156.61	\$ 44,313.21

Notes:

*Please refer to attached specifications.

*Exterior: White

Terms: **Net 30**

Delivery: 70-100 Days A.R.O.

Quoted by:

Clarke Cooper, Fleet Manager (626) 457-5590
1247 W. Main St., Alhambra, CA. 91801

**This price is available under the NJPA Contract Number 102811
Please reference this number on all orders.**

Send by T. Cooper

Public Works

City of Hanford FY14/15 & FY15/16 Biennial Budget

LINE ITEM SUMMARY

PUBLIC WORKS - FLEET REPLACEMENT RESERVE

2050

	2012-13 ACTUAL	2013-14 ADOPTED	2013-14 PROJECTED	2014-15 PROPOSED	2015-16 PROPOSED
<u>FIXED ASSETS</u>					
Prior Year Fixed Assets	753,278	535,030	558,630	-	-
815026 1-Alkota Steam Cleaner	-	-	-	13,500	-
815027 1-Automatic Parts Washer	-	-	-	14,600	-
815028 1-Surface Grinder	-	-	-	4,900	-
815029 Misc Small Equip-Parks	-	-	-	4,600	-
815301 1-Car, Patrol	-	-	-	48,350	-
815302 2-Trucks, 30Yd Automated	-	-	-	602,600	-
815303 5-Pickups, 3/4 Tn	-	-	-	162,500	-
815304 5-Pickups, Compact	-	-	-	99,030	-
816016 1-Air Compressor, Portable	-	-	-	-	25,000
816017 1-Trailer, Refuse Container	-	-	-	-	11,000
816018 Misc Small Equip, Parks	-	-	-	-	4,600
816301 1-Pickup, 1 Ton	-	-	-	-	95,000
816302 1-Pickup, Compact	-	-	-	-	19,810
816303 2-Pickup, 3/4 Ton	-	-	-	-	62,650
816304 2-Trucks, 30Yd Automated	-	-	-	-	608,600
816305 3-Car, Patrol	-	-	-	-	149,400
TOTAL FIXED ASSETS	753,278	535,030	558,630	950,080	976,060
<u>TRANSFERS/REIMBURSEMENTS</u>					
9100 Interfund Charges	(1,255,380)	(1,336,830)	(1,428,700)	(1,435,190)	(1,426,880)
TOTAL TRANSFERS/REIMB.	(1,255,380)	(1,336,830)	(1,428,700)	(1,435,190)	(1,426,880)
NET EXPENDITURE	(502,102)	(801,800)	(870,070)	(485,110)	(450,820)



AGENDA STAFF REPORT

MEETING DATE: 2/16/2016	AGENDA SECTION: J
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SUBJECT:

Finance: Warrant Register

RECOMMENDATION:

Approve warrant register for amount \$1,120,635.12 period 01/14/16-01/27/16.

BACKGROUND:

FISCAL IMPACT:

ATTACHMENTS:

113200-113432

Warrant Register

Report: S:\Cognos\ACCOUNTS PAYABLE\CHECKS\WARRANT REGISTER-AGENDA.imr

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2071 WASTEWATER TREATMENT PLNT	7550 OTHER CONTRACTUAL SERVICE	1/15/16	113200	14819	D S WATERS OF AMERICA, INC DBA ALHAMBRA & SIERRA SPRINGS	22.15	94082111116	BLANKET PURCHASE ORDER	
						22.15			
2071 WASTEWATER TREATMENT PLNT	7495 PROF AND SPEC SERVICES	1/15/16	113201	11727	DANI ANDREWS DBA ANDREWS A-Z SERVICES	195.00	641270	BEE HIVE REMOVAL	
						195.00			
2071 WASTEWATER TREATMENT PLNT	7495 PROF AND SPEC SERVICES	1/15/16	113202	00280	ARAMARK UNIFORM SERVICES, INC ARAMARK UNIFORM SERVICES, INC	77.57	503-0842079	BLANKET PURCHASE ORDER	
2100 BUILDING MAINTENANCE	7550 OTHER CONTRACTUAL SERVICE	1/15/16		00280	ARAMARK UNIFORM SERVICES, INC ARAMARK UNIFORM SERVICES, INC	121.68	503-0847623	CHANGE ORDER - 1	
2071 WASTEWATER TREATMENT PLNT	7495 PROF AND SPEC SERVICES	1/15/16		00280	ARAMARK UNIFORM SERVICES, INC ARAMARK UNIFORM SERVICES, INC	77.57	503-0854737	BLANKET PURCHASE ORDER	
2100 BUILDING MAINTENANCE	7550 OTHER CONTRACTUAL SERVICE	1/15/16		00280	ARAMARK UNIFORM SERVICES, INC ARAMARK UNIFORM SERVICES, INC	121.68	503-0860231	CHANGE ORDER - 1	
						398.50			
2081 WATER-OPERATIONS	7495 PROF AND SPEC SERVICES	1/15/16	113203	11034	B S K & ASSOCIATES INC B S K & ASSOCIATES INC	15.00	A526435	BLANKET PURCHASE ORDER	
2081 WATER-OPERATIONS	7495 PROF AND SPEC SERVICES	1/15/16		11034	B S K & ASSOCIATES INC B S K & ASSOCIATES INC	1,068.00	A527514	BLANKET PURCHASE ORDER	
2081 WATER-OPERATIONS	7495 PROF AND SPEC SERVICES	1/15/16		11034	B S K & ASSOCIATES INC B S K & ASSOCIATES INC	340.00	A600159	BLANKET PURCHASE ORDER	

Warrant Register

Report: S:\Cognos\ACCOUNTS PAYABLE\CHECKS\WARRANT REGISTER-AGENDA.imr

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
1,423.00									
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16	113204	15070	BURTON'S FIRE, INC BURTON'S FIRE, INC	194.32	30827	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		15070	BURTON'S FIRE, INC BURTON'S FIRE, INC	218.28	30995	BLANKET PURCHASE ORDER	
412.60									
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16	113205	21621	CENTRAL VALLEY TRUCK CENTER, INC CENTRAL VALLEY TRUCK CENTER	187.75	F003403547	BLANKET PURCHASE ORDERS	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		21621	CENTRAL VALLEY TRUCK CENTER, INC CENTRAL VALLEY TRUCK CENTER	156.09	F003404234	BLANKET PURCHASE ORDERS	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		21621	CENTRAL VALLEY TRUCK CENTER, INC CENTRAL VALLEY TRUCK CENTER	358.56	F003405382	BLANKET PURCHASE ORDERS	
702.40									
2072 SANITARY SEWER COLLECTION	7320 COMMUNICATIONS	1/15/16	113206	14784	COMCAST CABLE COMMUNICATIONS, INC COMCAST CABLE COMMUNICATIONS, INC	52.98	043976301/16	8155500390439763 SCADA	
2081 WATER-OPERATIONS	7320 COMMUNICATIONS	1/15/16		14784	COMCAST CABLE COMMUNICATIONS, INC COMCAST CABLE COMMUNICATIONS, INC	52.99	043976301/16	8155500390439763 SCADA	
105.97									
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16	113207	32250	ELBERT DISTRIBUTING, INC ELBERT DISTRIBUTING, INC	197.74	2207971	BLANKET PURCHASE ORDER	

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2040 FLEET MAINTENANCE	7433 FUEL AND LUBE MAINTENANCE	1/15/16	113207...	32250	ELBERT DISTRIBUTING, INC ELBERT DISTRIBUTING, INC	267.48	2208001	2015-12 DIESEL TRTMNT	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		32250	ELBERT DISTRIBUTING, INC ELBERT DISTRIBUTING, INC	66.91	2208018	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7433 FUEL AND LUBE MAINTENANCE	1/15/16		32250	ELBERT DISTRIBUTING, INC ELBERT DISTRIBUTING, INC	748.08	2208024	2015-12 GAS TRTMNT	
						1,280.21			
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16	113208	36895	GOLDEN STATE PETERBILT GOLDEN STATE PETERBILT	40.32	F696269	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		36895	GOLDEN STATE PETERBILT GOLDEN STATE PETERBILT	88.35	F696359	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		36895	GOLDEN STATE PETERBILT GOLDEN STATE PETERBILT	313.34	F697364	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		36895	GOLDEN STATE PETERBILT GOLDEN STATE PETERBILT	313.34	F697454	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		36895	GOLDEN STATE PETERBILT GOLDEN STATE PETERBILT	313.34	F697586	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		36895	GOLDEN STATE PETERBILT GOLDEN STATE PETERBILT	546.41	F697972	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		36895	GOLDEN STATE PETERBILT GOLDEN STATE PETERBILT	350.66	F698318	BLANKET PURCHASE ORDER	

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1,965.76									
1722 PARKS & REC-PARKS	7600 SPECIAL DEPARTMENTAL EXP	1/15/16	113209	44475	HOFMANS NURSERY HOFMANS NURSERY	693.38	25484	BLANKET PURCHASE ORDER	
693.38									
2100 BUILDING MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16	113210	44660	HOLT LUMBER INC HOLT LUMBER INC	166.31	506998	BLANKET PURCHASE ORDER	
2100 BUILDING MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		44660	HOLT LUMBER INC HOLT LUMBER INC	12.58	507017	BLANKET PURCHASE ORDER	
2100 BUILDING MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		44660	HOLT LUMBER INC HOLT LUMBER INC	13.21	507049	BLANKET PURCHASE ORDER	
2020 AIRPORT - OPERATING	815648 T-SHADE RESTORATION PROJ	1/15/16		44660	HOLT LUMBER INC HOLT LUMBER INC	161.12	507059	WOOD JOIST	
353.22									
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16	113211	45470	INTERSTATE BATTERY SYSTEMS INTERSTATE BATTERY SYSTEMS	102.07	90031847	BLANKET PURCHASE ORDER	
102.07									
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16	113212	77740	J V A C INC DBA KELLER FORD LINCOLN	32.94	50056312	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		77740	J V A C INC DBA KELLER FORD LINCOLN	17.46	50057080	BLANKET PURCHASE ORDER	

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2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16	113212...	77740	J V A C INC DBA KELLER FORD LINCOLN	33.73	50057083	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		77740	J V A C INC DBA KELLER FORD LINCOLN	1,370.66	50057942	BLANKET PURCHASE ORDER	
						1,454.79			
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16	113213	00000939	KELLER MOTORS OF HANFORD KELLER MOTORS OF HANFORD	85.70	5040884	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		00000939	KELLER MOTORS OF HANFORD KELLER MOTORS OF HANFORD	(85.70)	5041011	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		00000939	KELLER MOTORS OF HANFORD KELLER MOTORS OF HANFORD	109.21	5041012	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		00000939	KELLER MOTORS OF HANFORD KELLER MOTORS OF HANFORD	280.65	5041134	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		00000939	KELLER MOTORS OF HANFORD KELLER MOTORS OF HANFORD	23.78	5041273	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		00000939	KELLER MOTORS OF HANFORD KELLER MOTORS OF HANFORD	326.59	5041607	BLANKET PURCHASE ORDER	
						740.23			
511 MISC CASH DEPOSITS TRUST	3005-121 KC-LIBRARY IMP FEES	1/15/16	113214	T0000944	KINGS CO DEPT OF FINANCE KINGS CO DEPT OF FINANCE	6,123.70		2015-12 LIBRARY	

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511 MISC CASH DEPOSITS TRUST	3005-122 KC-CRIMINAL JSTC IMP FEES	1/15/16	113214...	T0000944	KINGS CO DEPT OF FINANCE KINGS CO DEPT OF FINANCE	24,147.72		2015-12 CRIM JSTC	
						30,271.42			
2031 REFUSE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16	113215	17684	PHILLIP J GAPEN DBA KINGS CO MOBILE LOCKSMITH SVC	43.82	768	BLANKET PURCHASE ORDER	
1711 PARKS & REC-SPORTS	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		17684	PHILLIP J GAPEN DBA KINGS CO MOBILE LOCKSMITH SVC	3.20	790	6 PIN KEY/P KEY TAG	
1711 PARKS & REC-SPORTS	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		17684	PHILLIP J GAPEN DBA KINGS CO MOBILE LOCKSMITH SVC	4.26	797	6 PIN SGL KEY	
1722 PARKS & REC-PARKS	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		17684	PHILLIP J GAPEN DBA KINGS CO MOBILE LOCKSMITH SVC	32.25	829	BLANKET PURCHASE ORDER	
1722 PARKS & REC-PARKS	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		17684	PHILLIP J GAPEN DBA KINGS CO MOBILE LOCKSMITH SVC	147.06	840	BLANKET PURCHASE ORDER	
						230.59			
2031 REFUSE	7550 OTHER CONTRACTUAL SERVICE	1/15/16	113216	48450	KINGS WASTE & RECYCLE AUTHORITY KINGS WASTE & RECYCLE AUTHORITY	219,225.42		2015-12 DUMP FEES	
						219,225.42			
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16	113217	50805	KROEGER EQUIP & SUPPLY KROEGER EQUIP & SUPPLY	193.33	K124218	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		50805	KROEGER EQUIP & SUPPLY KROEGER EQUIP & SUPPLY	1,057.88	KR13545	BLANKET PURCHASE ORDER	

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1,251.21									
1722 PARKS & REC-PARKS	7600 SPECIAL DEPARTMENTAL EXP	1/15/16	113218	00000271	THE LAWNMOWER MAN LAWNMOWER MAN, THE	66.42	1066406	BLANKET PURCHASE ORDER	
1722 PARKS & REC-PARKS	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		00000271	THE LAWNMOWER MAN LAWNMOWER MAN, THE	512.01	1066605	BLANKET PURCHASE ORDER	
578.43									
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16	113219	51575	LAWRENCE TRACTOR CO LAWRENCE TRACTOR CO	14.90	139877	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		51575	LAWRENCE TRACTOR CO LAWRENCE TRACTOR CO	48.31	141398	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		51575	LAWRENCE TRACTOR CO LAWRENCE TRACTOR CO	94.87	141731	BLANKET PURCHASE ORDER	
1722 PARKS & REC-PARKS	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		51575	LAWRENCE TRACTOR CO LAWRENCE TRACTOR CO	307.19	142975	BLANKET PURCHASE ORDER	
1722 PARKS & REC-PARKS	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		51575	LAWRENCE TRACTOR CO LAWRENCE TRACTOR CO	994.38	142976	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		51575	LAWRENCE TRACTOR CO LAWRENCE TRACTOR CO	136.72	142984	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		51575	LAWRENCE TRACTOR CO LAWRENCE TRACTOR CO	176.14	143072	BLANKET PURCHASE ORDER	
1,772.51									

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1714 PARKS & REC-POOL/SKATE	7412 EQUIPMENT MAINTENANCE	1/15/16	113220	62960	LINCOLN COMMERCIAL POOL EQUIP, INC LINCOLN COMMERCIAL POOL EQUIP, INC	29.98	SI281624	POOL CAP SIGN	
1714 PARKS & REC-POOL/SKATE	7412 EQUIPMENT MAINTENANCE	1/15/16		62960	LINCOLN COMMERCIAL POOL EQUIP, INC LINCOLN COMMERCIAL POOL EQUIP, INC	672.57	SI281777	REEL BUSHINGS/STRAPS	
1714 PARKS & REC-POOL/SKATE	7412 EQUIPMENT MAINTENANCE	1/15/16		62960	LINCOLN COMMERCIAL POOL EQUIP, INC LINCOLN COMMERCIAL POOL EQUIP, INC	683.98	SI281920	CASTER WHEELS	
						1,386.53			
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16	113221	83200	LITTLE WORLEY'S AUTO ELECTRIC LITTLE WORLEY'S AUTO ELECTRIC	178.45	43262	BLANKET PURCHASE ORDER	
						178.45			
2100 BUILDING MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16	113222	13768	LOWE'S LOWE'S	17.30	901071	BLANKET PURCHASE ORDER	
2100 BUILDING MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		13768	LOWE'S LOWE'S	16.96	901282	BLANKET PURCHASE ORDER	
2183 POLICE PROTECTION IMP FEE	816661 BLDG MODIF-422 N DOUTY	1/15/16		13768	LOWE'S LOWE'S	148.05	901391	BLDG REPAIR MATERIALS	
2011 PW-STREET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		13768	LOWE'S LOWE'S	48.93	902053	BLANKET PURCHASE ORDER	
1722 PARKS & REC-PARKS	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		13768	LOWE'S LOWE'S	72.10	902095	BLANKET PURCHASE ORDER	

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2183 POLICE PROTECTION IMP FEE	816661 BLDG MODIF-422 N DOUTY	1/15/16	113222...	13768	LOWE'S LOWE'S	596.38	902108	BLDG REPAIR MATERIALS	
2183 POLICE PROTECTION IMP FEE	816661 BLDG MODIF-422 N DOUTY	1/15/16		13768	LOWE'S LOWE'S	488.86	902229A	BLDG REPAIR MATERIALS	
2183 POLICE PROTECTION IMP FEE	816661 BLDG MODIF-422 N DOUTY	1/15/16		13768	LOWE'S LOWE'S	770.30	902292	BLDG REPAIR MATERIALS	
2183 POLICE PROTECTION IMP FEE	816661 BLDG MODIF-422 N DOUTY	1/15/16		13768	LOWE'S LOWE'S	29.13	902422	BLDG REPAIR MATERIALS	
2183 POLICE PROTECTION IMP FEE	816661 BLDG MODIF-422 N DOUTY	1/15/16		13768	LOWE'S LOWE'S	260.14	902722	BLDG REPAIR MATERIALS	
2100 BUILDING MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		13768	LOWE'S LOWE'S	7.31	902729	BLANKET PURCHASE ORDER	
2131 COURTHOUSE SQUARE-OPERTNG	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		13768	LOWE'S LOWE'S	5.39	902762A	BLANKET PURCHASE ORDER	
2100 BUILDING MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		13768	LOWE'S LOWE'S	45.91	902826	BLANKET PURCHASE ORDER	
2100 BUILDING MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		13768	LOWE'S LOWE'S	28.79	902836	BLANKET PURCHASE ORDER	
2131 COURTHOUSE SQUARE-OPERTNG	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		13768	LOWE'S LOWE'S	40.34	902884A	BLANKET PURCHASE ORDER	

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2071 WASTEWATER TREATMENT PLNT	7600 SPECIAL DEPARTMENTAL EXP	1/15/16	113222...	13768	LOWE'S LOWE'S	48.44	911439	BLANKET PURCHASE ORDER	
2011 PW-STREET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		13768	LOWE'S LOWE'S	32.60	911701	BLANKET PURCHASE ORDER	
2071 WASTEWATER TREATMENT PLNT	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		13768	LOWE'S LOWE'S	39.74	911750	BLANKET PURCHASE ORDER	
2081 WATER-OPERATIONS	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		13768	LOWE'S LOWE'S	40.79	912883	BLANKET PURCHASE ORDER	
2081 WATER-OPERATIONS	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		13768	LOWE'S LOWE'S	23.48	913660	BLANKET PURCHASE ORDER	
2081 WATER-OPERATIONS	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		13768	LOWE'S LOWE'S	113.11	913820	BLANKET PURCHASE ORDER	
2011 PW-STREET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		13768	LOWE'S LOWE'S	30.62	913853	BLANKET PURCHASE ORDER	
2011 PW-STREET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		13768	LOWE'S LOWE'S	(10.19)	918572	BLANKET PURCHASE ORDER	
2183 POLICE PROTECTION IMP FEE	816661 BLDG MODIF-422 N DOUTY	1/15/16		13768	LOWE'S LOWE'S	42.07	918809	BLDG REPAIR MATERIALS	
2011 PW-STREET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		13768	LOWE'S LOWE'S	21.42	985389	BLANKET PURCHASE ORDER	
						2,957.97			

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2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16	113223	55787	MORGAN & SLATES MORGAN & SLATES	158.65	1380092	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		55787	MORGAN & SLATES MORGAN & SLATES	9.74	1380105	BLANKET PURCHASE ORDER	
1722 PARKS & REC-PARKS	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		55787	MORGAN & SLATES MORGAN & SLATES	31.18	1380130	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		55787	MORGAN & SLATES MORGAN & SLATES	(32.59)	1380140	BLANKET PURCHASE ORDER	
1722 PARKS & REC-PARKS	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		55787	MORGAN & SLATES MORGAN & SLATES	207.71	1380386	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		55787	MORGAN & SLATES MORGAN & SLATES	84.66	1380498	BLANKET PURCHASE ORDER	
2031 REFUSE	7412 EQUIPMENT MAINTENANCE	1/15/16		55787	MORGAN & SLATES MORGAN & SLATES	76.60	1380524	BLANKET PURCHASE ORDER	
2071 WASTEWATER TREATMENT PLNT	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		55787	MORGAN & SLATES MORGAN & SLATES	296.70	1380549	BLANKET PURCHASE ORDER	
1722 PARKS & REC-PARKS	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		55787	MORGAN & SLATES MORGAN & SLATES	78.36	1380672	BLANKET PURCHASE ORDER	
1722 PARKS & REC-PARKS	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		55787	MORGAN & SLATES MORGAN & SLATES	34.08	1380893	BLANKET PURCHASE ORDER	

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2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16	113223...	55787	MORGAN & SLATES MORGAN & SLATES	78.25	1381064	BLANKET PURCHASE ORDER	
1722 PARKS & REC-PARKS	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		55787	MORGAN & SLATES MORGAN & SLATES	18.16	1381283	BLANKET PURCHASE ORDER	
2081 WATER-OPERATIONS	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		55787	MORGAN & SLATES MORGAN & SLATES	14.34	1381480	BLANKET PURCHASE ORDER	
2081 WATER-OPERATIONS	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		55787	MORGAN & SLATES MORGAN & SLATES	(11.47)	1381641	BLANKET PURCHASE ORDER	
2081 WATER-OPERATIONS	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		55787	MORGAN & SLATES MORGAN & SLATES	13.09	1381643	BLANKET PURCHASE ORDER	
2071 WASTEWATER TREATMENT PLNT	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		55787	MORGAN & SLATES MORGAN & SLATES	25.72	1381781	BLANKET PURCHASE ORDER	
2071 WASTEWATER TREATMENT PLNT	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		55787	MORGAN & SLATES MORGAN & SLATES	89.25	1382121	BLANKET PURCHASE ORDER	
1722 PARKS & REC-PARKS	7600 SPECIAL DEPARTMENTAL EXP	1/15/16		55787	MORGAN & SLATES MORGAN & SLATES	57.84	1382661	BLANKET PURCHASE ORDER	
2183 POLICE PROTECTION IMP FEE	816661 BLDG MODIF-422 N DOUTY	1/15/16		55787	MORGAN & SLATES MORGAN & SLATES	381.61	1382700	WNDOW SECURITY GRIDS AND	
2104 ACCUM CAPITAL OUTLAY	816642 DOWNTOWN 2010 PLAN PROJ	1/15/16		55787	MORGAN & SLATES MORGAN & SLATES	22.97	1383178	SQ TUBING TREE GRATES	

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2072 SANITARY SEWER COLLECTION	7600 SPECIAL DEPARTMENTAL EXP	1/15/16	113223...	55787	MORGAN & SLATES MORGAN & SLATES	4.58	1383360	BLANKET PURCHASE ORDER	
1,639.43									
1722 PARKS & REC-PARKS	7780 UTILITIES-ELECTRICITY	1/15/16	113224	58485	P G & E P G & E	9.86		2015-12 6276476966-7	
2072 SANITARY SEWER COLLECTION	7780 UTILITIES-ELECTRICITY	1/15/16		58485	P G & E P G & E	106.21		2015-12 5401477022-3	
116.07									
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16	113225	62910	PRAXAIR DIST INC PRAXAIR DIST INC	203.71	54558968	BLANKET PURCHASE ORDER	
203.71									
1610 FIRE-ADMIN/SUPPRES SION	7495 PROF AND SPEC SERVICES	1/15/16	113226	00000961	TAYLOR BROTHERS, INC DBA R E S COM	50.00	1400092	MONTHLY PEST CONTROL	
50.00									
2040 FLEET MAINTENANCE	7433 FUEL AND LUBE MAINTENANCE	1/15/16	113227	65300	ROE OIL COMPANY ROE OIL COMPANY	109.04	132795CT	FUEL/PD MOTORCYCLES	
2040 FLEET MAINTENANCE	7433 FUEL AND LUBE MAINTENANCE	1/15/16		65300	ROE OIL COMPANY ROE OIL COMPANY	20.33	133043	FINANCE CHG	
129.37									
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16	113228	65950	RUCKSTELL CALIF SALES CO RUCKSTELL CALIF SALES CO	721.86	68820	BLANKET PURCHASE ORDER	

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2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/15/16	113228...	65950	RUCKSTELL CALIF SALES CO RUCKSTELL CALIF SALES CO	77.92	68861	BLANKET PURCHASE ORDER	
						799.78			
1512-1 POLICE-RECORDS	7495 PROF AND SPEC SERVICES	1/15/16	113229	19440	SHRED-IT US JV LLC DBA SHRED-IT USA LLC	105.82	9408931299	DOC SHREDDING	
						105.82			
1722 PARKS & REC-PARKS	7780 UTILITIES-ELECTRICITY	1/15/16	113230	70950	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	1,483.06		2015-12	
2011 PW-STREET MAINTENANCE	7780 UTILITIES-ELECTRICITY	1/15/16		70950	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	100.56		2015-12	
2011 PW-STREET MAINTENANCE	7780 UTILITIES-ELECTRICITY	1/15/16		70950	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	1,843.71		2015-12 PANELS	
2011 PW-STREET MAINTENANCE	7780 UTILITIES-ELECTRICITY	1/15/16		70950	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	120.20		2015-12 SAFETY LIGHTS	
2011 PW-STREET MAINTENANCE	7780 UTILITIES-ELECTRICITY	1/15/16		70950	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	338.73		2015-12 STREET LAMPS	
2011 PW-STREET MAINTENANCE	7780 UTILITIES-ELECTRICITY	1/15/16		70950	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	101.78		2015-12 TR CONT SIG	
2011 PW-STREET MAINTENANCE	7780 UTILITIES-ELECTRICITY	1/15/16		70950	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	3,333.22		2015-12 TRAF SIGNALS	

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2011 PW-STREET MAINTENANCE	7780 UTILITIES-ELECTRICITY	1/15/16	113230...	70950	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	31,943.72		2015-12 VINTAGE EST	
2011 PW-STREET MAINTENANCE	7790 UTILITIES-PRKG LOT ELECTR	1/15/16		70950	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	244.60		2015-12 PARKING LOTS	
2011 PW-STREET MAINTENANCE	7790 UTILITIES-PRKG LOT ELECTR	1/15/16		70950	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	119.73		2015-12 XMAS	
2061 STORM DRAINAGE-OPERATING	7780 UTILITIES-ELECTRICITY	1/15/16		70950	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	4,052.43		2015-12	
2072 SANITARY SEWER COLLECTION	7780 UTILITIES-ELECTRICITY	1/15/16		70950	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	3,029.78		2015-12	
						46,711.52			
1513 POLICE-OPERATIONS	7600 SPECIAL DEPARTMENTAL EXP	1/15/16	113231	15595	CHERLY M ZEMEN DBA DESIGN FOR YOU, A	150.53	7742A	SHIRTS/CHPLN ADELUSI	
						150.53			
2081 WATER-OPERATIONS	7650 CHEMICALS	1/15/16	113232	17478	UNIVAR UNIVAR	198.38	F0840315	BLANKET PURCHASE ORDER	
2081 WATER-OPERATIONS	7650 CHEMICALS	1/15/16		17478	UNIVAR UNIVAR	70.84	F0840316	BLANKET PURCHASE ORDER	
2081 WATER-OPERATIONS	7650 CHEMICALS	1/15/16		17478	UNIVAR UNIVAR	127.53	F0840317	BLANKET PURCHASE ORDER	

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2081 WATER-OPERATIONS	7650 CHEMICALS	1/15/16	113232...	17478	UNIVAR UNIVAR	283.38	F0840318	BLANKET PURCHASE ORDER	
2081 WATER-OPERATIONS	7650 CHEMICALS	1/15/16		17478	UNIVAR UNIVAR	226.70	F0840321	BLANKET PURCHASE ORDER	
2081 WATER-OPERATIONS	7650 CHEMICALS	1/15/16		17478	UNIVAR UNIVAR	269.21	F0840322	BLANKET PURCHASE ORDER	
2081 WATER-OPERATIONS	7650 CHEMICALS	1/15/16		17478	UNIVAR UNIVAR	141.70	F0840572	BLANKET PURCHASE ORDER	
2081 WATER-OPERATIONS	7650 CHEMICALS	1/15/16		17478	UNIVAR UNIVAR	212.54	F0840574	BLANKET PURCHASE ORDER	
2081 WATER-OPERATIONS	7650 CHEMICALS	1/15/16		17478	UNIVAR UNIVAR	226.70	F0840577	BLANKET PURCHASE ORDER	
2081 WATER-OPERATIONS	7650 CHEMICALS	1/15/16		17478	UNIVAR UNIVAR	255.04	F0840578	BLANKET PURCHASE ORDER	
2081 WATER-OPERATIONS	7650 CHEMICALS	1/15/16		17478	UNIVAR UNIVAR	212.54	F0840579	BLANKET PURCHASE ORDER	
						2,224.56			
1111 PERSONNEL	7496 CALPERS SERVICES	1/21/16	113233	18703	FRANK ALVISO ALVISO, FRANK	119.00		CITY RET HLTH FEB PP2	
						119.00			

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1111 PERSONNEL	7496 CALPERS SERVICES	1/21/16	113234	18709	BENISTAR/HARTFORD-6795 BENISTAR/HARTFORD-6795	357.00		FEB HLTH PREM PP2	
						357.00			
400 CITY PAYROLL REVOLVING	2063 EMPLOYEES ATTACHMENT PAY	1/21/16	113235	13332	CALIF STATE DISBURSEMENT UNIT CALIF STATE DISBURSEMENT UNIT	541.85		J LUTZ #VFL252188 PP2	
						541.85			
1111 PERSONNEL	7496 CALPERS SERVICES	1/21/16	113236	20215	TERRY CARR CARR, TERRY	119.00		CITY RET HLTH FEB PP2	
						119.00			
1111 PERSONNEL	7496 CALPERS SERVICES	1/21/16	113237	00000215	DEBORAH CASSERA CASSERA, DEBORAH	119.00		CITY RET HLTH FEB PP2	
						119.00			
1111 PERSONNEL	7496 CALPERS SERVICES	1/21/16	113238	15116	JERRY CHOW CHOW, JERRY	119.00		CITY RET HLTH FEB PP2	
						119.00			
400 CITY PAYROLL REVOLVING	2063 EMPLOYEES ATTACHMENT PAY	1/21/16	113239	18910	EDUCATIONAL CREDIT MANAGEMENT CORP EDUCATIONAL CREDIT MANAGEMENT CORP	2.31		WAGE ATTACH *2812 PP2	
						2.31			
400 CITY PAYROLL REVOLVING	2063 EMPLOYEES ATTACHMENT PAY	1/21/16	113240	34622	FRANCHISE TAX BOARD FRANCHISE TAX BOARD	379.29		FTB#1112771419 PP2	

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400 CITY PAYROLL REVOLVING	2063 EMPLOYEES ATTACHMENT PAY	1/21/16	113240...	34622	FRANCHISE TAX BOARD FRANCHISE TAX BOARD	336.62		FTB#1113460695 PP2	
400 CITY PAYROLL REVOLVING	2063 EMPLOYEES ATTACHMENT PAY	1/21/16		34622	FRANCHISE TAX BOARD FRANCHISE TAX BOARD	23.79		FTB#2110193842 PP2	
						739.70			
400 CITY PAYROLL REVOLVING	2059 EMPLOYEES ASSOCNS PAYABLE	1/21/16	113241	16411	G E M A G E M A	570.00		GEMA DEDUCTS PP2	
						570.00			
1111 PERSONNEL	7496 CALPERS SERVICES	1/21/16	113242	00000198	DOLORES GALLEGOS GALLEGOS, DOLORES	119.00		CITY RET HLTH FEB PP2	
						119.00			
1111 PERSONNEL	7496 CALPERS SERVICES	1/21/16	113243	36950	JOHN L GOMES GOMES, JOHN L	119.00		CITY RET HLTH FEB PP2	
						119.00			
1111 PERSONNEL	7496 CALPERS SERVICES	1/21/16	113244	00001544	DOMINGO GONZALES GONZALES, DOMINGO	119.00		CITY RET HLTH BEF PP2	
						119.00			
400 CITY PAYROLL REVOLVING	2059 EMPLOYEES ASSOCNS PAYABLE	1/21/16	113245	00001188	H M E A H M E A	32.00		HMEA DEDUCT PP 2	
						32.00			

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400 CITY PAYROLL REVOLVING	2059 EMPLOYEES ASSOCNS PAYABLE	1/21/16	113246	38623	H P O A H P O A	2,600.00		HPOA DUES PP2	
						2,600.00			
1111 PERSONNEL	7496 CALPERS SERVICES	1/21/16	113247	14086	ROBERT HERNANDEZ HERNANDEZ, ROBERT	119.00		CITY RET HLTH FEB PP2	
						119.00			
400 CITY PAYROLL REVOLVING	2059 EMPLOYEES ASSOCNS PAYABLE	1/21/16	113248	00000832	I A F F, LOCAL 3898 I A F F, LOCAL 3898	1,214.50		IAFF DUES PP2	
						1,214.50			
400 CITY PAYROLL REVOLVING	2071 ICMA ROTH IRA PAYABLE	1/21/16	113249	45304	I C M A RETIREMENT TRUST-ROTH IRA I C M A RETIREMENT TRUST-ROTH IRA	355.00		ROTH IRA #705196 PP2	
						355.00			
400 CITY PAYROLL REVOLVING	2063 EMPLOYEES ATTACHMENT PAY	1/21/16	113250	45466	INTERNAL REVENUE SERVICE INTERNAL REVENUE SERVICE	37.50		CASE#*****9349 PP2	
						37.50			
400 CITY PAYROLL REVOLVING	2063 EMPLOYEES ATTACHMENT PAY	1/21/16	113251	48800	KINGS CO SHERIFF KINGS CO SHERIFF	108.27		CASE# 11CV-1165 PP2	
400 CITY PAYROLL REVOLVING	2063 EMPLOYEES ATTACHMENT PAY	1/21/16		48800	KINGS CO SHERIFF KINGS CO SHERIFF	93.29		CASE# 14-0586 PP2	
						201.56			

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1111 PERSONNEL	7496 CALPERS SERVICES	1/21/16	113252	18701	ARTHUR KNIGHT KNIGHT, ARTHUR	119.00		CITY RET HLTH FEB PP2	
1111 PERSONNEL	7496 CALPERS SERVICES	1/21/16		18701	ARTHUR KNIGHT KNIGHT, ARTHUR	119.00		CITY RET HLTH JAN PP2	
						238.00			
1111 PERSONNEL	7496 CALPERS SERVICES	1/21/16	113253	52920	GLORIA LOPEZ LOPEZ, GLORIA	119.00		CITY RET HLTH FEB PP2	
						119.00			
1111 PERSONNEL	7496 CALPERS SERVICES	1/21/16	113254	18706	MANUEL MEDRANO MEDRANO, MANUEL	119.00		CITY RET HLTH FEB PP2	
						119.00			
400 CITY PAYROLL REVOLVING	2063 EMPLOYEES ATTACHMENT PAY	1/21/16	113255	17061	MICHAEL H MEYER MEYER, MICHAEL H	274.62		CASE# 12-18186-B-13F	
						274.62			
1111 PERSONNEL	7496 CALPERS SERVICES	1/21/16	113256	64118	JERRY REED REED, JERRY	119.00		CITY RET HLTH FEB PP2	
						119.00			
1111 PERSONNEL	7496 CALPERS SERVICES	1/21/16	113257	64590	JAN REYNOLDS REYNOLDS, JAN	119.00		CITY RET HLTH FEB PP2	
						119.00			

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400 CITY PAYROLL REVOLVING	2059 EMPLOYEES ASSOCNS PAYABLE	1/21/16	113258	11977	SEIU LOCAL 521 SEIU LOCAL 521	3,308.08		SEIU DUES PP2	
						3,308.08			
1201 FINANCE-ACCOUNTING	7770 TRAINING/TRAVEL/MEETING	1/21/16	113259	19684	B K C & G CONSULTING INC DBA TRAININGCENTER	239.00		WEB-FRING BEN PP2	
						239.00			
1111 PERSONNEL	7496 CALPERS SERVICES	1/21/16	113260	18708	GEORGE WATSON WATSON, GEORGE	119.00		CITY RET HLTH FEB PP2	
						119.00			
1111 PERSONNEL	7496 CALPERS SERVICES	1/21/16	113261	10687	WES YEARY YEARY, WES	119.00		CITY RET HLTH FEB PP2	
						119.00			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/22/16	113262	19665	AKIN, DOUG AKIN, DOUG	64.00	REFUND	UB REFUND	
						64.00			
1610 FIRE-ADMIN/SUPPRES SION	7495 PROF AND SPEC SERVICES	1/22/16	113263	03043	AMERIPRIDE UNIFORM SERVICE AMERIPRIDE UNIFORM SERVICE	107.85	1501512256	BLANKET PURCHASE ORDER	
1610 FIRE-ADMIN/SUPPRES SION	7495 PROF AND SPEC SERVICES	1/22/16		03043	AMERIPRIDE UNIFORM SERVICE AMERIPRIDE UNIFORM SERVICE	99.99	1501512896	BLANKET PURCHASE ORDER	
1610 FIRE-ADMIN/SUPPRES SION	7495 PROF AND SPEC SERVICES	1/22/16		03043	AMERIPRIDE UNIFORM SERVICE AMERIPRIDE UNIFORM SERVICE	107.85	1501523712	BLANKET PURCHASE ORDER	

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1610 FIRE-ADMIN/SUPPRESSION	7495 PROF AND SPEC SERVICES	1/22/16	113263...	03043	AMERIPRIDE UNIFORM SERVICE AMERIPRIDE UNIFORM SERVICE	99.99	1501524696	BLANKET PURCHASE ORDER	
1610 FIRE-ADMIN/SUPPRESSION	7495 PROF AND SPEC SERVICES	1/22/16		03043	AMERIPRIDE UNIFORM SERVICE AMERIPRIDE UNIFORM SERVICE	107.85	1501533766	BLANKET PURCHASE ORDER	
1610 FIRE-ADMIN/SUPPRESSION	7495 PROF AND SPEC SERVICES	1/22/16		03043	AMERIPRIDE UNIFORM SERVICE AMERIPRIDE UNIFORM SERVICE	99.99	1501534804	BLANKET PURCHASE ORDER	
						623.52			
1513 POLICE-OPERATIONS	7495 PROF AND SPEC SERVICES	1/22/16	113264	16710	THE ANIMAL HOUSE ANIMAL HOUSE, THE	78.60	5993	K-9 SUPPLIES	
						78.60			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/22/16	113265	19660	BELEZZUOLI, VIRGINIA BELEZZUOLI, VIRGINIA	70.84	REFUND	UB REFUND	
						70.84			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/22/16	113266	19677	BILL NELSON GEC, INC BILL NELSON GEC, INC	40.00	REFUND	UB REFUND	
						40.00			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/22/16	113267	19663	CASTILLO, MARTIN CASTILLO, MARTIN	14.51	REFUND	UB REFUND	
						14.51			
2040 FLEET MAINTENANCE	7433 FUEL AND LUBE MAINTENANCE	1/22/16	113268	22095	FLEETCOR TECHNOLOGIES INC DBA CHEVRON & TEXACO BUSINESS CARD SV	173.98	46379369	2015-12 GAS CARD	

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173.98									
1460-001 HOME REVOLVING REUSE FUND	7945-002 HOUSING LOANS-REUSE FUNDS	1/22/16	113269	22210	CHICAGO TITLE CO CHICAGO TITLE CO	69,000.00	RAMIREZ, J	1043 FAIRVIEW PLACE	
69,000.00									
1469-005 2013 HOME GRANT	4803 HOME GRANT-LOAN	1/22/16	113270	22210	CHICAGO TITLE CO CHICAGO TITLE CO	75,000.00	RIOS, J	861 CLOVER LN	
75,000.00									
1315 COMPUTER MAINTENANCE	7495 PROF AND SPEC SERVICES	1/22/16	113271	14784	COMCAST CABLE COMMUNICATIONS, INC COMCAST CABLE COMMUNICATIONS, INC	240.97	0287568 1-16	8155500390287568 INTERNET	
240.97									
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/22/16	113272	19674	COMMUNITY SERVICES EMPLOYMENT COMMUNITY SERVICES EMPLOYMENT	71.94	REFUND	UB REFUND	
71.94									
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/22/16	113273	19681	CORTEZ, CARLOS S CORTEZ, CARLOS S	60.95	REFUND	UB REFUND	
60.95									
2011 PW-STREET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/22/16	113274	29001	DASSEL'S PETROLEUM, INC DASSEL'S PETROLEUM, INC	51.28	32000	BLANKET PURCHASE ORDER	
2011 PW-STREET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/22/16		29001	DASSEL'S PETROLEUM, INC DASSEL'S PETROLEUM, INC	57.18	32175	BLANKET PURCHASE ORDER	
108.46									

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390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/22/16	113275	19672	DELGADILLO, TINA S DELGADILLO, TINA S	151.58	REFUND	UB REFUND	
						151.58			
2040 FLEET MAINTENANCE	7434 TIRES AND TUBES	1/22/16	113276	29583	DELRAY TIRE & RETREADING, INC DELRAY TIRE & RETREADING, INC	50.92	220641	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7434 TIRES AND TUBES	1/22/16		29583	DELRAY TIRE & RETREADING, INC DELRAY TIRE & RETREADING, INC	538.74	220654	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7434 TIRES AND TUBES	1/22/16		29583	DELRAY TIRE & RETREADING, INC DELRAY TIRE & RETREADING, INC	41.77	220698	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7434 TIRES AND TUBES	1/22/16		29583	DELRAY TIRE & RETREADING, INC DELRAY TIRE & RETREADING, INC	2,796.98	220725	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7434 TIRES AND TUBES	1/22/16		29583	DELRAY TIRE & RETREADING, INC DELRAY TIRE & RETREADING, INC	862.88	220784	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7434 TIRES AND TUBES	1/22/16		29583	DELRAY TIRE & RETREADING, INC DELRAY TIRE & RETREADING, INC	1,332.45	220807	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7434 TIRES AND TUBES	1/22/16		29583	DELRAY TIRE & RETREADING, INC DELRAY TIRE & RETREADING, INC	2,449.40	220808	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7434 TIRES AND TUBES	1/22/16		29583	DELRAY TIRE & RETREADING, INC DELRAY TIRE & RETREADING, INC	3,344.67	220828	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7434 TIRES AND TUBES	1/22/16		29583	DELRAY TIRE & RETREADING, INC DELRAY TIRE & RETREADING, INC	478.94	220884	BLANKET PURCHASE ORDER	

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2040 FLEET MAINTENANCE	7434 TIRES AND TUBES	1/22/16	113276...	29583	DELRAY TIRE & RETREADING, INC DELRAY TIRE & RETREADING, INC	242.73	220885	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7434 TIRES AND TUBES	1/22/16		29583	DELRAY TIRE & RETREADING, INC DELRAY TIRE & RETREADING, INC	252.77	220934	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7434 TIRES AND TUBES	1/22/16		29583	DELRAY TIRE & RETREADING, INC DELRAY TIRE & RETREADING, INC	383.88	220935	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7434 TIRES AND TUBES	1/22/16		29583	DELRAY TIRE & RETREADING, INC DELRAY TIRE & RETREADING, INC	360.35	220936	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7434 TIRES AND TUBES	1/22/16		29583	DELRAY TIRE & RETREADING, INC DELRAY TIRE & RETREADING, INC	240.24	220965	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7434 TIRES AND TUBES	1/22/16		29583	DELRAY TIRE & RETREADING, INC DELRAY TIRE & RETREADING, INC	1,551.48	220989	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7434 TIRES AND TUBES	1/22/16		29583	DELRAY TIRE & RETREADING, INC DELRAY TIRE & RETREADING, INC	2,068.64	221008	BLANKET PURCHASE ORDER	
						16,996.84			
1110 CITY MANAGER-CITY CLERK	7320 COMMUNICATIONS	1/22/16	113277	16284	G E CAPITAL G E CAPITAL	115.73	84028806	90136136546 LEASE PH/EQUI	
1111 PERSONNEL	7320 COMMUNICATIONS	1/22/16		16284	G E CAPITAL G E CAPITAL	77.11	84028806	90136136546 LEASE PH/EQUI	
1201 FINANCE-ACCOUNTING	7320 COMMUNICATIONS	1/22/16		16284	G E CAPITAL G E CAPITAL	96.38	84028806	90136136546 LEASE PH/EQUI	

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1210 FINANCE-UTILITY BILLING	7320 COMMUNICATIONS	1/22/16	113277...	16284	G E CAPITAL G E CAPITAL	96.38	84028806	90136136546 LEASE PH/EQUI	
1315 COMPUTER MAINTENANCE	7320 COMMUNICATIONS	1/22/16		16284	G E CAPITAL G E CAPITAL	57.83	84028806	90136136546 LEASE PH/EQUI	
1411 PLANNING	7320 COMMUNICATIONS	1/22/16		16284	G E CAPITAL G E CAPITAL	57.83	84028806	90136136546 LEASE PH/EQUI	
1412 BUILDING INSPECTION	7320 COMMUNICATIONS	1/22/16		16284	G E CAPITAL G E CAPITAL	134.94	84028806	90136136546 LEASE PH/EQUI	
1413 CITY HFD PUBLIC HSG AUTH	7320 COMMUNICATIONS	1/22/16		16284	G E CAPITAL G E CAPITAL	57.83	84028806	90136136546 LEASE PH/EQUI	
1610 FIRE-ADMIN/SUPPRES SION	7320 COMMUNICATIONS	1/22/16		16284	G E CAPITAL G E CAPITAL	366.27	84028806	90136136546 LEASE PH/EQUI	
1710 PARKS & REC-ADMIN	7320 COMMUNICATIONS	1/22/16		16284	G E CAPITAL G E CAPITAL	57.83	84028806	90136136546 LEASE PH/EQUI	
1711 PARKS & REC-SPORTS	7320 COMMUNICATIONS	1/22/16		16284	G E CAPITAL G E CAPITAL	19.27	84028806	90136136546 LEASE PH/EQUI	
1719 PARKS & REC-YOUTH SERV	7320 COMMUNICATIONS	1/22/16		16284	G E CAPITAL G E CAPITAL	19.27	84028806	90136136546 LEASE PH/EQUI	
1720 PARKS & REC-ADULT/SPCL	7320 COMMUNICATIONS	1/22/16		16284	G E CAPITAL G E CAPITAL	19.27	84028806	90136136546 LEASE PH/EQUI	

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1722 PARKS & REC-PARKS	7320 COMMUNICATIONS	1/22/16	113277...	16284	G E CAPITAL G E CAPITAL	38.55	84028806	90136136546 LEASE PH/EQUI	
2010 PW-ADMINISTRATION & ENGR	7320 COMMUNICATIONS	1/22/16		16284	G E CAPITAL G E CAPITAL	289.16	84028806	90136136546 LEASE PH/EQUI	
2011 PW-STREET MAINTENANCE	7320 COMMUNICATIONS	1/22/16		16284	G E CAPITAL G E CAPITAL	38.55	84028806	90136136546 LEASE PH/EQUI	
2031 REFUSE	7320 COMMUNICATIONS	1/22/16		16284	G E CAPITAL G E CAPITAL	57.83	84028806	90136136546 LEASE PH/EQUI	
2040 FLEET MAINTENANCE	7320 COMMUNICATIONS	1/22/16		16284	G E CAPITAL G E CAPITAL	38.55	84028806	90136136546 LEASE PH/EQUI	
2071 WASTEWATER TREATMENT PLNT	7320 COMMUNICATIONS	1/22/16		16284	G E CAPITAL G E CAPITAL	134.94	84028806	90136136546 LEASE PH/EQUI	
2072 SANITARY SEWER COLLECTION	7320 COMMUNICATIONS	1/22/16		16284	G E CAPITAL G E CAPITAL	38.55	84028806	90136136546 LEASE PH/EQUI	
2081 WATER-OPERATIONS	7320 COMMUNICATIONS	1/22/16		16284	G E CAPITAL G E CAPITAL	57.83	84028806	90136136546 LEASE PH/EQUI	
2100 BUILDING MAINTENANCE	7320 COMMUNICATIONS	1/22/16		16284	G E CAPITAL G E CAPITAL	57.83	84028806	90136136546 LEASE PH/EQUI	
						1,927.73			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/22/16	113278	19662	GARCIA DE LEON, MARIA GARCIA DE LEON, MARIA	39.62	REFUND	UB REFUND	

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						39.62			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/22/16	113279	19679	GREENLEE JR, RAYMOND V GREENLEE JR, RAYMOND V	50.70	REFUND	UB REFUND	
						50.70			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/22/16	113280	19680	GUZMAN, IRMA GUZMAN, IRMA	82.54	REFUND	UB REFUND	
						82.54			
2040 FLEET MAINTENANCE	7495 PROF AND SPEC SERVICES	1/22/16	113281	38800	HANFORD ALIGNMENT SERVICE HANFORD ALIGNMENT SERVICE	409.00	49301	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/22/16		38800	HANFORD ALIGNMENT SERVICE HANFORD ALIGNMENT SERVICE	608.45	49301	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7495 PROF AND SPEC SERVICES	1/22/16		38800	HANFORD ALIGNMENT SERVICE HANFORD ALIGNMENT SERVICE	429.00	49315	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/22/16		38800	HANFORD ALIGNMENT SERVICE HANFORD ALIGNMENT SERVICE	608.45	49315	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7495 PROF AND SPEC SERVICES	1/22/16		38800	HANFORD ALIGNMENT SERVICE HANFORD ALIGNMENT SERVICE	79.00	49336	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7495 PROF AND SPEC SERVICES	1/22/16		38800	HANFORD ALIGNMENT SERVICE HANFORD ALIGNMENT SERVICE	117.00	49386	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/22/16		38800	HANFORD ALIGNMENT SERVICE HANFORD ALIGNMENT SERVICE	18.26	49386	BLANKET PURCHASE ORDER	

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						2,269.16			
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/22/16	113282	15619	HANFORD MOTORS, LLC DBA HANFORD CHRYSLER DODGE JEEP RAM	523.27	69090	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/22/16		15619	HANFORD MOTORS, LLC DBA HANFORD CHRYSLER DODGE JEEP RAM	(40.00)	69090	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/22/16		15619	HANFORD MOTORS, LLC DBA HANFORD CHRYSLER DODGE JEEP RAM	33.67	69110	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7495 PROF AND SPEC SERVICES	1/22/16		15619	HANFORD MOTORS, LLC DBA HANFORD CHRYSLER DODGE JEEP RAM	266.00	91326	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/22/16		15619	HANFORD MOTORS, LLC DBA HANFORD CHRYSLER DODGE JEEP RAM	333.43	91326	BLANKET PURCHASE ORDER	
						1,116.37			
1110 CITY MANAGER-CITY CLERK	7560 ADVERTISING & PUBLIC REL	1/22/16	113283	42000	HANFORD SENTINEL 234-60007669 HANFORD SENTINEL LEGAL	130.45	54230	BLANKET PURCHASE ORDER	
1110 CITY MANAGER-CITY CLERK	7560 ADVERTISING & PUBLIC REL	1/22/16		42000	HANFORD SENTINEL 234-60007669 HANFORD SENTINEL LEGAL	128.05	54306	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7495 PROF AND SPEC SERVICES	1/22/16		42000	HANFORD SENTINEL 234-60007669 HANFORD SENTINEL LEGAL	271.09	54397	BIDS STREET SWEEPER	
1411 PLANNING	7560 ADVERTISING & PUBLIC REL	1/22/16		42000	HANFORD SENTINEL 234-60007669 HANFORD SENTINEL LEGAL	173.65	54557	BLANKET PURCHASE ORDER	

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2010 PW-ADMINISTRATION & ENGR	7495 PROF AND SPEC SERVICES	1/22/16	113283...	42000	HANFORD SENTINEL 234-60007669 HANFORD SENTINEL LEGAL	133.65	54693	LAD 15-02 PROPOSED ASSESS	
1411 PLANNING	7560 ADVERTISING & PUBLIC REL	1/22/16		42000	HANFORD SENTINEL 234-60007669 HANFORD SENTINEL LEGAL	141.25	54788	BLANKET PURCHASE ORDER	
						978.14			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/22/16	113284	19661	HERITAGE REALTORS HERITAGE REALTORS	85.37	REFUND	UB REFUND	
						85.37			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/22/16	113285	19668	MC KENNA, REBECCA MC KENNA, REBECCA	40.22	REFUND	UB REFUND	
						40.22			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/22/16	113286	19670	MECHTLY, NICOLE A MECHTLY, NICOLE A	26.99	REFUND	UB REFUND	
						26.99			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/22/16	113287	19673	MINSCH, ANGEL MINSCH, ANGEL	60.92	REFUND	UB REFUND	
						60.92			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/22/16	113288	19676	PAUL GAGE CONSTRUCTION PAUL GAGE CONSTRUCTION	80.00	REFUND	UB REFUND	
						80.00			

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390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/22/16	113289	19664	PIEROTTE, NANCY E PIEROTTE, NANCY E	41.52	REFUND	UB REFUND	
						41.52			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/22/16	113290	19667	POLLARD, MARK A POLLARD, MARK A	40.42	REFUND	UB REFUND	
						40.42			
1412 BUILDING INSPECTION	7924 VEHICLE ABATEMENT EXPENSE	1/22/16	113291	15361	RAY MORGAN CO, INC RAY MORGAN CO, INC	168.68	1117778	BLANKET PURCHASE ORDER	
						168.68			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/22/16	113292	19669	SALEH, BASSAM M SALEH, BASSAM M	24.73	REFUND	UB REFUND	
						24.73			
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/22/16	113293	70450	SMITH WELDING AND MACHINE SHOP SMITH WELDING AND MACHINE SHOP	417.14	40778	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/22/16		70450	SMITH WELDING AND MACHINE SHOP SMITH WELDING AND MACHINE SHOP	52.09	40779	BLANKET PURCHASE ORDER	
						469.23			
2020 AIRPORT - OPERATING	7780 UTILITIES-ELECTRICITY	1/22/16	113294	70950	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	1,072.20		2015-12	
2040 FLEET MAINTENANCE	7780 UTILITIES-ELECTRICITY	1/22/16		70950	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	1,737.81		2015-12	

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2071 WASTEWATER TREATMENT PLNT	7780 UTILITIES-ELECTRICITY	1/22/16	113294...	70950	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	833.88		2015-12	
2072 SANITARY SEWER COLLECTION	7780 UTILITIES-ELECTRICITY	1/22/16		70950	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	64.11		2015-12	
244 LAD 91-1 T641 SIERRA VIS	7780 UTILITIES-ELECTRICITY	1/22/16		70950	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	128.28		2015-12	
253 LAD 97-2 T742 SUMMERFLD	7780 UTILITIES-ELECTRICITY	1/22/16		70950	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	25.63		2015-12	
254 LAD 97-3 T743 COUNTRY CR	7780 UTILITIES-ELECTRICITY	1/22/16		70950	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	78.27		2015-12	
260 LAD 01-4 T769 SILVER OAK	7780 UTILITIES-ELECTRICITY	1/22/16		70950	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	154.21		2015-12	
						4,094.39			
1719 PARKS & REC-YOUTH SERV	7495 PROF AND SPEC SERVICES	1/22/16	113295	73000	STAPLES STAPLES	101.35	44642	BLANKET PURCHASE ORDER	
1720 PARKS & REC-ADULT/SPCL	7470 PRINTING	1/22/16		73000	STAPLES STAPLES	186.73	44642	BLANKET PURCHASE ORDER	
1511 POLICE-SUPPORT SERVICE	7470 PRINTING	1/22/16		73000	STAPLES STAPLES	46.33	75464	ADDRESS LABELS(1540 TOTAL	
1513 POLICE-OPERATIONS	7600 SPECIAL DEPARTMENTAL EXP	1/22/16		73000	STAPLES STAPLES	15.44	75464	CHAIR ASSEMBY FEE	

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1513 POLICE-OPERATIONS	7600 SPECIAL DEPARTMENTAL EXP	1/22/16	113295...	73000	STAPLES STAPLES	30.89	75464	CHAIR/WARRANTY 3 YR FPP \$	
1513 POLICE-OPERATIONS	7600 SPECIAL DEPARTMENTAL EXP	1/22/16		73000	STAPLES STAPLES	205.99	75464	CHAIR/WATCH CMDR OFC	
1720 PARKS & REC-ADULT/SPCL	7470 PRINTING	1/22/16		73000	STAPLES STAPLES	51.79	8943166001	BLANKET PURCHASE ORDER	
						638.52			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/22/16	113296	19675	SUNDT CONSTRUCTION, INC SUNDT CONSTRUCTION, INC	60.67	REFUND	UB REFUND	
						60.67			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/22/16	113297	19666	TAYLOR, EARLE W TAYLOR, EARLE W	94.17	REFUND	UB REFUND	
						94.17			
1100 CITY COUNCIL	7770 TRAINING/TRAVEL/MEETING	1/22/16	113298	17062	U S BANK CORPORATE PAYMENT SYSTEM U S BANK CORP - CAL CARD	54.80		MEAL/CC DINNER	
1100 CITY COUNCIL	7770 TRAINING/TRAVEL/MEETING	1/22/16		17062	U S BANK CORPORATE PAYMENT SYSTEM U S BANK CORP - CAL CARD	32.25		MEAL/CC DINNER	
1110 CITY MANAGER-CITY CLERK	7770 TRAINING/TRAVEL/MEETING	1/22/16		17062	U S BANK CORPORATE PAYMENT SYSTEM U S BANK CORP - CAL CARD	33.94		MEAL/KINGS CO CTY MGR	
1110 CITY MANAGER-CITY CLERK	7770 TRAINING/TRAVEL/MEETING	1/22/16		17062	U S BANK CORPORATE PAYMENT SYSTEM U S BANK CORP - CAL CARD	10.25		MEAL/KINGS EDC MTG	

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1110 CITY MANAGER-CITY CLERK	7770 TRAINING/TRAVEL/MEETING	1/22/16	113298...	17062	U S BANK CORPORATE PAYMENT SYSTEM U S BANK CORP - CAL CARD	10.66		MEAL/SJVAPCB MTG	
1111 PERSONNEL	7770 TRAINING/TRAVEL/MEETING	1/22/16		17062	U S BANK CORPORATE PAYMENT SYSTEM U S BANK CORP - CAL CARD	80.00		MEAL/BLDG INSP O/B	
1111 PERSONNEL	7770 TRAINING/TRAVEL/MEETING	1/22/16		17062	U S BANK CORPORATE PAYMENT SYSTEM U S BANK CORP - CAL CARD	4.75		MEAL/BLDG INSP O/B	
1111 PERSONNEL	7770 TRAINING/TRAVEL/MEETING	1/22/16		17062	U S BANK CORPORATE PAYMENT SYSTEM U S BANK CORP - CAL CARD	154.15		MEAL/QTR MGRS MTG	
1111 PERSONNEL	7770 TRAINING/TRAVEL/MEETING	1/22/16		17062	U S BANK CORPORATE PAYMENT SYSTEM U S BANK CORP - CAL CARD	67.00		MEAL/SAFETY COMM	
1315 COMPUTER MAINTENANCE	7495 PROF AND SPEC SERVICES	1/22/16		17062	U S BANK CORPORATE PAYMENT SYSTEM U S BANK CORP - CAL CARD	0.65		2015-11 AMAZON RTE 53	
1513 POLICE-OPERATIONS	7600 SPECIAL DEPARTMENTAL EXP	1/22/16		17062	U S BANK CORPORATE PAYMENT SYSTEM U S BANK CORP - CAL CARD	20.00		CA SEC ST HPAL FILING	
1513 POLICE-OPERATIONS	7600 SPECIAL DEPARTMENTAL EXP	1/22/16		17062	U S BANK CORPORATE PAYMENT SYSTEM U S BANK CORP - CAL CARD	60.95		POSTAGE SHP RADAR	
1710 PARKS & REC-ADMIN	7770 TRAINING/TRAVEL/MEETING	1/22/16		17062	U S BANK CORPORATE PAYMENT SYSTEM U S BANK CORP - CAL CARD	53.75		MEAL/EMP APPREC DINNR	
1710 PARKS & REC-ADMIN	7770 TRAINING/TRAVEL/MEETING	1/22/16		17062	U S BANK CORPORATE PAYMENT SYSTEM U S BANK CORP - CAL CARD	55.00		MEAL/VOLUNTEERS	

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2100 BUILDING MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/22/16	113298...	17062	U S BANK CORPORATE PAYMENT SYSTEM U S BANK CORP - CAL CARD	260.15		GLASS GLOBE 14"	
1511 POLICE-SUPPORT SERVICE	7922-503 LLEGB EXPLORER POST MTLS	1/22/16		17062	U S BANK CORPORATE PAYMENT SYSTEM U S BANK CORP - CAL CARD	44.45	TR EXPLORERS	FUEL/BUENA PK 12/20	
1511 POLICE-SUPPORT SERVICE	7922-503 LLEGB EXPLORER POST MTLS	1/22/16		17062	U S BANK CORPORATE PAYMENT SYSTEM U S BANK CORP - CAL CARD	356.25	TR EXPLORERS	MEAL/BUENA RK 12/20	
1100 CITY COUNCIL	7770 TRAINING/TRAVEL/MEETING	1/22/16		17062	U S BANK CORPORATE PAYMENT SYSTEM U S BANK CORP - CAL CARD	575.00	TR MENDES4	REG/SACTO/01/20-22	
1100 CITY COUNCIL	7770 TRAINING/TRAVEL/MEETING	1/22/16		17062	U S BANK CORPORATE PAYMENT SYSTEM U S BANK CORP - CAL CARD	44.00	TR RAMIREZ6	AMTRAK/TURLOCK/12/11	
1100 CITY COUNCIL	7770 TRAINING/TRAVEL/MEETING	1/22/16		17062	U S BANK CORPORATE PAYMENT SYSTEM U S BANK CORP - CAL CARD	13.00	TR RAMIREZ6	AMTRAK/TURLOCK/12/11	
1100 CITY COUNCIL	7770 TRAINING/TRAVEL/MEETING	1/22/16		17062	U S BANK CORPORATE PAYMENT SYSTEM U S BANK CORP - CAL CARD	9.47	TR RAMIREZ6	UBER/TURLOCK/12/11	
1100 CITY COUNCIL	7770 TRAINING/TRAVEL/MEETING	1/22/16		17062	U S BANK CORPORATE PAYMENT SYSTEM U S BANK CORP - CAL CARD	5.00	TR RAMIREZ6	UBER/TURLOCK/12/11	
						1,945.47			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/22/16	113299	19678	VALERO, RAQUEL T VALERO, RAQUEL T	21.37	REFUND	UB REFUND	
						21.37			

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1511 POLICE-SUPPORT SERVICE	7320 COMMUNICATIONS	1/22/16	113300	35904	VERIZON WIRELESS VERIZON WIRELESS	665.19	9758048090	381-0944 INVESTIGATIONS C	
						665.19			
1511 POLICE-SUPPORT SERVICE	7320 COMMUNICATIONS	1/22/16	113301	35904	VERIZON WIRELESS VERIZON WIRELESS	193.43	9758134619	771937214 AIR CARD	
						193.43			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/22/16	113302	19671	WOLF, ANGELA R WOLF, ANGELA R	49.70	REFUND	UB REFUND	
						49.70			
1100 CITY COUNCIL	7700 EMPLOYEE SVC AWARD DINNER	1/22/16	113303	19687	ZAYTOONA DBA KABAB CITY INC ZAYTOONA DBA KABAB CITY INC	5,255.20		300 MEALS& APPETIZERS	
						5,255.20			
1511 POLICE-SUPPORT SERVICE	7320 COMMUNICATIONS	1/27/16	113304	11349	A T & T A T & T (11349)	378.42	0601988354	80008961114 CA DEPT OF JU	
						378.42			
1511 POLICE-SUPPORT SERVICE	7320 COMMUNICATIONS	1/27/16	113305	13982	A T & T A T & T (13982)	68.63	7529832	924-5333 LEMOORE LINE	
1511 POLICE-SUPPORT SERVICE	7320 COMMUNICATIONS	1/27/16		13982	A T & T A T & T (13982)	884.59	7533277	2343419274620 CELL TOWER	
1201 FINANCE-ACCOUNTING	7320 COMMUNICATIONS	1/27/16		13982	A T & T A T & T (13982)	9.08	7533342	2015-12 582-1152 FAX	

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1710 PARKS & REC-ADMIN	7320 COMMUNICATIONS	1/27/16	113305...	13982	A T & T A T & T (13982)	9.07	7533342	2015-12 582-1152 FAX	
1411 PLANNING	7320 COMMUNICATIONS	1/27/16		13982	A T & T A T & T (13982)	7.78	7533345	2015-12 583-1633	
1412 BUILDING INSPECTION	7320 COMMUNICATIONS	1/27/16		13982	A T & T A T & T (13982)	7.78	7533345	2015-12 583-1633	
1413 CITY HFD PUBLIC HSG AUTH	7320 COMMUNICATIONS	1/27/16		13982	A T & T A T & T (13982)	7.78	7533345	2015-12 583-1633	
1511 POLICE-SUPPORT SERVICE	7320 COMMUNICATIONS	1/27/16		13982	A T & T A T & T (13982)	19.65	7533353	585-0665 INV FAX	
1111 PERSONNEL	7320 COMMUNICATIONS	1/27/16		13982	A T & T A T & T (13982)	35.36	7533355	2015-12	
1511 POLICE-SUPPORT SERVICE	7320 COMMUNICATIONS	1/27/16		13982	A T & T A T & T (13982)	461.54	7533355	2015-12	
1610 FIRE-ADMIN/SUPPRESSION	7320 COMMUNICATIONS	1/27/16		13982	A T & T A T & T (13982)	42.42	7533355	2015-12	
1713 PARKS & REC-LONGFIELD	7320 COMMUNICATIONS	1/27/16		13982	A T & T A T & T (13982)	33.29	7533355	2015-12	
1714 PARKS & REC-POOL/SKATE	7320 COMMUNICATIONS	1/27/16		13982	A T & T A T & T (13982)	20.86	7533355	2015-12	

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1719 PARKS & REC-YOUTH SERV	7320 COMMUNICATIONS	1/27/16	113305...	13982	A T & T A T & T (13982)	20.71	7533355	2015-12	
1720 PARKS & REC-ADULT/SPCL	7320 COMMUNICATIONS	1/27/16		13982	A T & T A T & T (13982)	20.86	7533355	2015-12	
2020 AIRPORT - OPERATING	7320 COMMUNICATIONS	1/27/16		13982	A T & T A T & T (13982)	16.88	7533355	2015-12	
2131 COURTHOUSE SQUARE-OPERTNG	7320 COMMUNICATIONS	1/27/16		13982	A T & T A T & T (13982)	20.71	7533355	2015-12	
1511 POLICE-SUPPORT SERVICE	7320 COMMUNICATIONS	1/27/16		13982	A T & T A T & T (13982)	134.33	7533356	585-4700 CAL/LONG DISTANC	
1511 POLICE-SUPPORT SERVICE	7320 COMMUNICATIONS	1/27/16		13982	A T & T A T & T (13982)	26.07	7533357	585-4977	
1511 POLICE-SUPPORT SERVICE	7320 COMMUNICATIONS	1/27/16		13982	A T & T A T & T (13982)	37.41	7533358	585-8176 MOTOROLA MTCE LI	
						1,884.80			
1210 FINANCE-UTILITY BILLING	7320 COMMUNICATIONS	1/27/16	113306	17337	A T & T MOBILITY A T & T MOBILITY - EOD	180.00	COH122015	2016-01 MOSAIC	
						180.00			
511 MISC CASH DEPOSITS TRUST	3005-070 DISAB ACCES-BL-SB1186	1/27/16	113307	LIC00223	AAA CARPET CLEANING AAA CARPET CLEANING	5.25		LICENSE REFUND	
						5.25			

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/27/16	113308	19712	ALL HOME RENTALS ALL HOME RENTALS	19.60	REFUND	UB REFUND	
						19.60			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/27/16	113309	19694	AMERICAN DREAM REAL ESTATE AMERICAN DREAM REAL ESTATE	76.14	REFUND	UB REFUND	
						76.14			
2100 BUILDING MAINTENANCE	7550 OTHER CONTRACTUAL SERVICE	1/27/16	113310	00001061	AMERICAN INCORPORATED AMERICAN INCORPORATED	465.00	7041661	REPR/AC-PD DISPATCH	
2100 BUILDING MAINTENANCE	7550 OTHER CONTRACTUAL SERVICE	1/27/16		00001061	AMERICAN INCORPORATED AMERICAN INCORPORATED	140.00	7041947	REPR/HEATER-PD INV	
2131 COURTHOUSE SQUARE-OPERTNG	7495 PROF AND SPEC SERVICES	1/27/16		00001061	AMERICAN INCORPORATED AMERICAN INCORPORATED	344.48	7042101	REPR/HEATER-CTHSE	
						949.48			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/27/16	113311	19696	ARELLANO, CARMEN ARELLANO, CARMEN	100.00	REFUND	UB REFUND	
						100.00			
1711 PARKS & REC-SPORTS	7600 SPECIAL DEPARTMENTAL EXP	1/27/16	113312	15483	BEYOND MENTION DESIGN LLC BEYOND MENTION DESIGN LLC	182.75	119002	SFTBLL SHIRTS/CHAMPS	
1711 PARKS & REC-SPORTS	7600 SPECIAL DEPARTMENTAL EXP	1/27/16		15483	BEYOND MENTION DESIGN LLC BEYOND MENTION DESIGN LLC	75.25	119012	2014 VLLYBLL CHAMPS	
						258.00			

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2062 STORM DRAINAGE-CAPITAL	812638 7TH ST CATCH BASIN PROJ	1/27/16	113313	00000826	BILL NELSON GENERAL ENG CONS, INC BILL NELSON GENERAL ENG CONS, INC	44,906.09		#3 11/25/15-01/05/16	
						44,906.09			
2072 SANITARY SEWER COLLECTION	7412 EQUIPMENT MAINTENANCE	1/27/16	113314	00000944	BOGIE'S PUMP SYSTEMS, INC BOGIE'S PUMP SYSTEMS, INC	6,904.50	10137	SUBMERSIBLE PUMP	
						6,904.50			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/27/16	113315	19697	BRADY, SHANE M BRADY, SHANE M	16.67	REFUND	UB REFUND	
						16.67			
1111 PERSONNEL	7495 PROF AND SPEC SERVICES	1/27/16	113316	19185	BRYCE CONSULTING, INC BRYCE CONSULTING, INC	8,080.00	2053	COMPENSATION STUDY	
						8,080.00			
1315 COMPUTER MAINTENANCE	7430 COMPUTER MAINTENANCE	1/27/16	113317	14934	C D W GOVERNMENT LLC C D W GOVERNMENT LLC	10.75	BNM4043	CABLE STARTECH USB TO PAR	
1315 COMPUTER MAINTENANCE	7430 COMPUTER MAINTENANCE	1/27/16		14934	C D W GOVERNMENT LLC C D W GOVERNMENT LLC	182.76	BNM4043	HARD DRIVE EDGE 512GB SE8	
1315 COMPUTER MAINTENANCE	7430 COMPUTER MAINTENANCE	1/27/16		14934	C D W GOVERNMENT LLC C D W GOVERNMENT LLC	198.87	BNM4043	PRINTER LASERJET PRO M201	
1315 COMPUTER MAINTENANCE	816009 13-MDT REPLACEMENTS	1/27/16		14934	C D W GOVERNMENT LLC C D W GOVERNMENT LLC	559.00	BNS7166	H/W MEMORY CRUCIAL	

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1315 COMPUTER MAINTENANCE	7430 COMPUTER MAINTENANCE	1/27/16	113317...	14934	C D W GOVERNMENT LLC C D W GOVERNMENT LLC	96.75	BQN0386	HARD DRIVE	
2183 POLICE PROTECTION IMP FEE	816661 BLDG MODIF-422 N DOUTY	1/27/16		14934	C D W GOVERNMENT LLC C D W GOVERNMENT LLC	37.63	BQN0386	BRACKET	
2183 POLICE PROTECTION IMP FEE	816661 BLDG MODIF-422 N DOUTY	1/27/16		14934	C D W GOVERNMENT LLC C D W GOVERNMENT LLC	1,053.51	BQN0386	H/W COMPUTER	
2183 POLICE PROTECTION IMP FEE	816661 BLDG MODIF-422 N DOUTY	1/27/16		14934	C D W GOVERNMENT LLC C D W GOVERNMENT LLC	489.12	BQN0386	H/W COMPUTER	
2183 POLICE PROTECTION IMP FEE	816661 BLDG MODIF-422 N DOUTY	1/27/16		14934	C D W GOVERNMENT LLC C D W GOVERNMENT LLC	43.00	BQN0386	MEMORY KINGSTON DDR3 4GB	
1315 COMPUTER MAINTENANCE	816009 13-MDT REPLACEMENTS	1/27/16		14934	C D W GOVERNMENT LLC C D W GOVERNMENT LLC	1,006.20	BSC2887	H/W HARD DRIVE SSD	
						3,677.59			
1511 POLICE-SUPPORT SERVICE	7495 PROF AND SPEC SERVICES	1/27/16	113318	30083	CALIF DEPT OF JUSTICE CALIF DEPT OF JUSTICE	625.66	144771	2015-10 2ND QTR CLETS	
1511 POLICE-SUPPORT SERVICE	7495 PROF AND SPEC SERVICES	1/27/16		30083	CALIF DEPT OF JUSTICE CALIF DEPT OF JUSTICE	625.66	144771	2015-11 2ND QTR CLETS	
1511 POLICE-SUPPORT SERVICE	7495 PROF AND SPEC SERVICES	1/27/16		30083	CALIF DEPT OF JUSTICE CALIF DEPT OF JUSTICE	625.66	144771	2015-12 2ND QTR CLETS	
						1,876.98			

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2040 FLEET MAINTENANCE	7433 FUEL AND LUBE MAINTENANCE	1/27/16	113319	73457	CALIF STATE BOARD OF EQUALIZATION CALIF STATE BOARD OF EQUALIZATION	1,114.50	2415	TANK FEE 10-12/15	
						1,114.50			
1611 FIRE-FIRE PREVENTION	7450 PUBLICATIONS AND DUES	1/27/16	113320	T0000229	CENTRAL VALLEY ARSON INVESTIGATORS CENTRAL VALLEY ARSON INVESTIGATORS	20.00		2016 DUES BAKER	
1611 FIRE-FIRE PREVENTION	7450 PUBLICATIONS AND DUES	1/27/16		T0000229	CENTRAL VALLEY ARSON INVESTIGATORS CENTRAL VALLEY ARSON INVESTIGATORS	20.00		2016 DUES BRIONES	
1611 FIRE-FIRE PREVENTION	7450 PUBLICATIONS AND DUES	1/27/16		T0000229	CENTRAL VALLEY ARSON INVESTIGATORS CENTRAL VALLEY ARSON INVESTIGATORS	20.00		2016 DUES COSTA	
1611 FIRE-FIRE PREVENTION	7450 PUBLICATIONS AND DUES	1/27/16		T0000229	CENTRAL VALLEY ARSON INVESTIGATORS CENTRAL VALLEY ARSON INVESTIGATORS	20.00		2016 DUES ETULAIN	
1611 FIRE-FIRE PREVENTION	7450 PUBLICATIONS AND DUES	1/27/16		T0000229	CENTRAL VALLEY ARSON INVESTIGATORS CENTRAL VALLEY ARSON INVESTIGATORS	20.00		2016 DUES MARTINEZ	
1611 FIRE-FIRE PREVENTION	7450 PUBLICATIONS AND DUES	1/27/16		T0000229	CENTRAL VALLEY ARSON INVESTIGATORS CENTRAL VALLEY ARSON INVESTIGATORS	20.00		2016 DUES ROWE	
1611 FIRE-FIRE PREVENTION	7450 PUBLICATIONS AND DUES	1/27/16		T0000229	CENTRAL VALLEY ARSON INVESTIGATORS CENTRAL VALLEY ARSON INVESTIGATORS	20.00		2016 DUES SUMAYA	
						140.00			
1111 PERSONNEL	7495 PROF AND SPEC SERVICES	1/27/16	113321	21590	CENTRAL VALLEY COMPREHENSIVE CARE CENTRAL VALLEY COMPREHENSIVE CARE	319.00		SITTER-PRE EMP/DRUG	

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
1111 PERSONNEL	7495 PROF AND SPEC SERVICES	1/27/16	113321...	21590	CENTRAL VALLEY COMPREHENSIVE CARE CENTRAL VALLEY COMPREHENSIVE CARE	79.00		VILLAGRAN DMV	
						398.00			
2100 BUILDING MAINTENANCE	7550 OTHER CONTRACTUAL SERVICE	1/27/16	113322	23600	CLARK PEST CONTROL, INC CLARK PEST CONTROL, INC	40.00	000240570116	2016-01 CIVIC AUD	
2100 BUILDING MAINTENANCE	7550 OTHER CONTRACTUAL SERVICE	1/27/16		23600	CLARK PEST CONTROL, INC CLARK PEST CONTROL, INC	56.00	007901900116	2016-01 CITY OFC	
2100 BUILDING MAINTENANCE	7550 OTHER CONTRACTUAL SERVICE	1/27/16		23600	CLARK PEST CONTROL, INC CLARK PEST CONTROL, INC	40.00	008782160116	2016-01 POLICE	
2100 BUILDING MAINTENANCE	7550 OTHER CONTRACTUAL SERVICE	1/27/16		23600	CLARK PEST CONTROL, INC CLARK PEST CONTROL, INC	40.00	009012550116	2016-01 VETS	
2100 BUILDING MAINTENANCE	7550 OTHER CONTRACTUAL SERVICE	1/27/16		23600	CLARK PEST CONTROL, INC CLARK PEST CONTROL, INC	49.00	009506090116	2016-01 LONGFIELD	
2100 BUILDING MAINTENANCE	7550 OTHER CONTRACTUAL SERVICE	1/27/16		23600	CLARK PEST CONTROL, INC CLARK PEST CONTROL, INC	50.00	009703660116	2016-01 COE PARK	
2131 COURTHOUSE SQUARE-OPERTNG	7495 PROF AND SPEC SERVICES	1/27/16		23600	CLARK PEST CONTROL, INC CLARK PEST CONTROL, INC	60.00	010062980116	2016-01 COURTHOUSE	
2100 BUILDING MAINTENANCE	7550 OTHER CONTRACTUAL SERVICE	1/27/16		23600	CLARK PEST CONTROL, INC CLARK PEST CONTROL, INC	35.00	010231800116	2016-01 PD RECORDS	
2100 BUILDING MAINTENANCE	7550 OTHER CONTRACTUAL SERVICE	1/27/16		23600	CLARK PEST CONTROL, INC CLARK PEST CONTROL, INC	45.00	010669970116	2016-01 CORP YARD	

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2091 INTERMODAL-OPERATING	7550 OTHER CONTRACTUAL SERVICE	1/27/16	113322...	23600	CLARK PEST CONTROL, INC CLARK PEST CONTROL, INC	45.00	010669980116	2016-01 AMTRAK	
						460.00			
2031 REFUSE	816003 35-2YD CONTAINERS	1/27/16	113323	25890	CONSOLIDATED FABRICATORS CONSOLIDATED FABRICATORS	96.00	176653	ESTIMATED SHIPPING/HANDLI	
2031 REFUSE	816004 40-30YD CONTAINERS	1/27/16		25890	CONSOLIDATED FABRICATORS CONSOLIDATED FABRICATORS	7,981.88	176653	DUMPSTERS, 3YD	
2031 REFUSE	816004 40-30YD CONTAINERS	1/27/16		25890	CONSOLIDATED FABRICATORS CONSOLIDATED FABRICATORS	1,104.00	176653	ESTIMATED SHIPPING/HANDLI	
2031 REFUSE	816003 35-2YD CONTAINERS	1/27/16		25890	CONSOLIDATED FABRICATORS CONSOLIDATED FABRICATORS	1,506.08	176654	DUMPSTERS, 2YD	
2031 REFUSE	816002 20-1YD CONTAINERS	1/27/16		25890	CONSOLIDATED FABRICATORS CONSOLIDATED FABRICATORS	2,709.00	176655	DUMPSTERS, 1YD	
2031 REFUSE	816002 20-1YD CONTAINERS	1/27/16		25890	CONSOLIDATED FABRICATORS CONSOLIDATED FABRICATORS	384.00	176655	ESTIMATED SHIPPING/HANDLI	
2031 REFUSE	816003 35-2YD CONTAINERS	1/27/16		25890	CONSOLIDATED FABRICATORS CONSOLIDATED FABRICATORS	216.00	176655	ESTIMATED SHIPPING/HANDLI	
						13,996.96			
511 MISC CASH DEPOSITS TRUST	3005-070 DISAB ACCES-BL-SB1186	1/27/16	113324	LIC00220	COSMIC CORRAL COSMIC CORRAL	5.00		LICENSE REFUND	
						5.00			

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390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/27/16	113325	19703	CURTIS, THOMAS A CURTIS, THOMAS A	11.42	REFUND	UB REFUND	
						11.42			
1411 PLANNING	7460 DUPLICATING EXPENSE	1/27/16	113326	16295	DATAFLOW BUSINESS SYSTEMS, INC DATAFLOW BUSINESS SYSTEMS, INC	434.30	173454	TASKALFA 2013	
1412 BUILDING INSPECTION	7460 DUPLICATING EXPENSE	1/27/16		16295	DATAFLOW BUSINESS SYSTEMS, INC DATAFLOW BUSINESS SYSTEMS, INC	434.30	173454	TASKALFA 2013	
1450-001 CDBG ENTITLEMENT REUSE FD	7531 ADMINISTRATIVE EXPENSES	1/27/16		16295	DATAFLOW BUSINESS SYSTEMS, INC DATAFLOW BUSINESS SYSTEMS, INC	434.30	173454	TASKALFA 2013	
1411 PLANNING	7460 DUPLICATING EXPENSE	1/27/16		16295	DATAFLOW BUSINESS SYSTEMS, INC DATAFLOW BUSINESS SYSTEMS, INC	434.30	173455	TASKALFA 2014	
1412 BUILDING INSPECTION	7460 DUPLICATING EXPENSE	1/27/16		16295	DATAFLOW BUSINESS SYSTEMS, INC DATAFLOW BUSINESS SYSTEMS, INC	434.30	173455	TASKALFA 2014	
1450-001 CDBG ENTITLEMENT REUSE FD	7531 ADMINISTRATIVE EXPENSES	1/27/16		16295	DATAFLOW BUSINESS SYSTEMS, INC DATAFLOW BUSINESS SYSTEMS, INC	434.30	173455	TASKALFA 2014	
1411 PLANNING	7460 DUPLICATING EXPENSE	1/27/16		16295	DATAFLOW BUSINESS SYSTEMS, INC DATAFLOW BUSINESS SYSTEMS, INC	434.30	173459	TASKALFA 2015	
1412 BUILDING INSPECTION	7460 DUPLICATING EXPENSE	1/27/16		16295	DATAFLOW BUSINESS SYSTEMS, INC DATAFLOW BUSINESS SYSTEMS, INC	434.30	173459	TASKALFA 2015	
1450-001 CDBG ENTITLEMENT REUSE FD	7531 ADMINISTRATIVE EXPENSES	1/27/16		16295	DATAFLOW BUSINESS SYSTEMS, INC DATAFLOW BUSINESS SYSTEMS, INC	434.30	173459	TASKALFA 2015	

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
1411 PLANNING	7460 DUPLICATING EXPENSE	1/27/16	113326...	16295	DATAFLOW BUSINESS SYSTEMS, INC DATAFLOW BUSINESS SYSTEMS, INC	36.20	173841	TAKALFA 2016 JAN/FEB	
1412 BUILDING INSPECTION	7460 DUPLICATING EXPENSE	1/27/16		16295	DATAFLOW BUSINESS SYSTEMS, INC DATAFLOW BUSINESS SYSTEMS, INC	36.19	173841	TAKALFA 2016 JAN-FEB	
1450-001 CDBG ENTITLEMENT REUSE FD	7531 ADMINISTRATIVE EXPENSES	1/27/16		16295	DATAFLOW BUSINESS SYSTEMS, INC DATAFLOW BUSINESS SYSTEMS, INC	36.19	173841	TAKALFA 2016 JAN-FEB	
1411 PLANNING	7460 DUPLICATING EXPENSE	1/27/16		16295	DATAFLOW BUSINESS SYSTEMS, INC DATAFLOW BUSINESS SYSTEMS, INC	25.69	174065	KYOCERA/TASKALFA 3500I	
1412 BUILDING INSPECTION	7460 DUPLICATING EXPENSE	1/27/16		16295	DATAFLOW BUSINESS SYSTEMS, INC DATAFLOW BUSINESS SYSTEMS, INC	24.94	174065	KYOCERA/TASKALFA 3500I	
1413 CITY HFD PUBLIC HSG AUTH	7460 DUPLICATING EXPENSE	1/27/16		16295	DATAFLOW BUSINESS SYSTEMS, INC DATAFLOW BUSINESS SYSTEMS, INC	24.94	174065	KYOCERA/TASKALFA 3500I	
						4,092.85			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/27/16	113327	19698	DCW CONTRACTORS, INC DCW CONTRACTORS, INC	8.92	REFUND	UB REFUND	
						8.92			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/27/16	113328	19692	DEANDA, SUSAN K DEANDA, SUSAN K	40.96	REFUND	UB REFUND	
						40.96			
1100 CITY COUNCIL	7700 EMPLOYEE SVC AWARD DINNER	1/27/16	113329	19641	ROGER A HURICK DBA DIAMOND CASINO RENTALS	2,172.65	01292016	CASINO GAMES	

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2,172.65									
1111 PERSONNEL	7495 PROF AND SPEC SERVICES	1/27/16	113330	15916	EMPLOYEE RELATIONS INC EMPLOYEE RELATIONS INC	8.00	73513	PRE EMP-G SILVEIRA	
8.00									
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/27/16	113331	19705	ESPINOSA, ELIO ESPINOSA, ELIO	38.84	REFUND	UB REFUND	
38.84									
2071 WASTEWATER TREATMENT PLNT	7412 EQUIPMENT MAINTENANCE	1/27/16	113332	34118	FISHER SCIENTIFIC #238310-001 FISHER SCIENTIFIC #238310-001	598.00	9873765	PROBE, RPLCMT RDO #13-302	
598.00									
1315 COMPUTER MAINTENANCE	7770 TRAINING/TRAVEL/MEETING	1/27/16	113333	14940	ERIC FORCEY FORCEY, ERIC	93.98	EXP 1/11-14	EXP/LNG BCH/1/11-14	
93.98									
1722 PARKS & REC-PARKS	7770 TRAINING/TRAVEL/MEETING	1/27/16	113334	63295	PARK UNIVERSITY ENTERPRISE INC DBA FRED PRYOR SEMINARS & CAREER TRACK	22.29	3669908	ESTIMATED SHIPPING/HANDLI	
1722 PARKS & REC-PARKS	7770 TRAINING/TRAVEL/MEETING	1/27/16		63295	PARK UNIVERSITY ENTERPRISE INC DBA FRED PRYOR SEMINARS & CAREER TRACK	151.62	3669908	EXCEL 2007 TRAINING	
1722 PARKS & REC-PARKS	7770 TRAINING/TRAVEL/MEETING	1/27/16		63295	PARK UNIVERSITY ENTERPRISE INC DBA FRED PRYOR SEMINARS & CAREER TRACK	379.31	3669908	UNLOCK 2007 EXCEL MULTIP	
1722 PARKS & REC-PARKS	7770 TRAINING/TRAVEL/MEETING	1/27/16		63295	PARK UNIVERSITY ENTERPRISE INC DBA FRED PRYOR SEMINARS & CAREER TRACK	170.18	3669908	WORD 2007 TRAINING	

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						723.40			
2183 POLICE PROTECTION IMP FEE	816661 BLDG MODIF-422 N DOUTY	1/27/16	113335	00000493	FRESNO RACK & SHELVING CO INC FRESNO RACK & SHELVING CO INC	116.10	18087	aisle tie for shelving	
2183 POLICE PROTECTION IMP FEE	816661 BLDG MODIF-422 N DOUTY	1/27/16		00000493	FRESNO RACK & SHELVING CO INC FRESNO RACK & SHELVING CO INC	134.37	18087	ESTIMATED SHIPPING/HANDLI	
2183 POLICE PROTECTION IMP FEE	816661 BLDG MODIF-422 N DOUTY	1/27/16		00000493	FRESNO RACK & SHELVING CO INC FRESNO RACK & SHELVING CO INC	2,309.11	18087	SHELVING, WP BOLTLESS	
2183 POLICE PROTECTION IMP FEE	816661 BLDG MODIF-422 N DOUTY	1/27/16		00000493	FRESNO RACK & SHELVING CO INC FRESNO RACK & SHELVING CO INC	1,045.97	18087	SHELVING, WP BOLTLESS FOR	
						3,605.55			
1511 POLICE-SUPPORT SERVICE	7600 SPECIAL DEPARTMENTAL EXP	1/27/16	113336	36015	GALL'S INC GALL'S INC	9.00	004600891	ESTIMATED SHIPPING/HANDLI	
1511 POLICE-SUPPORT SERVICE	7600 SPECIAL DEPARTMENTAL EXP	1/27/16		36015	GALL'S INC GALL'S INC	118.25	004600891	JACKET	
1511 POLICE-SUPPORT SERVICE	7600 SPECIAL DEPARTMENTAL EXP	1/27/16		36015	GALL'S INC GALL'S INC	118.25	004600891	JACKET/XL CHAMELEON SOFTS	
1511 POLICE-SUPPORT SERVICE	7600 SPECIAL DEPARTMENTAL EXP	1/27/16		36015	GALL'S INC GALL'S INC	118.25	004650472	JACKET	
						363.75			
2040 FLEET MAINTENANCE	7433 FUEL AND LUBE MAINTENANCE	1/27/16	113337	16866	GARY V BURROWS, INC GARY V BURROWS, INC	11,384.09	A447461	DIESEL	

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2040 FLEET MAINTENANCE	7433 FUEL AND LUBE MAINTENANCE	1/27/16	113337...	16866	GARY V BURROWS, INC GARY V BURROWS, INC	988.78	A447461	ROAD TAX	
						12,372.87			
2100 BUILDING MAINTENANCE	7550 OTHER CONTRACTUAL SERVICE	1/27/16	113338	00001751	ERIC DODD DBA GILBERT ELECTRIC CO	193.87	2390	RPLC FUSE/CHECK SYS	
						193.87			
1315 COMPUTER MAINTENANCE	7430 COMPUTER MAINTENANCE	1/27/16	113339	16662	GLOBAL C T I GROUP INC GLOBAL C T I GROUP INC	129.00	113452	WARRANTY REPR/PHONE	
						129.00			
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/27/16	113340	19205	GOLDEN STATE EMER VEHICLE SERVICE GOLDEN STATE EMER VEHICLE SERVICE	225.20	CI002343	SEATBELT #164 FIRE QUOTE	
						225.20			
2081 WATER-OPERATIONS	7990 MATERIALS/SUPP'S/INVENTORY	1/27/16	113341	17647	GOLDEN STATE FLOW MEASUREMENT, INC GOLDEN STATE FLOW MEASUREMENT, INC	390.66	I-049948	SENSOR, WPER 6' CABLE 3-W	
						390.66			
1412 BUILDING INSPECTION	7455 POSTAGE AND FREIGHT	1/27/16	113342	00000385	GOLDEN STATE OVERNIGHT GOLDEN STATE OVERNIGHT	13.98	2984845	INTERWEST 1/1 & 1/14	
1413 CITY HFD PUBLIC HSG AUTH	7455 POSTAGE AND FREIGHT	1/27/16		00000385	GOLDEN STATE OVERNIGHT GOLDEN STATE OVERNIGHT	6.71	2984845	US DEPT HSG 01/15	
						20.69			

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1111 PERSONNEL	7770 TRAINING/TRAVEL/MEETING	1/27/16	113343	17537	MARISSA GONZALES GONZALES, MARISSA	238.68		MLGE/SACTO 1/22	
						238.68			
2081 WATER-OPERATIONS	7601 SYS REPR/NON-INVENT ITEMS	1/27/16	113344	37630	FERGUSON ENTERPRISES INC 1423 DBA GROENIGER & CO	1,512.44	1146610	FLG, GASKT, COUP	
2081 WATER-OPERATIONS	7601 SYS REPR/NON-INVENT ITEMS	1/27/16		37630	FERGUSON ENTERPRISES INC 1423 DBA GROENIGER & CO	555.05	1146690	COUP 6 X 7	
						2,067.49			
2071 WASTEWATER TREATMENT PLNT	7650 CHEMICALS	1/27/16	113345	38570	HACH COMPANY HACH COMPANY	66.39	9706387	ESTIMATED SHIPPING/HANDLI	
2071 WASTEWATER TREATMENT PLNT	7650 CHEMICALS	1/27/16		38570	HACH COMPANY HACH COMPANY	421.29	9706387	TESTS, ALKALINITY TNTPLUS	
2071 WASTEWATER TREATMENT PLNT	7650 CHEMICALS	1/27/16		38570	HACH COMPANY HACH COMPANY	606.30	9706387	TESTS, COD TNTPLUS UHR 15	
2071 WASTEWATER TREATMENT PLNT	7650 CHEMICALS	1/27/16		38570	HACH COMPANY HACH COMPANY	697.14	9712514	ACIDS, VOLATILE TNTPLUS 2	
						1,791.12			
2181 TRANSPORTN FACLT IMP FEE	815665 LCY REALIGN-SH43/SIERRA	1/27/16	113346	19499	BEACON INTEGRATED PROFESSIONAL RES HAMNER, JEWELL & ASSOCIATES	7,963.14	7843	ESCROW COORDINATOR	
						7,963.14			

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2091 INTERMODAL-OPERATING	7550 OTHER CONTRACTUAL SERVICE	1/27/16	113347	40655	BERNADETTE THOMPSON DBA HANFORD JANITORIAL SERVICE	355.00		2016-01 AMTRAK	
2131 COURTHOUSE SQUARE-OPERTNG	7495 PROF AND SPEC SERVICES	1/27/16		40655	BERNADETTE THOMPSON DBA HANFORD JANITORIAL SERVICE	500.00		2016-01 CRTHOUSE	
						855.00			
511 MISC CASH DEPOSITS TRUST	3004-005 CITY LEAS LST MO DEP TRST	1/27/16	113348	19685	HOT DIGGITY DOG HUT HOT DIGGITY DOG HUT	325.00		311 N IRWIN DEPOSIT	
						325.00			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/27/16	113349	19706	HUGHES, JUSTIN C HUGHES, JUSTIN C	35.97	REFUND	UB REFUND	
						35.97			
2031 REFUSE	7149 OTHER PERSONNEL BENEFITS	1/27/16	113350	45301	I C M A RETIREMENT CORP #303617 I C M A RETIREMENT CORP	125.00	16305	FY16 QTR3 PLAN FEE	
						125.00			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/27/16	113351	19691	INTELIS CORP/MRO INVESTMENTS INTELIS CORP/MRO INVESTMENTS	22.01	REFUND	UB REFUND	
						22.01			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/27/16	113352	19708	INTELIS CORP/MRO INVESTMENTS INTELIS CORP/MRO INVESTMENTS	89.36	REFUND	UB REFUND	
						89.36			

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2040 FLEET MAINTENANCE	7433 FUEL AND LUBE MAINTENANCE	1/27/16	113353	17185	INTER STATE OIL COMPANY INTER STATE OIL COMPANY	266.50	0551231-IN	DIESEL EXHST FLUID	
						266.50			
2667 T.D.A. - TRANSPORTATION	815622 CAPE SEAL TREATMENT	1/27/16	113354	15915	INTERMOUNTAIN SLURRY SEAL, INC INTERMOUNTAIN SLURRY SEAL, INC	4,320.60	CAPE SEAL	#2 FINAL 07/16-12/08	
2667 T.D.A. - TRANSPORTATION	815620 SLURRY SEAL RESIDENTL ST	1/27/16		15915	INTERMOUNTAIN SLURRY SEAL, INC INTERMOUNTAIN SLURRY SEAL, INC	168,124.25	SLURRY SEAL	#1 FINAL 06/22-08/25	
2667 T.D.A. - TRANSPORTATION	815620 SLURRY SEAL RESIDENTL ST	1/27/16		15915	INTERMOUNTAIN SLURRY SEAL, INC INTERMOUNTAIN SLURRY SEAL, INC	8,848.65	SLURRY SEAL	5% RETAINAGE	
						181,293.50			
2667 T.D.A. - TRANSPORTATION	815622 CAPE SEAL TREATMENT	1/27/16	113355	15915	INTERMOUNTAIN SLURRY SEAL, INC INTERMOUNTAIN SLURRY SEAL, INC	33,640.33	5% CAPE SEAL	5% RETAINAGE	
						33,640.33			
1611 FIRE-FIRE PREVENTION	7495 PROF AND SPEC SERVICES	1/27/16	113356	00000995	INTERWEST CONSULTING GROUP INC INTERWEST CONSULTING GROUP INC	240.00	25089	FR16-0105 PLN CHECK	
1611 FIRE-FIRE PREVENTION	7495 PROF AND SPEC SERVICES	1/27/16		00000995	INTERWEST CONSULTING GROUP INC INTERWEST CONSULTING GROUP INC	270.00	25089	FR16-0106 PLN CHECK	
1611 FIRE-FIRE PREVENTION	7495 PROF AND SPEC SERVICES	1/27/16		00000995	INTERWEST CONSULTING GROUP INC INTERWEST CONSULTING GROUP INC	270.00	25089	FR16-0107 PLN CHECK	
1611 FIRE-FIRE PREVENTION	7495 PROF AND SPEC SERVICES	1/27/16		00000995	INTERWEST CONSULTING GROUP INC INTERWEST CONSULTING GROUP INC	270.00	25089	FR16-0108 PLN CHECK	

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1611 FIRE-FIRE PREVENTION	7495 PROF AND SPEC SERVICES	1/27/16	113356...	00000995	INTERWEST CONSULTING GROUP INC INTERWEST CONSULTING GROUP INC	240.00	25089	FR16-0109 PLN CHECK	
1611 FIRE-FIRE PREVENTION	7495 PROF AND SPEC SERVICES	1/27/16		00000995	INTERWEST CONSULTING GROUP INC INTERWEST CONSULTING GROUP INC	240.00	25089	FR16-0111 PLN CHECK	
1611 FIRE-FIRE PREVENTION	7495 PROF AND SPEC SERVICES	1/27/16		00000995	INTERWEST CONSULTING GROUP INC INTERWEST CONSULTING GROUP INC	270.00	25089	FR16-0118 PLN CHECK	
1611 FIRE-FIRE PREVENTION	7495 PROF AND SPEC SERVICES	1/27/16		00000995	INTERWEST CONSULTING GROUP INC INTERWEST CONSULTING GROUP INC	270.00	25089	FR16-0123 PLN CHECK	
						2,070.00			
1610 FIRE-ADMIN/SUPPRESSION	7320 COMMUNICATIONS	1/27/16	113357	00001078	J ' S COMMUNICATIONS, INC J ' S COMMUNICATIONS, INC	141.90	45269	RADIO REPR 407CMP0451	
1610 FIRE-ADMIN/SUPPRESSION	7320 COMMUNICATIONS	1/27/16		00001078	J ' S COMMUNICATIONS, INC J ' S COMMUNICATIONS, INC	141.90	45270	RADIO REPR 407CMP0462	
1610 FIRE-ADMIN/SUPPRESSION	7320 COMMUNICATIONS	1/27/16		00001078	J ' S COMMUNICATIONS, INC J ' S COMMUNICATIONS, INC	47.30	45271	RADIO REPR 655CMH0775	
						331.10			
250 LAD 94-2 T708 STONECREST	7600 SPECIAL DEPARTMENTAL EXP	1/27/16	113358	19550	JACK BENIGNO TREE SERVICE INC JACK BENIGNO TREE SERVICE INC	8,757.04	18055	PRUNE 17 TREES	
258 LAD 01-2 T770 CAMBRIDG #1	7600 SPECIAL DEPARTMENTAL EXP	1/27/16		19550	JACK BENIGNO TREE SERVICE INC JACK BENIGNO TREE SERVICE INC	6,601.80	18056	PRUNE 15 TREES	
						15,358.84			

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2662 GAS TAX - 2106	816618 RECLAMITE SEAL TREATMENT	1/27/16	113359	64848	JOSEPH M ROBINSON DBA JOE ROBINSON CONCRETE	968.30	806756	SIDEWALK/6TH-WHITE ST	
						968.30			
2071 WASTEWATER TREATMENT PLNT	7770 TRAINING/TRAVEL/MEETING	1/27/16	113360	46300	JORGENSEN CO INC JORGENSEN CO INC	376.38	55508035	CONFINED SPACE QTY 7	
2072 SANITARY SEWER COLLECTION	7770 TRAINING/TRAVEL/MEETING	1/27/16		46300	JORGENSEN CO INC JORGENSEN CO INC	179.00	55508035	CONFINED SPACE QTY 5	
2081 WATER-OPERATIONS	7770 TRAINING/TRAVEL/MEETING	1/27/16		46300	JORGENSEN CO INC JORGENSEN CO INC	465.40	55508035	CONFINED SPACE QTY 13	
2071 WASTEWATER TREATMENT PLNT	7600 SPECIAL DEPARTMENTAL EXP	1/27/16		46300	JORGENSEN CO INC JORGENSEN CO INC	12.00	5559147	ESTIMATED SHIPPING/HANDLI	
2071 WASTEWATER TREATMENT PLNT	7600 SPECIAL DEPARTMENTAL EXP	1/27/16		46300	JORGENSEN CO INC JORGENSEN CO INC	640.01	5559147	VEST, SAFETY HARNESS EXOF	
2071 WASTEWATER TREATMENT PLNT	7600 SPECIAL DEPARTMENTAL EXP	1/27/16		46300	JORGENSEN CO INC JORGENSEN CO INC	744.87	5559942	WENCH, RESCUE MODEL #1855	
2071 WASTEWATER TREATMENT PLNT	7600 SPECIAL DEPARTMENTAL EXP	1/27/16		46300	JORGENSEN CO INC JORGENSEN CO INC	526.75	5559942	WRENCH LINE, FULL PROTECT	
						2,944.41			
1610 FIRE-ADMIN/SUPPRES SION	7770 TRAINING/TRAVEL/MEETING	1/27/16	113361	00000279	ERIC KAUFMAN KAUFMAN, ERIC	55.00		EXP/MONTEREY/8/11-14	
						55.00			

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2071 WASTEWATER TREATMENT PLNT	7770 TRAINING/TRAVEL/MEETING	1/27/16	113362	47700	KINGS CO DEPT OF AG KINGS CO DEPT OF AG	70.00		PESTCDE TRNING 7 EMPS	
						70.00			
1100 CITY COUNCIL	7902 CONTRIB-KINGS ECON DEVEL	1/27/16	113363	28091	KINGS CO ECON DEVELOPMENT CORP KINGS CO ECON DEVELOPMENT CORP	6,559.83	1620	2016-01	
						6,559.83			
1611 FIRE-FIRE PREVENTION	7470 PRINTING	1/27/16	113364	48213	KINGS CO INFO TECHNOLOGY DEPT KINGS CO INFO TECHNOLOGY DEPT	50.48	093015	500-SAFETY INSP FORMS	
1714 PARKS & REC-POOL/SKATE	7495 PROF AND SPEC SERVICES	1/27/16		48213	KINGS CO INFO TECHNOLOGY DEPT KINGS CO INFO TECHNOLOGY DEPT	342.00	093015	2015-09 PLUNGE FLYERS	
1719 PARKS & REC-YOUTH SERV	7470 PRINTING	1/27/16		48213	KINGS CO INFO TECHNOLOGY DEPT KINGS CO INFO TECHNOLOGY DEPT	342.00	093015	2015-09 CHEERLEADING	
1719 PARKS & REC-YOUTH SERV	7470 PRINTING	1/27/16		48213	KINGS CO INFO TECHNOLOGY DEPT KINGS CO INFO TECHNOLOGY DEPT	570.00	093015	2015-09 TBALL FLYERS	
1720 PARKS & REC-ADULT/SPCL	7470 PRINTING	1/27/16		48213	KINGS CO INFO TECHNOLOGY DEPT KINGS CO INFO TECHNOLOGY DEPT	102.75	093015	2015-08 COMMUNICATOR	
1511 POLICE-SUPPORT SERVICE	7470 PRINTING	1/27/16		48213	KINGS CO INFO TECHNOLOGY DEPT KINGS CO INFO TECHNOLOGY DEPT	50.48	103115	200 FIREARMS FORMS	
1511 POLICE-SUPPORT SERVICE	7470 PRINTING	1/27/16		48213	KINGS CO INFO TECHNOLOGY DEPT KINGS CO INFO TECHNOLOGY DEPT	50.48	103115	200-SAFEKEEPING FORMS	

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1611 FIRE-FIRE PREVENTION	7470 PRINTING	1/27/16	113364...	48213	KINGS CO INFO TECHNOLOGY DEPT KINGS CO INFO TECHNOLOGY DEPT	97.52	103115	500-SAFETY INSP FORMS	
1719 PARKS & REC-YOUTH SERV	7470 PRINTING	1/27/16		48213	KINGS CO INFO TECHNOLOGY DEPT KINGS CO INFO TECHNOLOGY DEPT	513.00	103115	2015-10 POPCORN FLYR	
1719 PARKS & REC-YOUTH SERV	7470 PRINTING	1/27/16		48213	KINGS CO INFO TECHNOLOGY DEPT KINGS CO INFO TECHNOLOGY DEPT	969.00	103115	2015-10 D/D/FLYERS	
1720 PARKS & REC-ADULT/SPCL	7470 PRINTING	1/27/16		48213	KINGS CO INFO TECHNOLOGY DEPT KINGS CO INFO TECHNOLOGY DEPT	92.85	103115	2015-10 COMMUNICATOR	
1720 PARKS & REC-ADULT/SPCL	7470 PRINTING	1/27/16		48213	KINGS CO INFO TECHNOLOGY DEPT KINGS CO INFO TECHNOLOGY DEPT	39.90	103115	2015-10 COMMUNICATOR	
1719 PARKS & REC-YOUTH SERV	7470 PRINTING	1/27/16		48213	KINGS CO INFO TECHNOLOGY DEPT KINGS CO INFO TECHNOLOGY DEPT	456.00	113015	2015-11 HOLIDAY DANCE	
1719 PARKS & REC-YOUTH SERV	7470 PRINTING	1/27/16		48213	KINGS CO INFO TECHNOLOGY DEPT KINGS CO INFO TECHNOLOGY DEPT	456.00	113015	2015-11 KIDS NITE FLY	
1720 PARKS & REC-ADULT/SPCL	7470 PRINTING	1/27/16		48213	KINGS CO INFO TECHNOLOGY DEPT KINGS CO INFO TECHNOLOGY DEPT	105.90	113015	2015-11 COMMUNICATOR	
1720 PARKS & REC-ADULT/SPCL	7470 PRINTING	1/27/16		48213	KINGS CO INFO TECHNOLOGY DEPT KINGS CO INFO TECHNOLOGY DEPT	35.40	123115	2015-12 BASKETBALL	
1720 PARKS & REC-ADULT/SPCL	7470 PRINTING	1/27/16		48213	KINGS CO INFO TECHNOLOGY DEPT KINGS CO INFO TECHNOLOGY DEPT	87.15	123115	2015-12 COMMUNICATOR	
						4,360.91			

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1518 POLICE-ANIMAL CONTROL	7510 ANIMAL CONTROL	1/27/16	113365	48800	KINGS CO SHERIFF KINGS CO SHERIFF	41,697.38		FY16 ANIMAL CTRL QTR2	
						41,697.38			
1411 PLANNING	7770 TRAINING/TRAVEL/MEETING	1/27/16	113366	49240	BRANDON K AINSWORTH DBA KINGS CO TROPHY & ENGRAVING	8.06	22808	NAMEPLATE-DRAXLER	
						8.06			
1511 POLICE-SUPPORT SERVICE	7600 SPECIAL DEPARTMENTAL EXP	1/27/16	113367	19513	LA POLICE GEAR, INC LA POLICE GEAR, INC	235.16	3154144	RIFLE SLING	
1511 POLICE-SUPPORT SERVICE	7600 SPECIAL DEPARTMENTAL EXP	1/27/16		19513	LA POLICE GEAR, INC LA POLICE GEAR, INC	268.75	3154144	RIFLE SLING MOUNT	
1511 POLICE-SUPPORT SERVICE	7600 SPECIAL DEPARTMENTAL EXP	1/27/16		19513	LA POLICE GEAR, INC LA POLICE GEAR, INC	657.86	3195928	HOLSTER/SAFARILAND 6304	
						1,161.77			
2020 AIRPORT - OPERATING	815648 T-SHADE RESTORATION PROJ	1/27/16	113368	51285	LANE ENGINEERS, INC LANE ENGINEERS, INC	426.00	39821	2015-12 STRUCTURE ENG	
2672 CMAQ FUNDS	814624 SIXTH ST PEDESTRIAN FAC	1/27/16		51285	LANE ENGINEERS, INC LANE ENGINEERS, INC	2,582.50	39822	2015-12 STAKING	
2104 ACCUM CAPITAL OUTLAY	816604 BASTILLE BLDG RENOVATIONS	1/27/16		51285	LANE ENGINEERS, INC LANE ENGINEERS, INC	9,614.25	39823	2015-12 DESGN,SURVEY	
						12,622.75			

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2061 STORM DRAINAGE-OPERATING	7600 SPECIAL DEPARTMENTAL EXP	1/27/16	113369	51298	LANGSTON CO INC LANGSTON CO INC	20.97	176982	LATE PAYMENT CHARGE	
20.97									
1110 CITY MANAGER-CITY CLERK	7770 TRAINING/TRAVEL/MEETING	1/27/16	113370	51951	LEAGUE OF CALIF CITIES LEAGUE OF CALIF CITIES	16,776.00	158330	ANNUAL DUES 2016	
1110 CITY MANAGER-CITY CLERK	7770 TRAINING/TRAVEL/MEETING	1/27/16		51951	LEAGUE OF CALIF CITIES LEAGUE OF CALIF CITIES	671.04	158330	ANNUAL DUES 2016 4%	
17,447.04									
1719 PARKS & REC-YOUTH SERV	5017-701 TR-CONTRACTED CLASSES	1/27/16	113371	T0000102	KURT ALLEN LEAL LEAL, KURT ALLEN	56.00		2016-01 KARATE	
56.00									
1111 PERSONNEL	7495 PROF AND SPEC SERVICES	1/27/16	113372	52600	LIEBERT CASSIDY WHITMORE LIEBERT CASSIDY WHITMORE	620.00	1414874	2015-12 ACA	
620.00									
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/27/16	113373	19711	LOPEZ, JOHN LOPEZ, JOHN	61.00	REFUND	UB REFUND	
61.00									
1611 FIRE-FIRE PREVENTION	7600 SPECIAL DEPARTMENTAL EXP	1/27/16	113374	52923	ROBERT OLIVEIRA DBA LORD'S UNIFORMS & TUXEDOS	10.75	070953	SUMAYA PATCH/RMV/SEW	
1610 FIRE-ADMIN/SUPPRES SION	7600 SPECIAL DEPARTMENTAL EXP	1/27/16		52923	ROBERT OLIVEIRA DBA LORD'S UNIFORMS & TUXEDOS	12.79	071180	NAMETAG/DELGADILLO	

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23.54									
2040 FLEET MAINTENANCE	7450 PUBLICATIONS AND DUES	1/27/16	113375	53296	MAINTENANCE SUPERINTENDENTS ASSOC MAINTENANCE SUPERINTENDENTS ASSOC	100.00		2016 MBRSHF FLT 7 EMP	
100.00									
2011 PW-STREET MAINTENANCE	7450 PUBLICATIONS AND DUES	1/27/16	113376	53296	MAINTENANCE SUPERINTENDENTS ASSOC MAINTENANCE SUPERINTENDENTS ASSOC	100.00		2016 MBRSHF ST 10 EMP	
100.00									
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/27/16	113377	19693	MC CULLUM, MARIAH D MC CULLUM, MARIAH D	94.79	REFUND	UB REFUND	
94.79									
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/27/16	113378	19704	MCNIGHT, EVALEAN MCNIGHT, EVALEAN	31.97	REFUND	UB REFUND	
31.97									
2010 PW-ADMINISTRATION & ENGR	7495 PROF AND SPEC SERVICES	1/27/16	113379	74255	MICHAEL SUTHERLAND & ASSN MICHAEL SUTHERLAND & ASSN	195.00	152562-2	TR823 FINAL REVW/SIGN	
195.00									
1720 PARKS & REC-ADULT/SPCL	5012-201 CA-CONTRACTED CLASSES	1/27/16	113380	00000156	SUSAN MORELOCK MORELOCK, SUSAN	72.80		2016-01 BALLRM DANCE	
72.80									
1722 PARKS & REC-PARKS	7600 SPECIAL DEPARTMENTAL EXP	1/27/16	113381	19576	ANTHONY W CLARK DBA NATIONAL INDUSTRIAL & SAFETY SUPPLY	417.60	1448	SAFETY GLASSES/MASER RED	

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1722 PARKS & REC-PARKS	7600 SPECIAL DEPARTMENTAL EXP	1/27/16	113381...	19576	ANTHONY W CLARK DBA NATIONAL INDUSTRIAL & SAFETY SUPPLY	359.52	1448	SAFETY GLASSES/TROOPER CL	
1722 PARKS & REC-PARKS	7600 SPECIAL DEPARTMENTAL EXP	1/27/16		19576	ANTHONY W CLARK DBA NATIONAL INDUSTRIAL & SAFETY SUPPLY	449.40	1448	SAFETY GLASSES/TROOPER G	
						1,226.52			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/27/16	113382	19710	NEU, PHILIP R NEU, PHILIP R	42.29	REFUND	UB REFUND	
						42.29			
2061 STORM DRAINAGE-OPERATING	7550 OTHER CONTRACTUAL SERVICE	1/27/16	113383	21860	NICK CHAMPI ENTERPRISES INC NICK CHAMPI ENTERPRISES INC	1,624.00	17959	FENCE GLACIER BASIN	
						1,624.00			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/27/16	113384	19702	NODDER, RONALD NODDER, RONALD	51.66	REFUND	UB REFUND	
						51.66			
2071 WASTEWATER TREATMENT PLNT	7412 EQUIPMENT MAINTENANCE	1/27/16	113385	00001068	NORTH CENTRAL LABORATORIES NORTH CENTRAL LABORATORIES	58.90	365605	BEAKER W/ HANDLE, PLASTIC	
2071 WASTEWATER TREATMENT PLNT	7412 EQUIPMENT MAINTENANCE	1/27/16		00001068	NORTH CENTRAL LABORATORIES NORTH CENTRAL LABORATORIES	942.40	365605	CONDUCTIVITY CELL 4 ELECT	
2071 WASTEWATER TREATMENT PLNT	7412 EQUIPMENT MAINTENANCE	1/27/16		00001068	NORTH CENTRAL LABORATORIES NORTH CENTRAL LABORATORIES	43.51	365605	ESTIMATED SHIPPING/HANDLI	
						1,044.81			

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2011 PW-STREET MAINTENANCE	7780 UTILITIES-ELECTRICITY	1/27/16	113386	58485	P G & E P G & E	195.10		2015-12 6899346425-1	
2072 SANITARY SEWER COLLECTION	7780 UTILITIES-ELECTRICITY	1/27/16		58485	P G & E P G & E	269.75		2015-12 6359810294-3	
						464.85			
1309 LIABILITY INSURANCE	7333 INSUR-LIABILITY DEDUCT	1/27/16	113387	19682	JAMES HAROLD PARDIEU JR PARDIEU JR, JAMES HAROLD	287.68		DAMAGES/2053 PARKER	
						287.68			
1111 PERSONNEL	7495 PROF AND SPEC SERVICES	1/27/16	113388	12346	PERSONNEL SOLUTIONS UNLIMITED, LLC PERSONNEL SOLUTIONS UNLIMITED, LLC	526.68	38625	TORRES 12/27-01/02	
1111 PERSONNEL	7495 PROF AND SPEC SERVICES	1/27/16		12346	PERSONNEL SOLUTIONS UNLIMITED, LLC PERSONNEL SOLUTIONS UNLIMITED, LLC	739.20	38679	TORRES 01/03-01/19/16	
						1,265.88			
1210 FINANCE-UTILITY BILLING	7455 POSTAGE AND FREIGHT	1/27/16	113389	19412	PRESORT CENTER OF FRESNO, LLC PRESORT CENTER OF FRESNO, LLC	8.53	410017955	01/04-01/08/16	
1210 FINANCE-UTILITY BILLING	7455 POSTAGE AND FREIGHT	1/27/16		19412	PRESORT CENTER OF FRESNO, LLC PRESORT CENTER OF FRESNO, LLC	9.36	410018201	01/11-01/15/16	
						17.89			
511 MISC CASH DEPOSITS TRUST	3005-070 DISAB ACCES-BL-SB1186	1/27/16	113390	LIC00221	PRO TRAVEL HANFORD PRO TRAVEL HANFORD	10.00		LICENSE REFUND	
						10.00			

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
1110 CITY MANAGER-CITY CLERK	7770 TRAINING/TRAVEL/MEETING	1/27/16	113391	17143	DARREL PYLE PYLE, DARREL	64.00	TR PYLE13	MEAL/FOLSOM 2/3	
						64.00			
1513 POLICE-OPERATIONS	7495 PROF AND SPEC SERVICES	1/27/16	113392	63540	PYRAMID SYSTEMS, INC PYRAMID SYSTEMS, INC	3,600.00	12070	CABINETS/CABINET TOP REPL	
						3,600.00			
2910 WATER CAPITAL	815666 WATER RATE STUDY	1/27/16	113393	63730	QUAD KNOFF, INC QUAD KNOFF, INC	720.00	83089	WATER RATE 11/8-12/5	
						720.00			
1611 FIRE-FIRE PREVENTION	7450 PUBLICATIONS AND DUES	1/27/16	113394	T0000455	R D J SPECIALTIES, INC R D J SPECIALTIES, INC	478.19	091158	FOIL BADGES-ROLLS, FIREFI	
						478.19			
1719 PARKS & REC-YOUTH SERV	7600 SPECIAL DEPARTMENTAL EXP	1/27/16	113395	63949	WILLIAM & MARLENE RAVEN DBA RAVEN BRAND PRODUCTS & DELI	65.76	75397	BLANKET PURCHASE ORDER	
						65.76			
1610 FIRE-ADMIN/SUPPRES SION	7460 DUPLICATING EXPENSE	1/27/16	113396	15361	RAY MORGAN CO, INC RAY MORGAN CO, INC	172.28	1126273	PRINTER MTCE	
						172.28			
511 MISC CASH DEPOSITS TRUST	3001-1 REC-AUDITORIUM DEP TRUST	1/27/16	113397	19683	RESONATE HOPE CHURCH RESONATE HOPE CHURCH	250.00	2002512	REFUND CIVIC DEP 6911	
						250.00			

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2131 COURTHOUSE SQUARE-OPERTNG	7495 PROF AND SPEC SERVICES	1/27/16	113398	18383	ROBERT S MARKS DBA ROBERT S MARKS PLUMBING	1,345.31	80597	WTR HTR RPR-CRTHS	
2020 AIRPORT - OPERATING	7495 PROF AND SPEC SERVICES	1/27/16		18383	ROBERT S MARKS DBA ROBERT S MARKS PLUMBING	450.00	80673	SWR LINE REPAIR	
						1,795.31			
2183 POLICE PROTECTION IMP FEE	816661 BLDG MODIF-422 N DOUTY	1/27/16	113399	64847	ROBINSON'S INTERIORS, INC ROBINSON'S INTERIORS, INC	4,517.00	47053	CARPET/VINYL FLOORING	
						4,517.00			
1720 PARKS & REC-ADULT/SPCL	7495 PROF AND SPEC SERVICES	1/27/16	113400	18632	CINDY LYNN RODRIGUEZ RODRIGUEZ, CINDY LYNN	195.00		2016-02 AEROBICS	
						195.00			
2040 FLEET MAINTENANCE	7495 PROF AND SPEC SERVICES	1/27/16	113401	00001446	ROYAL CAR CARE, INC ROYAL CAR CARE, INC	240.00	108225	CAR WASHES PD	
						240.00			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/27/16	113402	19695	SALVADOR, M DAVID SALVADOR, M DAVID	57.05	REFUND	UB REFUND	
						57.05			
1511 POLICE-SUPPORT SERVICE	7600 SPECIAL DEPARTMENTAL EXP	1/27/16	113403	66840	SAN DIEGO POLICE EQUIP CO SAN DIEGO POLICE EQUIP CO	5,443.03	620353	AMMO/SPEER GOLD DOT 223	
						5,443.03			

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
1711 PARKS & REC-SPORTS	7600 SPECIAL DEPARTMENTAL EXP	1/27/16	113404	15809	SANCHEZ FEED & SEED, INC SANCHEZ FEED & SEED, INC	47.30	131181	BLANKET PURCHASE ORDER	
						47.30			
1201 FINANCE-ACCOUNTING	7495 PROF AND SPEC SERVICES	1/27/16	113405	19440	SHRED-IT US JV LLC DBA SHRED-IT USA LLC	49.55	9408931330	SHREDDING 01/07	
						49.55			
2050 FLEET REPLACEMENT RESERVE	816305 3-CAR, PATROL	1/27/16	113406	69572	SIGNWORKS, INC SIGNWORKS, INC	1,779.61	22975	GRAPHICS, POLICE DODGE CH	
2011 PW-STREET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/27/16		69572	SIGNWORKS, INC SIGNWORKS, INC	735.01	23020	STREET NAME SIGN	
						2,514.62			
2071 WASTEWATER TREATMENT PLNT	7600 SPECIAL DEPARTMENTAL EXP	1/27/16	113407	69720	ROBERT SISNEROZ SISNEROZ, ROBERT	6.48	0661	DISTILLED WTR 6 GAL	
2071 WASTEWATER TREATMENT PLNT	7600 SPECIAL DEPARTMENTAL EXP	1/27/16		69720	ROBERT SISNEROZ SISNEROZ, ROBERT	17.18	68574	GLUE/FOAM BOARD	
						23.66			
1512-1 POLICE-RECORDS	7455 POSTAGE AND FREIGHT	1/27/16	113408	19686	JEFFREY S PORTERFIELD DBA SMALL BIZ CENTER	19.29		FEDEX/TASER CAMR REPR	
						19.29			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/27/16	113409	19713	SMITH, DORMAN SMITH, DORMAN	63.27	REFUND	UB REFUND	

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
						63.27			
249 LAD 94-1 T712 GATEWAY EST	7780 UTILITIES-ELECTRICITY	1/27/16	113410	70950	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	57.24		2015-12	
266 LAD 04-4 T802-3 SIERRA	7780 UTILITIES-ELECTRICITY	1/27/16		70950	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	84.86		2015-12	
267 LAD 05-1 MISSION PARK	7780 UTILITIES-ELECTRICITY	1/27/16		70950	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	28.67		2015-12	
271 LAD 09-2 T843 LENNAR	7780 UTILITIES-ELECTRICITY	1/27/16		70950	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	88.97		2015-12	
						259.74			
1610 FIRE-ADMIN/SUPPRES SION	7785 UTILITIES-GAS	1/27/16	113411	71200	SOUTHERN CALIF GAS CO SOUTHERN CALIF GAS CO	483.03		2016-01 2601551001	
						483.03			
511 MISC CASH DEPOSITS TRUST	3005-070 DISAB ACCES-BL-SB1186	1/27/16	113412	LIC00226	SPIRITS LOUNGE SPIRITS LOUNGE	5.00		LICENSE REFUND	
						5.00			
3950 PROP 84-GRANT	814664 CONSOLIDATN-3 WTR SYSTEMS	1/27/16	113413	10513	STEVE DOVALI CONSTRUCTION, INC STEVE DOVALI CONSTRUCTION, INC	42,099.75		PMT #13 11/04-12/20	
						42,099.75			
2020 AIRPORT - OPERATING	815648 T-SHADE RESTORATION PROJ	1/27/16	113414	77718	SUBURBAN PIPE & STEEL, INC SUBURBAN PIPE & STEEL, INC	56,359.61		#3 12/12/15-1/22/16	

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
						56,359.61			
2011 PW-STREET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/27/16	113415	12233	THOMAS OCHOA DBA T & T PAVEMENT MARKINGS & PRODUCTS	317.77	2016040	STREET SIGNS	
						317.77			
1713 PARKS & REC-LONGFIELD	5013-301 LF-CONTRACTED CLASSES	1/27/16	113416	18138	MELANIE TATCO TATCO, MELANIE	30.00		2016-01 ZUMBA	
						30.00			
3950 PROP 84-GRANT	814664 CONSOLIDATN-3 WTR SYSTEMS	1/27/16	113417	74370	TECHNICON ENGINEERING SERVICE, INC TECHNICON ENGINEERING SERVICE, INC	412.50	8368	COMPACTION TEST	
						412.50			
2040 FLEET MAINTENANCE	7495 PROF AND SPEC SERVICES	1/27/16	113418	00001477	TEREX UTILITIES INC TEREX UTILITIES INC	2,500.00	90319488	LABOR- LEVELING CHAINS/HA	
2040 FLEET MAINTENANCE	7495 PROF AND SPEC SERVICES	1/27/16		00001477	TEREX UTILITIES INC TEREX UTILITIES INC	750.00	90319488	TRAVEL CHARGE	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/27/16		00001477	TEREX UTILITIES INC TEREX UTILITIES INC	1,008.57	90319488	PARTS-LEVELING CHAINS/HRD	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/27/16		00001477	TEREX UTILITIES INC TEREX UTILITIES INC	29.89	90319488	PARTS-LOWER/UPPPER CONTC	
2040 FLEET MAINTENANCE	7495 PROF AND SPEC SERVICES	1/27/16		00001477	TEREX UTILITIES INC TEREX UTILITIES INC	250.00	90321256	ANN INSPECT #103/DIELECTR	

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2040 FLEET MAINTENANCE	7495 PROF AND SPEC SERVICES	1/27/16	113418...	00001477	TEREX UTILITIES INC TEREX UTILITIES INC	250.00	90321278	ANN INSPECT#104/DIELECTRI	
2040 FLEET MAINTENANCE	7495 PROF AND SPEC SERVICES	1/27/16		00001477	TEREX UTILITIES INC TEREX UTILITIES INC	600.00	90321385	ANN INSPECT #126/DIELECTR	
2040 FLEET MAINTENANCE	7495 PROF AND SPEC SERVICES	1/27/16		00001477	TEREX UTILITIES INC TEREX UTILITIES INC	375.00	90321386	ANN INSPECT-SHP OVRHD CRA	
2040 FLEET MAINTENANCE	7495 PROF AND SPEC SERVICES	1/27/16		00001477	TEREX UTILITIES INC TEREX UTILITIES INC	500.00	90321390	ANN INSPECT #67/DIELECTRI	
2040 FLEET MAINTENANCE	7495 PROF AND SPEC SERVICES	1/27/16		00001477	TEREX UTILITIES INC TEREX UTILITIES INC	250.00	90321391	ANN INSPECT #106/DIELECTR	
2040 FLEET MAINTENANCE	7495 PROF AND SPEC SERVICES	1/27/16		00001477	TEREX UTILITIES INC TEREX UTILITIES INC	250.00	90321392	ANN SVC BODY CRANE	
						6,763.46			
511 MISC CASH DEPOSITS TRUST	3005-070 DISAB ACCES-BL-SB1186	1/27/16	113419	LIC00222	TIERRA VISTA APTS TIERRA VISTA APTS	30.00		LICENSE REFUND	
						30.00			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/27/16	113420	19709	TODD, DANIEL R TODD, DANIEL R	85.06	REFUND	UB REFUND	
						85.06			
511 MISC CASH DEPOSITS TRUST	3005-070 DISAB ACCES-BL-SB1186	1/27/16	113421	LIC00224	TOTAL POOL CARE TOTAL POOL CARE	8.75		LICENSE REFUND	

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
						8.75			
1610 FIRE-ADMIN/SUPPRESSION	7455 POSTAGE AND FREIGHT	1/27/16	113422	19535	TWO EAGER DREAMS INC DBA U P S STORE #3921	28.68	3205	BLANKET PURCHASE ORDER	
1610 FIRE-ADMIN/SUPPRESSION	7455 POSTAGE AND FREIGHT	1/27/16		19535	TWO EAGER DREAMS INC DBA U P S STORE #3921	10.03	5728	BLANKET PURCHASE ORDER	
						38.71			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/27/16	113423	19699	UM, JAE W UM, JAE W	49.19	REFUND	UB REFUND	
						49.19			
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	1/27/16	113424	10149	UNITED TRANSMISSION EXCHANGE UNITED TRANSMISSION EXCHANGE	3,733.76	0116765	TRANSMISSION (3000EV) #16	
						3,733.76			
2081 WATER-OPERATIONS	7650 CHEMICALS	1/27/16	113425	17478	UNIVAR UNIVAR	198.38	F0840982	BLANKET PURCHASE ORDER	
2081 WATER-OPERATIONS	7650 CHEMICALS	1/27/16		17478	UNIVAR UNIVAR	233.80	F0840984	BLANKET PURCHASE ORDER	
2081 WATER-OPERATIONS	7650 CHEMICALS	1/27/16		17478	UNIVAR UNIVAR	226.70	F0840985	BLANKET PURCHASE ORDER	
2081 WATER-OPERATIONS	7650 CHEMICALS	1/27/16		17478	UNIVAR UNIVAR	198.38	F0840986	BLANKET PURCHASE ORDER	

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2081 WATER-OPERATIONS	7650 CHEMICALS	1/27/16	113425...	17478	UNIVAR UNIVAR	177.12	F0840987	BLANKET PURCHASE ORDER	
						1,034.38			
2071 WASTEWATER TREATMENT PLNT	7412 EQUIPMENT MAINTENANCE	1/27/16	113426	77700	V W R FUNDING INC DBA V W R INTERNATIONAL, LLC	600.03	8043084943	ELECTRODE PH SUR-FLOW	
2071 WASTEWATER TREATMENT PLNT	7412 EQUIPMENT MAINTENANCE	1/27/16		77700	V W R FUNDING INC DBA V W R INTERNATIONAL, LLC	(595.22)	8043291169	RET ELECTRODE PH SUR	
						4.81			
1511 POLICE-SUPPORT SERVICE	7320 COMMUNICATIONS	1/27/16	113427	15858	MCI NETWORK SERV, INC DBA VERIZON BUSINESS SERVICES	609.97	69673762	CLETS SYSTEM SV100362	
						609.97			
2040 FLEET MAINTENANCE	7495 PROF AND SPEC SERVICES	1/27/16	113428	15978	WATERDROPS EXPRESS CAR WASH LLC WATERDROPS EXPRESS CAR WASH LLC	16.00	596618	PD CAR WASH 2015-12	
						16.00			
2040 FLEET MAINTENANCE	7495 PROF AND SPEC SERVICES	1/27/16	113429	15978	WATERDROPS EXPRESS CAR WASH LLC WATERDROPS EXPRESS CAR WASH LLC	276.00	596675	2015-12 CAR WASH PD	
						276.00			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	1/27/16	113430	19690	WHITWORTH, PRESLEY DANIELLE WHITWORTH, PRESLEY DANIELLE	21.95	REFUND	UB REFUND	
						21.95			

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2081 WATER-OPERATIONS	7601 SYS REPR/NON-INVENT ITEMS	1/27/16	113431	18502	ZENNER PERFORMANCE METERS INC ZENNER PERFORMANCE METERS INC	106.85	0029934-IN	ESTIMATED SHIPPING/HANDLI	
2081 WATER-OPERATIONS	7601 SYS REPR/NON-INVENT ITEMS	1/27/16		18502	ZENNER PERFORMANCE METERS INC ZENNER PERFORMANCE METERS INC	1,451.25	0029934-IN	LID LOCK W/ EXTENSION, ST	
2081 WATER-OPERATIONS	7601 SYS REPR/NON-INVENT ITEMS	1/27/16		18502	ZENNER PERFORMANCE METERS INC ZENNER PERFORMANCE METERS INC	654.68	0029934-IN	STEALTH PIT INSTALL KIT	
2081 WATER-OPERATIONS	7601 SYS REPR/NON-INVENT ITEMS	1/27/16		18502	ZENNER PERFORMANCE METERS INC ZENNER PERFORMANCE METERS INC	17,737.50	0029934-IN	WIRE, STEALS BARE ST2BW	
						19,950.28			
511 MISC CASH DEPOSITS TRUST	3005-070 DISAB ACCES-BL-SB1186	1/27/16	113432	LIC00225	ZOOM SYSTEMS ZOOM SYSTEMS	5.00		LICENSE REFUND	
						5.00			
						1,120,635.12			



AGENDA STAFF REPORT

MEETING DATE: 2/16/2016	AGENDA SECTION: A
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SUBJECT:

Community Development: Adopt Resolution No. 16-07-R accepting the Pedestrian and Bicycle Master Plan

RECOMMENDATION:

Staff recommends that the City Council:

1. Accept the Pedestrian and Bicycle Master Plan based on the findings in Resolution No. 16-07-R.

RECOMMENDED MOTION:

1. I move to adopt Resolution No. 16-07-R accepting the Pedestrian and Bicycle Master Plan. (Roll call vote).

BACKGROUND:

On September 20, 2013, the City of Hanford was awarded \$230,750 in grant funds to develop a pedestrian and bicycle plan. The grant funds are provided by the California Department of Transportation (Caltrans), Division of Transportation Planning, and Environmental Justice Planning Grant. The grant program promotes the involvement of low-income and minority communities and Native American tribal governments in the planning for transportation projects. The main goal of the program is to help residents of disadvantaged communities become involved in the planning process. The City of Hanford Pedestrian and Bicycle Plan will address pedestrian/bicycle safety, outdated pedestrian/bicycle safety features and facilities, air quality, and pedestrian/bicycle connectivity gaps.

In August of 2014, the City awarded a contract to Quad Knopf, to prepare the Pedestrian and Bicycle Plan. Since then, City of Hanford staff and Quad Knopf have collaborated on outreach

mechanisms to engage community residents in the development of the Pedestrian and Bicycle Plan.

Below are the publicized outreach efforts:

PUBLICIZED OUTREACH/WORKSHOPS/MEETINGS	
Thursday Night Marketplace Outreach	Sept 25, 2014
Workshop #1	Nov 15, 2014
Workshop #2	June 27, 2015
Workshop #3	Nov 14, 2015
Parking & Traffic Commission	November 26, 2015
Planning Commission	January 12, 2016/January 26, 2016
City Council	February 16, 2016

The Pedestrian and Bicycle Plan is compatible with the current General Plan as it supports alternative modes of transportation, but was prepared to comply with the draft goals and objectives set forth in the ongoing 2035 General Plan Update.

PLANNING COMMISSION MEETING

On January 26, 2016, the Planning Commission recommended acceptance to the City Council of the Pedestrian and Bicycle Master Plan based on the findings in Resolution No. 2016-02. See Exhibit B - Resolution No. 2016-02.

During the Planning Commission public hearing, the chair asked for public comment. One who spoke in favor of the project, was Chris Lehn, a regional planner for Kings County Association of Governments. She introduced a memo regarding Affordable Housing and Sustainable Communities Program Guidelines, a funding source that the City of Hanford could benefit from as part of the approval/acceptance of a Pedestrian and Bicycle Plan. See Exhibit C - AHSC Memo.

Two spoke in opposition, including: Bruce Mackey, a supporter of pedestrian and bicyclist, and the President of the Kings Bicyclist's, Lisa Munoz. Mr. Mackey stated that the overall plan was too generic, lacked smart goals objectives, needed engineering evaluation and planning, and ignored a successful simple and free template. Ms. Munoz spoke on specific concerns regarding Class III bike lane safety issues (routes, signs, striping, and bicyclists). She further stated that the bicycle plan needs to be aggressive, have timelines, and be more specific. In addition, she included four recommendations: the inclusion of the Bicycle America Friendly Program (a master plan with specific deadlines and accomplishments), set goals to achieve Bronze level by the year 2018, assignment of a project coordinator, and the appointment of an advisory committee to meet monthly, no less than nine months a year.

PROJECT EVALUATION

The Pedestrian and Bicycle Master Plan presents opportunities for pedestrians and bicyclists by

encouraging additional transportation methods, providing exercise, and improving mobility for community members in the City of Hanford. See Exhibit A - Pedestrian & Bicycle Master Plan.

The Pedestrian and Bicycle Master Plan includes the following components:

- **Chapter 1** - Introduction and purpose of Pedestrian and Bicycle Plan including: background, setting, land use patterns, and transportation system;
- **Chapter 2** - Community Involvement and Relevant Plans and Policies;
- **Chapter 3** - Bicycle Network including: existing conditions, bicycle collision analysis, existing and future bicycle usage, needs assessment, recommended bikeway network, and bicycle programs and support facilities;
- **Chapter 4** - Pedestrian Network including: existing conditions, pedestrian collision analysis, pedestrian safety, ADA Self Evaluation and Transition Plan, recommended pedestrian network, improvements, support facilities, and programs;
- **Chapter 5** - Implementation Plan including: process, policies, criteria, prioritization, cost estimates, environmental assessment, funding opportunities, maintenance and security of bikeways and pedestrian walkways;

Relationship of the Pedestrian and Bicycle Master Plan to the General Plan

The Pedestrian and Bicycle Master Plan serves as a tool for the City of Hanford to implement the goals and policies of the Draft 2035 Hanford General Plan as accepted by the City Council in 2015, the 2010 Hanford Air Quality Element, the Kings County Regional Bike Plan, and the 2011 Kings County Regional Transportation Plan.

The primary purpose of this Pedestrian and Bicycle Master Plan is to facilitate the development of pedestrian and bicycle facilities. To accomplish this goal, the Master Plan focuses on the following objectives:

- Guide the City in their overall pedestrian/bicycle transportation program;
- Provide an assessment of existing and proposed walkways/bikeways and pedestrian/bicycle programs;
- Develop a feasible and comprehensive plan to meet Hanford's pedestrian and bicycle transportation needs;
- Assure consistency with existing relevant documents, including the Hanford General Plan and the Kings County Regional Bicycle Transportation Plan;
- Provide recommendations for pedestrian and bicycle facilities with a five-year priority outlook;

- Identify potential funding sources; and
- Conduct public outreach workshops to involve the public in the development of the Master Plan.

FINDINGS FOR APPROVAL

1. That the City Council accepts the Pedestrian and Bicycle Master Plan.
2. That the proposed Pedestrian and Bicycle Plan will be compatible with goals and objectives set forth in the Draft 2035 General Plan Update and any other relevant plans and reports deemed appropriate by the City.

ENVIRONMENTAL ASSESSMENT

The Pedestrian and Bicycle Master Plan Environmental Impact Report (EIR) will be prepared as part of the General Plan update.

Due to the grant's timeliness, which was funded for the preparation of this Master Plan, the Plan will need to be accepted (not adopted) until the completion of the General Plan EIR. Once certified, the Pedestrian and Bicycle Master Plan will be brought back for official adoption.

PUBLIC COMMENTS

Noticing of the Pedestrian and Bicycle Master Plan was published in the newspaper on February 5, 2016. The Community Development Department has not received comments on the project as of the preparation of this report.

Applicant

City of Hanford
317 N. Douty St.
Hanford, CA 93230

Consultant

Quad Knopf
901 East Main Street
Visalia, CA 93292

FISCAL IMPACT:

City of Hanford was awarded \$230,750 in grant funds to develop a pedestrian and bicycle plan. The grant funds are provided by the California Department of Transportation (Caltrans), Division of Transportation Planning, and Environmental Justice Planning Grant.

ATTACHMENTS:

Exhibit A: FINAL PB Master Plan January 2016
Exhibit B: Signed PC Reso 2016-02
Exhibit C: AHSC Program
Exhibit D: CC Reso No. 16-07-R

CITY OF HANFORD PEDESTRIAN AND BICYCLE MASTER PLAN

JANUARY 2016

Attachment: Exhibit A: FINAL PB Master Plan January 2016 (1349 : Pedestrian and Bicycle Master Plan)



PUBLIC DRAFT

HANFORD PEDESTRIAN AND BICYCLE MASTER PLAN



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EXECUTIVE SUMMARY

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Walking and bicycling provide opportunities for healthy exercise and to improve mobility for all members of the community. In addition, these alternative transportation modes benefit a community by reducing impacts on air and noise quality, relieving traffic congestion, vehicle parking demand, and reducing consumption of energy resources. The principal goal of this City of Hanford's Pedestrian and Bicycle Master Plan (Plan) is ***to provide the means to support bicycling and walking as an alternative mode of transportation for work, daily activities, and recreational trips.***

According to the California Streets and Highways Code, Sections 890 to 892, a city may complete a Bicycle Transportation Plan (BTP), which can then be used as part of grant applications to obtain funding in building infrastructure that is identified in the plan. Section 891.2 describes eleven (11) key elements that should be in the plan:

1. Number of Existing and Future Bicycle Commuters
2. Land Use and Settlement Patterns
3. Existing and Proposed Bikeways
4. Existing and Proposed Bicycle Parking Facilities
5. Existing and Proposed Access to other Transportation Modes
6. Facilities for Changing and Storing Clothes and Equipment
7. Bicycle Safety, Education, and Enforcement Programs
8. Citizen and Community Involvement in the Development of the Plan
9. Coordination and Consistency with Other Plans
10. Projects Proposed in the Plan and their Priority for Implementation
11. Past Expenditures for Bicycle Facilities and Future Financial Needs

A Bicycle Transportation Plan should be updated approximately every five years. The last such plan adopted by the City of Hanford was the 2011 Kings County Regional Bicycle Plan. Due to changes in state legislation such as the California Global Warming Solutions Act of 2006 (AB 32); Transportation Planning, Travel Demand Models, Sustainable Communities Strategy, Environmental Review Act of 2008 (SB 375); and, the California Complete Streets Act of 2008 (AB 1358), the purpose of this plan was to focus on integrating land use planning and public health into transportation planning decisions. This Pedestrian and Bicycle Master Plan is intended to be an update to that plan.

The study area for this Master Plan is the Urban Development Boundary shown in the 2035 Hanford General Plan. The Master Plan identifies what is needed to improve Hanford's pedestrian and bicycle infrastructure. It then recommends improvements that can be constructed now, as funding becomes available, as the city expands and grows.

A (1) vision, (2) goal, and (3) objectives and policies were developed and presented at a series of public workshops held at Coe Hall and Park with city staff, community members, and the consultant team.

Workshop #1 introduced the project to the public, define project parameters, and solicit opinions and concerns from the community to help shape the development of the Pedestrian and Bicycle Master Plan. The workshop also included a walking tour and audit of existing conditions of two round trip segments of City of Hanford streets.

Workshop #2 summarized the community's input on the walking tours; identified key destinations and sought suggestions for other key destinations; reviewed the 2011 Bicycle Plan and the routes that have been completed to date; suggested new pedestrian and bicycle routes to link destinations and connect existing routes; reviewed potential safety and education programs; and, begin the process of prioritizing pedestrian and bicycle routes and programs.

Workshop #3 summarized contents of the draft 2016 Pedestrian and Bicycle Master Plan. Three stations were set up that focused on the proposed pedestrian network, the proposed bicycle network, and programs for public safety and education. Participants were invited to visit each station at their leisure, learn more about the draft master plan, and fill out comment forms and questionnaires. The third workshop sought input from the public for finalizing the prioritization of routes and programs.

During the series of workshops and meetings with the City of Hanford, a community vision, and overall project goal, and objectives and policies of the pedestrian and bicycle plan are briefly summarized here and were further developed and identified in Chapter 5 of this report.

1. Vision

Hanford - A city where walking and cycling are fully integrated into daily life, providing environmentally-friendly transportation alternatives that are both safe and convenient for people of all ages and abilities.

2. Goal

An interconnected bikeway and community pedestrian network that facilitates and encourages non-motorized travel throughout Hanford.

3. Objectives and Policies

The following list of ten overall objectives was developed with the assistance and approval of community members and city staff. . The intent of the objectives is to guide policies in specific areas. Policies were developed in this master plan that are summarized and further detailed in Chapter 5 of this document. Policies begin to define the approach to achieve the vision, and goal, and objectives of the plan.

Objective 1: Prepare and maintain a Pedestrian and Bicycle Master Plan that identifies existing and future needs, provides specific recommendations for facilities and programs, and identifies priorities and funding sources for implementation.

Objective 2: Develop a comprehensive pedestrian and bikeway network that is feasible,

fundable over the life of the Master Plan, and serves the pedestrian's as well as bicyclist's needs for all trip purposes.

Objective 3: Provide the related support facilities and amenities necessary for bicycle travel to assume a significant role as a local alternative mode of transportation and recreation.

Objective 4: Improve safety for pedestrians and bicyclists by implementing education and promotion programs for all Hanford residents and by enforcing pedestrian, bicycle, and motorist laws and regulations affecting pedestrian and bicycle safety.

Objective 5: Require that routine maintenance of local roads consider pedestrian and bicycle safety.

Objective 6: Increase public awareness of the benefits of available walking and bicycling programs.

Objective 7: Encourage methods to increase pedestrian access and mobility for ages and ability.

Objective 8: Street crossings should be safe and accessible.

Objective 9: Maximize the amount of funding for pedestrian and bicycle projects and programs throughout Hanford, with an emphasis on implementation of this Master Plan.

Objective 10: Integrate pedestrian and bicycle facilities with public transit.

In order to meet the vision and goals, this Master Plan describes improvements to the infrastructure that can be made in Chapters 3 and 4. It also recommends programs to improve pedestrian and bicycle usage as well as pedestrian and bicycle safety. These programs can be found in Chapter 5.

CHAPTER 1

INTRODUCTION

INTRODUCTION

1.1 Purpose of the Plan

The City of Hanford's Pedestrian and Bicycle Master Plan (Master Plan) is intended to guide pedestrian and bikeway policies, programs, and facility improvements to improve safety, comfort, and convenience for pedestrians and bicyclists in Hanford. The Master Plan serves as a tool for the City of Hanford to implement the goals of the 2035 Hanford General Plan, the 2010 Hanford Air Quality Element, the Kings County Regional Bike Plan, and the 2011 Kings County Regional Transportation Plan.

The primary purpose of this Master Plan is to facilitate the development of pedestrian and bicycle facilities. To accomplish this goal, the Master Plan focuses on the following objectives:

- Guide the City in their overall pedestrian/bicycle transportation program;
- Provide an assessment of existing and proposed walkways/bikeways and pedestrian/bicycle programs;
- Develop a feasible and comprehensive plan to meet Hanford's pedestrian and bicycle transportation needs;
- Assure consistency with existing relevant documents, including the Hanford General Plan and the Kings County Regional Bicycle Transportation Plan;
- Provide recommendations for pedestrian and bicycle facilities with a five-year priority outlook;
- Identify potential funding sources; and
- Conduct public outreach workshops to involve the public in the development of the Master Plan.

Walking and bicycling are low-cost, non-polluting, sustainable, and healthy forms of transportation. Once considered primarily a recreational activity, bicycling is now recognized as a viable alternative to the automobile. Societal benefits from walking and bicycling include: reduced motor vehicle traffic; reduced consumption of fuel resources; improved air quality; and, reduced health care costs due to a healthier population. Walking and bicycling are vital components in addressing environmental, traffic, and quality of life concerns for the citizens of Hanford.

1.2 Background

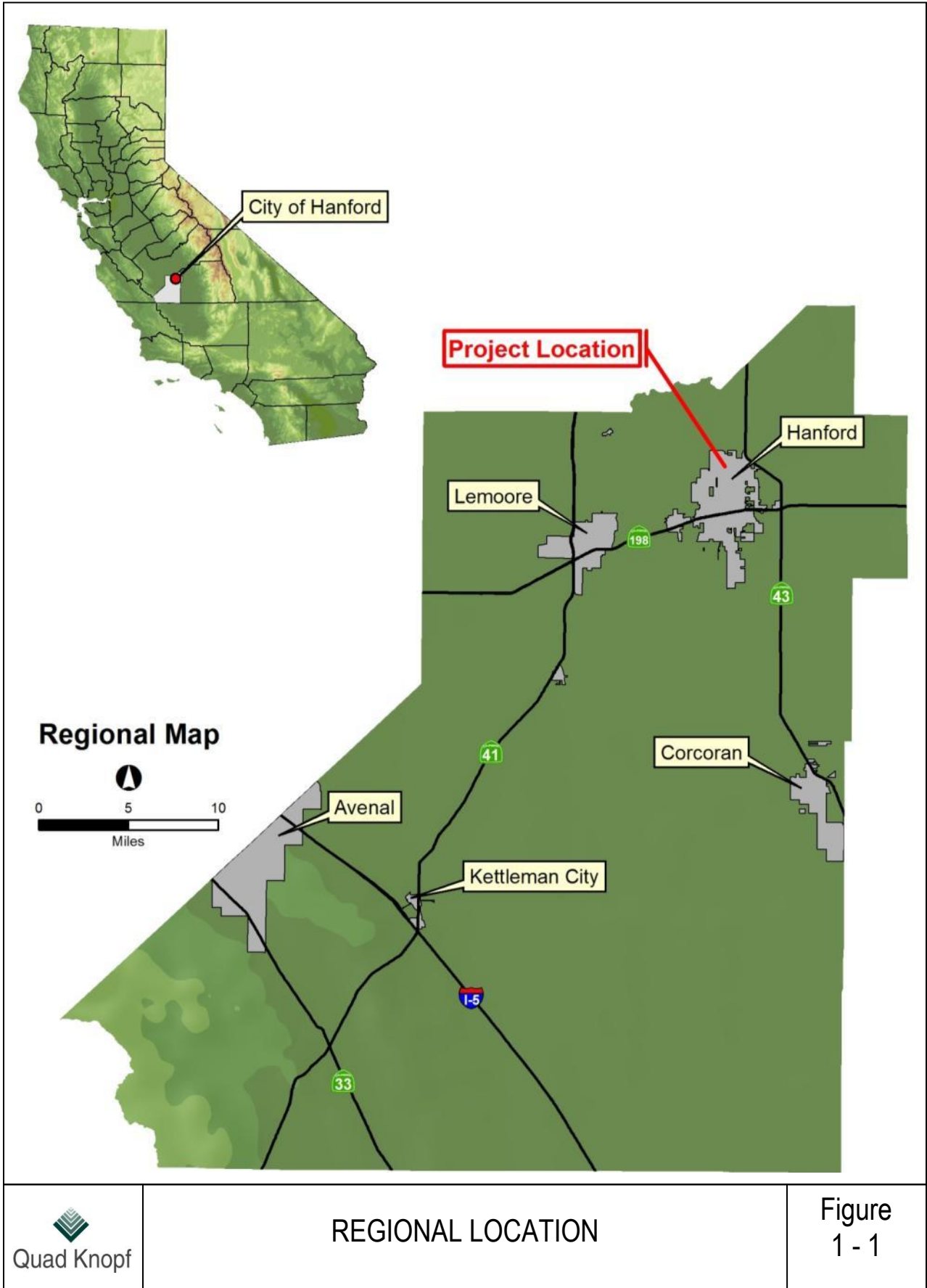
The City of Hanford last updated its bicycle transportation plan through the adoption of the 2011 Kings County Regional Bicycle Plan, joint planning document prepared by the Kings County Association of Governments (KCAG.) This Master Plan is an update to that document and now includes plans and policies for pedestrians. California Department of Transportation (Caltrans) guidelines recommend revisiting a bicycle transportation plan every five years.

The study area for this Master Plan is the Urban Growth Boundary that is proposed in the draft 2035 General Plan Update. This draft General Plan is anticipated to be adopted in the summer of 2016.

According to California Streets and Highways Code Sections 890 to 892, a local agency may prepare a bicycle transportation plan that includes elements list in Table 1-1. Once adopted and submitted to the county transportation agency, in this case KCAG, the City of Hanford can submit the Master Plan to Caltrans in connection with an application for funds for bikeways and related facilities that will implement the Master Plan. The following list indicates where the master plan elements are located this document.

**Table 1-1
Elements of a Bicycle Transportation Plan**

Description from Streets and Highways Code 891.2	Section(s) Where Addressed Within This Master Plan
(a) Estimated number of existing and future bicycle commuters	3.3
(b) Map and description of land use and settlement patterns	1.4, 3.1.3, Appendix A
(c) Map and description of existing and proposed bikeways	3.5.4
(d) Map and description of bicycle parking facilities	3.6.4
(e) Map and description of multimodal connections	3.1.4, 3.6.6
(f) Map and description of facilities for changing and storing clothes and equipment	3.6.5
(g) Description of bicycle safety and education programs	3.6.1
(h) Description of citizen and community participation	Chapter 2
(i) Description of coordination with transportation, air quality, and energy conservation plans	1.5, 2.2
(j) Description of proposed bicycle projects and priority for implementation	5.1 to 5.5
(k) Description of past expenditures and future financial needs for bicycle facilities	5.5, Appendix F



1.3 Setting

Hanford is centrally located in California's San Joaquin Valley and is the county seat and largest city in Kings County. See Figure 1-1 (Regional Location.) It currently covers about 17 square miles. Hanford's estimated population on January 1, 2013, was approximately 55,122 based on California Department of Finance statistics. According to the proposed 2035 General Plan Update, Hanford's population is expected to grow to a projected population of 90,000 persons by the year 2035, which is roughly a 2.1% annual growth rate. Hanford is a family-friendly community that has retained its small town atmosphere. Downtown Hanford is the commercial, cultural, historic, and civic center of the community. Downtown's central location provides easy access from all parts of the city.

Hanford is located on the Valley floor with a very shallow natural slope in its terrain. Hanford's average monthly high temperatures from October through May are 54 to 83 degrees. Hanford receives an average of 8.2 inches of rain annually and has an average of 266 sunny days per year. For the most part, the terrain and climate of Hanford makes it an ideal setting for walking and bicycling.

Hanford, rich in history and culture, is a progressive city that continues to preserve its past and plan for its future. The city has a diversified employment base, including the agricultural, manufacturing, educational, medical, and service industries. Besides its vibrant downtown, there are several commercial shopping centers, a multimodal transportation center, community and neighborhood parks, and a municipal airport. Hanford is a great place for both residents and visitors to explore, live, and enjoy.

From a pedestrian's and bicyclist's perspective, Hanford is an appealing city to travel with many opportunities for enhancement. The flat local topography is ideally suited for both pedestrian and bicycle use. The many quiet, tree shaded streets offer pedestrians and cyclists comfort and safety. The size of the city also makes most areas accessible within a 20-minute bicycle ride.

Hanford does face many challenges for developing future bicycle and pedestrian facilities and increasing pedestrian and bicycle usage. Hanford's most significant barrier is the seasonal temperature extremes that can make walking and bicycling undesirable for some. As in most California cities, Hanford's roadways are dominated by the automobile, making a typical trip uncomfortable for many bicyclists. Traffic conditions will continue to worsen as Hanford continues to grow. However, the City can increase the number and connectivity of pedestrian and bicycle facilities, thereby improving the ease and desirability of walking and bicycling in the community.

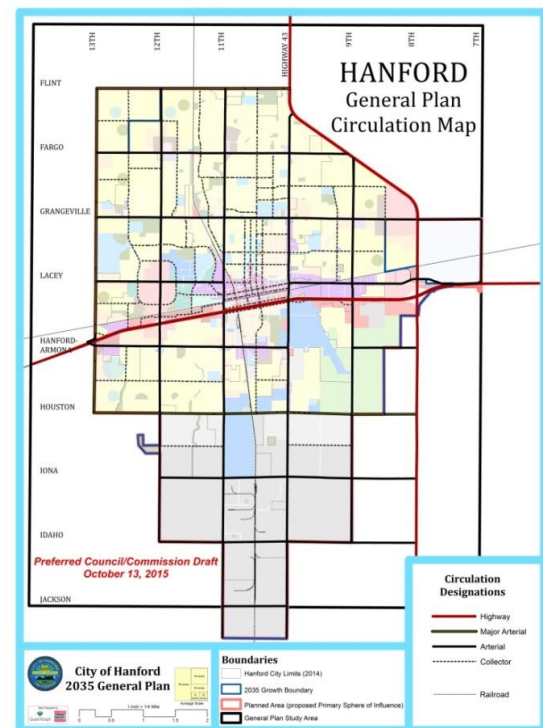
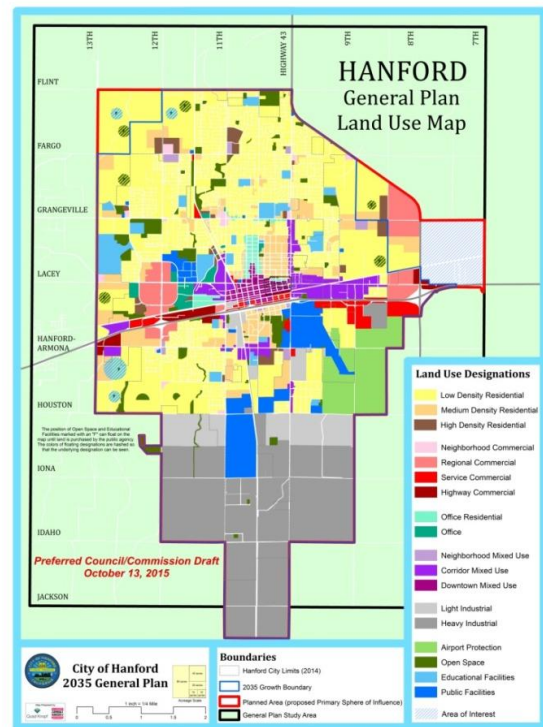
1.4 Land Use Pattern

Hanford's land use pattern focuses on its downtown, which is both the physical center of the community, as well as the commercial, cultural, and civic center of the community. There are two regional commercial areas, one centered around the intersection at 12th Avenue and Lacey Boulevard, and a future center on Lacey Boulevard just west of State Route (SR) 43. Hanford currently has three high schools, an off-site extension of the larger College of the Sequoias community college, and a number of elementary and middle schools. Residential neighborhoods are dominated by single-family housing, multi-family housing, and neighborhood commercial with office centers. The Land Use Element Map from the draft 2035 Hanford General Plan is provided in Appendix A of this Master Plan.

1.5 Transportation System

Hanford's transportation system includes freeways, arterials, collectors, and local streets. The system is based on a one-mile square grid pattern of east-west and north-south arterials and collectors. SR 43, along the eastern edge of Hanford, is a major north-south corridor providing access between the cities of Selma to the north and Corcoran, Wasco, Shafter, and Bakersfield to the south. SR 198 is a grade-separated highway running east-west through the center of the Hanford, connecting to SR 99, Visalia, and Sequoia National Park to the east and to Lemoore, SR 41, and Naval Air Station (NAS) Lemoore to the west.

SR 43 is open to bicycle travel. SR 198 is open to bicycle travel east of SR 43 and west of NAS Lemoore. The Bicycle Guide for District 6 (Caltrans, 2015) recommends that bicyclists traveling on SR 198 use Houston Avenue and SR 43 when traveling through Hanford. The Circulation Element Map from the draft 2035 Hanford General Plan is provided in Appendix B of this Master Plan.



CHAPTER 2

COMMUNITY INVOLVEMENT AND RELEVANT PLANS AND POLICIES

COMMUNITY INVOLVEMENT AND RELEVANT PLANS AND POLICIES

2.1 *Community Involvement*

A number of opportunities were made available to the public to participate in the development of this Master Plan. These opportunities included meetings, walking tours, surveys, questionnaires, comment cards, the City's website (for information), and public hearings.

2.1.1 STAKEHOLDERS GROUPS

The responsibilities of the following stakeholder groups were defined:

City Council (CC): The City Council is the final decision-maker and authority on the contents of the Pedestrian and Bicycle Master Plan. Meetings were noticed on the City's website, by email distribution to workshop participants, and to those who requested email notification.

Planning Commission (PC): The Planning Commission is responsible for reviewing and directing actions and approaches taken by the City staff. They reviewed recommendations made by the consultant team, City staff, and then made formal recommendations to the City Council. Meetings were noticed on the City's website, by email distribution to all the workshop participants, and those who have requested email notification.

Other Meetings: The consultant team contacted and/or met with the following groups in order to solicit a broad spectrum of community participants for the workshops and encourage participation by children, seniors, disabled individuals, and all income groups. The following organizations were contacted to participate at the workshops:

- California Highway Patrol
- Kings Community Action Organization;
- Kings County Bicyclists;
- Hanford Chamber of Commerce;
- Main Street Hanford;
- City of Hanford Parks and Recreation Department;
- Kings County Community Development; and
- Local Schools.
- Latino Environmental Advancement & Policy (LEAP), represented by Rey Leon.

Technical Advisory Committee (TAC): The Technical Advisory Committee (TAC) is made up of the consultant team and City staff. They reviewed administrative drafts of documents prior to public release and made decisions on technical issues. The team met with the City of Hanford Parking and Traffic Commission on December 3, 2015, to present a summary of the previous workshops and gather input and comments from them.

Community Based Workshops: Public workshops were open to all interested residents, business owners, and stakeholders. Three workshops were held on November 15, 2014, June 27,

2015, and November 14, 2015. All Planning Commissioners and the City Council were invited, but not required to attend. Public workshops were noticed via email distribution, posters at selected locations throughout the City, City website, and the Hanford Sentinel. Spanish translators were available at every workshop. Sign Language interpreters were made available upon advance request. The workshops were held on Saturday mornings to allow a wide range of participants to attend. The workshops were held at Coe Park Hall, just south of downtown.

2.1.2 ADVERTISING THE COMMUNITY WORKSHOPS

A number of techniques were used to market that the City of Hanford was hosting a series of workshops to gather input from the community on their needs and desires for pedestrianways, bikeways, pedestrian and bicycle facilities, and safety and education issues and programs relative to both. The following advertising was done to promote the workshops:

Hanford Sentinel: Quarter page advertisements were placed in the newspaper prior to each workshop.

City of Hanford Website: Information about the workshops was posted to the City's website.

Displayed Posters: Posters were placed at Hanford City Hall and the Hanford Branch of the Kings County Library. Extra copies of the poster were made available at City Hall and the Main Street Hanford office for businesses to pick up and post at their place of business. Figure 2-1 shows the poster from Workshop #1. Posters for the other workshops were similar.

Emailed Posters: The following organizations were emailed a PDF version of the poster for the workshop to advertise via their social media contacts:

- Kings Community Action Group;
- City of Hanford Parks and Recreation Department;
- Main Street Hanford;
- Kings County Bicyclists;
- Rotary Club of Hanford;
- Hanford Chamber of Commerce;
- Kings County Community Development;
- Local Schools; and
- City of Hanford Parking and Traffic Commission.
- Planning Commission
- City Council.

Thursday Night Marketplace. When the consultant team presented information about the 2035 General Plan update process to the community at our booth at the September 25, 2014, Thursday Night Marketplace, the team also informed the public about the Pedestrian and Bicycle Plan with the goal of attracting interested community members to participate in future workshops for the Master Plan. Announcements were distributed, a brief survey was presented, and local citizens were asked to sign up if they wanted to be notified to participate in the workshops.

 HANFORD BICYCLE & PEDESTRIAN PLAN	MAKE A DIFFERENCE IN HANFORD'S FUTURE! City of Hanford Bicycle and Pedestrian Plan Update WORKSHOP #1*  WHAT: Walking Tour to learn more about the bicycle and pedestrian opportunities and constraints in Hanford WHERE: Meet at Coe Park Hall 543 S. Douty Street Hanford, CA 93230 WHEN: Saturday, November 15th, 2014 9:30 AM WHY: Let us know what you want for the future of Hanford's Pedestrian and Bicycle network!  Dress in comfortable clothing and walking shoes For more information: www.ci.hanford.ca.us or contact Jan Alexander (559) 733-0440  * If you require a Spanish translator or Sign Language Interpreter, please contact us by November 7th to make arrangements.	
	WORKSHOP #1 POSTER	Figure 2 - 1

2.1.3 COMMUNITY WORKSHOP DESCRIPTIONS

The following describes each of the three community workshops that took place on November 15, 2014, June 27, 2015, and November 14, 2015.

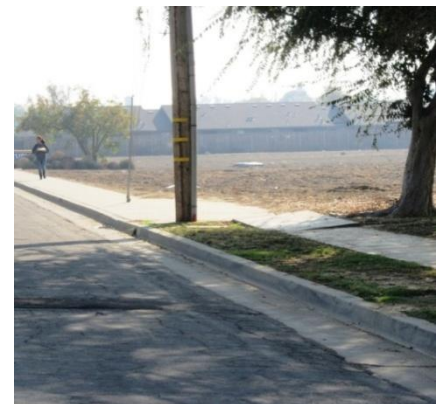
Community Workshop #1: Introduction and Walking Tour

The first community workshop included a walking tour that began and ended at Coe Park Hall located south of Second Street and east of Douty Street. The walking routes for the tour were determined prior to the community workshop, and a route map was distributed to all participants. The route was divided into two tours. Each tour was selected for its diversity of conditions and character. Figure 2-2 shows the Walking Tour Map.

- Tour 1 crossed SR 198 both over and under the freeway, crossed a railroad, and passed through several blocks of downtown, and a residential area. Streets included Douty Street, Sixth Street, Phillips Street, and Second Street.
- Tour 2 passed Lincoln Elementary School, the Soccer Complex, and included Douty Street, Irwin Street, Hanford-Armona Road, and Harris Street.

Each participant was asked to score the selected segment of roadway using a “walking audit” survey. The walking audit survey is meant to identify qualities such as deficiencies, conflicts, barriers, aesthetics, universal accessibility, comfort, and maintenance. Following the walking tour, the workshop included use of TurningPoint (handheld response keypad) Technology and a PowerPoint presentation. Bicycle access, bicycle parking, and pedestrian access were addressed.

The intent of the first workshop was to introduce the project to the public, define project parameters, and solicit opinions and concerns from the community to help shape the development of the Pedestrian and Bicycle Plan. The consultant team conducted preliminary research and identified findings on existing conditions including pedestrian/vehicle collisions and bicycle/vehicle collisions to the participants during the workshop. The process of soliciting ideas, needs, concerns, and record comments from the community were used as a basis for planning exercise(s).





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The contents of the first workshop included:

- Objective and purpose of the study;
- Benefits of walking and bicycling;
- Collision data;
- Preliminary findings on existing conditions;
- Current bicycle routes to and within Hanford; and
- Walking tours with walking audit surveys.

Community Workshop #2: Map Your Route

Since the participants from the first workshop recommended meeting again at the same location, the second community workshop was also held at Coe Hall. The meeting consisted of an interactive presentation-style workshop using large format exhibits that included the existing Bicycle Master Plan, the proposed plan maps for both pedestrianways and bikeways, and a map of the trip attractors in Hanford. The conceptual pedestrian and bicycle plans allowed the participants to chart their preferences and priorities for pedestrian access, bikeways, and destinations. The consultant team used “dot-macracry” (voting dots) to gauge their preferences.

The second workshop focused on identifying the key findings, components, and priorities. PowerPoint and TurningPoint software were used again. The contents of the second workshop focused on the following:

- Workshop #1 summary and recap;
- Survey results (from both TurningPoint, open-ended questions, and walking audit surveys);
- Destinations/Trip Attractors Map;
- Suggestions for new destinations not currently linked by pedestrian paths or bikeways;
- Bikeway Map (existing and recommended bikeways);
- Pedestrian Plan (existing and recommended pedestrian corridors);
- Bicycle facilities “tool kit”;



- Examples of policies and programs to improve safety and encourage bicycling and walking;
- Priority list of improvements as determined by participants; and
- An overview of the Safe Routes to School Program.

Community Workshop #3: Preliminary Draft Plan and Public Safety

The third community workshop was another open house event located at Coe Park Hall, and consisted of a presentation-style workshop that summarized the contents of the draft Master Plan document. The presentation and handouts were made available and all presented materials were posted to the City's website.

This workshop focused on refining and finalizing the ideas discussed during the second workshop and development of the draft Master Plan. The consultant team solicited input from the community on the draft plan maps and document contents. PowerPoint software and large scale maps and exhibits were used in our workshop. Three stations were set up for workshop participants to visit on their own and observe and learn more about the pedestrianways, bikeways, and potential safety and education programs. Once again, each workshop was open to the public, without restriction. Surveys were provided at each table in English and Spanish, and participants were asked to prioritize pedestrianways, bikeways, and safety and education programs.



2.2 Relevant Plans and Policy Documents

Hanford has a number of existing planning documents that plan for pedestrians and bicycles. This section describes these documents and summarizes the goals and policies that contribute to improving pedestrian and bicycle access throughout the Hanford and in Kings County.

2.2.1 KINGS COUNTY REGIONAL BICYCLE PLAN (2011)

The 2011 Kings County Region Bicycle Plan was prepared by the Kings County Association of Governments (KCAG) in collaboration with the member jurisdictions of Avenal, Corcoran, Lemoore, and Hanford and the Bicycle Advisory Committee in consultation with the people of Kings County. This plan was prepared to provide guidance in developing bicycling networks and support programs to the communities in Kings County.

The bicycle plan for Kings County is unique because it was designed to serve dual purposes: (1) to provide a regional bicycle plan that ensures facilities planned within all five local jurisdictions are integrated and compatible and (2) to provide “stand-alone” bicycle plans for each jurisdiction which are independent and can be used by each agency to secure funding and implement individual bicycle plans. In addition, the plan focuses on developing a countywide network of routes that would provide bicycle access between communities for commuting and recreational trips. Figure 2-3 shows the City of Hanford Planned and Existing Bikeways from the 2011 Kings County Regional Bike Plan. The identified countywide bikeways connecting to and traveling through Hanford were considered in development of this Master Plan.

Goals and policies of the Kings County Regional Bicycle Transportation Plan that also serve to influence the planning, design, and implementation of the Hanford Pedestrian and Bicycle Master Plan include:

Goal 1: Provide a well-developed, safe, and convenient, interregionally connected system of bikeways complete with support facilities.

Policy 1.1: Design bikeways with adequate width to safely accommodate bicycles by conforming to the Caltrans Highway Design Manual, the California Manual on Uniform Traffic Control Devices (MUTCD), and the Federal MUTCD.

Policy 1.2: Exploit all available federal, state, and local grant funding sources to develop and enhance bikeways.

Policy 1.3: Ensure that the bikeway system is consistent with the availability of funds to construct, operate, and maintain. Also identify responsibility for each of these functions.

Policy 1.4: Identify, where possible, desirable alternative routes to those with high traffic volumes and high accidents as well as to take measures to make high traffic volume routes safer.

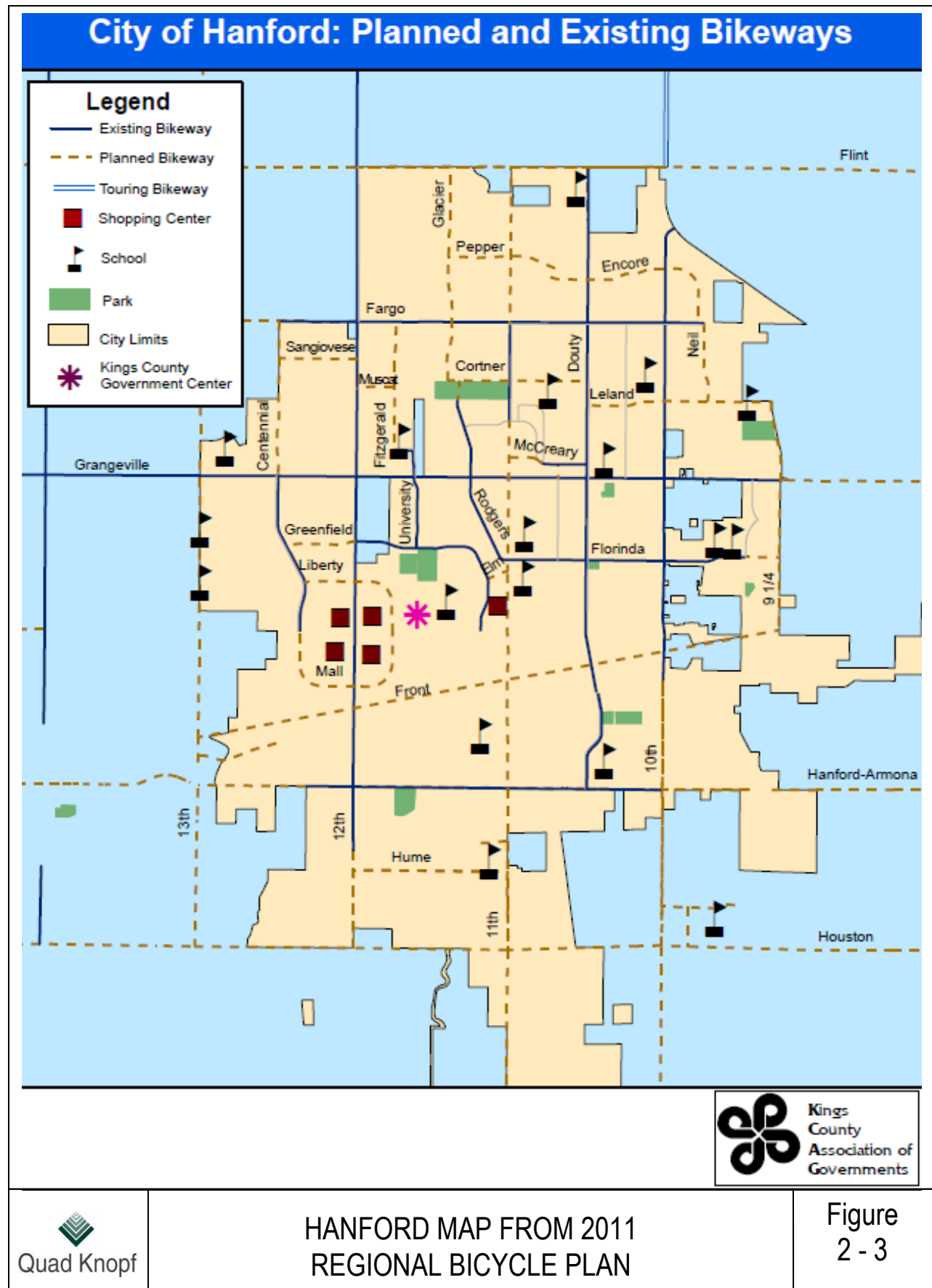
Policy 1.5: Design bikeways to ensure safe passage of cyclists (lighting, removal or trimming of foliage adjacent to the bikeway, etc).

Policy 1.6: Define and prioritize logical project limits for bicycle routes which ensure continuity between routes, especially across jurisdictional boundaries within the County and encourage links with other counties.

Policy 1.7: Identify key areas for the placement of bicycle racks and support facilities.

2.2.2 CITY OF HANFORD GENERAL PLAN CIRCULATION ELEMENT

The Circulation Element makes references to bicycle travel and bikeways. As most bikeways are located on roadways, the focus of this report on roadways and circulation is especially pertinent to the Master Plan and bicycle access.



The 2035 General Plan Circulation Element presents a classification of Hanford roadways. Much of the policy discussion is relevant to bicycle and pedestrian travel in Hanford particularly in providing an integrated transportation system for the safe and efficient movement of people and goods in the Hanford planning area. While maintaining an acceptable level of service (LOS) on all roadways, there is also the consideration of facilitating a balanced use of all travel modes, including bicycles. Of particular interest to this Master Plan are the policies requiring adequate safety measures, including appropriate maintenance, lighting, traffic controls and signage; policies related to giving priority to projects that complete links on the existing system or relieve deficiencies; and policies focusing on encouraging bicycle usage. The 2035 Circulation Element Map is shown in Appendix B.

The Circulation Element and the Bicycle Plan promote the establishment of a shared use roadway system, but encourages newly developing areas to provide for bicycle facilities along certain roadways and as part of an overall link to open space and recreational amenities and other land uses.

2035 General Plan Circulation Element Goals and Policies Related to this Master Plan

Goal T8: An interconnected bikeway and community pedestrian network that facilitates and encourages nonmotorized travel throughout Hanford.

Policy T39 – Accommodating All Modes of Traffic: Plan, design, and construct new transportation improvement projects to safely accommodate the needs of pedestrians, bicyclists, transit riders, motorists and persons of all abilities.

Policy T40 – Pedestrian and Bicycle Placemaking: Promote pedestrian and bicycle improvements that improve connectivity between neighborhoods, provide opportunities for distinctive neighborhood features, and foster a greater sense of community.

Policy T64 – Bicycle Network Master Planning: Maintain a Bicycle Master Plan to coordinate existing and planned infrastructure to support, encourage and promote bicycle transportation, with effective connections to downtown, major shopping areas, mixed use neighborhoods, community facilities, schools, parks, and employment areas.

Policy T65 – Bicycle Network: Prioritize the elimination of gaps in the bicycle network to connect destinations across Hanford.

Policy T66 – Public Bicycle Parking: Increase the amount of publicly accessible bicycle parking and storage throughout the city and adopt standards for bicycle parking at new development projects.

Policy T67 – Bicycle Safety Programs: Support programs that educate bicyclists and motorists about bicycle safety.

Policy T68 – Bicycle Transportation Ordinance: Consider adoption of a bicycle transportation ordinance that addresses safe use and operation of bicycles.

Policy T69 – Road Projects with Bicycle Facilities: Incorporate planned bicycle facilities into road maintenance projects where feasible.

Policy T70 –Pedestrian Connections: Increase connectivity through direct and safe pedestrian connections to public amenities, neighborhoods, village centers and other destinations throughout the city.

Policy T71 – Pedestrian and Bicycle Crossings: Identify and enhance key pedestrian and bicycle crossings that cross physical barriers, such as highways or railroad tracks.

Policy T72 – Reduction of Pedestrian Barriers: Coordinate with utility providers to reduce or eliminate barriers to pedestrian mobility created by utility infrastructure, such as utility poles that obstruct accessibility.

Policy T92 – Amenities that Support Alternative Modes of Transportation: Encourage new developments to include on-site amenities that support alternative modes of transportation. Emphasize pedestrian and bicycle-friendly design, accessibility to transit, preferred rideshare parking, showers and lockers, on-site food service, and child care, where appropriate.

2.2.3 CITY OF HANFORD GENERAL PLAN LAND USE ELEMENT

This Land Use Element describes the extent of the Hanford General Plan Planning Area. It describes the location and type of future land uses. The 2035 General Plan Land Use Map is shown in Appendix A. Specific to walkways and bikeways, it addresses the need for alternative modes of transportation for commuting to improve the quality of air in the City of Hanford and its air basin. It includes the following implementing policies:

2035 General Plan Land Use Element Related to this Master Plan

Policy L96 – Types of Uses in Open Space Land Use Designation: Typical uses in the Open Space land use designation include parks, pathways, storm drainage basins and water recharge areas, reservations for future freeway interchanges, areas designated for noise attenuation, and major landscape corridors along entryways into the city.

2.2.4 CITY OF HANFORD GENERAL PLAN HEALTH, SAFETY, AND NOISE ELEMENT

Communities can be developed in such a way that promotes good health. Components of healthy living include walkable and bikeable streets, convenient and accessible parks, increased opportunities for social interaction, access to healthy foods and medical services, safe neighborhoods and public places, and policies that promote healthier living. A community's overall health depends on multiple factors, including the environment they live in. A healthier living environment reduces health risks and promotes better lifestyle choices.

Policy H65 – Comfortable Walking and Biking Environments: Provide comfortable environments and destinations for walking and bicycling to integrate physical activity into daily routines.

Policy H66 – Non-Vehicular Access: Improve bicycle, pedestrian, and public transportation access to residential areas, educational and childcare facilities, employment centers, commercial centers, recreational areas, and other destination points.

2.2.5 CITY OF HANFORD GENERAL PLAN AIR QUALITY ELEMENT, JULY 2010

The following objectives or policies that serve to improve air quality through alternative modes of transportation such as walking and biking are:

Objective AQ 2: Educate the public on the impact that individual choices and decisions regarding land use, transportation, lifestyle, and energy use have on our air quality and climate.

Objective AQ 6: Design new development projects within the City that provide facilities and programs that improve the effectiveness of transportation control measures and congestion management programs such as bicycle paths and lanes, sidewalks and pedestrian paths, secure bicycle parking, transit stops at appropriate locations, transportation demand management programs at large employers, and transportation improvements that reduce congestion and improve traffic flow.

Policy AQ 6.3: Provide end of trip facilities such as preferential parking for vanpools and rideshare, bicycle parking, and other facilities suitable for the type of business for projects with the potential for over 100 employees to support compliance with San Joaquin Valley Air Pollution Control District Rule 9410.

Policy AQ 7.7: Promote urban forestry projects that shade buildings, homes, streets, pedestrian walkways, and urban core areas to reduce surface and ambient temperatures and reduce energy required for cooling.

2.2.6 2011 KINGS COUNTY REGIONAL TRANSPORTATION PLAN

With an increased focus on green infrastructure at the state, local, and federal levels, nonmotorized facilities have been elevated to greater importance as a necessary component of the overall transportation system. The 2011 Kings County Regional Transportation Plan (RTP), covering the 25-year period from 2010 to 2035, is a continuation of Kings County's transportation planning process which began in 1975 with the adoption of its first RTP. The RTP is intended to serve many purposes that impact local levels such as the City of Hanford. The RTP is designed to provide the foundation for transportation decisions by local, regional, and state officials, identify transportation improvements, and set forth an action plan to address transportation issues and needs. The action plan is detailed in the Implementation Strategies that follow.

1. Carry out the recommendations of the Kings County Regional Bicycle Plan.
2. On designated shared-use roads, provide adequate shoulder space, stripe the pavement, place bike route indicator signs, and maintain a good riding surface.

3. Ensure that public and private sectors provide adequate bicycle parking. This can be done by amending each jurisdiction's zoning ordinance. The ordinances could be written to allow installation of secure bicycle parking "in lieu" of a portion of automobile parking normally required.
4. Utilize existing private and public bicycle safety seminars. Seminars can be scheduled at schools, adult education programs, local retailing outlets, and public workshops. Funding opportunities should be explored in the private sector (retailers, social service clubs, recreational clubs, etc.) and in public/private partnerships. Additional funds could be drawn from state traffic safety grants.
5. Local police departments should conduct regular campaigns and enforce traffic laws regarding, riding against traffic, disregarding traffic signals and signs, and the appropriate use of working bicycle lights in the evening or early morning as well as efforts to educate motorists concerning the rights of cyclists on the roadway.
6. Each city should have an active bicycle registration program.
7. KCAG should join with other counties to petition the State Department of Motor Vehicles to require knowledge of bicycle traffic laws in licensing tests. DMV should be held responsible for making motorists aware of bicyclists' rights and responsibilities.
8. Seek all available state, federal, and private grant funds to install and maintain bicycle facilities and to conduct educational programs.
9. Local agencies should consider bicycle issues in all phases of planning for transportation. This includes local land use, air quality, zoning and circulation elements of general plans, capital improvement plans, and recreational programs.
10. KCAG should consider bicycle issues in its Regional Transportation Plan, Federal Transportation Improvement Program, and Regional Transportation Improvement Plan. KCAG should also ensure that bicycle issues are represented at annual LTF allocation discussions and public hearings.
11. Better coordination in developing and implementing bicycle plans can be achieved by:
 - a. Designating a single individual within each jurisdiction to ensure that bicycle issues are represented in that agency's various functions; and
 - b. Encouraging bicycle advisory and support groups to work closely with local officials in identifying and seeking solutions to bicycle problems. These groups should assume the responsibility of keeping bicycle issues before decision-makers.
12. The rehabilitation of roads will benefit bicycle users. As roads are repaved, wider shoulders should be provided to upgrade the riding surface for bicyclists.

13. Bicycle parking facilities should be installed at transit stops, park-and-ride lots, and intermodal stations to provide a seamless transition with other transportation modes. Transit buses should continue to be equipped with bicycle transporting racks.
14. Encourage newly developing areas to incorporate bicycle facilities along appropriate roadways and off-road systems as part of open space and recreational amenities.
15. Continue to develop and maintain a safe sidewalk system that facilitates pedestrian and ADA access to public transit for commuting, recreation, or other purposes.
16. The abandonment of rail lines provides an opportunity to establish trails for nonmotorized, recreational, or open space uses. Converting abandoned rail corridors into trails also preserves the right-of-ways for any future transit use.



CHAPTER 3

BICYCLE NETWORK

BICYCLE NETWORK

3.1 Existing Conditions

3.1.1 BIKEWAYS

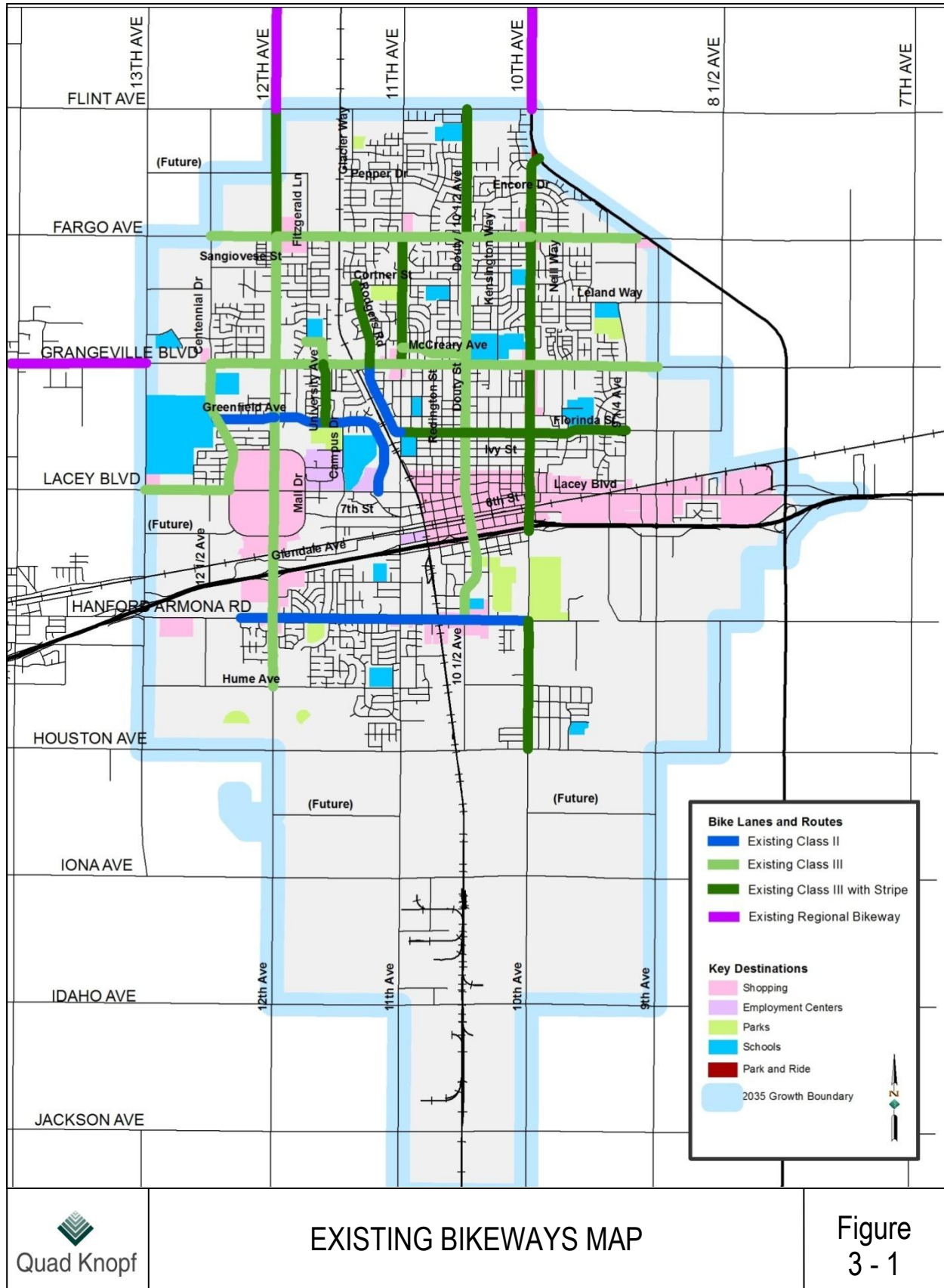
Currently, there are 30.56 miles of existing bikeways in the City of Hanford, as shown in Table 3-1. Hanford's bikeways are currently classified into three categories: Class II (Bike Lanes), Class III (Bike Routes), and Class III (Bike Routes with Stripes).

Generally, Class II bike lanes in Hanford are five to six feet wide and, where located adjacent to a parking lane, are striped with a line on both sides of the street such as Hanford-Armona Road, Rodgers Road, and Greenfield Avenue. The bike lane is designated by black and white bike lane signage near major intersections and bike lane pavement markings on each block. Some Class II bike lanes are located on streets that are designed for four travel lanes, but are currently striped for two lanes until traffic warrants an expansion. The typical cross section includes one travel lane, a bicycle lane, and a parking lane in each direction, and a center turn lane. If additional vehicular travel lane capacity is warranted in the future and the roadway cannot be widened due to right-of-way constraints, the Class II bike lane may need to be reclassified to a Class III bike route.

Hanford has a large number of Class III bike routes. The bike routes are typically provided as connections between bike lane facilities where there may be limited street width to accommodate a designated bike lane. The bike route is designated by green and white bike route signage near intersections. In some instances, as is the case with 10th Avenue and Florinda Street, Class III bike routes are delineated by a white stripe on the pavement and a bike route sign. Parking is permitted between the stripe and the curb. Fargo Avenue, Grangeville Avenue, and Lacey Boulevard are examples of Class III bikeways that are not striped but are designated with bike route signs. The breakdown of bikeway classifications and mileages are shown in Table 3-1. A map of the existing bikeways is shown in Figure 3-1.

Table 3-1
Total Length of Existing Bikeways by Classification

Bikeway Classification	Mileage
Class I Bike Paths	0.00
Class II Bike Lanes	5.69
Class III Bike Routes	15.99
Class III w/Stripe	8.88
Total	30.56



A field review of the existing bikeway facilities was conducted. A brief description of each facility including facility type by street segment, posted speed limits, and signs or pavement markings located on the facility is presented below.

**Table 3-2
Existing Conditions by Classification**

EXISTING CONDITIONS				
Street Name	Segment	Speed	Bike Lane/Route Signs	Pavement Markings
Class II				
Rodgers Road	Grangeville to Florinda	35 mph	✓	✓
Greenfield Avenue	Centennial to Lacey	35 mph	✓	✓
Hanford-Armona Road	Greenbrier to 10 th	40 mph	✓	✓
Class III				
Centennial Drive	Grangeville to Lacey	45 mph	✓	×
12 th Avenue	Fargo to Hume	40 mph	✓	×
Kings Road/Berkshire Way	Fitzgerald to Grangeville	30 mph	✓	×
Douty Avenue	Fargo to Hanford-Armona	25-40 mph	✓	×
Fargo Avenue	Centennial to 9¼	35 mph	✓	×
McCreary Avenue	11 th to Douty	25 mph	✓	×
Grangeville Boulevard	Centennial to 9 th Ave	45 mph	✓	×
Lacey Boulevard	13 th to Centennial	45 mph	✓	×
Class III with Stripe				
12 th Avenue	Flint to Fargo	55 mph	✓	×
11 th Avenue	Fargo to Grangeville	40 mph	✓	✓
University Avenue	Grangeville to Greenfield	35 mph	✓	✓
Rodgers Road	Mallard to Grangeville	30 mph	✓	✓
Douty Street	Flint to Fargo	40 mph	✓	✓
10 th Avenue	SR 43 to Third	35-45 mph	✓	✓
10 th Avenue	Hanford-Armona to Houston	55 mph	✓	×
Florinda Street	11 th to 9¼	35 mph	✓	✓

Existing Conditions by Classification – Descriptions

The following paragraphs describe the existing bikeways, their classification, and condition.

CLASS II

Rodgers Road – Grangeville Boulevard to Florinda Street: Rodgers Road is a north-south collector roadway with a striped and signed north-south bikeway. It provides one vehicular travel lane and a four (4) foot wide bike lane in both directions connecting Grangeville Boulevard to Florinda Street. The posted speed limit is 25 mph. These bike lanes also provide

connections to the existing Class III bike route on Rodgers Road between Mallard Way and Grangeville Boulevard.

Greenfield Avenue – Centennial Avenue to Lacey Boulevard: Greenfield Avenue is a collector roadway connecting Lacey Boulevard to 12th Avenue. It provides one travel lane, one lane of parking, and one bike lane on both sides of the street. This segment has both bike lane signs and pavement markings. The posted speed limit is 35 mph between Lacey Boulevard and University Avenue. Greenfield Avenue serves Hanford's Youth Athletic Complex, Hanford West High School, and many professional offices. Participants at this Master Plan's public workshops named Greenfield Avenue as one of their favorite bikeways.

Hanford-Armona Road – Greenbrier Drive to 10th Avenue: Hanford-Armona Road is an arterial roadway with a striped and signed east-west bikeway. It provides one vehicular travel lane and bike lane in both directions, parking on both sides of the street, and a center turn lane. The bikeway is a four (4) foot wide bike lane adjacent to a parking lane. This bikeway provides access to parks, school, a church, and the Kings County Fairgrounds.

CLASS III

Centennial Drive – Grangeville Avenue to Lacey Boulevard: Centennial Drive is a north-south two lane collector that serves Sierra Pacific High School and residential uses. This segment of bikeway is a striped bike route with pavement markings. The posted speed limit is 45 mph.

12th Avenue – Fargo Avenue to Hume Avenue: 12th Avenue is a north-south arterial. From Fargo Avenue to Grangeville Avenue it consists of one travel lane on either side of the street. Most of this segment includes uneven and sometimes narrow shoulders. The bikeway includes bike lane signs and the speed limit is posted at 45 and 55 mph. One bike lane sign is posted on each side of the street. From Grangeville to Hume, 12th Avenue is a north-south arterial passing through a mix of residential development and commercial and office uses north of SR 198 including the regional shopping district at the 12th Avenue and Lacey Boulevard intersection. The roadway is a signed bike route with posted speed limits of 40 and 45 mph.

Kings Road/Berkshire Way – Fitzgerald Street to Grangeville Avenue: Kings Road and Berkshire Way are local streets that serve as a connection between the University Avenue bike route and Fitzgerald Lane. There are two vehicular travel lanes and parking is allowed.

11th Avenue – Fargo Avenue to Grangeville Boulevard: 11th Avenue is a north-south arterial street. The bike route extends from Grangeville Avenue north to Fargo Avenue. This segment has bike lane signs (should be bike route) but no actual striped lane. It shares two travel lanes and parking on both sides of the street. This segment provides access to residential neighborhoods and Hidden Valley Park. The posted speed limit is 40 mph.

Douty Street – Fargo Avenue to Hanford-Armona Road: Douty Street is a north-south collector roadway that serves residential neighborhoods, Coe Park, Longfield Center, Lincoln Elementary School, Immaculate Heart of Mary Catholic Church, Central Valley Hospital, Lacey Park, Earl F. Johnson High School, Hanford High School, Pioneer Middle School, Monroe

Elementary School, and downtown Hanford. It has two vehicle travel lanes and parking on both sides of the street. This segment of bikeway is identified with bike route signs and no pavement markings. The speed limit is 35 and 40 mph.

Fargo Avenue – Centennial Avenue to 9¼ Avenue: From 12th Avenue to 11th Avenue, Fargo Avenue is a four lane arterial roadway with no parking permitted. It shares commercial and residential uses. The roadway has bike route signs with a posted speed limit of 45 mph west of 11th Avenue. Fargo Avenue becomes a three-lane roadway east of 11th Avenue and a two lane roadway with parking permitted on both sides east of Fir Lane to Neill Way/Encore Drive. The speed limit reduces to 35 and 40 mph in residential areas. There is no curb and gutter east of Neill Way/Encore Drive. The speed limit increases to 50 mph outside the city limits of Hanford.

McCreary Avenue – 11th Avenue to Douty Street: McCreary Avenue is a local street serving residential land uses. It is a two-lane roadway with permitted parking during limited hours of the day. The roadway is a signed bike route. This route provides direct connections to bike lanes on Douty Street and Mulberry Drive. The bikeway provides access to residential neighborhoods and Hanford High School. The posted speed limit is 25 mph. Most of McCreary Avenue lacks curb-and-gutter (between Douty Street and Peralta Way). Shoulders are uneven or nonexistent. McCreary Avenue stops at Mulberry Drive and does not connect to 11th Avenue. Mulberry Drive provides the bikeway to 11th Avenue.

Grangeville Boulevard – Centennial Avenue to 9th Avenue: Grangeville Boulevard is an east-west four lane arterial street with a center turn lane. Bike route signs have been installed. Parking is not permitted on Grangeville Boulevard. The speed limit is 45 mph and slows to 25 mph near Hanford High School. This facility is part of a planned route eastward through the City of Lemoore. It will be a direct connection to future facilities planned within Hanford's city limits. Currently, the bike route does not extend westward from 12th Avenue. The bikeway provides access to many residential neighborhoods, Hanford High School, shopping centers, restaurants, and coffee shops.

Lacey Boulevard – 13th Avenue to Centennial Avenue: Lacey Boulevard is an east-west arterial street. From 13th Avenue to Centennial Avenue there is a Class III bike route with signs. The roadway provides access to College of the Sequoias and Sierra Pacific High School.

CLASS III WITH STRIPE

Previous bicycle master plans for Hanford utilized a standard that combined a bike route with on-street parallel parking. They were designated Class III with stripe because they have a single stripe that separates the motorized travel lane from the bike route/parking area.

12th Avenue – Flint Avenue to Fargo Avenue: 12th Avenue is a 2-lane arterial road located in an area that is mostly undeveloped, but is planned to have development in the future as the City grows. There are Class III signs with a single stripe and no parking.

University Avenue – Grangeville Boulevard to Greenfield Avenue: University Avenue is a north-south collector street that extends from Grangeville Boulevard to Greenfield Avenue. It

has two vehicular travel lanes and two eight (8') foot bike/parking lanes on each side of the street. The bike/parking lanes are currently shared between bicycles and parked vehicles. University Avenue provides access to Joseph Simas Elementary School to the north and the Youth Sports Complex south of Greenfield Avenue.

Rodgers Road – Mallard Way to Grangeville Boulevard: Rodgers Road is a north-south collector street with a striped and signed bikeway. The speed limit is posted at 30 mph. This bikeway terminates at Hidden Valley Park. There are bike/parking lanes that are shared between bicycles and parked vehicles.

Douty Street – Flint Avenue to Fargo Avenue: Douty Street is a north-south collector street that extends from Flint Avenue to Cortner Street. The speed limit is 40 mph. The roadway consists of two lanes of vehicular traffic. Two eight (8') bicycle/parking lanes on each side of the street are located south of Fareway Lane. Striping and signage do not exist north of Fareway Lane. Shoulders here are uneven or nonexistent. Currently, the bike lanes are also used for vehicle parking. Numerous driveways and side streets line both sides of Douty Street.

10th Avenue – SR 43 to Third Avenue: 10th Avenue is a north-south four lane arterial roadway. It has two travel lanes and one eight (8) foot wide bike route on either side of the street with a center turn lane from SR 43 to Orange Street. From Orange Street to SR 198, the roadway becomes a divided arterial with two travel lanes and one bike lane on either side of the street. From Orange Avenue to Leland Way, the bike route on the east side of the street is eight (8) feet wide and it is four (4) feet wide on the west side of the street. "No Parking" signs are posted on the west side of the street and parking is permitted in the bike route on the east side of the street. There are "No Parking" signs from Leland Way to Grangeville and the posted speed limit varies from 35 to 40 mph. The bikeways provide access to commercial retail uses, residential neighborhoods, and Hanford's downtown area. Bike routes are shared with parked vehicles between Fargo Avenue and Lacey Boulevard. No parking is allowed from Fargo Avenue to SR 43.

10th Avenue – Hanford-Armona Road to Houston Avenue: On 10th Avenue from Hanford-Armona Road to Houston Avenue there is one bike lane sign per side, uneven shoulders (some narrow) and a 55 mph speed limit. This segment also includes access to the unincorporated community of Home Garden. Destinations include Kings County Fairgrounds, Hanford Cemetery, and Hanford Municipal Airport.

Florinda Street – 11th Avenue to 9¼ Avenue: Florinda Street is an east-west collector street. This segment of bikeway has striped bike/parking lanes with bike route signs. It has two vehicular travel lanes. The eight (8) foot wide bike/parking lanes are shared with parked cars. The Florinda Street bikeway provides access to residential neighborhoods, Woodrow Wilson High School, John F. Kennedy Junior High School, Lee Richmond Elementary School, Central Valley General Hospital, Lacey Park, St. Brigid's Catholic Church, St. Rose Catholic School, and KART bus stops. The posted speed limit is 30 mph.

CLASS I BIKE PATHS

Hanford has irrigation canals and sloughs that flow through private property, and behind residences. While initially thought to be attractive locations for Class I bike paths, the cost of pursuing an easement, construction costs, and safety and potential for litigation are factors that make trails along irrigation canals and sloughs an unsuccessful proposition in Hanford. Two operating railroad lines (San Joaquin Valley Railroad and Union Pacific Railroad) cross through the City of Hanford. Each railroad passes along properties that are mostly developed. Although there have been attempts by the City of Hanford to identify areas along the San Joaquin Valley Railroad that might allow a bike path to be constructed, railroad companies have not been open to granting an easement for bike path use.

The construction cost for Class I bike paths is estimated at \$300,000 per mile and includes installation of signage, pavement markings, and amenities. Costs do not include contingencies, design and administrative costs, fencing, right-of-way acquisition, or inflation factors. For these reasons, there are no existing Class I bike paths and no new paths are identified in this Master Plan.

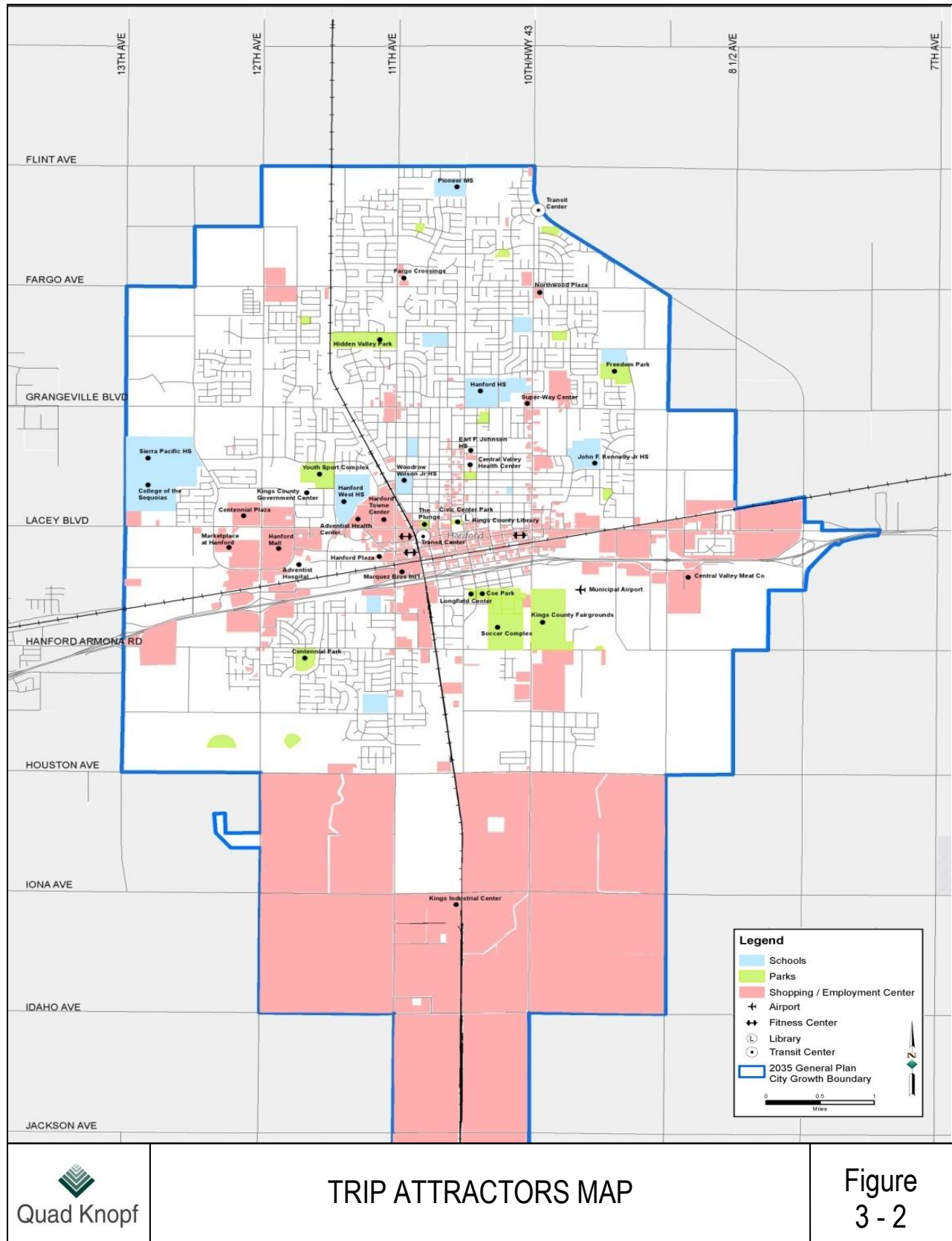
3.1.2 EXISTING BICYCLE SUPPORT FACILITIES

Bicycle support facilities are essential components of bicycle travel. Support facilities include bicycle parking (covered or open), bicycle parking signage, shower and changing space, and secure storage (lockers or cages) for bicycle gear. These support facilities encourage bicycling, and in some cases their availability may be the determining factor as to whether or not the trip is made by bicycle.

Bicycle parking, in the form of bicycle racks, is available at Hanford's public schools, College of the Sequoias, parks, and other major trip attractors such as Hanford Mall, County Civic Center, Kings County Library, and some downtown locations. Shower and storage facilities located in schools and private facilities, such as health clubs, are not currently available to the general public and therefore do not represent potential resources.

3.1.3 EXISTING AND FUTURE LAND USE/TRIP ATTRACTORS

Understanding existing and future land use patterns in Hanford is important to developing a fully interconnected pedestrian and bikeway system. Connections should be provided between trip generators (residential areas) and trip attractors or destinations. Activity centers, including downtown businesses and government centers, schools, shopping centers, parks, athletic fields, and employment centers serve as 'attractors' or destinations for pedestrian and bicycle trips. Convenient access to these locations from the pedestrian and bicycle network is crucial to the ability of the network to encourage and promote bicycle and pedestrian trips. A map of trip attractors in Hanford is shown in Figure 3-2. This map was compiled from a review of aerial photography, General Plan Maps, and field observation. The 2035 Land Use Map (see Appendix A) can also assist in predicting future development patterns and identifying future bicycle facility needs.



The primary trip attractors for the current land uses and the proposed 2035 General Plan land uses are:

- Downtown;
- Hanford Mall/Centennial Plaza/Marketplace at Hanford Shopping District;
- Hanford Towne Centre/Hanford Plaza/Adventist Health Center;
- Future Regional Shopping District at SR 43 and Lacey Boulevard;
- Coe Park/Soccer Complex/Longfield Center/ Kings County Fairgrounds;
- College of the Sequoias/Sierra Pacific High School;
- Hanford West High School/Youth Sports Complex; and
- Hanford High School and Ballpark/Super-Way Shopping Center.

Hanford has several concentrations of employment centers that would also serve as trip attractors. Those locations are as follows:

- Kings Industrial Park;
- Kings County Government Center;
- Central Valley Meat Company;
- Central Valley Health Center; and
- Fourth and Fifth Street area south of downtown.

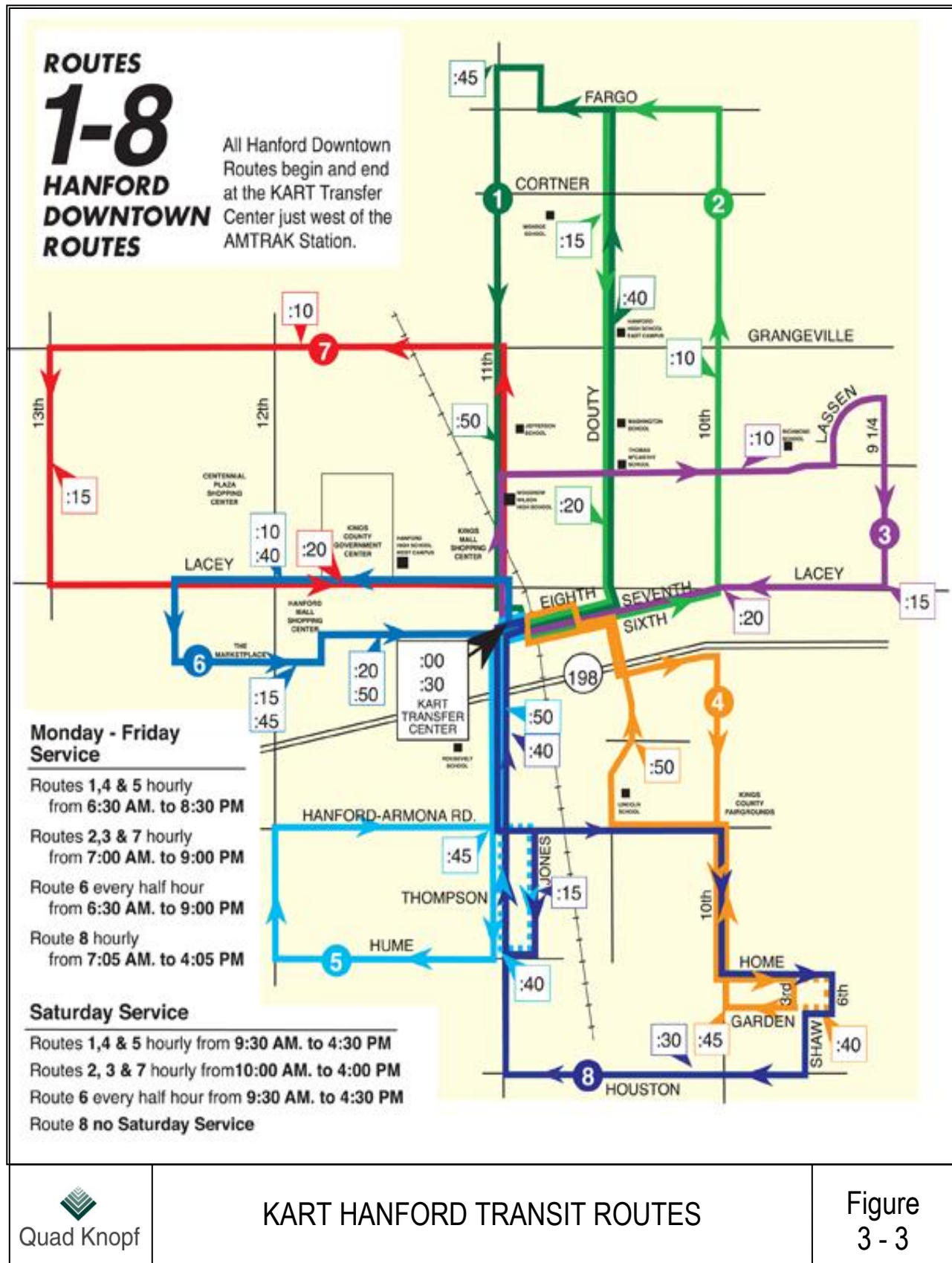
3.1.4 INTERMODAL OPPORTUNITIES

KART

Some bicycle parking is currently available at the Hanford Train Station and KART Transfer Facility located at Seventh Street and Santa Fe Avenue in downtown Hanford. The 2035 Hanford General Plan has identified policies to provide for a multi-modal facility at this location that includes bicycle access. The General Plan policy states “Support multi-modal access to and from the existing Amtrak station”.

Allowing bicycles on buses encourages an intermodal (i.e., connected) transportation network, increases transit ridership, and provides another alternative to automobile use. KART currently offers bicycle racks on the front of all their buses. While KART will continue to expand its services and ridership, the need for bicycles racks will continue to be an essential part of the service.

KART currently provides bus service on eight routes throughout Hanford. A map of the routes is shown in Figure 3-3. Some routes begin as early as 6:30 AM and end as late as 9:00 PM during the week. Saturday service is also available from 9:30 AM to 4:30 PM. All routes run on Saturday. All downtown routes begin and end at the KART Transfer Center just west of the Amtrak Station.



AMTRAK

Full-size bicycles may not be carried on trains at the Hanford Amtrak station. Bicycles would need to be boxed and checked for a fee. Each traveler who checks a bicycle can either box it themselves or purchase a box at the station. Recumbent, tandem and special bicycles that are larger than the standard bicycle dimensions and will not fit in a standard bicycle box are prohibited. There are no plans to provide designated walk-on bicycle service on any Amtrak trains in the San Joaquin Valley.

3.1.5 BICYCLE SAFETY, EDUCATION, ENFORCEMENT, AND PROMOTION PROGRAMS

In general, bicycle education programs can be described as those that develop awareness and provide information, such as posters, brochures and videos; and, those that change behavior and/or develop skills, such as programs with on-bike instruction. Programs can take many forms including hands-on riding instruction for adults and children, curriculum for adults who supervise children (i.e. teachers, day care persons), public awareness programs aimed at the whole community, instruction for motorists, law enforcement and community events. Key to any bicycle education program is engaging the target audience; in other words, getting people to participate. Bicycle promotion programs are intended to increase the community's awareness of the benefits of bicycling and can also serve to improve safety for bicyclists.

Although education programs are provided for the school-aged population, since the prevalence of adult bicycle rider collisions is much higher than school aged riders, the need for adult education programs is important as well.

3.2 Bicycle Collision Analysis

Bicycle-involved collision data was obtained from the Transportation Injury Mapping System (TIMS) and the Statewide Integrated Traffic Records System (SWITRS) for a five-year period from January 2008 through December 2012. This data represents all reported bicycle-involved collisions occurring within Hanford. It should be noted that bicycle-involved collisions are typically underreported. Therefore, it is likely that some collisions are not included in the TIMS data. Collisions that occur off the street are also not included in TIMS data. A summary of total collisions by year and severity are shown in Table 3-3.

Table 3-3
Bicycle-Involved Collision Summary

Year	Total Collisions	Injury	Fatality
2008	12	12	0
2009	9	9	0
2010	13	13	0
2011	14	14	0
2012	11	11	0
Total	59	59	0

Source: California Highway Patrol SWITRS data 2008-2012

Collision data was analyzed to identify patterns in the occurrence of bicycle-involved collisions which might highlight specific improvements needed in the City of Hanford's bicycle program. This analysis primarily focused on collision location, primary cause, party at fault, age of parties involved, and helmet use. Analysis results will be used to determine not only the need for physical improvements, such as bike lanes, to increase bicyclist safety, but also to identify the areas of most concern for education, enforcement, and safety programs.

The variation of bicycle-related collisions by time of day, day of week and season of year are typical of expected travel patterns. Consequently, the higher numbers of collisions experienced in Hanford during peak travel times are most likely the result of higher volumes of bicycle and motor vehicle traffic rather than any other contributing factor. Weekdays account for 79.7% of the bicycle-involved collisions. During the weekday peak periods, the evening (4:00 PM to 6:00 PM) commute had 50% more collisions than the morning commute (7:00 AM to 9:00 AM.) A review of seasonal variations shows that the incidences of collisions are highest in the autumn, and lowest in the winter. The highest monthly rates are in September, October, and November, while the lowest rates are in January, February, March, July, and December. As mentioned above, these variations are consistent with normal traffic patterns for both bicycles and motor vehicles.

3.2.1 LOCATION

Intersections pose the highest safety hazard for all traffic and the greatest challenge to traffic engineers. Of the 59 bicycle-involved collisions reported between 2008 and 2012, 49 (or over 83.1%) occurred at or within 100 feet of an intersection. The locations with the highest collision rates identify the areas which have hazards for bicycling or driving and/or carry the higher volumes of bicycle and vehicle traffic. Tables 3-4 and 3-5 identify the roadways and intersections with the highest number of bicycle collisions. Figure 3-4 maps the locations.

Table 3-4
Roadways with Highest Number of Bicycle-Involved Collisions

Roadway	Number of Collisions
11 th Avenue	18
Hanford-Armona Road	5
Lacey Boulevard	5
Redington Street	5

Source: California Highway Patrol SWITRS 2008-2012

Table 3-5
Intersections with Highest Number of Bicycle-Involved Collisions

Intersection	Number of Collisions		Total
	Within 100' of intersection	Over 100' from intersection	
11 th Avenue at 6 th Street	3	0	3
11 th Avenue at Lacey Boulevard	2	1	3
11 th Avenue at 3 rd Street	2	0	2
Harris Street at Elm Street	2	0	2
11 th Avenue at Grangeville Boulevard	1	1	2
11 th Avenue at Hanford-Armona Road	1	1	2

Source: California Highway Patrol SWITRS 2008-2012

3.2.2 PARTY AT FAULT

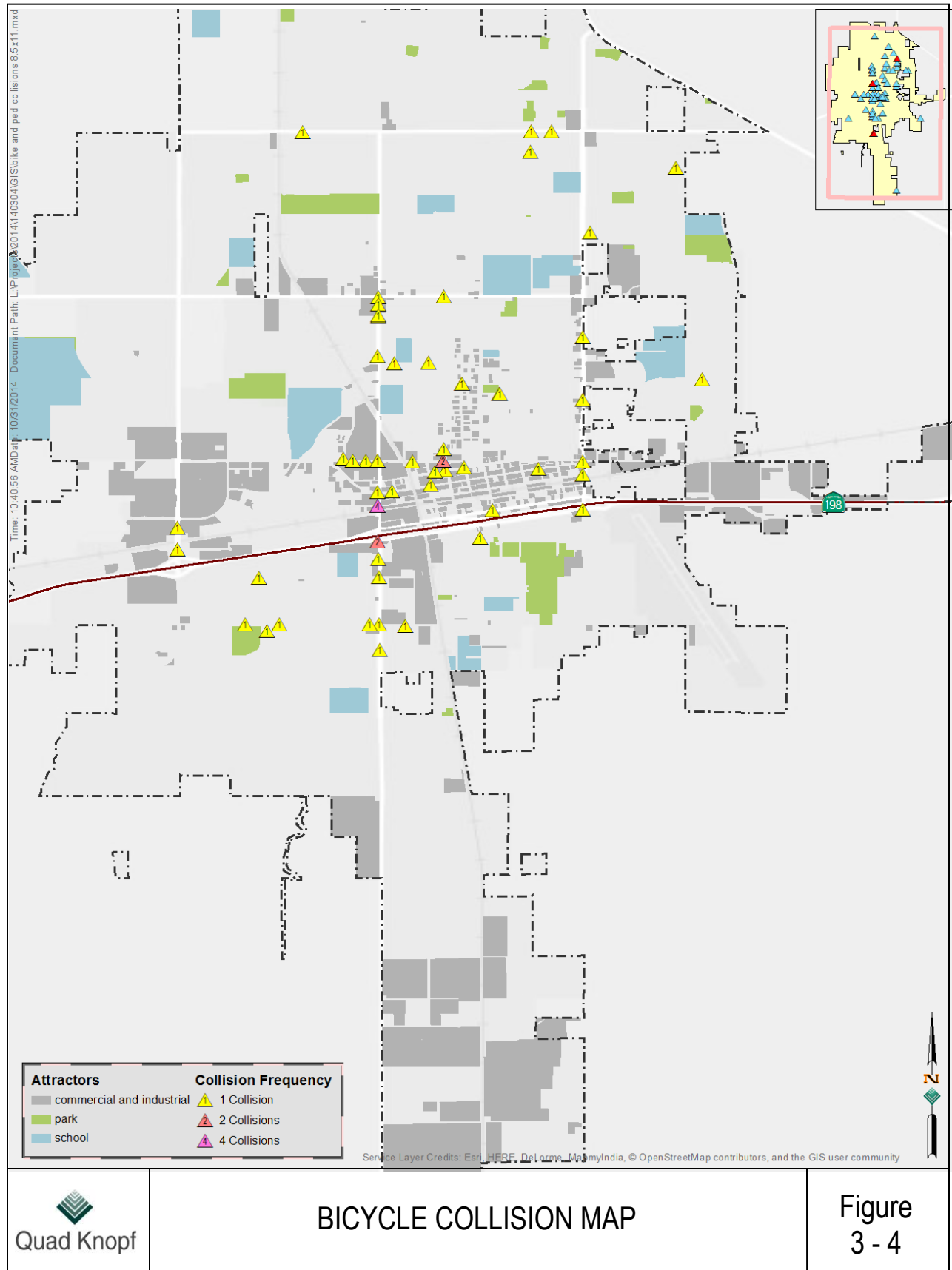
This analysis includes all age groups of motorists from beginning drivers to seniors. Intersections, driveways, and other junctions continue to be locations where about three-fourths of the bicycle/vehicle crashes occur. For pedestrian/vehicle crashes, forty-one percent of crashes occurred at roadway intersections, and an additional 8 percent occurred in driveways or alley intersections. Table 3-6 summarizes the primary cause of the collision as stated in the SWITRS reports.



Table 3-6
Collisions by Primary Cause

Primary Cause of Collision	Number	Percentage
Wrong Side of the Road (Bicycle)	26	44.1%
Right-of-Way Violation (Auto)	14	23.7%
Failure to Obey Stop Sign or Traffic Signal	6	10.2%
Improper Turn	5	8.5%
Alcohol or Drugs	2	3.4%
Not Stated	2	3.4%
Right-of-Way Violation (Pedestrian)	1	1.7%
Unsafe Speed	1	1.7%
Unsafe Starting or Backing	1	1.7%
Other Improper Driving	1	1.7%

Source: California Highway Patrol SWITRS 2008-2012



Attachment: Exhibit A: FINAL PB Master Plan January 2016 (1349 : Pedestrian and Bicycle Master Plan)

Of the 59 total bicycle collisions, a bicyclist riding on the wrong side of the road was overwhelmingly determined to be the primary cause. This behavior was more common to adult bicyclists, as 88.5% of this collision cause were the fault of an adult bicyclist. Child and adult bicyclists were found at fault in 33.3% and 66.7%, respectively, for not obeying traffic signs. In fact, for all primary causes of bicycle collisions, adult bicyclists were found at fault significantly more often than child bicyclists.

Of the collisions where drivers were determined to be at fault, the majority were due to right-of-way violations and improper turning movements, 23.7% and 8.5%, respectively. These types of driver-at-fault collisions can be attributed to the difficulty in seeing a bicyclist, especially under low light or dark conditions, improper assessment of the speed in which the bicycle is traveling, and/or a lack of awareness or disregard of the bicyclist's right to be on the roadway.

Of the collisions classified by type, 49.2% were identified as 'broadside' in the SWITRS reports. This type of collision generally occurs at intersections and is primarily the result of improperly executed right and left turning movements. In the case of bicyclists, this type of collision is greatly exacerbated by the tendency of 'wrong way' bicycling.

3.2.3 HELMET USE

According to the National Highway Traffic Safety Association (NHTSA), wearing a bicycle helmet is 85% to 88% effective in mitigating head and brain injuries. The use of a bicycle helmet is the most effective way to reduce head injuries and fatalities resulting from bicycle crashes. The NHTSA estimates the annual cost of bicycle related injuries and deaths is \$8 billion. It is estimated that every dollar spent on bicycle helmets saves society \$30 in indirect costs. This is because bicycle related head injuries have the potential to require medical treatment for the rest of one's lifetime.



In 1994, Section 21212, "Youth Bicycle Helmets: Minors" was added to the California Vehicle Code requiring bicyclists under the age of 18 to wear an approved and properly fitted bicycle helmet. This was amended in 2002 to require minor children to wear helmets when operating non-motorized scooters or skateboards, or wearing in-line or roller skates. This requirement also applies to passengers on bicycles, non-motorized scooters, or skateboards. Of bicyclists in collisions in Hanford from 2008 to 2012 under the age of 18 and required by State law to wear a helmet, none were wearing them.

3.3 Existing and Future Bicycle Usage

Table 3-7 identifies the percentage of existing bicycle usage by San Joaquin Valley city and mode of transportation. It should be noted that the Journey to Work data does not include non-

commute bicycling trips, such as errands or trips to school. It also does not include individuals that may ride to work periodically.

Table 3-7
Existing Mode Split Percentage – Journey to Work

City	Drive Alone*	Carpool*	Public Transportation*	Bicycle**	Walk**	Other
Hanford	79.5%	14.7%	0.8%	0.8%	2.00%	2.9%
Visalia	78.1%	10.9%	0.9%	.7%	1.3%	6.9%
Bakersfield	77.4%	13.4%	1.9%	0.5%	1.5%	5.0%
Clovis	70.6%	12.0%	0.6%	.4%	1.4%	10.0%
Fresno	74.4%	14.4%	2.8%	0.8%	1.9%	4.9%
Merced	74.2%	15.9%	0.9%	.6%	2.7%	4.8%
Modesto	76.9%	11.7%	1.6%	.8%	1.3%	5.9%
Sacramento	65.9%	16.4%	5.9%	2.5%	3.2%	5.9%
State of California*	71.8%	14.5%	5.0%	0.8%	2.9%	5.0%

* Source: Census 2000 Journey to Work, as taken from the City of Fresno Bicycle Master Plan, 2010

** Source: Bicycle and Walk Journeys to Work from 2008-2012 Census Data

Future bicycle and pedestrian use, whether by commuters or other users, is difficult to project. The simplest method is to assume a straight line increase. With a current population of roughly 55,000 people and a future projected 2035 population of 90,000 people, walking and bicycling to get to work should increase by roughly 39%. However, since most of the destinations are in areas of the city that already have existing roadways, almost all of that increase will occur on streets that exist today. This increases the need to repurpose existing roadways into the complete streets that can accommodate motorized vehicles, bicyclists, and pedestrians.

3.4 Needs Assessment

Based upon field review and discussions with City staff, several issues and opportunities were identified to improve opportunities for bicycle travel in Hanford. These needs are based upon the various types of bicyclists and trip purposes that can be found in the community. The following discussion is general to the City; needs and improvements related to specific portions of the roadway and bikeway system will be addressed in this Chapter 5 – Implementation Plan.

3.4.1 CONTINUOUS BIKEWAY LINKS

Several existing bikeways identified in the 2011 bikeway plan have not yet been completed. In other cases, bike lanes end without linking to other bicycle facilities. Continuation of existing facilities is necessary to provide the most inter-connected bikeway network possible. The following streets could provide links to other bikeways:

- Fitzgerald Lane connecting Fargo Avenue to Grangeville Boulevard;
- Liberty Street, Kings County Drive, Mall Drive, and Centennial Drive to Lacey Boulevard;

- Elm Street between Greenfield and 11th Avenue;
- Neill Way between Fargo Avenue and Leland Way;
- 10th Avenue south of SR 198;
- Hanford-Armona Road from 10th Avenue to Hanford Municipal Airport;
- 11th Avenue south of SR 198; and
- Hume Avenue from 12th Avenue to 11th Avenue.

3.4.2 LINKS TO MAJOR ATTRACTORS

Hanford's existing and planned bikeways will provide access to the major attractors in the community. Many of the bikeways are planned, but not yet installed. Priority focus should be given to the lanes and routes that connect people to the major attractors.

3.4.3 REDUCTION OF TRAFFIC SPEEDS/TRAFFIC CONTROL VIOLATIONS

Like all communities in California and the nation, the automobile continues to be the dominant mode of transportation. Unfortunately, the travel speed differential between cars, bicycles and pedestrians continues to rise as some motorists respond to increasing congestion and the desire to get to their destinations by speeding and running red lights and stop signs. What saves the motorist a few seconds in travel time can cost the bicyclist or pedestrian his life. Efforts to decrease motorist travel speeds and control violations can include traffic calming designs, improved enforcement, and increased public awareness. In some cases, the addition of bike lanes and crosswalks often serve as the traffic calming device needed to reduce those travel speeds.

3.4.4 LINKS TO COUNTY ROUTES

While bicycle connectivity within the City of Hanford is the main focus of this plan, connections to the regional bicycle network and adjacent communities are also important. After all, bicycle trips do not always end at the city limits.

The 2011 Kings County Bicycle Master Plan designates several routes near Hanford that can be extensions of Hanford's bikeway network. County bikeways are included on:

- Existing Routes
 - 12th Avenue, north of Flint Avenue
 - SR 43/10th Avenue, north of Flint Avenue
 - Grangeville Boulevard, west of 13th Avenue
- Proposed Routes
 - 13th Avenue, north of Fargo Avenue
 - Flint Avenue, west of 13th Avenue
 - Grangeville Boulevard, east of 8½ Avenue
 - Hanford-Armona Road, west of 13th Avenue

- Houston Avenue, west of 13th Avenue
- Houston Avenue, east of 9th Avenue

3.5 **Recommended Bikeway Network**

This section presents the recommended bikeway network. First, the benefits of bicycling in the transportation system are discussed. Goals and objectives to guide development of this Master Plan are then presented. These are followed by a discussion of the methodology used to identify the network, including information on different types of users served by the network. Finally, the recommended bikeway network is described in table and map form. Recommendations for bicycle support facilities and programs are included in Section 5.

3.5.1 **BICYCLING BENEFITS IN THE TRANSPORTATION SYSTEM**

The goals and objectives of a Master Plan are important as guides throughout the development and implementation process. They are also crucial in gaining public and political support as they become succinct, understandable arguments on the importance of funding the Plan's recommended improvements. Before reasonable and supportable arguments can be made to support bicycling and walking in Hanford, the benefits of bicycling and walking to the community should be understood.

- **Flexible** – Any trip purpose can be accomplished by bicycle and walking in a community that has appropriate infrastructure and support facilities. Bicycling and walking is used for school trips, work trips, shopping/errand trips, and recreational trips.
- **Energy Efficient** – Bicycling is the most efficient form of transportation in terms of energy expended per mile traveled. It is eight times as efficient as a passenger train at capacity, and 24 times as efficient as a single occupant automobile.
- **Reduction in Environmental Impacts** – Bicycling is better for the environment than most other modes of transportation for many reasons. The most obvious are reduced traffic congestion, improved air quality, and reduced use of fuel resources. More subtle, but just as real, improvements include reduced noise pollution, water pollution from roadway storm water run-off, and loss of habitat and natural open space to paved roads and parking lots.
- **Time Efficient** – Bicycling can provide competitive travel times to that of automobiles for short trips (under two miles), especially where parking is hard to find.
- **Space Efficient** – Bicycling is also very space efficient; in particular, 2,400 bicycles per hour can be accommodated in 3.28 feet of roadway space, versus 2,200 cars per hour in 12 feet of roadway space. Furthermore, ten to twelve bicycles can be parked in the space of one automobile. The average cost of a parking space is \$4,000. If those ten to twelve bicycles were vehicles, the cost to park them would be \$40,000 to \$48,000.
- **Congestion Relief** – Bicycling does not contribute to traffic congestion; in fact, bicycling as well as walking to school or work from within neighborhoods can remove vehicle trips from

arterials and collectors. If everyone used a non-motorized mode of transportation only one day per week, it would be the equivalent of increasing roadway capacity by 20 percent.

- Expanded transit catchment – Bicycle access to transit expands the service area of a transit route and increases the transit system’s ability to attract additional riders.
- Improved Mobility – Bicycling offers mobility options to those who do not have access to cars, who cannot drive because of age or physical reasons, or who choose not to drive. It is estimated that almost 8% of Hanford’s households have no motor vehicle.
- Cost Efficient – Bicycling is chosen by people both with and without cars as the most cost-effective way to travel. According to the American Automobile Association (AAA), the cost of driving an average sedan for one year is approximately \$7,800. The cost of operating a bicycle for a year is only \$120 (League of American Bicyclists). When there is a charge for car parking, bicycling is even more cost-effective.
- Better Health – Finally, bicycling and walking is popular among those who are concerned with health and fitness. Bicycling provides excellent cardio-vascular conditioning, and studies have shown that employees who regularly bike to work are sick less often than the average employee. Many bicycle commuters recognize that the time spent commuting to work is time that does not have to be spent at the gym or on a home treadmill.

3.5.2 METHODOLOGY

Opportunities and constraints for new bikeways were determined via extensive field reviews, analysis of existing bikeway and walkway locations, and other sources such as collision histories, review of existing planning documents, input from area bicyclists, three public workshops, and analysis of trip attractor and generator locations. It should be noted that this Master Plan does not distinguish between facilities used primarily for transportation or recreation. Many facilities which at first appear to be primarily recreational are indeed used for commuting or other transportation purposes, and vice-versa. Just as roadways are built and maintained for motorists without regard to trip purpose, all the recommended facilities described in this Plan should be considered important, regardless of whether they are primarily used for transportation or recreation.

Streets that are not yet built to their ultimate width should incorporate the Master Plan’s recommended bicycle lanes or routes into their design when widened. Where existing streets cannot feasibly be widened, and it is determined that additional travel lanes are warranted, this Master Plan should not be used to prohibit implementation of the recommendations of the warrant study. If the warrant study recommends modifications inconsistent with this Master Plan, the Public Works Director, and ultimately the City Council, can make such modifications upon finding that the modifications are the best solution to maintain safety for all travel modes.

3.5.3 RECOMMENDED BIKEWAY TYPES

The California Streets and Highways Code Section 890.4 define a “Bikeway” as a facility that provides primarily for, and promotes bicycle travel. Two types of bikeways are recommended in the Hanford bikeway network:

- Class II Bike Lane
- Class III Bike Route

Class II Bike Lane

The purpose of a bike lane is to improve conditions for bicyclists within a shared transportation corridor. Bike lanes are intended to delineate the portion of the right-of-way assigned exclusively to bicyclists. The striped bike lane is enhanced by bike lane signs and pavement markings.



Bike lanes should be provided when traffic volumes exceed a certain threshold, such as 4,000 vehicles per day on a two-lane street. Below this traffic volume, there should be adequate gaps in oncoming traffic for motor vehicles to safely pass bicyclists. However, if adequate width is available to separate vehicular from bicycle traffic, without loss to levels of service, the installation of bicycle lanes should still be considered.



Bike lanes are intended for the exclusive use of bicycles, with exceptions. Motorists may drive in a bike lane to park where permitted, to enter or leave the roadway, or to prepare for a right-turn within 200 feet from the intersection.

The California Manual on Uniform Traffic Control Devices (MUTCD) provides the technical specifications for bike lanes in its Section 9C.04 Markings for Bike Lanes.

In general, bike lanes are to be striped and identified as bike lanes with a BIKE LANE signs and pavement markings. The bike lane is to be placed adjacent to the curb if on-street parking is not allowed or between the parking lane and the motorized travel lane if parking is allowed.



Class III Bike Route

Class III bike routes are intended to provide continuity to other bicycle facilities (generally to connect bike lanes) or to designate the preferred route through a high-demand corridor. As such, the signing of a bike route should indicate to bicyclists that certain advantages exist to using this route compared to others. It is expected that measures have been taken through design and maintenance to assure that these routes are suitable for shared use.

Bike route signing is used to alert motorists to the presence of bicyclists on the roadway. Signage and pavement markings used on Class III routes to provide additional warning to motorists and bicyclists can include Bicycle Warning (W11-1) signs in conjunction with the Share the Road (W16-1) plaque or the Shared Roadway Bicycle Marking, commonly referred to as 'Sharrow'. The sharrow is used to assist bicyclists with positioning on a shared roadway with on-street parallel parking and to alert road users of the location a bicyclist may occupy within the travel way.



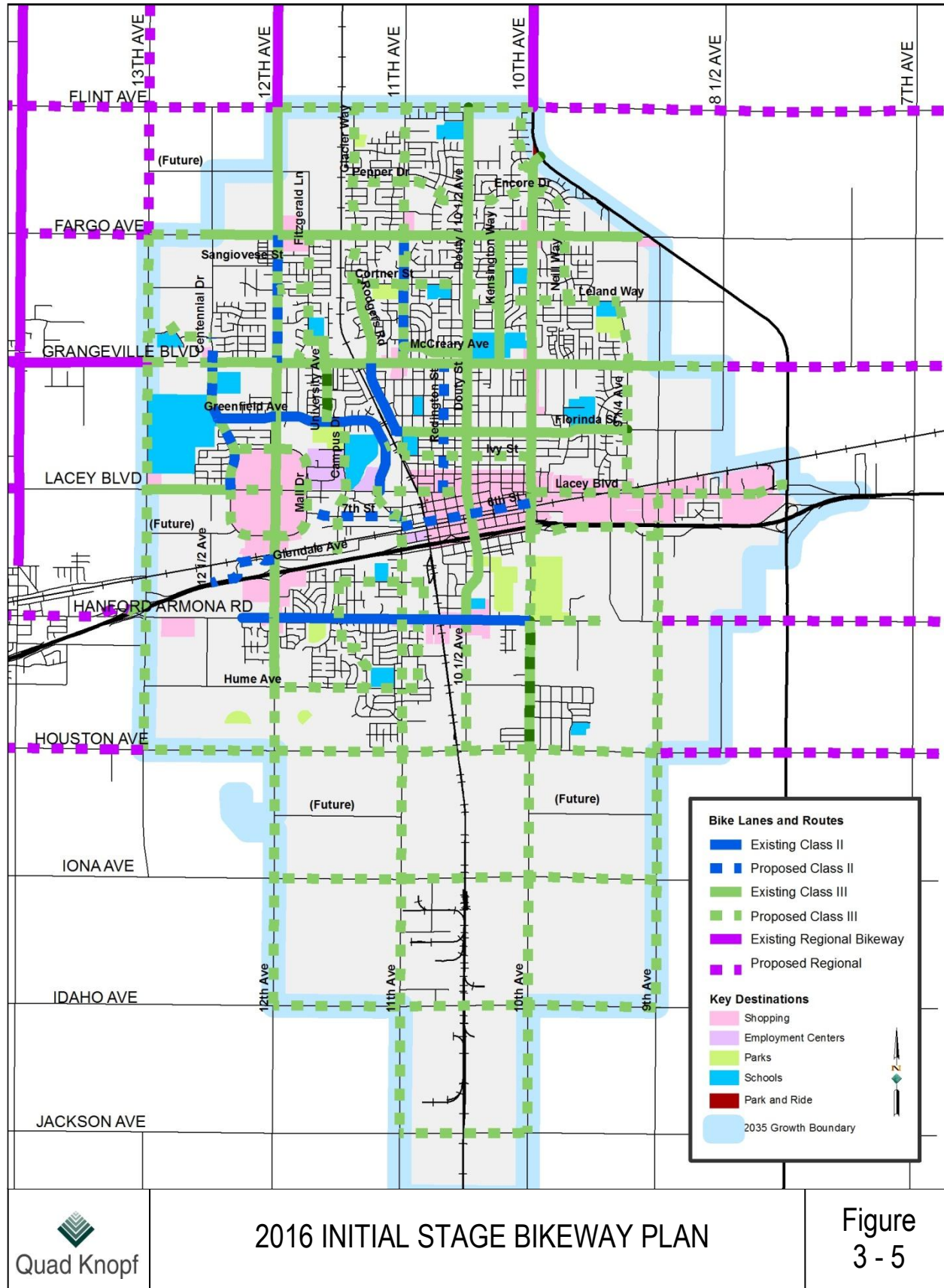
3.5.4 RECOMMENDED BIKEWAY NETWORK

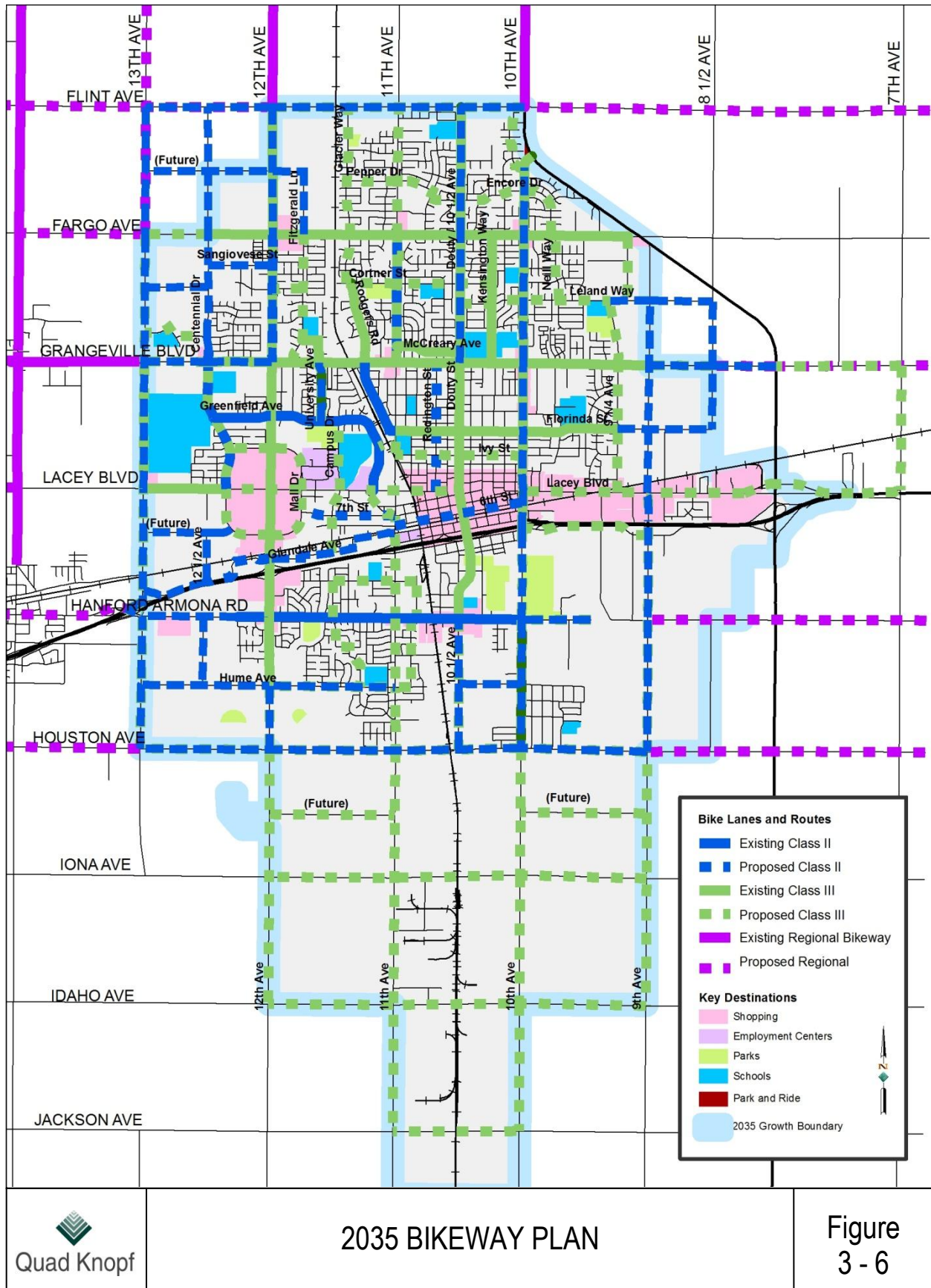
Bikeway recommendations have been divided into two stages. The 2016 Initial Bikeway Plan describes actions that can be taken now without the need to widen or build a street. The 2035 Bikeway Plan describes the recommendations once streets are widened or built to their full width. The mileage of the recommended bicycle network is summarized in Table 3-8. Table 3-9 is a four-page table that lists each of the bikeway road segments with existing or planned bikeways and then describes their characteristics. This table corresponds with Figure 3-5, which shows the 2016 Initial Stage Bikeway Plan and Figure 3-6, which shows the 2035 Bikeway Plan.



Table 3-8
Mileage Summary of Recommended Bikeway Network

Facility Type	Existing	2016 Existing & Planned	2035 Planned	Total
Class II (Bike Lane)	5.69	10.34	40.23	50.57
Class III (Bike Route)	24.87	84.26	5.55	89.81
Totals (miles)	30.56	94.60	45.78	140.38





The following are descriptions of each of the columns in Table 3-9, Bikeway Plan Street Segments. .

Street Name – identifies the street segment’s name. North-south streets are listed first in order from west to east. Then east-west streets are listed in order from north to south.

Segment From-To – identifies the extent of the street segment

Miles – identifies the length of the street segment

General Plan Street Classification – Identifies the street classification given by the 2035 General Plan Circulation Element. Classifications (from highest level to lowest) are major arterial, arterial, collector, and local.

Speed Limit (mph) – Identifies the existing speed limit of the street segment. N/A means that the street segment does not yet exist, but is planned in the 2035 General Plan.

Existing Motor Vehicle Travel – Shows the number of lanes (#) and the width of the outside travel lane.

Existing Bikeway and Parking – Identifies street segments with existing bikeways and the type of bikeway (Class II or III). The lane width identifies the width of the bike lane. “Share” means that it is a shared lane in the travel lane. The ability to park on the street segment is identified with yes or no if there is no parking stripe or the width of the parking lane if there is a parking stripe.

2016 Initial Bikeway Plan – Identifies street segments with bikeways in the 2016 Initial Stage Bikeway Plan and the type of bikeway (Class II or III). Classes (II or III) shown in bold identify that the Class has changed from the existing conditions. Lane width identifies the width of the bike lane. “Share” means that it is a shared lane in the travel lane. The ability to park on the street segment is identified with yes or no if there is no parking stripe or the width of the parking lane if there is a parking stripe.

2035 Bikeway Plan – Identifies street segments with bikeways in the 2035 Bikeway Plan and the type of bikeway (Class II or III). Classes (II or III) shown in bold identify that the class has changed from the previous condition. Lane width identifies the width of the bike lane. “Share” means that it is a shared lane in the travel lane. The ability to park on the street segment is identified with yes or no if there is no parking stripe or the width of the parking lane if there is a parking stripe.

Table 3-9
Bikeway Plan Street Segments (page 1 of 4)

Street Name	Segment			General Plan Street Classification	Speed Limit (mph)	Existing Motor Vehicle Travel		Parking Marked?	Existing			2016 Initial Bikeway Plan			2035 Full Bikeway Plan					Comment		
	From	To	Miles			#	Width (ft) (outside lane)		Class	Lane Width (ft)	Width (ft) or yes/no	Bikeway		Class (change in bold)	Lane Width (ft)	Width (ft) or yes/no	Motor Vehicle		Bikeway		Parking	
												#	Width (ft) (outside lane)				Class	Lane Width (ft)	Width (ft) or yes/no			# (change in bold)
NORTH - SOUTH																						
13th Ave	Flint	Fargo	1.00	Major Arterial	50	2	12	-	-	-	no	-	-	no	4	12	II	8	no	Change to Class II when roadway is widened.		
	Fargo	Grangeville	1.00	Major Arterial	55	2	12	-	-	-	no	III	share	no	4	12	II	8	no			
	Grangeville	Lacey	1.00	Major Arterial	40-45	3	12	-	-	-	no	III	share	no	4	12	II	8	no			
	Lacey	Hanford-Armona	1.11	Major Arterial	55	2	12	-	-	-	no	III	share	no	4	12	II	8	no			
	Hanford-Armona	Houston	1.19	Major Arterial	55	2	12	-	-	-	no	III	share	no	4	12	II	8	no			
Centennial Dr	Flint	Fargo	1.00	Collector	N/A	N/A	-	-	-	-	no	-	-	no	2	12	II	5	8	Install after road is constructed.		
	Fargo	Berkshire	0.81	Collector	35	2	12-32	-	-	-	no	-	-	no	2	12	II	5	8			
	Berkshire	Grangeville	0.20	Collector	35	2	12-32	-	-	-	no	II	5	no	2	12	II	5	8			
	Grangeville	Greenfield	0.45	Collector	45	2	12-32	-	III	6	no	II	5	no	2	12	II	5	8			
	Greenfield	Lacey	0.60	Collector	45	2	32	-	III	6	no	II	7	no	2	12	II	7	no	No parking when restriped for Class II lanes.		
	Lacey	12th	0.65	Collector	35	4	12	-	-	-	no	III	share	yes	4	12	III	share	yes			
12 1/2 (Aquifer)	Future Street	Glendale	0.39	Collector	N/A	N/A			-	-	yes	-	-	yes	2	12	II	5	8	Install after road is constructed.		
	Hanford-Armona	Hume	0.54	Collector	N/A	N/A			-	-	yes	-	-	yes	2	12	II	5	8			
12th Ave	Flint	Fargo	1.00	Arterial	55	2	12	-	III	share	no	III	share	no	4	12	II	5	8	Travel lane may need to be reduced to accommodate 5' bike lane. Alternative: remove parking		
	Fargo	Grangeville	1.00	Arterial	45	4	11	-	III	share	no	II	5	8	4	11	II	5	8			
	Grangeville	Lacey	1.00	Arterial	45	4	11	-	III	share	no	III	share	no	4	11	III	share	yes			
	Lacey	RR Tracks	0.49	Arterial	40	4	11	-	III	share	no	III	share	no	4	11	III	share	yes	Drop to existing Class III at the railroad crossing and over the freeway on narrow segment.		
	RR Tracks	Hanford-Armona	0.51	Arterial	40	2	12	-	III	share	no	III	share	yes	4	12	III	share	yes			
	Hanford-Armona	Hume	0.54	Arterial	40	2	12	N	III	share	7	III	share	yes	4	12	III	share	yes	Remove stripe		
	Hume	Houston	0.50	Arterial	50	2	12	-	-	-	no	III	share	no	4	12	II	8	no	Min. of 5' Bike Lane from FOC, no parking on arterial street; if parking is allowed, stripe Bike Lane to be 5' from 8' parking lane.		
	Houston	Iona	1.00	Arterial	55	2	12	-	-	-	no	III	share	no	4	12	III	share	yes			
	Iona	Idaho	1.00	Arterial	55	2	12	-	-	-	no	III	share	no	4	12	III	share	yes			
Fitzgerald Ave	Pepper alignment	Fargo	0.47	Collector	N/A	N/A		-	-	-	no	-	-	no	2	12	II	5	8	Install after road is constructed.		
	Fargo	Grangeville	1.03	Collector	35	2	24	N	-	-	8	III	share	yes	2	12	III	share	yes			
Kings Rd/Berkshire	Fitzgerald	Grangeville	0.30	Local	30	2	19	N	III	share	8	III	share	yes	2	12	III	share	yes			
University Ave	Grangeville	Greenfield	0.46	Collector	35	2	16	-	III	8	8	III	share	yes	2	12	II	5	7	Travel lane width could accommodate Class II if parking lane is reduced to 7'.		
Campus Dr	Greenfield	Lacey	0.55	Collector	35	2	15-18	N	-	-	8	III	share	yes	2	11	III	share	yes			
	Lacey	Glendale	0.51	Collector	30	2	20	N	-	-	8	III	share	yes	2	12	III	share	yes			
11 1/2 /Milpas/Echo	Davis	Hume	0.99	Local	25	2	24	N	-	-	6	III	share	yes	2	12	III	share	yes			
Glacier Way	Flint	Fargo	1.01	Collector	35	2	24	-	-	-	no	III	share	no	2	12	III	share	yes			
	Fargo	Cortner	0.38	Collector	30	2	24	-	-	-	no	III	share	no	2	12	III	share	yes			
Rodgers Rd	Mallard	Grangeville	0.64	Collector	30	2	12	Y	III	8	8	III	share	yes	2	12	III	share	yes	Remove stripe		
	Grangeville	Florinda	0.62	Collector	35	2	17	Y	II	5	8	II	5	8	2	17	II	5	8			

Table 3-9
Bikeway Plan Street Segments (page 2 of 4)

Street Name	Segment			General Plan Street Classification	Speed Limit (mph)	Existing Motor Vehicle Travel		Parking	Existing			2016 Initial Bikeway Plan			2035 Full Bikeway Plan					Comment	
	From	To	Miles			#	Width (ft) (outside lane)		Marked?	Bikeway		Parking	Bikeway		Parking	Motor Vehicle		Bikeway			Parking
										Class	Lane Width (ft)		Width (ft) or yes/no	Class (change in bold)		Lane Width (ft)	Width (ft) or yes/no	# (change in bold)	Width (ft) (outside lane)		
NORTH - SOUTH (continued)																					
11th Ave	Flint	Fargo	1.01	Arterial	45	2	30	-	-	-	no	III	share	no	4	12	III	share	no		
	Fargo	Grangeville	1.01	Arterial	40	2	12-24	Y	II	8	8	III	share	yes	4	12	III	share	yes	Remove striping and add signs/sharrows	
	Florinda	Ivy	0.18	Arterial	40	4	12	N	-	-	no	III	share	no	4	12	III	share	no		
	Seventh	Hanford-Armona	0.81	Arterial	35-40	2	12	N	-	-	6	III	share	6	4	12	III	share	no	No parking when change to 4 lanes	
	Hanford-Armona	Hume	0.54	Arterial	40	4	12	N	-	-	6	III	share	yes	4	12	III	share	yes	Remove stripe in 2016 Plan	
	Hume	Houston	0.49	Arterial	45	4	12	-	-	-	no	III	share	no	4	12	III	share	yes		
	Houston	Iona	1.00	Arterial	50	2	12	-	-	-	no	III	share	no	4	12	III	share	yes		
	Iona	Idaho	1.00	Arterial	50	2	12	-	-	-	no	III	share	no	4	12	III	share	yes		
	Idaho	Jackson	1.00	Arterial	55	2	12-23	-	-	-	no	III	share	no	4	12	III	share	yes		
Williams/Jones	Davis	Hume	0.83	Local	25	2	24	N	-	-	6	III	share	yes	2	12	III	share	yes		
Redington St	Grangeville	Lacey	1.01	Collector	30	2	16-24	N	-	-	8	II	5	7	2	12	II	5	7		
10-1/2 (Douty St)	Flint	Fargo	1.01	Collector	40	2	15-23	Y	III	8	8	III	share	yes	2	12	II	5	8	Add sharrows outside of parking lane	
	Fargo	Grangeville	1.01	Collector	35-40	2	17-25	Y & N	III	0-8	8	III	share	yes	2	11	II	5	7	Available travel lane width can accommodate bike lane where parking lane is reduced to 7'.	
	Grangeville	Eighth	1.03	Collector	25-35	2	16	N	III	share	6	III	share	yes	2	11	III	share	yes		
	Eighth	Third	0.36	Collector	25	4	16	-	III	share	no	III	share	yes	4	11	III	share	yes		
	Third	Hanford-Armona	0.66	Collector	35	2	23-32	N	III	share	6	III	share	yes	2	11	III	share	yes		
10-1/2 (Irwin St)	Hanford-Armona	Houston	1.03	Collector	40	2	12	-	-	-	yes	III	share	yes	2	11	II	5	8	Change to Class II only after road is widened.	
Kensington Way	Fargo	Grangeville	1.01	Collector	25	2	20	N	III	share	6	III	share	yes	2	12	III	share	yes		
Mission Dr	Flint	10th	0.56	Local	25	2	20		-	-	yes	III	share	yes	2	12	III	share	yes		
10th Ave (HWY 43)	HWY 43	Mission	0.12	Arterial	45	4	18	Y	III	6-8	8	III	share	yes	4	11	III	share	yes	Remove stripe	
	Mission	Grangeville	1.54	Arterial	40	4	14	N & Y	III	5-8	5-8	III	share	yes	4	11	II	5	no	All lanes (parking and travel) need to be reduced to accommodate addition of bike lane. Parking may be lost in some areas	
	Grangeville	Lacey	1.02	Arterial	40	4	15	Y	III	8	8	III	share	yes	4	11	II	5	no		
	Lacey	Third	0.30	Arterial	35	4	18	Y	III	6	6	III	share	yes	4	12	II	5	no		
	Third	Hanford-Armona	0.71	Arterial	45	2	24	-	-	-	no	III	share	no	4	12	II	8	no	Alternatively, would stay as Class III in 2035 Full Plan if center turn lane is warranted for traffic needs.	
	Hanford-Armona	Houston	1.01	Arterial	55	2	12	-	-	-	no	III	share	no	4	12	II	8	no		
	Houston	Iona	1.00	Arterial	55	2	12	-	-	-	no	III	share	no	4	12	III	share	yes		
	Iona	Idaho	1.01	Arterial	50	2	12	-	-	-	no	III	share	no	4	12	III	share	yes		
	Idaho	Jackson	1.01	Arterial	45	2	12	-	-	-	no	III	share	no	4	12	III	share	yes		
Neill Way	Fargo	Leland	0.51	Local	25	2	20	N	-	-	6	III	share	yes	2	12	III	share	yes		
9-1/4 Ave	Fargo	Leland	0.51	Local	25	2	10	-	-	-	no	-	-	no	2	10	III	share	yes	Install when road is extended.	
	Leland	Grangeville	0.51	Collector	35	2	12-24	-	-	-	yes	III	share	yes	2	11	III	share	yes		
	Grangeville	Lacey	1.01	Collector	45	2	12-29	-	-	-	yes	III	share	yes	2	11	III	share	yes	CTL should be installed to increase safety by providing refuge for turning vehicles due to high posted speed limit. Change to Class II only after road is widened.	
9th Ave	Leland	Lacey	1.51	Arterial	N/A	N/A					yes	-	-	yes	4	12	II	5	8	Change to Class II when road is widened.	
	Lacey	Hanford-Armona	0.96	Arterial	40	2	10-12	-	-	-	no	III	share	no	2	12	II	5	8		
	Hanford-Armona	Houston	1.04	Arterial	50	2	10	-	-	-	no	III	share	no	2	12	II	5	8		
	Houston	Iona	1.00	Arterial	55	2	10	-	-	-	no	III	share	no	2	12	III	share	yes		
	Iona	Idaho	1.00	Arterial	55	2	10	-	-	-	no	III	share	no	2	12	III	share	yes		
8 1/2 Ave	Leland	Florinda	1.01	Collector	N/A	N/A	10	-	-	-	no	-	-	no	2	12	II	5	8	Install after road is constructed/widened.	
7th Ave	Grangeville	Lacey	0.98	Arterial	55	2	10	-	-	-	no	-	-	no	2	10	III	share	yes		

Table 3-9
Bikeway Plan Street Segments (page 3 of 4)

Street Name	Segment		Miles	General Plan Street Classification	Speed Limit (mph)	Existing Motor Vehicle Travel		Parking Marked?	Existing			2016 Initial Bikeway Plan			2035 Full Bikeway Plan					Comment
	From	To				#	Width (ft) (outside lane)		Class	Lane Width (ft)	Width (ft) or yes/no	Bikeway		Parking	Motor Vehicle		Bikeway		Parking	
												Class	Lane Width (ft)		Width (ft) or yes/no	# (change in bold)	Width (ft) (outside lane)	Class (change in bold)		
EAST - WEST																				
Flint Ave	13th	12th	1.00	Major Arterial	55	2	11	-	-	-	no	-	-	no	2	12	II	8	No	Change to Class II when road is widened.
	12th	11th	1.00	Major Arterial	50	2	11	-	-	-	no	III	share	no	2	12	II	8	No	
	11th	Hwy 43	1.00	Major Arterial	50	2	11	-	-	-	no	III	share	no	2	12	II	8	No	
Pepper alignment	13th	Fitzgerald	1.29	Collector	N/A	N/A		-	-	-	no	-	-	no	2	12	II	5	8	Add Class II when road is constructed.
Pepper Drive/Aspen	Glacier	11th	0.41	Local	25	2	16	N	-	-	6	III	share	yes	2	16	III	share	yes	
	11th	Encore	0.36	Local	25	2	16	N	-	-	6	III	share	yes	2	16	III	share	yes	
Encore Drive	Aspen	10th	0.77	Local	30	2	12	N	-	-	6	III	share	yes	2	12	III	share	yes	
	10th	Fargo	0.50	Local	30	2	12	N	-	-	6	III	share	yes	2	12	III	share	yes	
Fargo Ave	13th	Centennial	0.50	Arterial	50	2	11-32	-	-	-	0	III	share	yes	2	11	III	share	yes	
	Centennial	12th	0.52	Arterial	50	2	11-32	N	III	share	no	III	share	no	2	11	III	share	yes	
	12th	11th	0.99	Arterial	45-50	2-4	11-26	N	III	share	no	III	share	no	2-4	11	III	share	yes	
	11th	10th	1.00	Arterial	35	2	24	N	III	share	6	III	share	yes	2	12	III	share	yes	
	10th	9 1/4	0.83	Arterial	40	2	11-24	N	III	share	6	III	share	yes	2	12	III	share	yes	
Sangiovese St	Centennial	12th	0.51	Local	25	2	24	N	-	-	6	-	-	yes	2	16	II	7	no	No parking on street.
Muscat alignment	13th	Centennial	0.50	Collector	N/A	N/A		N	-	-	yes	-	-	yes	2	12	II	5	8	Add Class II when road is constructed.
Muscat Pl	12th	Fitzgerald	0.24	Local	25	2	24	N	-	-	6	III	share	yes	2	16	III	share	yes	
Cortner St	Glacier	Kensington	1.16	Collector	30	2	20	N	-	-	6	III	share	yes	2	12	III	share	yes	
Leland Way	Douty	10th	0.51	Collector	30	2	24	N	-	-	6	III	share	yes	2	16	III	share	yes	
	10th	9 1/4	0.69	Collector	35	2	12-24	N	-	-	6	III	share	yes	2	12	III	share	yes	
	9 1/4	8 1/2	0.81	Collector	N/A	N/A		-	-	-	yes	-	-	yes	2	12	II	5	8	Install with road construction.
Mustang/Berkshire	13th	Centennial	0.55	Local	25	2		N	-	-	7	III	share	yes	2	12	III	share	yes	
McCreary Ave	11th	Douty	0.51	Collector	25	2	16-30	N	III	share	6	III	share	yes	2	16	III	share	yes	
Grangeville Blvd	13th	Centennial	0.51	Arterial	50	2	12	-	-	-	no	III	share	no	2	12	II	5	8	Change to Class II when road is widened.
	Centennial	12th	0.51	Arterial	50	2-3	12-18	-	III	share	no	III	share	no	2	12	II	5	8	
	12th	11th	0.99	Arterial	40	4	13-14	N	III	share	0-6	III	share	yes	4	14	III	share	yes	
	11th	10th	1.01	Arterial	35	4	14	-	III	share	no	III	share	no	4	14	III	share	yes	
	10th	9th	1.00	Arterial	45	4	14	-	III	share	no	III	share	no	4	14	III	share	yes	
	9th	8 1/2	0.50	Arterial	55	2	12		-	-	no	III	share	no	4	12	II	5	8	Change to Class II when road is widened.
	8 1/2	8th (HWY 43)	0.50	Arterial	55	2	12	-	-	-	no	-	-	no	4	12	II	5	8	
	8th (HWY 43)	7th	1.00	Arterial	55	2	12	-	-	-	no	-	-	no	2	12	III	share	yes	
Greenfield	Centennial	12th	0.46	Collector	35	2	20	Y	II	5	7	II	5	7	2	12	II	5	7	
	12th	Lacey	1.34	Collector	35	2	12	Y	II	5	8	II	5	8	2	12	II	5	8	
Florinda St	11th	Douty	0.51	Collector	30	2	16	Y	III	7	7	III	share	yes	2	12	III	share	yes	Remove stripe
	Douty	10th	0.51	Collector	35	2	15	Y	III	8	8	III	share	yes	2	12	III	share	yes	
	10th	9 1/4 Ave	0.76	Collector	30	2	30	N	III	6	6	III	share	yes	2	11	III	share	yes	
	9 1/4 Ave	8 1/2 Ave	0.75	Collector	N/A	N/A		-	-	-	yes	-	-	yes	2	12	II	5	8	Install with road construction.
Elm St	Greenfield	11th	0.14	Collector	30	4	12	N	-	-	no	III	share	no	2	12	III	share	no	
Ivy St	11th	10th	1.01	Collector	30	2	20	N	-	-	6	III	share	yes	2	12	III	share	yes	
Liberty St	Centennial	12th	0.33	Collector	35	2	13-24	-	-	-	0	III	share	yes	2	12	III	share	no	
Kings County Dr	12th	Lacey	0.51	Collector	30	2	18	N & Y	-	-	0-6	III	share	yes	2	12	III	share	yes	
Mall Dr	12th	Lacey	0.53	Collector	35	2	18	-	-	-	no	III	share	no	2	12	III	share	no	

Table 3-9
Bikeway Plan Street Segments (page 4 of 4)

Street Name	Segment		Miles	General Plan Street Classification	Speed Limit (mph)	Existing Motor Vehicle Travel		Parking	Existing			2016 Initial Bikeway Plan			2035 Full Bikeway Plan					Comment
	From	To				#	Width (ft) (outside lane)		Class	Lane Width (ft)	Width (ft) or yes/no	Bikeway		Parking	Motor Vehicle		Bikeway		Parking	
												Class	Lane Width (ft)		Width (ft) or yes/no	# (change in bold)	Width (ft) (outside lane)	Class (change in bold)		
EAST - WEST (continued)																				
Lacey Blvd	13th	Centennial	0.66	Arterial	45	2-4	12-22	-	III	share	no	III	share	no	2-4	12	III	share	yes	
	Centennial	Mall Dr	0.60	Arterial	35-40	4	12-22	-	-	-	no	III	share	no	4	12	III	share	yes	
	Garner	Irwin	0.65	Arterial	30-35	4	12-22	-	-	-	no	III	share	no	4	12	III	share	yes	
	10th	9th	0.99	Arterial	40	2	12-25	-	-	-	no	III	share	no	2	12	III	share	yes	
	9th	8th (HWY 43)	1.03	Arterial	40	2	12	-	-	-	no	III	share	no	2	12	III	share	yes	Consider Class II lanes if major road widening occurs.
	8th (HWY 43)	7th	1.01	Arterial	55	2	12	-	-	-	no	-	-	no	2	12	III	share	yes	
Garner Ave	Lacey	Seventh	0.34	Collector	35	2	12		-	-	yes	III	share	no	2	12	III	share	yes	
Seventh St	Mall	11th	0.75	Collector	35	2	17-24	N & Y	-	-	yes	II	5	0-6	2	11	II	5	0-6	5' BL where parking is allowed, 6' BL where parking is not allowed
Future steet west of Target Store	13th	Centennial	0.71	Collector	N/A	N/A			-	-	yes	-	-	yes	2	12	II	5	8	Install with road construction.
Sixth St	11th	Redington	0.37	Collector	35	2	26-30	N	-	-	8	II	5	8	2	12	II	5	8	
	Redington	Douty	0.18	Collector	35	2	14	Y	-	-	diagonal	II	5	8	2	12	II	5	8	Diagonal parking to change to parallel.
	Douty	10th	0.48	Collector	35	2	26-30	N	-	-	7	II	5	8	2	12	II	5	8	
Glendale Ave	13th	12 1/2 (Aquifer)	0.53	Collector	45	2	23	-	-	-	no	-	-	no	2	12	II	5	8	Add Class II when road is widened.
	12 1/2 (Aquifer)	12th	0.61	Collector	30	2	16		-	-	yes	II	5	8	2	12	II	5	8	
	12th	11th	1.10	Collector	N/A	N/A	12	-	-	-	no	-	-	no	2	12	II	5	8	Install with road construction.
Third St	10th	9th	1.03	Collector	50	2	13	-	-	-	no	III	share	no	2	13	III	share	yes	
Davis St	11 1/2	Williams	0.67	Local	25	2		N	-	-	7	III	share	yes	2	12	III	share	yes	
Hanford-Armona	13th	Greenbrier	0.76	Arterial	55	2	13	-	-	-	no	-	-	-	2	12	II	5	8	Add Class II when road is widened.
	Greenbrier	12th	0.25	Arterial	45	2	12	Y	II	5	8	II	5	8	2	12	II	5	8	
	12th	11th	1.00	Arterial	40	2	12	Y	II	5	8	II	5	8	2	12	II	5	8	
	11th	10th	1.00	Arterial	40	2	12-18	Y	II	5	8	II	5	8	2	12	II	5	8	
	10th	Airport entrance	0.55	Local	40	2	12	-	-	-	no	III	share	no	2	12	II	5	8	Change to Class II if road is widened.
Hume Ave	13th	12th	1.02	Collector	N/A	N/A		-	-	-	yes	-	-	yes	2	12	II	5	8	Install with road construction.
	12th	11th	1.00	Collector	35-40	2	10-23	-	-	-	no	III	share	no	2	12	II	5	8	Change to Class II with road widening.
	11th	Jones	0.05	Local	25	2	12		-	-	yes	III	share	yes	2	12	III	share	yes	
Orchard alignment	Douty	10th	0.50	Collector	N/A	N/A		-	-	-	yes	-	-	yes	2	12	II	5	8	Install with road construction.
Houston	13th	12th	1.02	Major Arterial	55	2	12	-	-	-	no	III	share	no	2	12	II	8	no	Change to Class II when road is widened.
	12th	11th	1.00	Major Arterial	55	2	11	-	-	-	no	III	share	no	2	12	II	8	no	
	11th	10th	1.00	Major Arterial	45-50	2	11	-	-	-	no	III	share	no	2	12	II	8	no	
	10th	9th	1.00	Major Arterial	45-55	2	12	-	-	-	no	III	share	no	2	12	II	8	no	
Industrial Collector	12th	11th	1.00	Collector	N/A	N/A		-	-	-	yes	-	-	yes	2	12	III	share	yes	
	10th	9th	1.00	Collector	N/A	N/A		-	-	-	yes	-	-	yes	2	12	III	share	yes	
Iona	12th	11th	1.00	Arterial	55	2	10	-	-	-	no	III	share	no	2	12	III	share	yes	Parking can be accommodated in the 2035 Plan with street widening
	11th	10th	1.00	Arterial	45	2	11-22	-	-	-	no	III	share	no	2	12	III	share	yes	
	10th	9th	1.01	Arterial	45	2	12	-	-	-	no	III	share	no	2	12	III	share	yes	
Idaho	12th	11th	1.00	Arterial	55	2	11	-	-	-	no	III	share	no	2	12	III	share	yes	
	11th	10th	1.00	Arterial	45	2	12-17	-	-	-	no	III	share	no	2	12	III	share	yes	
	10th	9th	1.00	Arterial	50	2	13	-	-	-	no	III	share	no	2	12	III	share	yes	
Jackson	11th	10th	1.00	Arterial	55	2	11	-	-	-	no	III	share	no	2	12	III	share	yes	

3.5.5 LOW VOLUME TRAFFIC BIKEWAY LOOPS

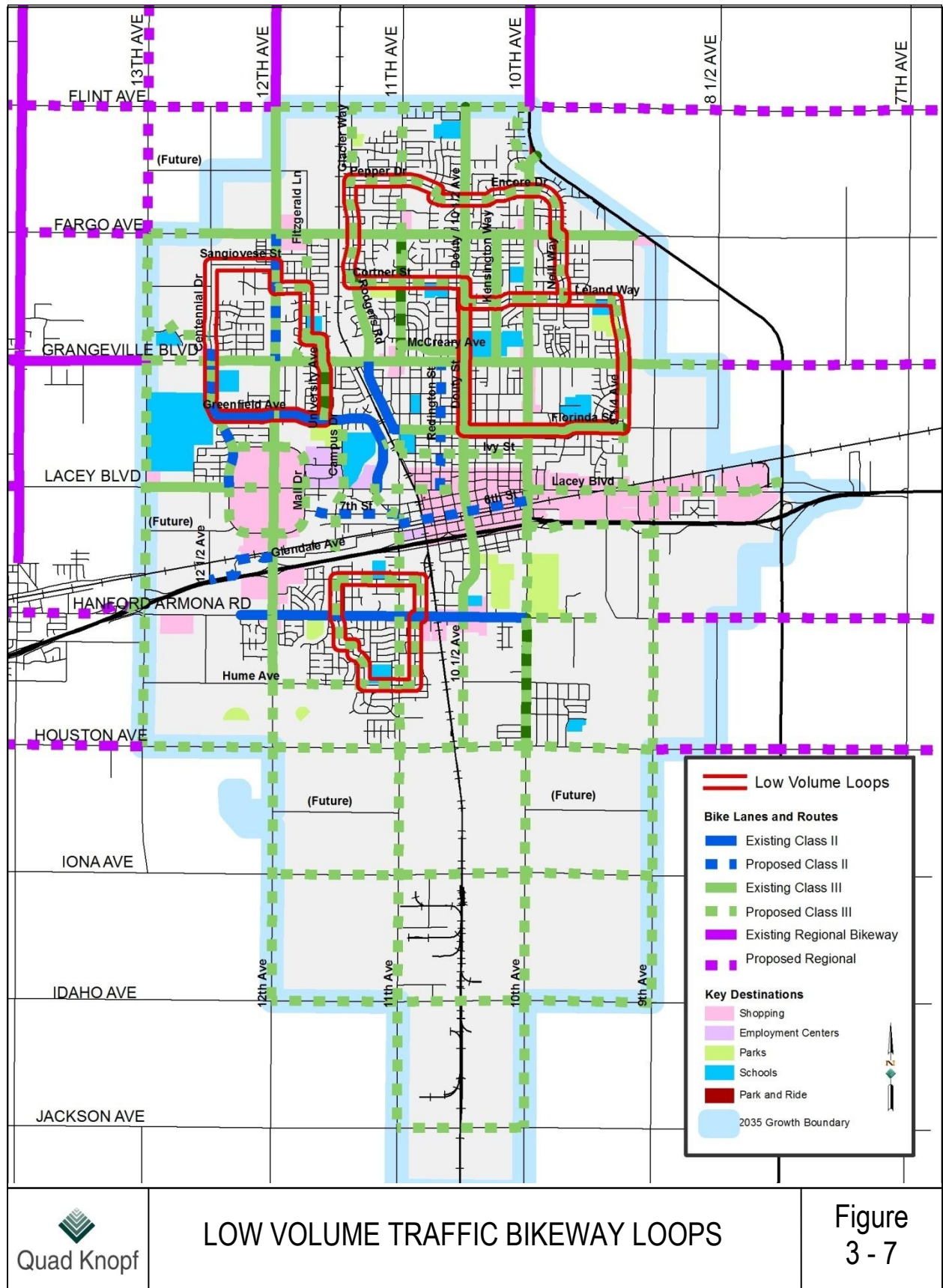
During the public workshops, mothers who ride bikes with their kids described how they were looking for a safer alternative than busy streets and public sidewalks. Many currently use the public sidewalks for riding bicycles. Riding bicycles on the sidewalk is dangerous for three main reasons: speed, visibility and predictability. Cyclists travel faster than people on foot. Pedestrians aren't looking out for bicycles on the sidewalk. A great variety of sidewalk users – people with strollers, wheelchairs or walkers, seniors, children, and even pets – are not compatible with fast-moving bicyclists.

In response to the request, **Low Volume Traffic Bikeway Loops** have been identified in each of the four quadrants of Hanford. These Class II lanes and Class III routes are located on low traffic volume street. Most intersections along the bikeways are signalized. The intent is that these bikeways can be promoted as a type of training area for adults to teach children how to safely ride bicycles on the street.

The Low Volume Traffic Bikeway Loops have the following characteristics:

- Low vehicular traffic volume;
- Class II or Class III bikeways or a combination of bikeway classifications;
- Primarily through residential neighborhoods;
- Streets with speed limits of 35 mph or less; and,
- Access to schools and parks.

These low volume traffic bikeway loops can be used by parents to educate children on bicycle and traffic safety before they venture out onto the Class II and Class III bikeways located on larger collector and arterial roadways. Four loops were identified with lengths ranging from 2.9 to 5.2 miles in locations where residents can access them conveniently from their homes, parks or schools. Three of the four loops can be implemented on existing streets. The fourth loop can be developed as the future segments of Centennial Drive and Sangiovese Street are constructed.



3.6 *Bicycle Programs and Support Facilities*

More than just a good pedestrian and bicycle plan is needed to encourage walking and bicycling. Additional support facilities and programs are also essential for increasing public awareness of walking and bicycling opportunities in the community. This section describes bicycle detection, bicycle parking, shower/locker facilities needs, and bicycle access to transit facilities, and provides policies for bicycle education and promotion programs.

The safety of bicyclists can be increased by improving a number of factors. Education programs are needed to encourage both children and adults about the benefits of wearing bicycle helmets and following traffic laws. A large portion of bicyclists' injuries were due to either not wearing a helmet, riding the wrong way on a street, or both. Maintenance of bicycle infrastructure is another factor that affects safety. Uneven pavement, potholes, unsafe drainage grates, debris, trash cans, or gravel in the bicycle lane can cause bicycle collisions.

3.6.1 BICYCLE SAFETY EDUCATION PROGRAMS

Although constructing bicycle facilities is the most effective way to increase the number of bicycle riders, bicycle education is also important for encouraging bicycling and improving safety. Bicycle education programs are designed to increase bicycle safety by educating bicyclists of the proper rules of the road and by improving their bicycling skills. Simultaneously, these programs can be used to help motorists understand the rights of bicyclists on the road. One of the difficulties in providing bicycle education programs is the need to tailor training sessions for groups of varying ages and knowledge needs. For example, young children should be taught the basic rules of the road in conjunction with hands-on bicycling instruction. Adults benefit most from a program demonstrating how to ride safely on the road and how to drive safely around bicyclists. Information on bicycle commuting and its benefits will also benefit most adults. Target audiences for education programs include:

- Current and potential bicyclists;
- Drivers;
- Students;
- Children and families; and
- Law enforcement.

Education programs can be time consuming and costly, especially when first establishing them. Funding and staffing are in short supply in almost all jurisdictions. For these reasons, agencies must explore all possible avenues in designing and implementing a bicycle education strategy. Various City departments, including Community Development, Engineering, Parks and Recreation, Police, and Public Works should be brought into the effort. Schools, community and civic organizations, employers, local businesses, and cycling clubs should also be tapped as resources. Some of the most successful programs are the result of a public and private coalition working together toward a common goal. Hanford currently has limited educational programs, including Stop-on-a-Dime organized by the Hanford Police Department.

According to the 2011 Kings County Regional Bicycle Master Plan, a 2004 telephone survey of public schools showed that 72% of those schools have some form of bicycle safety or education program. The survey also indicated 44% of junior highs and high schools do not currently have an existing program(s). Those existing elementary school-based programs occur annually and are typically presented by law enforcement officials. Additionally, the Optimists have an on-going local bicycle safety program. School officials feel that these programs are effective and should be continued. Listed below are sources of information which may be considered for a local bicycle safety program:

- Safe bicycling pamphlets available for distribution to area schools;
- League of American Bicyclists courses for adults and children;
- Legislation requiring bicycle helmets for children under 18 years old;
- Kings County Bikeway Maps which list the rules of the road, preferred bicycle route, and safety tips; and
- Stop-on-a-Dime programs presented by the Hanford Police Department.

Although education programs are provided through these sources for the school aged population, since the prevalence of adult bicycle rider collisions is much higher than school aged riders, there is a need for adult education programs as well.

Appendix D includes bicycle education programs which have been developed for use in communities throughout the country. Resources for program materials and assistance are also provided. In general, bicycle education programs can be described as those which promote awareness and provide information, and those which change behavior and/or develop skills. Programs vary, but may include hands-on riding instruction, teaching adults who supervise children, public awareness campaigns, community events, and education for motorists. The key to any bicycle education program is to reach your target audience and get people to participate.

Existing City of Hanford Programs

On October 15, 2015, the Hanford Police Department hoped to curb the number of bicycle-related traffic collisions by reaching out to the community's youngest riders. School resource officers and traffic officers visit schools in the Hanford Elementary School District to teach kids about basic bicycle safety laws and the importance of wearing a helmet every time they ride.

Some basic traffic laws and tips to keep kids safe when they ride their bikes included:

- Always wear a helmet. Make sure it's properly buckled so it won't fall off;
- Use a light when riding at night;
- Make sure safety features like reflectors and brakes are all working properly;
- Ride the same direction as cars. Don't ride against traffic;
- Stop, look, and listen when crossing the street. Use crosswalks whenever possible;
- Observe all stop signs, traffic signals, and railroad crossings; and
- Don't wear headphones when riding.

The Hanford Police Department has noted an increased number of complaints about bicycle-related violations. Bicyclists tend to be at fault in a collision, often because they are riding the wrong way. State law requires bicycles to observe the same rules as motorists. That means bikes must ride in the same direction as other traffic. The most common complaints involve cyclists darting across roadways, riding against traffic or failing to acknowledge stop signs. Hanford Police Department's Traffic Division consists of three people. This staff is responsible for traffic enforcement and collision investigation; however, no officers are specifically assigned to bicycle or pedestrian safety.

The following programs are currently in operation or are being adopted.

Student Safety Information for Schools: Traffic officers are working with school resource officers and local school districts to help teach students to ride safely.

Helmet Program: This is a new program to provide helmets to minors. The California Vehicle Code prohibits anyone younger than 18 from operating a bicycle, scooter, skateboard, or skates without a helmet. The law also applies to minors riding as passengers. The police department recently bought 400 bicycle helmets for the program. Riders younger than 18 who are caught riding without a helmet will be issued a warning citation and given an application for a free helmet. The application process will allow police to track who has already received a helmet and deal with repeat offenders.

Bicycle Safety Day: The City of Hanford Police Department is considering an event that would likely include a course to demonstrate basic riding skills, as well as bicycle inspections to ensure students have properly adjusted seats, handlebars and safety features like brakes and reflectors.

Possible Future Programs

The existing schools that provide bicycle safety or education programs should continue their programs. In schools where there is not a current program established, one should be established (particularly for younger children). There are several agencies at the state and national levels that are available to help organize a program. The bicycle safety or education program should include one or more of the following.

- Annual or bi-annual bicycle safety presentations and discussions.
- Explanations of existing laws including: riding with the direction of traffic and stopping at traffic stop signs and traffic signals, and requiring children to wearing a helmet.
- An annual bicycle rodeo to be held at schools and/or shopping centers. This event might include: a basic skills course, safety instructions or a maintenance clinic.
- Distribution of information through the medium of public service announcements, local TV commercials, and newspaper articles should be targeted toward bicycle safety for Hanford youth.

- Distribution of the Hanford Bicycle Map to the community that contains a summary of the bicycle section of the California Vehicle Code, bicycle safety tips, bicycle routes within the County, and phone numbers to get more information about local bikeways.
- Efforts should be made to enhance and strengthen bicycle safety and education awareness, with the goal of reducing the number of bicycle collisions in the future. While there are some costs involved in starting bicycle safety and education programs and establishing and maintaining bicycle lanes and routes, the benefits are worth the cost if collisions can be prevented and lives saved.

The following programs should be considered for improving bicyclist safety in the City of Hanford.

Special Enforcement Days. Police could schedule special enforcement days where motor officers and traffic officers will specifically enforce bicycle laws. Cyclists should follow the rules closely and be extra cautious, as they are more likely to suffer serious injuries in a crash. As necessary, the Police Department may consider assigning more police to traffic control and issuing citations for traffic violations more frequently. Enhanced police enforcement should be used in conjunction with sting operations and walking audits to focus on improving locations most dangerous for bicyclists and pedestrians. Before such a program is implemented, police officers need education on how best to approach an offender and what violations should be targeted for enforcement.

Bicycle Traffic School. Bicycle safety should be an integral part of traffic school curricula for motorists; however, cyclists hold an equal obligation to adhere to traffic rules. Accordingly, the City should consider instating a traffic school for cyclists. Such a program would parallel conventional motorist traffic schools and would allow cyclists cited with a moving violation to take a class to lessen or eliminate their financial penalty. A similar, albeit less formal program might also be required of youths who are stopped for illegal cycling maneuvers. In this “diversion” program, youths who ride illegally must attend a one-day remedial cycling skills course, which is typically held on a weekend and conducted by the police department.

Driver Education. Driver education courses should include the importance of sharing the road and teach each new driver their responsibilities when it comes to sharing the road. Sharing the road with bicyclists should be included in high school driver education programs, local Hanford driver education schools, and traffic schools. The *2015 California Driver Handbook* includes extensive information on sharing the road with bicyclists. Bicycles are legally considered to be vehicles in California. Therefore, bicyclists are required to obey most of the same laws and have most of the same rights as do automobile drivers. The motor vehicle code addresses issues associated with the registration, necessary equipment, and operation of bicycles on the roadway. Over 100 bicyclists are killed each year in California. Every six hours a bicyclist is fatally injured in the US. 49% of all bicyclist deaths occur to youths age 16 or younger. 86% of all bicycle collisions involve an automobile or truck. Motorists failing to yield the right-of-way to a bicycle cause 42% of bicycle-related collisions. 39% of bicycle collisions occur because cars make turns without noticing bicyclists. 87% of bicyclists in California who die in a collision were not wearing a safety helmet.

“Share the Road” Signage. Signage on roadways, such as "Share the Road" signs and bicycle stencils on the street are also an additional tool and reminder which alert motorists to the presence of bicyclists.

The following programs are geared towards age groups, motorists, bicyclists, and law enforcement officials.

Bicycle Safety Programs for Children

Most bicycle safety efforts target elementary school-aged children and their parents. Programs for parents of beginning bicyclists, between the ages of five and eight, focus on the role the parent plays in selecting the proper size and type of equipment, in supervising their child's use of that equipment, and in teaching the basic mechanical skills needed to start, balance, steer, and stop a bicycle. Parents may be reached through parent-teacher associations and children through programs sponsored by the schools, day care centers, summer camps, and boys and girls clubs.



Children pose a special safety problem as they learn to ride bicycles. Learning to ride by the rules, look for traffic and use of hand signals are not second nature - these skills must be taught. Bicycle education programs should start early as children learn to ride and be modified as the years go by to focus on the needs of the particular age group. There is a critical juncture when children migrate from riding on the sidewalk to riding on the street. Although this age varies from child to child, children between the ages of nine and ten are generally old enough to learn street cycling skills. They can learn how to enter and exit the roadway; scan ahead, behind and to the side while riding straight; and communicate and cooperate with other road users and pedestrians. The following recommendations are made for programs that improve bicycle safety for children:

Bicycle Helmets. Helmet distribution programs should be continued and a citation alternative program should be adopted to encourage the purchase and use of bicycle helmets. Bicyclists under the age of 18 are required by state law to wear a properly fitted and fastened bicycle helmet. Before 1994 when this law went into effect, over 25% of bicycle collisions involved head injuries. Of these, more than one-half were life threatening.

Youth Bicycle Programs. There are many programs available for linking youth with bicycles. These programs, usually organized by non-profit organizations or a police department, have been very successful in involving teenagers and giving them something constructive to do with their time. While teaching bicycle safety and proper riding practices, these programs have had favorable results in keeping kids away from drugs, gangs and crime while instilling in them a sense of purpose and worth. Some of the highlights of these programs are:

- After school bicycle maintenance and repair;
- Recycle a bike program - kids fix up bikes and keep them;
- Earn-a-bike program through community service;
- Drop-in repair classes - also good for adult bicyclists; and
- Bicycle trips for kids programs.

Programs for Adult Bicyclists

There are few materials and programs that focus on the adult rider. Most adult bicyclists have not had any formal bicycle education in childhood outside of learning the basic mechanical skills. At the same time, there are misconceptions, myths, and outdated advice that further challenge adult bicyclists' safety. For instance, some believe a bicyclist should ride facing traffic, and it is still common to see a bicyclist at night not using the required lights and reflectors. Bicycle education programs developed for the adult cyclist need to educate cyclists about bicyclists' rights and responsibilities on the road, about techniques for sharing the road with motorists, and about secure bike locking techniques. Adults should also be educated about pedestrian rights and the need to be aware of people with mobility, hearing, and/or vision impairments. The following recommendations are made for programs that improve bicyclist safety for adults:

- Conduct a public awareness campaign focused on responsible road behavior and directed to bicyclists and motorists alike. Make use of public service space from newspapers, television, radio, bus advertising, posters and flyers mailed in utility bills;
- Promotional events such as Bike to Work Day enhance bicycle education;
- Community events such as charity bike rides, costume rides, bike fairs and bicycle rodeos are useful in attracting adults and families in more recreational surroundings. Include bicycle safety checks and helmet giveaways as part of these rides;
- Educate parent groups and adult groups that supervise children, like PTAs, day care centers, and youth camp operators, on safe bicycling practices;
- Conduct a public awareness campaign emphasizing the individual and community benefits of using a bicycle for daily trips. As part of this campaign have a city-wide contest for number of miles bicycled, oldest bicyclist, farthest commuter, etc.;
- Programs for motorists discussed in the following section can also reach adult bicyclists since most adults drive;
- Work with businesses that sell bicycles to provide incentives for adults to purchase helmets and safety gear, such as lights;
- Develop informational materials and programs specifically addressing the cycling needs of seniors, such as a tricycle program;

- The City should work with and encourage students about proper, effective cycling in Hanford; and
- The adult-targeted Effective Cycling course by the League of American Bicyclists (LAB) would serve the public need for cycling education and can be offered at bike shops and community centers. Kings County has a local chapter of the LAB.

Programs for Motorists

Motorists are probably the most difficult group to reach with bicycle education. Existing motorist-oriented programs typically reach their intended audience only at specific points. Some amount of bicycle education is distributed during driver education courses, driver licensing exams and traffic schools for violators. While these methods can be improved upon, for most motorists, these events will only occur once every several years. Additionally, programs targeted to children can benefit motorists as children bring home information to their families.

The following recommendations are made for programs that improve safety for motorists:

- Public awareness campaigns are most useful for educating the motorist on how to safely share the road with bicyclists and overall awareness of bicyclists' rights and responsibilities. Media campaigns including bumper stickers and banners, could be developed;
- Make use of public service space from newspapers, television, radio, bus advertising, posters and flyers mailed in utility bills;
- Incorporate "sharing the road" training into driver's education programs; and
- Signage on roadways, such as "Share the Road" signs and bicycle stencils on the street, both of which are proposed for Class 3 bike routes, are also an educational tool which alert motorists to the presence of bicyclists.

Programs for Law Enforcement Officials

Bicycle safety education and promotion programs will hopefully reduce the need for heavy investments in enforcement. Nonetheless, the Hanford Police Department should enforce traffic regulations for both children and adult bicyclists and motorists. Police officers are generally hesitant to cite bicycle offenders, especially children, because they believe it will result in negative publicity for the department. As a result, some bicyclists are under the impression that they can do whatever they want while on a bicycle. However, roughly half of bicycle/automobile collisions are caused by the bicyclist who is not obeying traffic laws, i.e. riding on the wrong side of the street or riding without lights at night. (Source: Federal Highway Administration, "Pedestrian and Bicycle Crash Types of the Early 1990's", Publication No. FHWA-RD-95-163, June 1996). Enforcement should be viewed as another component of a bicycle education program and as a most effective way to reduce the number of bicycle collisions and injuries. The following recommendations are made for programs for law enforcement officials:

- Police officers and departments need to be convinced that enforcing traffic regulations for bicyclists is a good idea. Officers also need some education on the laws regarding bicyclists' rights and responsibilities, on how best to approach the bicyclist offender, and on what offenses should be earmarked for enforcement. Any bicycle enforcement program should start first with a citation alternative program and warnings, and then move to giving citations;
- In 1994, California made it easier to use enforcement as a bicycle education and safety tool by allowing local authorities to reduce fines for bicycle offenses. Previously, bicyclists were fined at the same rates as motor vehicle offenders. Most police officers and departments felt that these fines for a bicyclist, especially a child, were excessive and were hesitant to impose them. The City should develop its own bicycle fine structure so that bicycle fines will not be excessive and officers will be more willing to impose them;
- A citation alternative program, such as those developed for children not wearing a helmet, should be developed for adults. Attendance at an education program, similar to auto traffic school, would allow fees to be waived. Motorists involved in a bicycle collision could also be required to attend, to learn how to safely share the road;
- Posted speed limits should be enforced. High auto speeds make bicyclists feel unsafe, discourage people from trying out cycling, and increase the severity of collisions;
- Traffic officers should enforce the "Three Feet for Safety Law" signed in September 2013 by Governor Jerry Brown which requires drivers of motor vehicles to remain a distance of at least three feet from bicyclists when passing them on the roadway. Failure to obey the law would result in a fine. The fine would increase if the bicyclist is injured by the motorist.
- The City should expand opportunities for people to register their bicycles by either increasing the hours for bicycle registration or allowing businesses that sell bicycles to register bikes when they are sold; and
- When asked to prioritize specific programs that are designed to increase bicycle and pedestrian safety, the community workshop participants preferred that traffic officers cite both bicyclists and motor vehicle drivers who break parking and traffic laws, particularly at critical locations throughout the City.

3.6.2 BICYCLE PROMOTION PROGRAMS

Bicycle promotion programs are intended to increase a community's awareness of the benefits of bicycling and improve safety for bicyclists. Through marketing campaigns and incentive programs, the community is encouraged to bicycle. As a viable alternative to the automobile, bicycling reduces traffic, improves air quality, and improves personal health. The three main components of a bicycle promotion program are described below:

Identify benefits of bicycle commuting. Bicycling is an enjoyable, low-cost, non-polluting, sustainable, and healthy alternative to the traditional motorized commute. Bicycling reduces the

cost of commuting for employees, improves health through exercise, reduces traffic, improves air quality, and reduces consumption of fuel resources;

Provide an incentive for bicycle commuting. Many agencies and employers use monetary or other incentives to lure the prospective participant out of his/her single occupant vehicle and into a carpool or transit. These programs should be expanded to include incentives for bicycle commuting; and

Support and applaud bicycle commuting. Endorsement of bicycle commuting by the City is a significant aspect of a promotion program. Prospective bicycle commuters are more apt to try out this underutilized mode if it is accepted and supported by city officials. Endorsement from “the people in charge” will go a long way towards persuading employers to establish their own programs and encouraging individuals to commute by bicycle.

Possible bicycle promotion programs and activities, appropriate for use in Hanford, are outlined in Appendix E. Programs focused on encouraging employees to bicycle are often adopted by city governments as an example to other employers within their jurisdiction. Some activities can be implemented in conjunction with other community groups; and thereby minimize the cost to the city. The programs described in the Appendix include possible employee programs as well as activities aimed at the general population.

3.6.3 BICYCLE DETECTION

In 2009, Caltrans issued Traffic Operations Policy Directive (TOPD) 09-06, which requires that bicycle and motorcycle detection be implemented at all new or modified traffic signals. The TOPD was issued to implement Assembly Bill 1581 (CVC Section 21450.5), which became law on January 1, 2008, requiring bicycle and motorcycle traffic-actuated signals and related signal timing. Subsequently, Part 4, Highway Traffic Signals, of the CA MUTCD was updated to reflect the new requirements.

TOPD 09-06 indicates that bicycle and motorcycle detection must be provided on all new and modified approaches to actuated traffic signals. Each lane of the intersection, on a public or private road or driveway, shall include detection for bicycles and motorcycles at all new traffic signals whether detection loops or video detectors. If more than 50 percent of the limit line detectors need replacing at an existing signalized intersection, then the entire intersection should be improved to include bicycle/motorcycle limit line detection in every lane. In addition, traffic signal timing shall include minimum green times to accommodate bicyclists.

Two types of bicycle detection technology are available: detection loops and video detectors. Bicycle detection loops (also called inductive loop sensors) are used for detection of traffic at demand-actuated traffic signals, and can be configured and adjusted to detect bicycles with metal rims. These loops establish a magnetic field in the loop area that changes when metal, such as a vehicle or bicycle, moves over the loop. This change is detected, and subsequently, triggers a change to the traffic signal operations. All in-pavement detectors are not capable of detecting bicycles. Type D detectors have been found to be most sensitive for detecting bicycles in the middle of the loop area. There are some detection loops in Hanford already in use.

Video detectors are a sensor technology in use more often than detection loops in Hanford. Video detector systems use digital image processing to detect a change in the image at a specific location in the travel lane due to the presence of a vehicle. Video camera technology potentially allows a wider variety of vehicles to be detected than inductive loop sensors.

Permanent recall or fixed-time operation of the traffic signal is allowed. These types of timing allow for a green light for a predetermined period of time for all approaches. They are not traffic-responsive; and therefore, do not require detection of vehicles or bicycles. As these can be fairly inefficient, they are usually used in urban areas, where traffic is fairly predictable. In Hanford, they are used at some locations in and around downtown.

Since many bicyclists and motorists are not familiar with traffic signal detection, particularly bicycle/motorcycle detection, a pavement marking indicating where the bicyclists should stop to be detected should mark the lanes where bicyclists are expected. These would be the outside through lane and outside left-turn lane on each approach. Should a Class II bike lane extend to the intersection, it would be marked instead of the outside through lane.

Bicycle detection and signal timing requirements must be included with traffic signal installation or modification. As this requirement is California law, it cannot be waived. The City should update the city standard drawings and specifications to include these new requirements. It is recommended the requirements include installing the bicycle loop detector symbol pavement marking.

Bicycle detection and timing should be implemented on a City-wide basis, as funding and implementation opportunities occur. In addition, correct operation of vehicle and bicycle detection should be monitored. Bicycle/motorcycle detector loops should be calibrated to ensure their detection by bicyclists. Extended waiting times at a traffic signal, due to inoperable detector loops, may make motorists and bicyclists take the risk of running a red light. Proper maintenance of detector systems and signal timing is essential.

3.6.4 BICYCLE PARKING

Safe, secure, and convenient bicycle parking is a necessity for promoting bicycle use. Bicycle parking facilities are sometimes classified into Class I and Class II facilities (see description below). Although bicycle parking is available at public schools, parks, and other trip attractors, some of these are Class III facilities (see description below) and are no longer considered appropriate, except in guarded areas or locked rooms. Class II bike racks are preferred as they allow the user to lock the frame and at least one wheel to the rack. The type of bicycle parking provided at a destination should reflect the type of parking demand expected at that location. Bicycle parking demand falls into three general duration categories:

- Short-term: 2 hours or less; typical application is the shopping trip;
- Long-term: 3 hours to a full day; typical application is the work trip; and,

- **Overnight:** one night to two weeks or more; typical application is the weekend or vacation trip, but is also used by commuters who do not ride home the same day they rode to work.

When selecting the type of bicycle parking to be installed at a location, a mix of parking types may be the most appropriate. Attention should be paid to the varying requirements for the different potential users of the facility. For example, a shopping mall will need short-term parking for shoppers, as well as long-term parking for employees. Bicycle parking facilities have been grouped into three general categories. A description of these categories and how they meet the need for bicycle parking are discussed below.

Class I: These facilities are storage spaces which protect the entire bicycle and its components from theft, vandalism, and inclement weather. It is appropriate for long-term bicycle parking, such as at major employment centers, multi-family residential units, park and ride lots, or transit stations. Examples are bike lockers, bike rooms with key access for regular bike commuters, guarded parking areas, and valet or check-in parking. A common variation of Class I parking is often found at schools where racks are placed within a fenced area to provide more security to discourage thieves, but do not protect from the weather. These are not true Class I facilities.



Class II: These facilities are defined as a rack or stand to which the frame and at least one wheel can be secured with a user-provided U-lock or padlock and cable. This type of parking is appropriate for short-term parking such as at shopping areas, libraries, and other places where the typical parking duration is about two hours. Examples of racks popular with bicyclists are the inverted U-rack or horse rail rack, and the wave or ribbon rack. Increasingly popular are higher security Class II racks.



Class III: These facilities secure only one wheel to the rack. Class III facilities have historically been popular in school yards; however, these are relatively unsecure facilities. Potential thieves are able to steal most of the bicycle while leaving just the locked wheel behind. These are never recommended, except in guarded areas or locked rooms, where they are used inside Class I facilities.



Bike Rack Placement. The placement of bike racks is important for several reasons:

- To ensure they are safe from vandalism;
- To ensure they are easily accessible to bicyclists;
- To avoid adversely impacting pedestrian circulation; and,
- To ensure they can be used to their maximum design capacity

The following guidelines for bike rack placement should be followed:

- Racks should not be obscured by landscaping, fences, or other obstructions;
- Racks should be lit at night to protect both the bicycle and the user;
- Visibility should be provided to at least one of the following: security guard, station agent, parking garage attendants, clerks, vendors, or passing pedestrians;
- Racks should be located within 50 feet of a building entrance and should be clearly visible from the building entrance and its approaches;
- Protection from the weather should be provided for a portion of the rack supply at locations that attract long-term parking;
- Ground surface of the bicycle parking area should be an all-weather and drainable material such as asphalt or concrete; care should be taken when using brick, or other materials that can become slippery when wet;
- Racks should be located outside the typical pedestrian travel path, with additional room for bicyclists to maneuver outside the pedestrian way;
- Racks shall be located at a sufficient distance from motor vehicles to prevent damage to parked bicycles and motor vehicles;
- Signage should be posted to direct bicyclists to the locations of bicycle racks that may not be readily apparent, such as in parking garages; and
- Signage indicating the location of bicycle parking should be posted wherever a 'No Bicycle Parking' sign is posted.

An indication of needed bicycle parking is bicycles parked to trees, poles or parking meters. Locations with frequent use of other objects to secure bicycles should be provided with suitable bicycle parking. Additionally, a program sponsored by the City to provide parking at the request of businesses could be implemented.

One way to ensure that bicycle parking is installed where needed is to require it to be installed by property owners or developers. The City of Hanford currently does not have a bicycle parking ordinance, requiring the installation of facilities when certain criteria are met. It is recommended that the City consider adopting a bicycle parking ordinance that targets different uses and requires both long-term and short-term parking. Two recent sample parking ordinances from the City of San Jose, California and Bend, Oregon are included in Appendix C. While this ordinance may be more detailed than what is needed by Hanford, bicycle parking requirements should be considered for new commercial buildings, existing buildings undergoing major renovations, building change of use, City-owned and leased buildings, and public and privately owned parking lots.

3.6.5 SHOWER/LOCKER FACILITIES

Shower and locker facilities in Hanford are located in schools, health clubs, offices, and hospitals. These facilities are not currently available to the general public. Shower and locker facilities are most needed at the workplace, as employees are more likely to commute via bicycle if these facilities can be conveniently accessed.

3.6.6 BICYCLE ACCESS TO TRANSIT

Bicycles can be carried on the primary transit systems serving the City - Kings Area Rapid Transit (KART). Regional service is provided via Orange Belt Stages and Greyhound. Bicycles can be carried in the luggage compartment of Orange Belt Stages with no boxing requirement; Greyhound requires boxing to transport bicycles. No bicycles can be carried on the Amtrak Thruway bus for connection to the train in Hanford. Short-term, Class II bicycle parking is available at the City's transit center. Policies for bicycle access to transit are located in Chapter 5 of this report.

CHAPTER 4

PEDESTRIAN NETWORK

PEDESTRIAN NETWORK

4.1 Existing Conditions

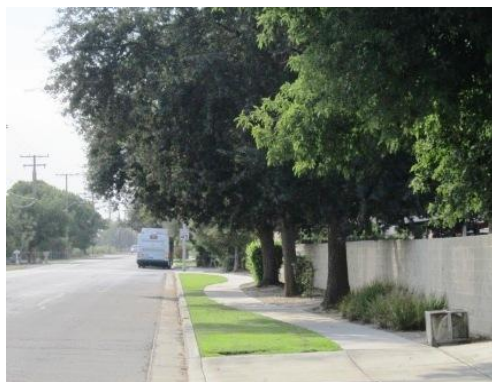
Pedestrian facilities include walkways, traffic signals, crosswalks, refuge islands, pedestrian-scale illumination, and benches. The different types of walkways are described below:

4.1.1 SIDEWALKS

Sidewalks are located along roadways, separated with a curb and/or planting strip or swale, and have a hard, smooth surface. Sidewalks in residential areas are sometimes used by bicyclists, but many cities ban bicycle riding on sidewalks.



The principal reason for a sidewalk is pedestrian safety. The sidewalk gives the pedestrian a place to walk outside of the vehicular travel lanes. Curb, gutter and sidewalk are required for all new development in the City. Some areas of Hanford lack sidewalks and curb and gutter such as McCreary Avenue. Currently, pedestrians walk in the street at these locations. The City's standard for a sidewalk requires a minimum of 4'-6" wide sidewalk for residential areas. In commercial areas, the requirement is a minimum 7'-6" wide sidewalk. When placed adjacent to the street, the curb would add another six (6) inches to the sidewalk width. In some residential areas, the sidewalk is separated from the street by a 7'-6" parkway. Canopy trees are usually planted at these locations. In some residential areas, sidewalks meander between adjacent arterial roads and the property lines.



Sidewalks are sometimes wider than are required by the City of Hanford Public Works Construction Standards such as in areas next to a school or a park. Most downtown sidewalks are ten (10) feet in width.

The preferred material for sidewalks is Portland Cement Concrete (PCC), which provides a smooth, durable finish that is easy to grade. A light broom finish parallel to the direction of flow is required.

4.1.2 PATHS OR PATHWAYS

Paths or pathways are typically used by pedestrians and some cyclists. Paths typically develop randomly as a means to travel the shortest distance between point of trip origin to destination by walking or bicycling and often when paved walkways are unavailable. For example, students have created their own well-trodden walking paths between the Country Crossings residential

community at Centennial Drive/Lacey Boulevard intersection and the College of the Sequoias and Sierra Pacific High School.

4.1.3 SHOULDERS

Shoulders serve pedestrians in many areas outside the city limits. The Caltrans-recommended shoulder widths are usually adequate to accommodate pedestrians. In areas where population densities are too low to justify sidewalks, shoulders should be wide enough (6 feet) to accommodate pedestrian and bicycle traffic. Many areas in and around Hanford such as the County islands and areas outside the city limits do not have sidewalks. Examples include Lacey Boulevard east of 10th Avenue, Fairview Place and Fargo Place northeast of the city, Kings Road in the central portion of the city, Furlong Drive in the north central area of the city, the streets in the unincorporated area of Home Garden, and the following roadways located east of 10th Avenue and north of Lacey Boulevard: Kruger Avenue, Miller Street, Jessie Avenue, Whitney Drive, Elm Street, Myrtle Street, Forrest Way, Gladys Way, and Ivy Street.



4.1.4 BRIDGES

Sidewalks on bridges should always be provided on both sides of bridges where pedestrian use can be expected. According to Caltrans Design Manual Basic Design Policies Section 105.2 Sidewalks and Walkways, (“the minimum width of sidewalk should be 6 feet when contiguous to a curb”). Wider sidewalks should be considered in urban settings with high pedestrian use. The bridge sidewalk must not be narrower than the approach sidewalk. Sidewalks on bridges with design speeds greater than 40 MPH require a vehicle barrier at the curb line.

4.1.5 UNDERPASSES

Sidewalks under bridges should always be provided on both sides of underpasses where pedestrian use can be expected. In Hanford, currently two streets pass under SR 198 and provide north-south connections to the City – Phillips Street and 11th Avenue. Currently, the design speed for streets that pass under the highway in Hanford is 30 mph. Sidewalk widths are less than six (6) feet under bridges.

4.1.6 SCHOOL ACCESS

The Pedestrian Network Map (Figure 4-2) identifies eighteen public school facilities including elementary, middle, and high schools, and the College of the Sequoias with roughly a 1,000 foot walking distance where Safe Routes to School improvements may be located. Safe Routes to School are discussed in Section 4.7.2 of this chapter. School access can include bicycles and

pedestrians. Currently many schools in Hanford have some signage and marked crosswalks at the primary entrance to the school grounds and the speed limit is reduced to within 500 feet of the school. Some schools, such as Pioneer Middle School, should increase the extent of striping, marked crosswalks, ADA curb ramp improvements, and signage to improve safety around schools.

4.2 Pedestrian Collision Analysis

Bicycle-involved collision data was obtained from the Transportation Injury Mapping System (TIMS) and the Statewide Integrated Traffic Records System (SWITRS) for a five-year period from January 2008 through December 2012. This data represents all reported pedestrian-involved collisions occurring in Hanford. Collisions that occur on off-street paths are also not included. A summary of total reported pedestrian collisions by year and severity are shown in Table 4-1.

Table 4-1
Pedestrian-Involved Collision Summary

Year	Total Collisions	Injury	Fatality
2008	18	17	1
2009	16	15	1
2010	11	10	1
2011	16	16	0
2012	11	11	0
Total	72	69	3

Source: California Highway Patrol SWITRS data 2008-2012

Collision data was analyzed to identify patterns in the occurrence of pedestrian-involved collisions which might highlight specific improvements needed in the City of Hanford's pedestrian program. This analysis primarily focused on collision location, primary cause, party at fault, and age of parties involved. Analysis results will be used to determine not only the need for physical improvements, such as sidewalk or marked crosswalks, to increase pedestrian safety, but also to identify the areas of most concern for education, enforcement, and safety programs.

The variation of pedestrian-related collisions by time of day, day of the week, and season of the year are typical of expected travel patterns. Consequently, the higher numbers of collisions experienced in Hanford during peak travel times are most likely the result of higher volumes of pedestrian and motor vehicle traffic rather than any other contributing factor. Weekdays account for 86.1% of the pedestrian-involved collisions. During the weekday peak periods, the evening (4:00 PM to 6:00PM) commute had twice as many collisions as the morning (7:00 AM to 9:00 AM.) A review of seasonal variations indicates that the incidences of collisions are highest in the autumn and lowest in the spring and early summer. The highest monthly rates are in November, September, August, October, and January, while the lowest rates are in July, March, April, May, and June.

4.2.1 LOCATION

Intersections pose the highest safety hazard for all traffic and the greatest challenge to traffic engineers. Of the 72 pedestrian-involved collisions reported between 2008 and 2012, 63, or 87.5%, occurred at or within 100 feet of an intersection. Tables 4-2 and 4-3 identify the roadways and intersections with the highest number of pedestrian collisions. The results will be used in developing pedestrian walkway recommendations in this Master Plan.

Table 4-2
Roadways with Highest Number of Pedestrian-Involved Collisions

Roadway	Number of Collisions
11 th Avenue	22
7 th Street	14
10 th Avenue	9
Lacey Boulevard	9
Florinda Street	6
Douty Street	6
Grangeville Boulevard	5
Hanford-Armona Road	5
Irwin Street	5

Source: California Highway Patrol SWITRS data 2008-2012

Table 4-3
Intersections with Highest Number of Pedestrian-Involved Collisions

Intersection	Collisions within 100' of intersection	Collisions over 100' from intersection
11 th Avenue at 7 th Street	4	0
11 th Avenue at Lacey Boulevard	2	0
11 th Avenue at 6 th Street	2	0
11 th Avenue at Florinda Street	2	0
10 th Avenue at Leland Way	2	0
7 th Street at Irwin Street	2	0
Lacey Boulevard at Greenfield Avenue	2	0
Lacey Boulevard at Park Avenue	2	0
11 th Avenue at Beverly Drive	0	2

Source: From California Highway Patrol SWITRS data 2008-2012

4.2.2 PARTY AT FAULT

Table 4-4 summarizes the primary cause of Hanford's pedestrian collisions as stated in the SWITRS reports. Figure 4-1 shows the locations of these collisions.

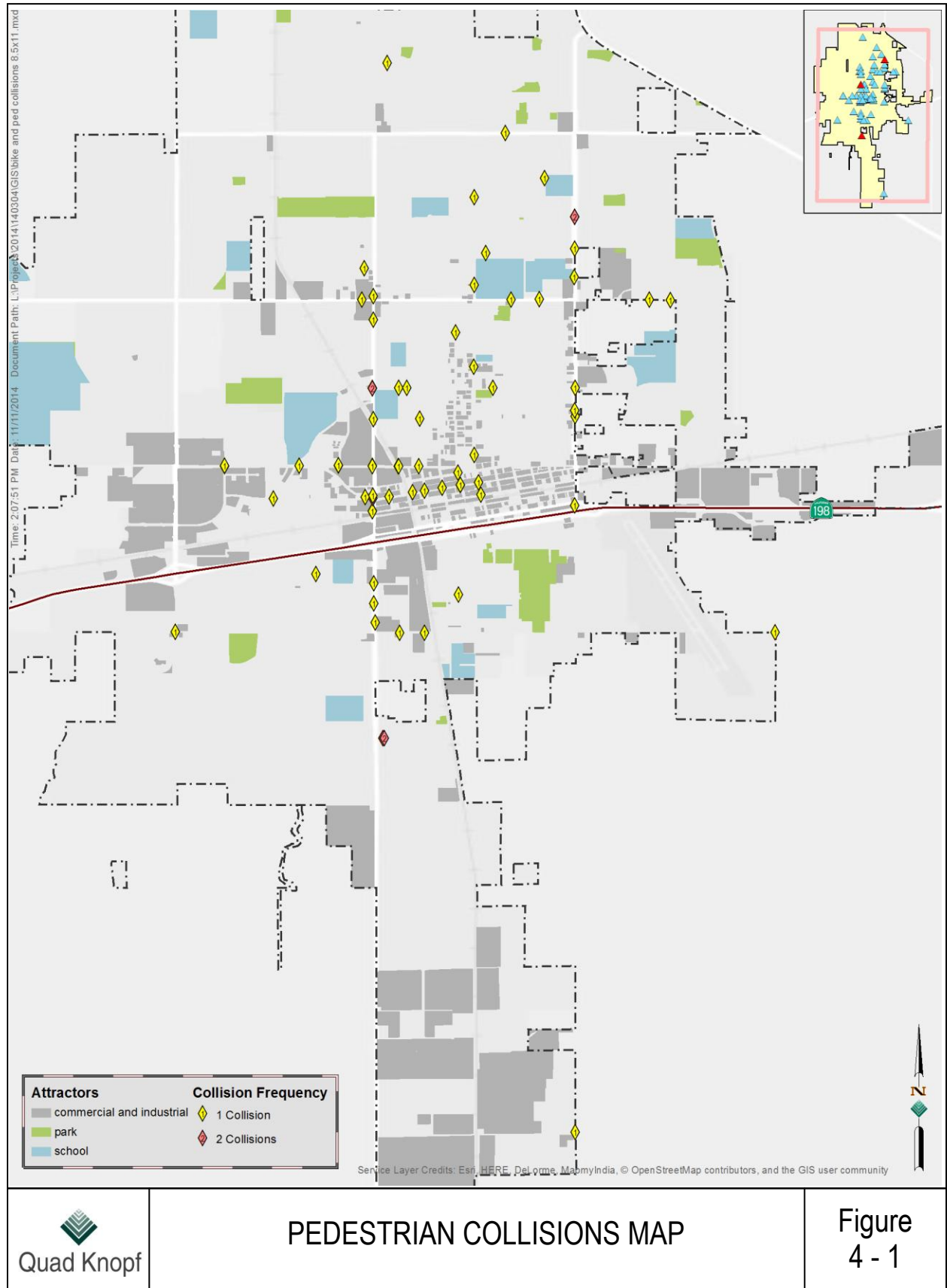
Table 4-4
Collisions by Primary Cause

Primary Cause of Collision	Number	Percentage
Pedestrian Right-of-Way (Crosswalk or Intersection)	31	43.1%
Pedestrian Violation	21	29.2%
Unsafe Speed	4	5.6%
Unsafe Starting or Backing	4	5.6%
Improper Turn	3	4.2%
Not Stated	3	4.2%
Other Improper Driving	2	2.8%
Failure to Obey Stop Sign or Traffic Signal	1	1.4%
Unknown	1	1.4%
Other Hazardous Violation	1	1.4%
Other than Driver (or Pedestrian)	1	1.4%
Total	72	100%

Source: California Highway Patrol SWITRS data 2008-2012

Of the 72 total pedestrian collisions, a pedestrian being struck at a crosswalk or intersection was determined to be the primary cause. Of the collisions where pedestrians were determined to be at fault, the overwhelming majority were due to pedestrians crossing the roadway outside of marked or unmarked crosswalks. This behavior was more common with adult pedestrians, as 66.7% of this collision cause were the fault of a pedestrian.





4.3 Pedestrian Safety

Pedestrian safety education targeted at all road users is an important means for promoting safe interactions between pedestrians, motorists, and cyclists. Currently, no programs or initiatives are currently in place in Hanford targeted specifically for pedestrian safety.

4.4 ADA Self Evaluation and Transition Plan

4.4.1 AMERICANS WITH DISABILITIES ACT

The Americans with Disabilities Act (ADA) is a comprehensive civil rights law for persons with disabilities. The ADA states that its purpose is to provide a "clear and comprehensive national mandate for the elimination of discrimination against individuals with disabilities." Congress emphasized that the ADA seeks to dispel stereotypes and assumptions about disabilities and to assure equality of opportunity, full participation, independent living, and economic self-sufficiency for people with disabilities. The ADA states that a public entity must reasonably modify its policies, practices, or procedures to avoid discrimination against people with disabilities.

4.4.2 ADA TRANSITION PLAN

The City of Hanford developed an ADA Transition Plan in 1995 and updated, with the public's input, in 2010-2011. As part of the update, the City performed a city-wide survey of its existing facilities and sidewalks to identify barriers for accessibility and developed a plan to update and improve pedestrian accessibility on its street rights-of-way. The City has established a 20-year time frame to remove pedestrian barriers that limit program accessibility to facilities and sidewalks.

Based on criteria listed in the ADA, the City will continue to prioritize and improve projects that include: government offices and facilities; bus stops and transportation facilities; places of public accommodation such as commercial and business areas; facilities containing employers; and other areas such as residential neighborhoods and underdeveloped regions of the City.

Hanford's General Plan will promote opportunities for pedestrian traffic throughout the City's more than 200 miles of roadway by continuing to develop and maintain a safe sidewalk system that facilitates pedestrian access for all persons, including the disabled, to public transit for commuting, recreation or other uses and destinations. City sidewalks will be planned and constructed in connection with street construction. The General Plan also states that subdivision layouts should include safe and pleasant designs which promote pedestrian access to arterial and collector streets, and consider the location of community services such as schools, parks and neighborhood shopping activity centers in the accessibility of their design for all persons.

4.4.3 ONGOING MAINTENANCE, REPAIR, AND NEW CONSTRUCTION

The City of Hanford's Design Standards for sidewalks, driveways, and curb ramps have been reviewed for consistency with state and federal accessibility requirements. The review found that

several of the City standard details need to be brought up to current accessibility standards. The City engages in annual maintenance efforts to repair cracked or heaved sidewalks and to address sidewalk improvements based on citizen's requests and/or needs at specific locations as budget allows. Street overlay and street re-construction projects include repair of sidewalk and construction of ADA compliant curb ramps. Other capital improvement projects with ADA components are completed every year and when applicable, the City works with developers to ensure that accessibility is included in the scope of their project.

4.4.4 ADA STANDARDS FOR SIDEWALKS

Safe and accessible sidewalk connections are the backbone of creating a pedestrian-friendly city. The City of Hanford has a very extensive sidewalk network. However, in order to build off of this existing network and promote connectivity and accessibility, the City needs to ensure that all sidewalk surfaces meet ADA standards. Meeting or exceeding ADA standards will contribute to a better pedestrian environment for all users.

ADA standards require a minimum of four (4) feet of unobstructed sidewalk. Some exceptions may be made to a minimum of three (3) feet because of right-of-way restrictions, natural barriers, or other existing conditions. Sidewalks should have a continuous surface that is not interrupted by steps or abrupt changes in level and have a slip resistant surface.

There are instances within the City of Hanford where the sidewalks are not up to standard for a number of reasons. In many cases, sidewalks are old and their age has caused the surface to crack and cause abrupt level changes. Additionally, sidewalks are frequently obstructed by signs, poles, benches, or other streetscape amenities, which encroach on the minimum four (4) foot sidewalk. There are also areas within the City where there may be a gap in the existing sidewalk network. As part of the ADA Transition Plan, the City should conduct an audit of the sidewalks and identify locations that need to be updated to meet the minimum ADA requirements.

4.4.5 ADA STANDARDS FOR CURB RAMPS

Curb ramps allow people with mobility impairments to gain access to the sidewalks and to pass through median islands in streets. Without curb ramps, these individuals would be forced to travel in streets and roadways, where they are in potential conflict with vehicles and/or are prevented from reaching their destination.

Curb ramps are required at every intersection where a pedestrianway crosses a curb. The preferred orientation is for two curb ramps per corner that align with the direction of the crosswalks. Sometimes the limited width of a sidewalk makes it necessary to locate one curb ramp in the center of the curb return. However, in locations where space is limited curb extensions should be considered as a method to widen the sidewalk and provide adequate room for curb ramps.

4.5 Recommended Pedestrian Network

4.5.1 RECOMMENDED ROUTE SELECTION CRITERIA

The Pedestrian Network Map (Figure 4-2) was created using available aerial photography, the General Plan Land Use Map, and on-site tours and evaluation. Although there are many miles of sidewalk throughout the City of Hanford that pedestrians are encouraged to use, the sidewalks on this Master Plan were selected based on the following criteria.

- **Connections to trip attractors:** Pedestrian routes provide links to shopping, parks, schools, and jobs.
- **Proximity to bus stops:** Although bus stops in the City are located along streets with sidewalks, the routes selected on the Pedestrian Network Map (Figure 4-2) meet two or more of the criteria listed here.
- **Exhibits or is earmarked as a great opportunity for future improvement:** Streets such as Lacey Boulevard east of 10th Avenue and 10th Avenue south of SR 198 are located in areas that are in the county, but when annexed into the City of Hanford, will be eventually improved. Zoning for Lacey includes mixed-use, regional retail, and higher density housing, all pedestrian traffic generating uses.

4.5.2 RECOMMENDED PEDESTRIAN NETWORK ROUTES

The Pedestrian Network Plan has been developed to encourage walking; improve the health of Hanford's citizens; connect residents to places where they can shop, relax, meet, pray, go to school, and work; and, explore the City where they live. Although residents and visitors are encouraged to walk on all sidewalks in the City, the following sidewalks were selected from the criteria identified in the previous section and represent the key locations where improvements should be prioritized. Improvements would include, but not be limited to, upgraded ADA-compliant curb ramps, marked crosswalks, street trees, bus shelters, sidewalk repairs, sidewalk widening, and new sidewalk installation.

- **Centennial Drive from Fargo Avenue to Lacey Boulevard:** The sidewalk meanders in a twenty foot (20') wide landscape strip and is separated from the street by a parkway. Shade trees help make a comfortable environment, and the privacy wall is composed of attractive masonry. The city should require that all future development create the same or similar pedestrian environment.
- **Irwin Street from Grangeville to Downtown:** The homes along this portion of Irwin Street display a variety – almost a history -- of architecture in the City of Hanford. Beautiful timeless examples exist of Craftsman, Tudor, American Farmhouse, Spanish Colonial, and Monterey style. In addition, parkways are wide, often include mature shade trees, and make for a pleasant walking experience. The City may want to look at opportunities for crosswalks to improve connectivity and safety. Further analysis of Irwin Street may need to be

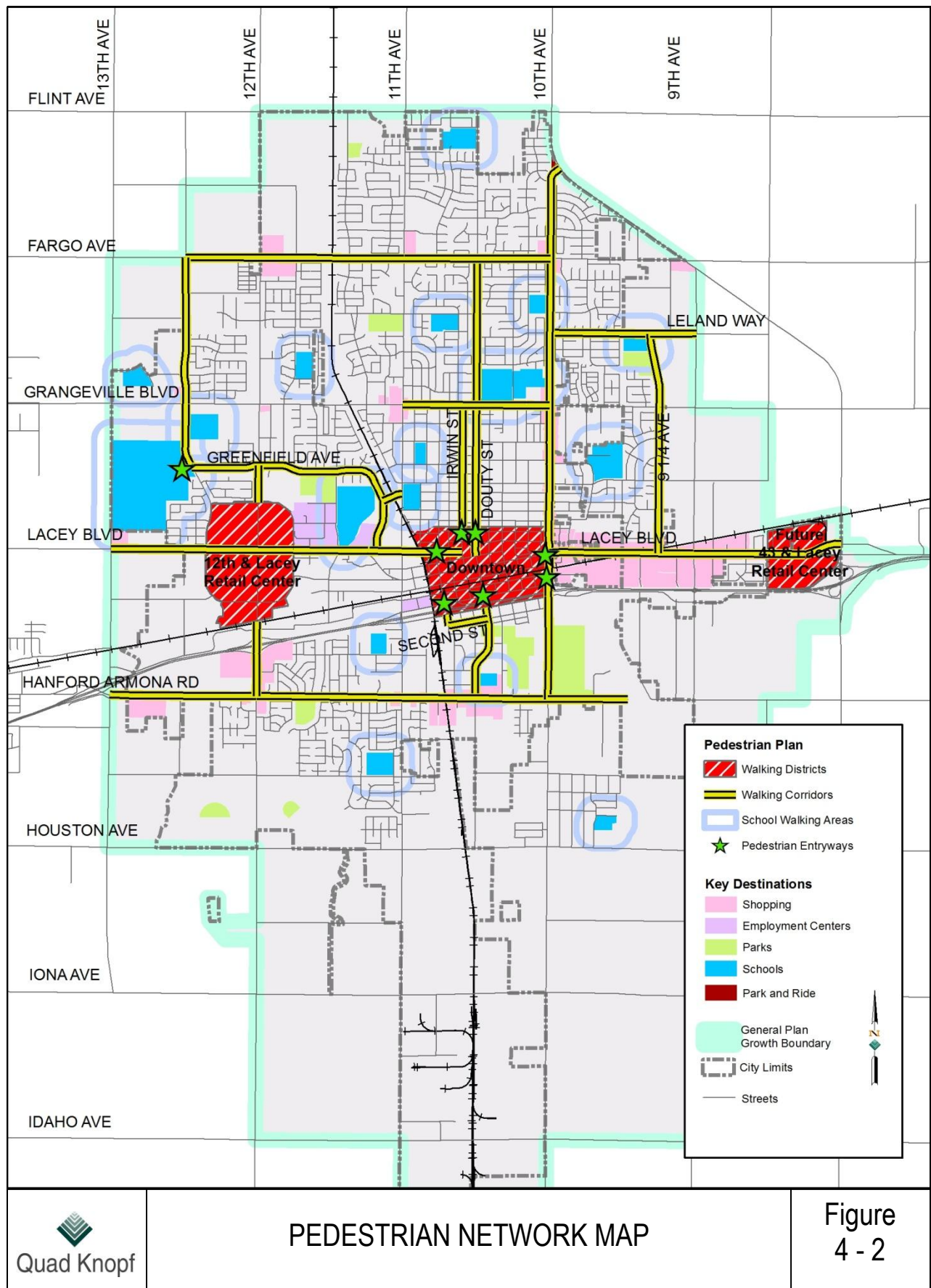
performed to determine potential crosswalk locations. Curb ramps may need to be upgraded to be ADA compliant.

- Douty Street from Fargo Avenue to Downtown:** Like Irwin Street, many of the homes along Douty Street from Ivy Street to Grangeville Boulevard display a variety – almost a history of architecture in the City of Hanford. Parkways are wide, often include mature shade trees, and make for a pleasant walking experience. Douty Street provides access to Hanford High School, Lacey Park, Earl F. Johnson High School, Central Valley Hospital, and St. Rose Catholic School north of SR 198. Douty Street provides connections to Coe Park, Longfield Center, Lincoln Elementary School, and Immaculate Heart of Mary Church south of SR 198. The City may want to look at opportunities for crosswalks to improve connectivity and safety. Further analysis of Douty Street may need to be performed to determine potential crosswalk locations. The intersection of Irwin Street at Douty Street 400 feet (400') north of Lincoln Elementary School is likely to require pedestrian safety improvements. Curb ramps may need to be upgraded to be ADA compliant.


- 10th Avenue from SR 43 to Hanford-Armona Road:** This nearly four (4) mile route provides access from residential neighborhoods to shopping, schools, the downtown core, Kings County Fairgrounds, the youth soccer complex, and other designated routes on the pedestrian network. Many of the sidewalks meander in 15', 20', or 25' landscaped setbacks. Some sidewalks abut the street curb. South of Crass Street, sidewalks take on a more urban feel where they abut the street with street trees located in cut-outs in the concrete. Curb ramps may need to be upgraded to be ADA compliant.
- 9 ¼ Avenue from Leland Way to Lacey Boulevard:** The west side of 9-¼ Avenue is one of the few streets on the recommended pedestrian network where sidewalks abut the street curb. It was selected because as properties develop, it does provide future opportunities on the east side of the street as well as a portion from Lacey Boulevard to a point one hundred feet (100') south of Hawthorn Street to require developers to separate five foot (5') minimum sidewalks from the street curb by a landscaped tree covered parkway. Crosswalks may also be considered at controlled intersections to improve connectivity. Further analysis of 9-¼ and 9th Avenues may need to be performed to determine the suitability of potential crosswalk locations. There are many locations where shade trees have been planted between the sidewalk and the property line. The City should make efforts to add trees in the locations where space exists and trees are lacking or nonexistent. During the workshops, the community identified this segment as one of their key sidewalk improvement priorities on the pedestrian plan.
- Fargo Avenue from Centennial Drive to 10th Avenue:** Portions of this section include a meandering sidewalk within the twenty foot (20') width landscape buffer, and landscaping.

The sidewalk is separated from the street curb by a variable width parkway with shade trees. This section of roadway provides access to shopping at 10th and 11th Avenues, a park at Glacier Way, and connections to the pedestrian network at 10th Avenue and Douty Street. Many homes front Fargo Avenue between Aspen Street and 10th Avenue resulting in a large number of driveways. The City should ensure that new development plans include a similar approach to the pedestrian network here.

- **Leland Way from 10th Avenue to 9th Avenue:** Leland Way is one of the few streets on the recommended pedestrian network where sidewalks abut the street curb. It was selected because it provides access to 10th Avenue, Hamilton Elementary School, and Freedom Park (via 9-¼ Avenue). As the area develops, crosswalks should be considered at busy intersections to improve connectivity. Further analysis of Leland Way may need to be performed to determine potential crosswalk locations. Curb ramps may need to be upgraded to be ADA compliant and sidewalks may need to be widened where light poles and utility poles interfere with adequate width.
- **Grangeville Boulevard from 11th Avenue to 10th Avenue:** This one mile portion of Grangeville Boulevard provides access to Hanford High School, the shopping center at 11th Avenue and Grangeville Boulevard, shopping at 10th Avenue and Grangeville Boulevard, and connections to the pedestrian network at Irwin and Douty Streets. One of the priorities along this portion of Grangeville Boulevard is the upgrading of curb ramps. Much of this area lacks street trees which should also be a consideration.
- **Greenfield Avenue from Centennial Drive to Lacey Boulevard and Elm Street to Wilson Junior High School:** The sidewalks provide access from the residential neighborhoods to Hanford West High School, Youth Sports Complex, shopping along Lacy Boulevard, and Adventist Health Center. Further analysis of Greenfield Avenue may need to be performed to determine potential crosswalk locations. During the public workshops, the community identified this section of the pedestrian plan as one of their preferred locations for walking and biking. They selected this street as an ongoing priority for sidewalks, curb ramps, and amenity improvements.
- **West Lacey Boulevard from 13th Avenue to Civic Center Park:** Lacey Boulevard is the City's main east to west commercial corridor. West Lacey Boulevard provides access to and from many trip attractors including Centennial Plaza and Hanford Mall, Kings County Government Center, Adventist Medical Center, Hanford Towne Center, and Downtown.



- East Lacey Boulevard from Downtown to SR 43:** East Lacey Boulevard provides access to and from downtown, shops like Smart & Final, and the proposed regional center at SR 43. Lacey Boulevard is the City's main east to west commercial corridor. Sidewalks and ADA ramps will need to be installed as Lacey Boulevard is improved. The City could consider requiring up to ten feet (10') of buffer from the street curb to the property line. The ten feet should include a minimum five foot (5') sidewalk separated from the curb by a landscaped parkway that includes shade trees to encourage walking. During the workshops, the community selected the corridor of sidewalks between 10th Avenue and SR 43 as one of their key priority improvement projects.
- Hanford-Armona Road from 13th Avenue to Hanford Municipal Airport:** Hanford-Armona Road is also one of the City's bike lanes. Efforts should be made to install shade trees in the parkways between the curb and the sidewalk or between the sidewalk and the property line. ADA access should be improved around utility poles that are embedded in the sidewalk wherever additional width is available. Crosswalks should be considered in high traffic areas such as Harris Street at the Immaculate Heart of Mary Church. Further analysis of Hanford-Armona Road may need to be performed to determine this potential crosswalk location.


- Second Street from Douty Street to Phillips Street:** Second Street is a residential street with wide unlandscaped parkways. Second Street gets pedestrians from Coe Park, Longfield Center, and residential neighborhoods to downtown via Phillips Street, which provides access to downtown under SR 198. Providing more pedestrian and bicyclist opportunities for access from the homes, schools, and businesses south of SR 198 to downtown is a signature goal of this report.
- Phillips Street from Second Street to Downtown:** Providing more pedestrian and bicyclist opportunities for access from the homes, schools, and businesses south of SR 198 to downtown is a signature goal of this report. Phillips Street is one of two streets that pass under SR 198. The City might consider improving lighting and installing a mural here at the underpass which would encourage greater pedestrian use to downtown and the jobs on Fourth and Fifth Streets. Curb ramps may need to be upgraded to be ADA compliant. Crosswalks at the Third Street intersection should be considered. Completion of a sidewalk between Fourth Street and the alley north of Fourth Street will need to be installed. Further analysis of Phillips Street may need to be performed to determine potential crosswalk locations.
- 12th Avenue from SJVRR tracks to Hanford-Armona Road:** This segment serves to connect the Lacey Boulevard/12th regional retail center with Hanford-Armona Road and the commercial and mixed uses along the way. The 12th Avenue interchange with SR 198 is currently being upgraded and will have improved pedestrian access over the freeway.

4.6 Recommended Improvements

4.6.1 ADA TRANSITION PLAN

The City should continue the efforts for improvements on facilities identified in the “ADA Self Evaluation and Transition Plan”, as well as all sidewalks in street rights-of-way. At the time of its publication, the schedule requires that all improvements be completed in fifteen years (2025-2026) for facilities and twenty years (2030-2031) for sidewalks in street rights-of-way.

4.6.2 ASSESS AND REPAIR SIDEWALK SURFACE

Safe and accessible sidewalk connections are the backbone of creating a pedestrian-friendly city. The City of Hanford has a very extensive sidewalk network. However, in order to build off of this existing network and promote connectivity and accessibility, the City needs to ensure that all sidewalk surfaces meet ADA standards and is void of any tripping hazards to everyone. Meeting or exceeding ADA standards will contribute to a better pedestrian environment for all users.

ADA standards require a minimum of four feet (4') of unobstructed sidewalk. Some exceptions may be made to a minimum of three feet (3') because of right-of-way restrictions, natural barriers, or other existing conditions. Sidewalks should have a continuous surface that is not interrupted by steps or abrupt changes in level and have a slip resistant surface.

There are instances within the City of Hanford where the sidewalks are not up to standard for a number of reasons. In many cases, sidewalks are old and their age has caused the surface to crack and cause abrupt level changes. In some instances, tree roots in close proximity to a sidewalk have forced the concrete to rise causing tripping hazards and obstacles for the elderly or disabled.

Additionally, sidewalks are frequently obstructed by signs, poles, benches, or other streetscape amenities, which encroach on the minimum four foot (4') sidewalk. There are also areas within the City where there may be a gap in the existing sidewalk network. As part of the ADA Self Evaluation and Transition Plan, the City should conduct an audit of the sidewalks and identify locations that need to be updated to meet the minimum ADA requirements. These areas should be prioritized by the City based upon their proximity to major destinations.



4.6.3 MARKED CROSSWALKS

Pedestrians are only prohibited from crossing a street at unmarked locations between two adjacent signalized crossings in California. Crosswalks are generally marked to indicate the preferred locations for pedestrians to cross the street and to designate right-of-way for motorists to yield to pedestrians. Crosswalk markings should not be used indiscriminately. In 2002, the Federal Highway Administration released the results of a nationwide study of 1,000 marked crosswalks and 1,000 unmarked crossings at uncontrolled (without stop signs or traffic signals) intersections that lacked any traffic calming or special pedestrian crossing devices (i.e. bulb outs, flashing beacons). The study found that marked crosswalks alone did not significantly reduce the number of pedestrian crashes. In fact, on multi-lane streets with over 12,000 vehicles per day, **marked crosswalks were associated with higher incidents of pedestrian crashes**. In general, crosswalks may be marked under the following conditions:

- At locations with traffic signals or stop signs;
- At non-signalized crossings in designated school zones;
- At non-signalized locations where an engineering judgment may find a crosswalk desirable due to the number of vehicle lanes, traffic speeds, traffic volumes, and the geometry of the location;
- In some instances, marked crosswalks alone may not be sufficient:
 - On streets where the speed limit exceeds 40 miles per hour;
 - On roadways with four or more lanes, average daily traffic over 12,000, and without a raised median or crossing island; and
 - On roadways with four or more lanes that do have a raised median or crossing island but with average daily traffic exceeding 15,000.

Other crossing improvements can include traffic calming measures (i.e. curb extensions, raised crosswalks, “road diets”), traffic signals and pedestrian signals where warranted, enhanced overhead lighting, or other substantial crossing improvements. Crosswalks shall be white unless located in a school zone, where they are to be yellow.

4.6.4 PARKING RESTRICTIONS AT INTERSECTIONS AND CROSSWALKS

Vehicles parked in parking lanes adjacent to the curb can limit the visibility of pedestrians at intersections and crosswalks. Implementing parking restrictions adjacent to intersections and crosswalks is a relatively easy method of improving pedestrian visibility.

Based upon the California Manual on Uniform Traffic Control Devices’ (MUTCD) recommendations, the City should ensure that parking is restricted for a minimum of 1.5-car lengths (30 feet) on the nearside of signalized intersection and for 1-car length (20 feet) on the

far side of a signalized intersection. Similarly, a parking restriction of 1-car length (20 feet) should be installed adjacent to both sides of all marked crosswalks. Red “no parking zones” should be regularly maintained to enforce these recommendations.

The City of Hanford Municipal Code *Title 10: Vehicles and Traffic* states that it is unlawful for the driver of a vehicle to stop or park their vehicle “within fifteen (15) feet of a crosswalk at an intersection in any business district” or “within fifteen (15) feet of the approach to any traffic signal, boulevard stop sign, official electric flashing device” or in high violation areas. The curb in these locations should be painted red. To create a culture of compliance for these existing and newly proposed rules, the City needs to consistently enforce these rules through warnings and ticketing.

4.6.5 PEDESTRIAN SIGNALS

We are all familiar with the pedestrian signals of the walking person or walk and raised hand or DON'T WALK at traffic signals, but pedestrian signals can be enhanced with other technologies.

Accessible Pedestrian Signals (APS): Accessible pedestrian signals (APS) are devices that communicate information about the pedestrian signal timing in non-visual formats such as audible tones, verbal messages, and/or vibrating surfaces. These devices should be used at signalized intersections that are difficult to cross for pedestrians with visual disabilities, including those locations with complex signal operations, right turn on red, wide streets, quiet traffic, and traffic circles. APS signals are usually installed at particular intersections at the request of a visually impaired individual or their family member.

When audible tones are used, the sound will only activate during the WALK interval. These sounds can be bells, buzzing, birdcalls, or speech messages (for example, “Lacey. Walk sign is on to cross Lacey”). Different and distinct sounds should be used for east/west travel and for north/south travel. The installation of Audible Pedestrian Signals may be considered when an engineering study and evaluation have been conducted and minimum conditions have been met (see CA MUTCD Section 4E).

Vibrotactile APS: Vibrotactile APS involves either the push button or a raised arrow on the housing vibrating during the WALK interval. The vibration may be slow during the DON'T WALK interval and fast during WALK.

Countdown Signals: Pedestrian countdown signals should be provided at all new signals. Countdown signals display how many seconds remain in the pedestrian change interval (flashing upraised hand). This reduces the number of pedestrians that get stranded in the middle of the street when the light changes. This application is particularly useful at wide crossings and where there are a high number of mobility-impaired pedestrians.



Push Buttons: The push buttons used to activate a pedestrian signal have their own design requirements. Since 2012, all new APS installations are required to have a tactile arrow on the pushbutton and are required to be a minimum of two inches (2”) in diameter so they can be operated using a closed fist. This is especially helpful for persons with mobility impairments or if one’s hands are full and cannot activate the button with their fingers. Push buttons should be located convenient to the corresponding crosswalk so as to encourage their use by both pedestrians and people in wheelchairs. Push buttons should be located no more than five feet from the crosswalk and should be placed on signal poles if they are adjacent to the crosswalk area. Separate pedestrian push button posts should be used when the signal poles are more than five feet from the crosswalk.

Mid-Block Crossings: There are instances when a mid-block crossing is desirable, especially on long blocks where crossings are far apart or where there is a concentration of pedestrians crossing mid-block anyway. With proper design and placement, mid-block crossings can provide safety benefits. Before installing a mid-block crossing, consideration must be given to traffic speeds and volumes, roadway width, sight distance, nearby land uses, and lighting. As roadway widths, traffic volumes, and traffic speeds increase, mid-block crossings may require more safety features. For example, a crossing on a two-lane local road may need no more than just a marked crosswalk and required signage whereas a four-lane arterial street may require a marked crosswalk, signage, beacons, and a refuge island.

If gaps in traffic flow are inadequate and pedestrians become impatient, they may endanger themselves by crossing when it is not safe. Mid-block crossings along busy streets may need to be improved with pedestrian actuated signals.

Reductions in Crossing Widths: The less time a pedestrian spends in the roadway, the smaller the risk of conflict with automobiles. Reducing pedestrian crossings is a desirable design feature when feasible. Crossing islands (center islands, refuge islands, pedestrian islands, median slow points) are placed in the center of the street and allow pedestrians to cross one direction of traffic at a time. This treatment is especially helpful for children, seniors, and people with disabilities who may not be able to cross the entire width during short gaps in traffic. Islands and medians are also traffic calming devices because they narrow the roadway which often slows motorists. A well-designed island provides a cut-through (rather than ramps) that is at least four feet (4’) wide and eight feet (8’) long with detectable warnings at both ends.

Another way to narrow crossing widths is with curb extensions or bulb outs that extend the sidewalk into the parking lane and usually reduces the radius of the corners to slow turning vehicles. This brings pedestrians closer to the travel lanes, making them more visible to motorists.

4.6.6 STREETSCAPE ENHANCEMENTS

Streetscape enhancements are pedestrian improvements beyond the minimum standard that help to create an enhanced pedestrian experience and contribute to the overall livability of the City. Streetscape enhancements include pedestrian scaled lighting, street trees and landscaping, street furniture, colored or decorative paving, and decorative crosswalks. During the public

workshops, the community identified pedestrian scale and street lighting, shade trees, benches, and access to bus stops as their key priorities for improving the pedestrian network in Hanford. In addition, traffic calming measures are often employed to reduce crossing distances and traffic speeds and increase visibility of pedestrians crossing the street. Streetscape enhancements should be prioritized for locations adjacent to major trips attractors identified in Chapter 3 and on Figure 3-2.

4.6.7 KART BUS STOPS

The City should work with KART to increase the number of bus shelters along each of its routes particularly in areas where there is high passenger use. The pedestrian network is particularly important to transit riders, who will most often begin and end their trips as pedestrians. Because people with disabilities and senior citizens often rely on transit as a vital means of transportation, accessible routes to transit stops and site design must accommodate their needs. As a general rule, riders are willing to walk one-quarter mile to and from a transit stop. At a minimum, the City needs to ensure that dense pedestrian networks - including paved sidewalks, curb ramps, and safe crossings - are in place within a quarter mile radius of transit stops.



Bus stops must be designed for safety and accessibility. They should be equipped with bus stop signage, lighting, trash receptacles, and shelters with seating. If a bus shelter is in place, there must be a clear path allowing pedestrians to comfortably pass. Stops should be located on the far side of intersections so pedestrians cross the street behind the bus where motorists are more likely to see pedestrians. It is also imperative to provide a wider sidewalk at stops to allow enough room to operate wheelchair lifts.

4.6.8 DRIVEWAY CROSSINGS

Driveways can be an especially challenging obstacle for people in wheelchairs or using walkers. Problems occur most often when the sidewalk is located adjacent to the curb which forces pedestrians to walk across the driveway apron. Driveway aprons are constructed similar to curb ramps with flares on either side of the ramp. So when the sidewalk leads right to the driveway apron, pedestrians must travel over the flares. These flares and ramps can have slopes greater than two percent that can cause wheelchairs to tip and provides an unstable surface for walkers. Driveway crossings must be designed with a level pedestrian zone to meet ADA requirements.

4.7 Pedestrian Support Facilities and Programs

4.7.1 SUPPORT FACILITIES

A number of elements that are not necessary for pedestrians, but will enhance the pedestrian environment are:

- Benches placed in retail areas, parks, and at bus stops;
- Trash receptacles provide a service for pedestrians and keep pedestrian areas clean; and,
- Landscaping can create a more inviting environment in which to walk, especially when trees provide much needed shade on warm days. Trees and shrubs need to be maintained so as not to intrude upon the pedestrian space – both horizontally and vertically – and to not block motorists' ability to see pedestrians at intersections and driveways.

4.7.2 EDUCATION PROGRAMS

Pedestrian safety education targeted at all road users is an important means for promoting safe interactions between pedestrians, motorists, and cyclists. The following programs and initiatives should be considered for the City of Hanford:

- Community education programs: Community education programs relating to pedestrians and bicyclists;
- Neighborhood Traffic Calming Program: The City of Hanford may consider adopting a Neighborhood Traffic Calming Program, traffic enforcement, and traffic safety education;
- Walking audits: The City should consider holding periodic walking audits at locations with high incidence of pedestrian collisions. These events would bring together City transportation staff, police officers, bicycle and pedestrian advocates, and community members to strategize ways of improving walking conditions and general safety at these locations;
- Local walking promotions: Walk-your-child-to-school day, monthly community walking days, employer lunchtime walks, and organized walk-to-transit campaigns are all examples of simple initiatives that can conveniently and seamlessly integrate walking into a variety of lifestyles;
- Pedestrian map: As a companion piece to the Bicycle Master Plan, the City should consider publishing a citywide pedestrian guide complete with safe walking tips, key pedestrian zones, annual or recurring events such as festivals and farmers markets, and contacts for additional walking information. The City should consider preparing a Pedestrian Network Map that can be distributed to the residents of Hanford in order to identify safe, comfortable, and attractive environments where they would be encouraged to walk. Walking encourages people to rely

less on the use of the automobile, improves health and mental attitudes, and serves as opportunities to improve and increase social activities; and

- Public education campaigns: These campaigns are designed to promote walking, as well as bicycling, focusing on the benefits of non-motorized travel modes;
 - As funding or other opportunities become available, consider using volunteers or City staff to create public service announcements for display on television, the internet, and/or outdoor billboards;
 - Partner with KART to display posters promoting safe interactions between road users on transit vehicles and at bus stops;
 - Partner with other cities to share and obtain traffic safety information and best practices; and
 - Utilize home mailings and utility bills to distribute brochures, newsletters, and other safety and education materials. Consider providing different materials depending on the target audience, which might vary by location or age.

4.7.3 SAFE ROUTES TO SCHOOL

Safe Routes to School (SR2S) is a shorthand name for a broad array of programs designed to encourage walking and cycling to school. These programs focus on improving traffic safety around schools and promoting the health benefits of increased walking and biking. At the same time, SR2S programs benefit non-participating motorists and transit users with reductions in traffic congestion around schools. SR2S programs typically involve partnerships among municipalities, school districts, community volunteers, and law enforcement. Safe Routes to School programs encompass a five-pronged strategy known as the “Five E’s”:

- Education: For Safe Routes to School programs, students are taught bicycle, pedestrian and traffic safety skills, and educational campaigns aimed at drivers are developed;
- Encouragement: Events and contests such as walkathons are used to encourage walking,

SafeRoutes



bicycling, or carpooling. These events are especially effective when they include participation by parents in an effort to change their travel behaviors as well;

- **Enforcement:** Law enforcement agencies use a variety of specialized enforcement tactics, such as pedestrian safety stings and speed radar trailers;
- **Engineering:** Signing, striping, and infrastructure improvements are put in place to create clearly delineated walking and cycling routes to schools; and
- **Evaluation:** Monitoring and documenting outcomes, attitudes and trends through the collection of data before and after activities and projects so modifications can be made if needed.

The Sustainable Transportation Planning Grant Program was created to support the California Department of Transportation's (Caltrans) current Mission: Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The goals of the grant program are directed to emphasize more transportation planning efforts that promote sustainability.

Transportation planning grant applications for Sustainable Communities Grants fund transportation planning projects for 2016 – 2017 were due in December 31, 2015. The City of Hanford will need to wait until the next round of grant funding is available for safe routes to school plans. The City would need to work with the school district, individual schools, and parents to identify barriers to walking and bicycling and prepare a plan with detailed recommendations and supportive policies for physical changes to streets, sidewalks, and intersections that will support safe and active transportation to all the schools within the City.



The Pedestrian Network Map (Figure 4-2) identifies eighteen public school facilities including elementary, middle, high, and college with roughly a 1,000 foot walking distance where Safe Routes to School improvements can be focused in order to improve safe pedestrian and bicycle access around schools. Signing, striping, and infrastructure improvements will need to be identified on a school-by-school basis to determine the needs and funding availability.

CHAPTER 5

IMPLEMENTATION PLAN

IMPLEMENTATION PLAN

This section presents the implementation plan for the Hanford Pedestrian and Bicycle Master Plan. It first describes the many ways that projects can be implemented. The action steps necessary to implement and maintain a pedestrian and bicycle-friendly street network are addressed. Criteria developed for prioritizing projects are discussed, followed by a listing of the projects. Finally, cost estimates for constructing the pedestrian and bicycle plan and potential funding sources are provided.

5.1 *Implementation Process*

The actual implementation of the projects described in this Master Plan will occur incrementally through a variety of methods. While many projects will be planned, designed, and constructed as stand-alone projects, others can be implemented in conjunction with road maintenance projects or new development projects. The four most common ways this can occur are:

- **Standard repaving program:** When an arterial or collector is scheduled for repaving, reevaluate roadway and lane configurations with bike lanes and routes in accordance with the Master Plan. If necessary, consider restriping for narrower inside travel lanes. Lower volume collectors and local streets may be able to support 11-foot wide lanes.
- **Frontage development or redevelopment:** When the frontage of a roadway is developed, the roadway should be designed and constructed to have bike lanes or routes as proposed in this Master Plan.
- **Roadway extensions:** When a roadway is built or extended, bike lanes or bike routes, as proposed in this Master Plan, should be included as part of the total project.
- **New developments:** New streets in new developments should be constructed in conformance with this Master Plan.

Bicycle education programs face serious challenges; they must compete for funds, and for public interest and participation with school, work, family, and all the usual daily distractions. Attempts by a community to provide all these programs can put stress on a system that is already overloaded; money and staff are in short supply in every jurisdiction. For this reason, a community must explore all possible avenues in designing and implementing a bicycle education strategy and prioritize which programs are the most important. School districts and city departments such as Planning, Public Works, Police, etc. must be brought into the effort. Community and civic organizations, employers, local businesses, and cycling clubs should also be recruited as resources and volunteers. Some of the most successful programs are a result of coalitions of public agencies and private groups working together towards a common goal.

This section prioritizes projects, but this does not mean that low and medium priority projects must wait until high priority projects are implemented. Rather, due to the variety of ways projects can be funded and constructed, all the projects in this Master Plan should be considered

important. If one of the above opportunities arises that could implement any of these bikeways within the scope of another project, the project should be included. In reality, the highest priority projects are those projects whose implementation can be efficiently and effectively achieved with the resources at hand.

5.2 Implementation Policies

In addition to implementing project-specific improvements, the following policies will help provide the needed staff directive to keep Hanford a pedestrian-friendly and bicycle-friendly city.

Objective 1: *Prepare and maintain a Pedestrian and Bicycle Master Plan that identifies existing and future needs, provides specific recommendations for facilities and programs, and identifies priorities and funding sources for implementation.*

Policy 1.1: Implement the Pedestrian and Bicycle Master Plan which identifies existing and future needs.

Policy 1.2: Update the Pedestrian and Bicycle Master Plan to meet requirements of funding opportunities approximately every four to five years.

Policy 1.3: Schedule pedestrian and bicycle network improvements in annual updates to the Capital Improvement Program (CIP).

Policy 1.4: In the annual staff, operations, and maintenance budgets, include funding for regular facility evaluation, maintenance, and repair, as well as funding to review development and zoning proposals for effect on mobility.

Policy 1.5: Establish a spot improvement program for low-cost, small-scale improvements, such as pavement maintenance, hazard removal, or bicycle rack installation.

Policy 1.6: Work with Caltrans on pedestrian and bikeway issues related to State highways.

Policy 1.7: Assign a project coordinator to oversee implementation of the Pedestrian and Bicycle Master Plan and coordinate activities between City departments and other jurisdictions.

Policy 1.8: Initiate a program to identify and repair unsafe areas along designated bikeways, such as unsafe drainage grates and uneven pavement.

Policy 1.9: Develop procedures to ensure proper communication between Public Works, Police, and Fire Departments to ensure access to walkways/bikeways, quick response times, and cleanup after special events such as vehicle collisions, severe storms, and other events.

Policy 1.10: Involve nearby businesses, residents, and appropriate organizations and nonprofits to assist with maintenance responsibilities, watch programs, litter collection days, and similar events.

Policy 1.11: Require proposed development to implement and develop funding mechanisms to 1) maintain sidewalks, roadway paving, and landscaping 2) implement streetscape design improvements, and 3) accommodate growth with an emphasis on reduced reliance on the automobile.

Policy 1.12: Consider the California Highway Design Manual (HDM), the California Manual of Uniform Traffic Control Devices (MUTCD), the National Association of City Transportation Officials (NACTO) guidelines, and the American Association of State Highway Transportation Officials (AASHTO) Guidelines when designing pedestrian and bicycle facilities.

Policy 1.13: Accommodate the needs of bicyclists of all types (commuters, recreational riders, children, and families) in planning, developing, and maintaining a bikeway network that is safe and convenient.

Policy 1.14: Work with the College of the Sequoias and Sierra Pacific High School to provide a multi-use trail from Greenfield Avenue at Centennial Drive through the school properties to 13th Avenue.

Policy 1.15: Consider development of a loop trail system within the Youth Soccer Complex and the Bob Hill Youth Athletic Complex by cooperating and coordinating efforts with the complexes' managers.

Policy 1.16: Where existing streets cannot feasibly be widened, and it is determined that additional travel lanes are warranted, this Master Plan should not be used to prohibit implementation of the recommendations of the warrant study. If the warrant study recommends modifications inconsistent with this Master Plan, the Public Works Director, and ultimately the City Council, can make such modifications upon finding that the modifications are the best solution to maintain safety for all travel modes.

Objective 2: *Develop a comprehensive pedestrian and bikeway network that is feasible, fundable over the life of the Master Plan, and serves the pedestrian's as well as bicyclist's needs for all trip purposes.*

Policy 2.1: Expand the current bikeway network to fill the gaps in existing routes, provide links to trip attractors, and enhance safety for all roadway users and bicyclists of all abilities.

Policy 2.2: Develop a pedestrian and bikeway network that enhances safety and convenience of walking and bicycling to work and to school as a means to reduce dependence on the automobile, improve air quality, and promote healthy exercise.

Policy 2.3: Include facilities that support bicycling in all new development projects. This should include pedestrian/bicycle connections from contemporary subdivision designs to surrounding arterials and collectors, bicycle parking at shopping, employment, and recreational centers, and bikeways on new collector roadways.

Policy 2.4: For schools in the City of Hanford, evaluate and consider opportunities to improve pedestrian and bicycle safety within a quarter mile radius of school grounds, including, but not limited to, crosswalks, lighting, signage, pavement markings, traffic calming, ADA access, crossing supervision, and wide sidewalks.

Objective 3: *Provide the related support facilities and amenities necessary for bicycle travel to assume a significant role as a local alternative mode of transportation and recreation.*

Policy 3.1: Consider the support of facilities such as secure bicycle parking, showers, and storage lockers for equipment and clothing for City employees. Encourage other employers to provide similar programs.

Policy 3.2: Require secure bicycle parking at shopping, employment, and recreational centers.

Policy 3.3: Adopt a bicycle parking ordinance that specifies parking needs for commercial, office, multi-family, and industrial developments of a certain size.

Policy 3.5: Encourage new large scale commercial, office, and industrial development to provide a variety of support facilities such as secure and convenient bicycle parking and shower/locker facilities.

Policy 3.6: Ensure secure, adequate and easily accessible bike parking at destinations throughout Hanford.

Policy 3.7: Install directional and informational signage, “Share the Road” signs, markers, and stencils on on-street bikeways, local roads, and State Routes to improve “way-finding” for bicyclists, assist emergency personnel, and heighten motorist’s awareness.

Policy 3.8: Encourage all Hanford school districts to provide and actively maintain sufficient, convenient, safe, and attractive bicycle racks at all public schools.

Objective 4: *Improve safety for pedestrians and bicyclists by implementing education and promotion programs for all Hanford residents and by enforcing pedestrian, bicycle, and motorist laws and regulations affecting pedestrian and bicycle safety.*

Policy 4.1: Develop and distribute pedestrian/bicycle safety material and education programs for child pedestrians and bicyclists and develop programs for adult bicyclists and motorists that increase knowledge of safe walking/bicycling practices and encourage individual behavior change with emphasis on walking/bicycle safety and laws related to walking and cycling.

Policy 4.2: Continue the enforcement of the California Vehicle Code (CVC) with respect to pedestrian and bicyclists’ rights and responsibilities in order to reduce CVC violations that result in collisions.

Policy 4.3: Consider assigning an officer to pedestrian and bicycle safety.

Policy 4.4: Develop a schedule of fines applicable to infractions committed by bicyclists within the City of Hanford (allowable under CVC Section 42001 (d)).

Policy 4.5: Promote programs that reduce incidences of theft and continue efforts to recover stolen bicycles through the bicycle license program.

Policy 4.6: Coordinate the delivery of bicycle safety education programs to schools, utilizing assistance from law enforcement agencies, local sports and/or bicycle shops, and other appropriate groups and organizations.

Policy 4.7: Improve safety of busy intersection crossings using one or more of the following: routine pedestrian signal cycles, pedestrian push buttons, high-visibility crosswalk markings, signage, and education.

Policy 4.8: Prioritize safety improvements in the vicinity of schools, public transit, and other high-priority pedestrian destinations.

Policy 4.9: Improve collection and analysis of collision data. The Public Works Department shall review this data to identify problem areas which require immediate attention.

Policy 4.10: Maximize traffic safety for automobile, transit, bicycle users, and pedestrians.

Policy 4.11: Restrict parking near intersections to ensure visibility and traffic safety.

Policy 4.12: Work to reduce the rate of pedestrian and bicycle collisions, injuries, and fatalities.

Policy 4.13: Identify safety counter measures at areas of high collision activity. Recommend and implement safety improvements.

Policy 4.14: Driveways and driveway landscaping shall be designed to minimize interference with pedestrians.

Policy 4.15: Ensure that on-street parking does not conflict with Class II bike lanes.

Policy 4.16: The City shall include bicycle detection and signal timing requirements along with traffic signal installation or modification requirements for new developments. Bicycle detection and timing should be implemented on a City-wide basis, as funding and implementation opportunities occur.

Objective 5: *Require that routine maintenance of local roads consider pedestrian and bicycle safety.*

Policy 5.1: Work with the City's existing maintenance reporting system with a central point of contact that can be used to report, track, and respond to routine pedestrian and bicycle maintenance issues in a timely manner and increase public awareness of the existing system as a means to report pedestrian and bicycle facilities needing repair and/or clean-up.

Policy 5.2: Establish a standard for trimming intrusive and obstructive vegetation and clearing of debris from pedestrian and bicycle areas.

Policy 5.3: Maintain and/or improve the quality, operation, and condition of pedestrian and bicycle infrastructure.

Policy 5.4: Maintain geometry, pavement surface condition, debris removal, markings, and signage on Class II and Class III bikeways to the same standards and condition as the adjacent motor vehicle lanes.

Policy 5.5: Continue and encourage residents to report maintenance issues through the maintenance reporting system on the City's website.

Policy 5.6: Require that road construction projects minimize their impacts on pedestrians and bicycles through the proper placement of construction signs and equipment, and by providing adequate detours.

Objective 6: *Increase public awareness of the benefits of available walking and bicycling programs.*

Policy 6.1: Provide current and easily accessible information and public outreach programs about the bicycle and pedestrian plan, bicycle parking, and other related programs.

Policy 6.2: Encourage bicycling and walking through incentive/awareness programs.

Policy 6.3: Develop and promote education and encouragement programs, including but not limited to Bike to Work Day, Bike to School Day, Walk to School Day, Bicycle Safety courses and City-wide pedestrian and bicycle network maps. School programs to encourage walking and biking should include the elementary, middle, and high school levels. Promote programs of the Police Department such as Bicycle Rodeos, bicycle and pedestrian pamphlets, senior and historic walks/tours, and classroom education. Evaluate the success and effectiveness of each program and introduce at least one new initiative each year.

Policy 6.4: Participate in the development and maintenance of a pedestrian and bicycle safety campaign as a tool to deliver comprehensive safety awareness, driver, cyclist, and pedestrian education information.

Objective 7: *Encourage methods to increase pedestrian access and mobility for ages and ability.*

Policy 7.1: Encourage the inclusion of amenities, such as benches, landscaping, or art, in pedestrian improvement projects.

Policy 7.2: Continue to implement the City's ADA Self Evaluation and Transition Plan and make ongoing improvements to facilities and sidewalks in public streets.

Policy 7.3: Review City sidewalk design standards to ensure continued compliance with requirements of the Americans with Disabilities Act and to better serve pedestrian needs.

Policy 7.4: Identify gaps and deficiencies in the City's existing pedestrian network and develop strategies to rectify them.

Policy 7.5: Consider the use of root barriers to help prevent sidewalk deterioration from street trees.

Policy 7.6: In the Downtown, facilitate the flow of traffic and access to Downtown businesses and activities consistent with maintaining a pedestrian-friendly environment.

Policy 7.8: Consider a program for installing shade trees along streets where currently little or none exist to encourage walking.

Policy 7.9: Create a pedestrian network map that showcases access to Hanford's historic buildings, parks, and places to shop and dine.

Objective 8: *Street crossings should be safe and accessible.*

Policy 8.1: Crosswalks should be a minimum of 6 feet in width, and at least 10 feet in business districts.

Policy 8.2: Appropriate pedestrian crossing signage should be displayed in advance of and adjacent to all marked controlled crosswalks in order to enhance visibility of pedestrians by motorists.

Policy 8.3: Controlled pedestrian crosswalks should be well marked with high visibility paint, be adequately lighted, have clear sight distances, and be free from obstructions, such as foliage and poles.

Policy 8.4: Mid-block crosswalks, if supported by an engineering study, should be designated in areas with relatively high pedestrian activity and crossing patterns, mainly in the Downtown.

Policy 8.5: Where feasible, pedestrian crossing islands should be considered where pedestrians are required to cross a wide multi-lane street, especially at uncontrolled locations.

Policy 8.6: Curb extensions should be considered at intersection corners in highly urbanized areas as a way to minimize the crossing distance of pedestrians and to increase visibility in areas of high urban activity.

Policy 8.7: Identify and mitigate impediments and obstacles to walking to locations that attract pedestrians, such as business districts, schools, transit stops, recreational facilities, and senior facilities.

Policy 8.8: Modify signal timing as needed to provide pedestrians with sufficient crossing time and minimize pedestrian/vehicle conflicts.

Policy 8.9: Identify locations where lighting should be enhanced to provide better visibility and a more comfortable nighttime environment for pedestrians.

Policy 8.10: Consider opportunities to upgrade existing pedestrian signals by adding countdown, audible, and tactile/vibrational signals.

Objective 9: *Maximize the amount of funding for pedestrian and bicycle projects and programs throughout Hanford, with an emphasis on implementation of this Master Plan.*

Policy 9.1: Work with federal, state, regional, and local agencies and any other available public or private funding sources to secure funding for the pedestrian and bicycle system.

Policy 9.2: Encourage multi-jurisdictional funding applications to implement the regional pedestrian and bicycle system.

Policy 9.3: Seek funding from the Active Transportation Program (ATP) and other grants for alternative transportation.

Objective 10: *Integrate pedestrian and bicycle facilities with public transit.*

Policy 10.1: Develop and enhance opportunities for pedestrians and bicyclists to easily access other modes of transportation.

Policy 10.2: Continue to work with KART to accommodate bicycles on transit and plan for the need for additional bicycle storage capacity on transit to ensure capacity keeps up with demand.

5.3 Bikeway Prioritization Criteria

Recognizing that there are limited financial resources that can be devoted to development of the Master Plan, recommended bikeway projects were prioritized for implementation (recommended pedestrian projects are not prioritized.) Four characteristics or prioritization criteria were used to judge or evaluate the relative importance of each bikeway project to the overall network. Those projects ranking highest in this evaluation were identified as high priority. All other projects were identified as either medium or low priority. Each is discussed in the following section. The criteria used to prioritize the projects are:

- Community and City support: Projects that were rated high in the community outreach workshops were given high priority;
- Closure of a gap or gaps in the pedestrian/bicycle plan: Connectivity is important and projects that enable direct travel are given higher priority;

- Expansion of existing network: Projects that improve pedestrian/bicycle access extending existing facilities by infill of the network grid for better walkway and bikeway coverage are given higher priority; and
- Ease of Implementation: Projects that are currently mostly in County jurisdiction were given low priority.

5.4 Bikeway Project Prioritization

Based upon the criteria described above, bikeway projects were divided into high, medium, and low priority projects. High priority projects meet the above criteria by filling gaps in the existing network, extending the existing network to provide connections between residential neighborhoods and trip attractors, increasing coverage of the pedestrian and bicycle network, providing connections to the regional network, and promoting walking and bicycle use. These projects also ranked highest by the participants at the community outreach workshops. Low priority projects are mostly on the edge of the community and will require coordination with Kings County since many of the road segments are currently outside the city limits. A detailed listing of projects by segment, including segment length and estimated costs, are described below in Tables 5-1, 5-2, and 5-3. The methodology used for calculating costs is shown in Appendix F.

5.5 Pedestrian and Bikeway Project Cost Estimates

The costs to implement the bikeway project segments are presented in Tables 5-1, 5-2, and 5-3. The costs to implement the pedestrian projects are presented in Table 5-4. The estimated costs were developed using unit construction cost assumptions obtained from similar projects in California, Kings County, and the City of Hanford. More detailed estimates should be developed after completion of a feasibility analysis, preliminary engineering, and design.

Costs are not included for pavement repair. These costs also do not include right-of-way acquisition, any needed pavement construction or reconstruction, or inflation factors. It is recommended that an additional eight percent (8%) of the estimated costs shown in the tables be added to the project for mobilization and traffic control.

Although the cost estimates are based on actual costs experienced locally and in various California communities, more detailed cost estimates should be developed after preliminary engineering designs are completed for each proposed project. These cost estimates are to be used primarily for project planning and grant applications.

Table 5-1
High Priority 2016 Bikeway Project Improvements

Roadway Segment	Class	Miles	Estimated Cost
12 th Avenue from Hume to Houston	III	0.50	\$2,300
11½ Avenue/Milpas/Echo from Davis to Hume	III	0.99	\$14,059
Glacier Way from Flint to Fargo	III	1.01	\$13,254
Glacier Way from Fargo to Cortner	III	0.38	\$7,130
11 th Avenue from Florinda to Ivy	III	0.18	\$2,243
Williams/Jones Street from Davis to Hume	III	0.8.	\$10,149
Redington Street from Grangeville to Lacey	II	1.01	\$22,963
Irwin Street (10½) from Hanford-Armona to Houston	III	1.03	\$4,687
10 th Avenue from Third to Hanford-Armona	III	0.71	\$3,767
10 th Avenue from Hanford-Armona to Houston	III	1.01	\$8,079
9¼ Avenue from Leland to Grangeville	III	.51	\$2,329
9¼ Avenue from Grangeville to Lacey	III	1.01	\$8,942
Leland Way from Douty to 10 th	III	0.51	\$8,367
Leland Way from 10 th to 9¼	III	0.69	\$11,472
Elm Street from Greenfield to 11 th	III	0.14	\$1,265
Ivy Street from 11 th to 10 th	III	1.01	\$11,529
Sixth from 11 th to 10 th	II	1.03	\$18,548
Davis Street from 11½ to Williams	III	0.67	\$8,827
Hume Avenue from 12 th to Jones	III	1.05	\$9,919
Houston Avenue from 12 th to 10 th	III	2.00	\$10,063
Subtotal			\$179,892
Mobilization and Traffic Control (8%)			14,391
Total		16.10	\$194,283

Table 5-2
Medium Priority 2016 Bikeway Project Improvements

Roadway Segment	Class	Miles	Estimated Cost
13 th Avenue from Grangeville to Lacey	III	1.00	\$3,738
Centennial Drive from Berkshire to Grangeville	II	0.20	\$2,613
Centennial Drive from Grangeville to Greenfield	II	0.45	\$4,509

Roadway Segment	Class	Miles	Estimated Cost
Centennial Drive from Greenfield to Lacey	II	0.60	\$11,110
Centennial Drive from Lacey to 12 th	III	0.65	\$3,594
12 th Avenue from Fargo to Grangeville	II	1.00	\$11,961
Fitzgerald Avenue from Fargo to Grangeville	III	1.03	\$16,762
University Avenue from Grangeville to Greenfield	III	0.46	\$6,498
Campus Drive from Greenfield to Lacey	III	0.55	\$4,169
Campus Drive from Lacey to Glendale	III	0.51	\$4,054
11 th Avenue from Flint to Fargo	III	1.01	\$11,529
11 th Avenue from Fargo to Grangeville	III	1.01	\$12,201
11 th Avenue from Seventh to Hanford-Armona	III	0.81	\$10,954
11 th Avenue from Hanford-Armona to Hume	III	0.54	\$7,095
11 th Avenue from Hume to Houston	III	0.49	\$6,584
Mission Drive from Flint to 10 th	III	0.56	\$9,373
Neill Way from Fargo to Leland	III	0.51	\$8,367
Pepper Drive from Glacier to 11 th	III	0.41	\$4,629
Pepper Drive/Aspen from 11 th to Encore	III	0.36	\$4,485
Encore Drive from Aspen to 10 th	III	0.77	\$9,114
Encore Drive from 10 th to Fargo	III	0.50	\$8,338
Muscat Place from 12 th to Fitzgerald	III	0.24	\$3,278
Cortner Street from Glacier to Kensington	III	1.16	\$13,685
Mustang/Berkshire from 13 th to Centennial	III	0.55	\$4,169
Grangeville from 13 th to Centennial	III	0.51	\$2,329
Liberty Street from Centennial to 12 th	III	0.33	\$2,674
Kings County Drive from 12 th to Lacey	III	0.51	\$4,054
Mall Drive from 12 th to Lacey	III	0.53	\$4,112
Lacey Boulevard from Centennial to Mall Drive	III	0.60	\$2,588
Lacey Boulevard from Garner to Irwin	III	0.65	\$8,769
Lacey Boulevard from 10 th to 9 th	III	0.90	\$8,022
Lacey Boulevard from 9 th to 8 th (SR 43)	III	1.03	\$9,862
Garner Avenue from Lacey to Seventh	III	0.34	\$3,565
Seventh from Mall Drive to 11 th	II	0.75	\$8,971
Third Street from 10 th to 9 th	III	1.03	\$6,412
Hanford-Armona Boulevard from 10 th to airport	III	0.55	\$3,307
Subtotal			\$247,474
Mobilization and Traffic Control (8%)			19,798
Total		23.10	\$267,272

Table 5-3
Low Priority 2016 Bikeway Project Improvements

Roadway Segment	Class	Miles	Estimated Cost
13 th Avenue from Fargo to Grangeville	III	1.00	\$4,600
13 th Avenue from Lacey to Hanford-Armona	III	1.11	\$5,779
13 th Avenue from Hanford-Armona to Houston	III	1.19	\$6,872
12 th Avenue from Houston to Iona	III	1.00	\$5,256
12 th Avenue from Iona to Idaho	III	1.00	\$3,738
11 th Avenue from Houston to Iona	III	1.00	\$4,600
11 th Avenue from Iona to Idaho	III	1.00	\$3,738
11 th Avenue from Idaho to Jackson	III	1.00	\$3,738
10 th Avenue from Houston to Iona	III	1.00	\$4,600
10 th Avenue from Iona to Idaho	III	1.01	\$3,767
10 th Avenue from Idaho to Jackson	III	1.01	\$3,767
9 th Avenue from Lacey to Hanford-Armona	III	0.96	\$5,348
9 th Avenue from Hanford-Armona to Houston	III	1.04	\$5,578
9 th Avenue from Houston to Iona	III	1.00	\$4,600
9 th Avenue from Iona to Idaho	III	1.00	\$3,738
Flint Avenue from 12 th to 11 th	III	1.00	\$4,600
Flint Avenue from 11 th to SR 43	III	1.00	\$6,325
Fargo Avenue from 13 th to Centennial	III	0.50	\$2,300
Grangeville from 9 th to 8½	III	0.50	\$2,300
Glendale Avenue from 12½ to 12 th	II	0.61	\$4,797
Houston Avenue from 13 th to 12 th	III	1.02	\$3,795
Houston Avenue from 10 th to 9 th	III	1.00	\$7,188
Iona Avenue from 12 th to 9 th	III	3.01	\$11,242
Idaho Avenue from 12 th to 9 th	III	3.00	\$11,213
Jackson Avenue from 11 th to 10 th	III	1.00	\$3,738
Subtotal			\$127,217
Mobilization and Traffic Control (8%)			10,177
Total		27.35	\$137,394

**Table 5-4
Pedestrian 2016 Project Improvements**

Project	Units	Estimated Cost
9¼ Avenue from Leland to Lacey – 18 ADA curb ramps	18 ramps	\$103,500
Phillips Street from alley north of Fourth to Third – sidewalk and 8 ADA curb ramps	580 ft & 8 ramps	\$79,350
Phillips Street underpass @ SR 198 – improve lighting and consider wall murals	N/A	\$35,938
10 th Avenue from Grangeville to Terrace – 10 ADA curb ramps	10 ramps	\$57,500
Leland Way from 10 th to 9 th – 35 ADA curb ramps	35 ramps	\$201,250
Irwin Street from Grangeville to downtown – 48 ADA curb ramps	48 ramps	\$276,000
Monroe Elementary School – add curbs/gutter, ramps, and sidewalk on Leoni Drive from Monroe to Grangeville	2,660 ft. & 26 ramps	\$417,163
Update/refurbish signing and school crosswalks around schools using thermoplastic and fluorescent green signs	70 crosswalks & estimated 280 signs	\$267,663
Restripe crosswalks and other pavement markings in the Downtown area with thermoplastic	300 crosswalks & 309 pavement markings	\$544,721

5.6 Environmental Assessment

This Master Plan was prepared at roughly the same time that the City of Hanford updated its General Plan. The Environmental Impact Report (EIR) that was prepared for the General Plan Update was written so that it could be utilized as the environmental document for this Master Plan, and was identified as such as a subsequent implementation project in the EIR.

Due to the timelines for the grant that funded the preparation of this Master Plan, it may need to be accepted, but not adopted, prior to the completion of the EIR. Once the EIR is certified, the Master Plan will be brought to the City Council for official adoption.

5.7 Funding Opportunities

This section describes the most probable funding sources to implement the projects recommended in this Master Plan. These sources include regional/local, State, Federal, and non-traditional private funding opportunities. These sources were available at the time of writing, but could be modified or made unavailable in the future.

5.7.1 REGIONAL AND LOCAL FUNDING SOURCES

California Clean Air Act (CCAA) – SJVAPCD Remove II Program. These funds, otherwise known as Clean Air Funds, are generated by a surcharge on automobile registration imposed by authorized air districts in California to provide funds to meet responsibilities mandated under the California Clean Air Act (CCAA). For the City of Hanford, this program is administered by the San Joaquin Valley Air Pollution Control District (SJVAPCD). The Remove II Grant Program includes a bicycle infrastructure component to assist with the development or expansion of a comprehensive bicycle transportation network. The program provides incentives for construction of Class I, Class II, and Class III bicycle facilities. The program serves to promote bicycling as a viable option of transportation for residents traveling short distances to school, work, and commercial sites. Applications are accepted on an ongoing basis as funds are available. More information for the program can be found at:

http://valleyair.org/General_info/Grant_Programs/GrantPrograms.htm

The purpose of this program is to assist with the development or expansion of a comprehensive bicycle transportation network. Residents of the San Joaquin Valley can utilize commuter bicycling as an alternative to daily vehicular travel. Therefore, the program serves to promote bicycling as a viable option of transportation for residents traveling short distances (less than five miles) to school, work and commercial sites. Funds are available for eligible projects that meet specific program criteria on a first-come, first-serve basis until the program funds are exhausted. Projects serving commuters, rather than recreational users are given higher priority for funding. The maximum incentive for a Class I bicycle path and a Class II bicycle lane is \$150,000 and \$100,000.

City of Hanford. Bicycle projects can be implemented in conjunction with another project including pavement resurfacing, new developments, and frontage development. Local funds to implement projects can also come from a dedication of a certain dollar amount in a City's Capital Improvements Program (CIP). Developers can contribute either directly or indirectly through impact fees.

General Fund. As with any public improvement, local general fund revenues can be used to build and maintain pedestrian and bicycle facilities, or to provide a match for State and Federal grants.

Developer Fees. Development fees could be levied and administered by local jurisdictions to provide improvements to accommodate new development.

Other Local Programs. Local agencies may implement other local programs to provide bikeways and bicycle facilities including "adopt-a-bikeway" and memorials. These programs require that private individuals or groups donate money, property, or time for the design, acquisition, and construction of bikeway facilities.

5.7.2 STATE FUNDING SOURCES

Active Transportation Program (ATP). The Active Transportation Program (ATP) program was originally enacted in 2013. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program. The program focuses on increasing bicycle and pedestrian trips, health, and safety. The latest cycle approved \$360 million with an annual grant application process between March and May. This is currently the most important funding source for pedestrian and bikeway improvements. More information and application procedures can be obtained at <http://www.dot.ca.gov/hq/LocalPrograms/atp/>

California Infrastructure and Economic Development Bank (I-Bank). The mission of I-Bank is to finance public infrastructure and private development to promote economic growth, revitalize communities, and enhance quality of life for Californians. The Infrastructure State Revolving Fund Program (ISRF) provides low-cost financing to public agencies for a wide variety of infrastructure projects. Funding is available from \$50,000 to \$25,000,000 with loan terms of up to 30 years. Preliminary applications are accepted continuously. Additional information may be found at http://www.ibank.ca.gov/infrastructure_loans.htm.

California Office of Traffic Safety (OTS). This funding source can be used for pedestrian and bicycle safety projects as well as roadway projects. It can also be used for traffic calming projects and programs and safety and education programs. It is one of the few sources that funds support programs in addition to capital projects. For example, traffic safety rodeos may be funded for elementary, middle, and high schools, and community groups in an effort to increase awareness among various age groups. To boost compliance with the law and decrease injuries, safety helmets can be properly fitted and distributed to children in need. Court diversion courses may be established in communities for those violating the bicycle helmet law. Other programs target high-risk populations and areas with multicultural public education addressing safer driving, biking and walking behaviors. Information on available grant programs can be found at www.ots.ca.gov/

Local Transportation Fund (LTF). Under Transportation Development Act (TDA) Article III, LTF allocations include return-to-source funds generated from the sales tax on gasoline. They are returned to the source county for local transportation projects; up to two percent of these funds may be set aside for bicycle and pedestrian projects. These funds can be used for engineering, right-of-way acquisition, and the construction of projects emphasizing bicycle commuters rather than recreational bicycle users. Projects may include trails serving major transportation corridors, bicycle safety programs, restriping Class II bicycle lanes, secure bicycle parking at employment centers, retrofitting to comply with American with Disabilities Act (ADA), and route improvements. Each county establishes its own formula for allocating the funds to the local jurisdictions within that county. Up to 20 percent of the amount available each

year to the City may be allocated to restripe Class II bicycle lanes. These funds can be used directly for bicycle and pedestrian projects or as the local match for competitive State and Federal sources. Projects must be approved by a local Bicycle Advisory Committee and be included in the bicycle plan, transportation element, or other adopted plan. More information and application procedures can be obtained at <http://www.dot.ca.gov/hq/MassTrans/State-TDA.html>.

State Transportation Improvement Program (STIP). The STIP is a multi-year capital improvement program of transportation projects funded with both Federal and State monies. The available funding is divided into two programs: the Interregional Transportation Improvement Plan (ITIP) and the Regional Transportation Improvement Plan (RTIP). The City would work through KCAG to nominate projects for inclusion in the STIP. Additional information can be found at: <http://www.dot.ca.gov/hq/LocalPrograms/stip.htm>

Land and Water Conservation Fund Program. This program provides grants to plan, acquire, and develop recreation parks and facilities including bikeway and pedestrian trails. The California Department of Parks and Recreation provides reimbursement grant funds of 50% of the total projects costs. More information and application procedures can be obtained at: http://www.parks.ca.gov/?page_id=21360

Mello-Roos Community Facilities District Act of 1982. This program allows a sponsoring agency to issue a special tax bond for a community facilities district to finance public facilities and services such as parks, recreation areas, parkways, and open spaces. Bicycle and pedestrian projects could be included in any proposed public facility. More information and application procedures can be obtained at <http://www.leginfo.ca.gov/cgi-bin/displaycode?section=gov&group=53001-54000&file=53311-53317.5>

5.7.3 FEDERAL FUNDING SOURCES

Congestion Management and Air Quality (CMAQ) Program. The purpose of the CMAQ Program is to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards for ozone and carbon monoxide by reducing congestion and improving air quality. This program will fund the construction of bicycle and pedestrian facilities, as well as bicycle support programs such as brochures, maps, and public service announcements. The projects must be mainly for transportation rather than recreation, be included in Transportation Improvement Projects (TIP), and complete the National Environmental Policy Act (NEPA) requirements. Additional information can be found at: http://www.dot.ca.gov/hq/transprog/federal/cmaq/Official_CMAQ_Web_Page.htm.

Highway Safety Improvement Program (HSIP). The purpose of this program is to reduce traffic fatalities and serious injuries on public roads through the implementation of infrastructure-related highway safety improvements. Work on any publicly-owned roadway or pedestrian/bicycle pathway or trail that corrects or improves the safety for its users is eligible. Project types may include intersection safety improvements; pavement and shoulder widening; installation of rumble strips or other warning devices; installation of skid-resistant surfaces; improved safety for bicyclists, pedestrians, and persons with disabilities; elimination of hazards

at railway-highway crossings; traffic calming features; improved signage or pavement markings; and improvement in the collection and analysis of crash data. More information on the HSIP can be found at <http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm>.

Recreational Trails Program (RTP). This program provides funds to develop and maintain recreational trails and trail related facilities for both motorized and nonmotorized recreational trail users. Uses can include maintenance, new trail development, purchase of right-of-way and education programs. The RTP is an assistance program of the Department of Transportation's Federal Highway Administration (FHWA). Federal transportation funds benefit recreation including hiking and bicycling. More information about this possible funding source can be found at http://www.parks.ca.gov/?Page_id=24881.

TIGER Discretionary Grants. On April 3, 2015, U.S. Transportation Secretary Anthony Foxx announced \$500 million will be made available for transportation projects across the country under a seventh round of the highly successful U.S. Department of Transportation's (DOT) Transportation Investment Generating Economic Recovery (TIGER) competitive grant program. In 2015, TIGER 2015 discretionary grants funded capital investments in surface transportation infrastructure and were awarded on a competitive basis to projects that have a significant impact on the nation, a region, or metropolitan area. The TIGER 2015 grant program will continue to make transformative surface transportation investments by providing significant and measurable improvements over existing conditions. The grant program focused on capital projects that generate economic development and improve access to reliable, safe and affordable transportation for disconnected communities both urban and rural, while emphasizing improved connection to employment, education, services and other opportunities, workforce development, or community revitalization. More information about this possible funding source can be found at <https://www.transportation.gov/tiger>

Revised Surface Transportation Program (STP). On July 6, 2012, the President signed the Moving Ahead for Progress in the 21st Century Act (MAP-21) into law. The effective date of this MAP-21 STP eligibility guidance is October 1, 2012. The STP requirements in effect on October 1, 2012, will apply to all related funding obligated on or after that date, whether carryover or new. The funding is for bicycle transportation and pedestrian walkways and the modification of public sidewalks to comply with the Americans with Disabilities Act. More information about this possible funding source can be found at http://www.dot.ca.gov/hq/transprog/federal/rstp/Official_RSTP_Web_Page.htm

5.7.4 PRIVATE FUNDING SOURCES

In addition to the sources listed above, there are several non-traditional funding sources that are available for the implementation of project and program recommendations. The following paragraphs briefly describe several of the innovative ways that communities have funded parts of their bicycle programs.

California Conservation Corps (CCC). The program provides emergency assistance and public service conservation work for City, County, State, Federal and non-profit organizations. Both urban and rural projects are eligible and are selected on the basis of environmental and

natural resource benefits and public use and on-the-job training opportunities. Use of the CCC would be effective at reducing project costs. The Active Transportation Program encourages participation of the CCC and Local Conservation Corps. More information may be found at <http://www.ccc.ca.gov/work/programs/ATP/Pages/ATP%20home.aspx>.

Grant and Foundation Opportunities. Private foundations provide excellent opportunities for funding specific capital projects or single event programs. Generally, to qualify for these types of funds, a bicycle advisory committee or established non-profit group acting in its behalf must exist. Typically, private foundations are initially established for specific purposes, e.g. children and youth needs, promotion of certain professional objectives, educational opportunities, the arts, and community development. An excellent source of information about foundations and their funding potential can be found in the Foundation Directory, available at many public libraries or on-line at www.fconline.foundationcenter.org/. Several foundations to consider are:

- People for Bikes;
- Bikes Belong Coalition;
- Compton Foundation, Inc.;
- REI Corporate Contribution Programs; and
- Robert Wood Johnson Foundation.

Memorial Funds. These programs are advertised as potential donor projects to be funded via ongoing charitable contributions or funds left to a particular project through a will. Most memorial projects include a memorial plaque at a location specific to the improvement or at a scenic vista point.

Revenue-Producing Operations. As part of the development of a trail or bike path, plans can specifically include the location of a revenue-producing operation adjacent to the proposed improvement. For example, bicycle rental facilities, food and drink establishments, bike storage facilities and equipment centers, and/or equestrian centers would be appropriate uses. The on-going lease revenues from these operations could then be used for trail and/or path maintenance.

5.8 Maintenance and Security of Bikeways

Both off-street and on-street bikeways need regular maintenance. Bicycles are more susceptible than motor vehicles to pavement irregularities such as cracks, potholes, broken glass, sand, or gravel. Roadway construction activities present additional maintenance and safety needs because of increased roadway wear from heavy vehicle traffic and increased debris. Unmaintained landscaping causes safety issues by obstructing travel lanes and hindering visibility. Major storms can leave debris in bikeways, presenting hazards to cyclists.

5.8.1 BIKEWAY FACILITY MAINTENANCE

Maintenance of street rights-of-way and adjacent landscaping has direct impacts to nearby, on-street Class II and III bikeways. The City's street maintenance and repair operations should include the following policies to ensure that they reflect the needs of bicyclists:

Street sweeping. As motor vehicles travel along the roadway, debris is pushed to the outside lanes and shoulders, and the center of intersections. Roads that also serve as Class II or III bikeways should be swept frequently, and should include removing debris on the shoulder and at intersections;

Minor repairs and improvements. Potholes and cracks along the shoulder of roadways affect bicyclists more than motor vehicles. Repairs should be made in a timely manner and should be flush to the existing pavement surface. Striping and restriping of bike lanes should occur on a regularly scheduled basis and whenever slurry seal or asphalt overlay is completed;

Trash pickup. The purpose of having bicycle lanes is thwarted when trash cans are placed in the bicycle travel lane. Encourage the public to not place trash cans awaiting pickup in bike lanes;

Street resurfacing. When streets are resurfaced, utility covers, grates and other in-street items should be brought up to the new level of pavement. Similarly, the new asphalt should be tapered to meet the gutter edge and provide a smooth transition between the roadway and the gutter pan. When only partial resurfacing is needed, resurfacing should include the bicycle lane. This will ensure a smoother, more bicycle-friendly riding surface;

Actively coordinate with maintenance workers. Maintenance supervision and staff should be involved in the development of bicycle-related maintenance policies to ensure that City staff and maintenance workers understand each others' needs and limitations;

Proactively sweep streets after special events. The Public Works Department should work closely with the Police Department to ensure that streets with Class II and III bicycle facilities are swept after automobile collisions, severe storms, parades, and other events when debris may be deposited in the bikeways; and,

Drainage grates. When repaving or maintaining roadways, drainage grates should be inspected to ensure that grate patterns are perpendicular to the road so that bicycle wheels cannot fall between grates. Replacement of bicycle-unfriendly grates should occur as soon as practical after they are identified.

5.8.2 BIKEWAYS IN CONSTRUCTION ZONES

Street construction and longer duration maintenance activities present particular challenges for bicyclists. Road construction and maintenance can sometimes force bicyclists out into travel lanes with vehicles. To help alleviate impacts to bicyclists during road construction and maintenance, several guidelines are recommended to help inform bicyclists of and protect them from obstacles:

Bicycle traffic control. Ensure that bicycle facilities are not reduced or eliminated in construction zones and that roadway improvement projects provide reasonable and appropriate bicycle detours.

Construction vehicles. To the extent feasible, avoid parking construction or maintenance vehicles in bicycle lanes or on designated bicycle routes.

Signage and warnings. Provide suitable construction warning signs for any activities that involve work in a designated bikeway. Signage should warn bicyclists well in advance of any location where the bicycle lane is closed for construction or maintenance activities.

Construction detours. Provide detour routes, designated with traffic cones, for bicyclists using bikeways that are undergoing long-term construction.



Temporary speed limits in construction zones. A temporary reduction of speed limits or work zone speed limit should be considered on roadways where motor vehicles travel 40 mph or greater.

Temporary transitions during construction. Metal plates that cross or cover bicycle lanes or routes that occur for longer durations should have temporary transition paving to allow the bicycle to easily ride up onto the plate. A sign warning that the plate may be slippery should be posted.



5.9 Maintenance and Security of the Pedestrian Network

The City of Hanford Street Maintenance Division provides residents and visitors with maintenance of 207 miles of roadway that includes sidewalks. The Division installs 30,000 square feet of sidewalks each year. The City asks residents to help them maintain City streets and sidewalks by contacting them or filling out the website form if they spot any damaged asphalt or sidewalks.

5.9.1 STRATEGIES FOR IMPROVED SIDEWALK MAINTENANCE

The City's sidewalk maintenance and repair operations should include the following strategies to ensure that they reflect the needs of pedestrians.

Deficient Maintenance Practices Negatively Affect Safety and Security. Without appropriate maintenance practices, the safety and security of users is at a higher level of risk. Poor maintenance practices that allow graffiti, trash, and general disrepair sends the signal that nobody cares or is watching. In addition, quality maintenance practices will reduce incidents of litter, graffiti, and vandalism. The most common ADA complaints relate to sidewalk maintenance are: cracks, holes, and loose gravel. Poor sidewalk surfaces such as swelling,

cracking, and other repair issues are ADA problems. Also, poor maintenance practices can lead to dangerous conditions or physical obstacles, which have been linked to causing constraints for pedestrians. Consider the following ongoing approach to routine maintenance:

- Conduct regular inspections to identify trip hazards, cracks, and other surface problems;
- Use GIS or other technology systems to efficiently conduct annual inspections and repairs; and
- Identify areas that are frequented with litter and debris.

Pavement. The most common ADA complaints relate to sidewalk maintenance are: cracks, holes, and loose gravel. Frequent sidewalk problems include step separation (vertical displacement of 0.5 inches or greater), badly cracked concrete (holes and rough spots wider than 0.5 inches), spalled areas (crumbling or flaking concrete), depressions that trap water (depressions, reverse cross-slopes, indentations), and tree root damage. Typical shared-use path maintenance issues are virtually identical to sidewalks including step separation, badly cracked pavement, settled areas that trap water, tree root damage, and vegetation overgrowth.

Sidewalk Design. Tight budgets and timelines can lead to lower quality design and construction. However, the difficulty of finding and receiving additional funding for issues is well-noted and thus the likelihood that facilities will receive additional funding to correct or improve their facilities in the near future is unlikely. When designing and constructing sidewalks or shared-use paths, the City should subscribe to the following principles to ensure quality design:

- Treat sidewalks and shared-use paths as the transportation facilities they are;
- Design and construct facilities correctly the first time and to the highest standards;
- Ensure designers are trained in bicycle and pedestrian design;
- Adopt uniform statewide standards that incorporate ADA guidelines and requirements;
- Incorporate quality control into the construction process to ensure that the facility designed is the facility that is built. Particular attention should be given to accessibility issues such as grades and slopes;
- Design for safety first. Keep safety in mind throughout facility design; and
- Design for all users. Assume a range of skill levels and different groups of users will be utilizing the facility.

5.9.2 STRATEGIES FOR IMPROVING SECURITY

There is no way to “ensure” total security on any transportation facility. However, there are many strategies that can be utilized to enhance it. Communities like Hanford should consider regular inspections of facilities. Inadequate maintenance involving vegetation removal can create security issues. The City could implement an easy system for users to report problems and complaints such as an online reporting system for users to report maintenance issues such as downed trees, burned-out lighting, or security problems such as vandalism or suspicious behavior.

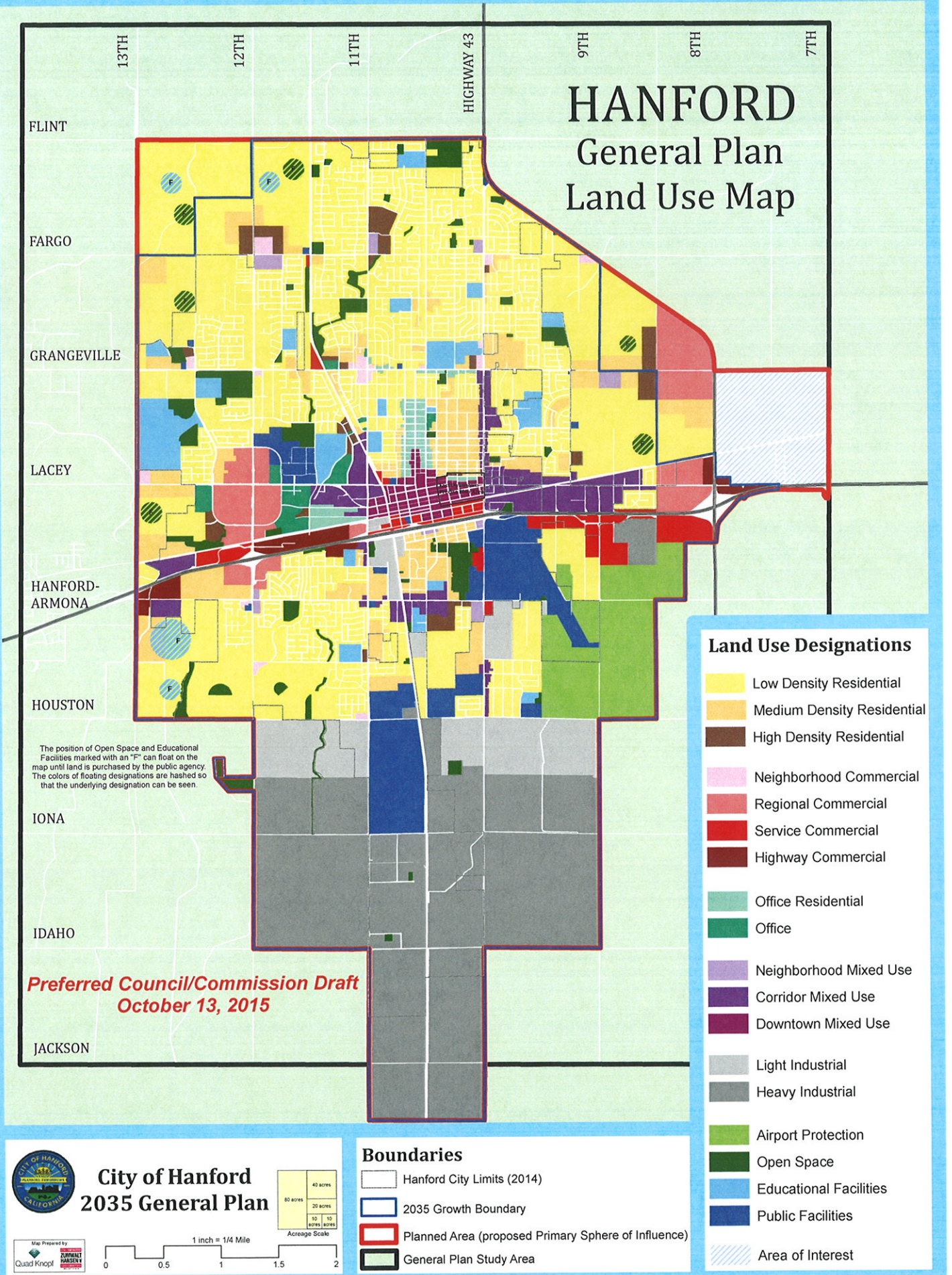
Facilities with More Users Have Fewer Security Issues. Another important component of security is “eyes,” in other words, the more people present, the less likelihood of criminal activity. To that end, the design of sidewalks and multi-use paths should create a pleasant environment where people want to spend time. Heavily used facilities typically experience less crime.

Fear of Crime and Appearance. Even when reported data indicate that a facility has experienced almost no incidents of criminal activity, public perception of crime may lead to the avoidance of the facility. Research has shown that fear of crime is higher for women than men, and women are more likely to avoid walking after dark. Physical factors such as litter, poorly maintained buildings, and graffiti as well as social influences like publicly intoxicated individuals, homeless people, and groups of youth all affect an individual’s perception of risk. Studies have also found that a lack of familiarity with an area and dark areas create an increased fear of crime.

APPENDICES

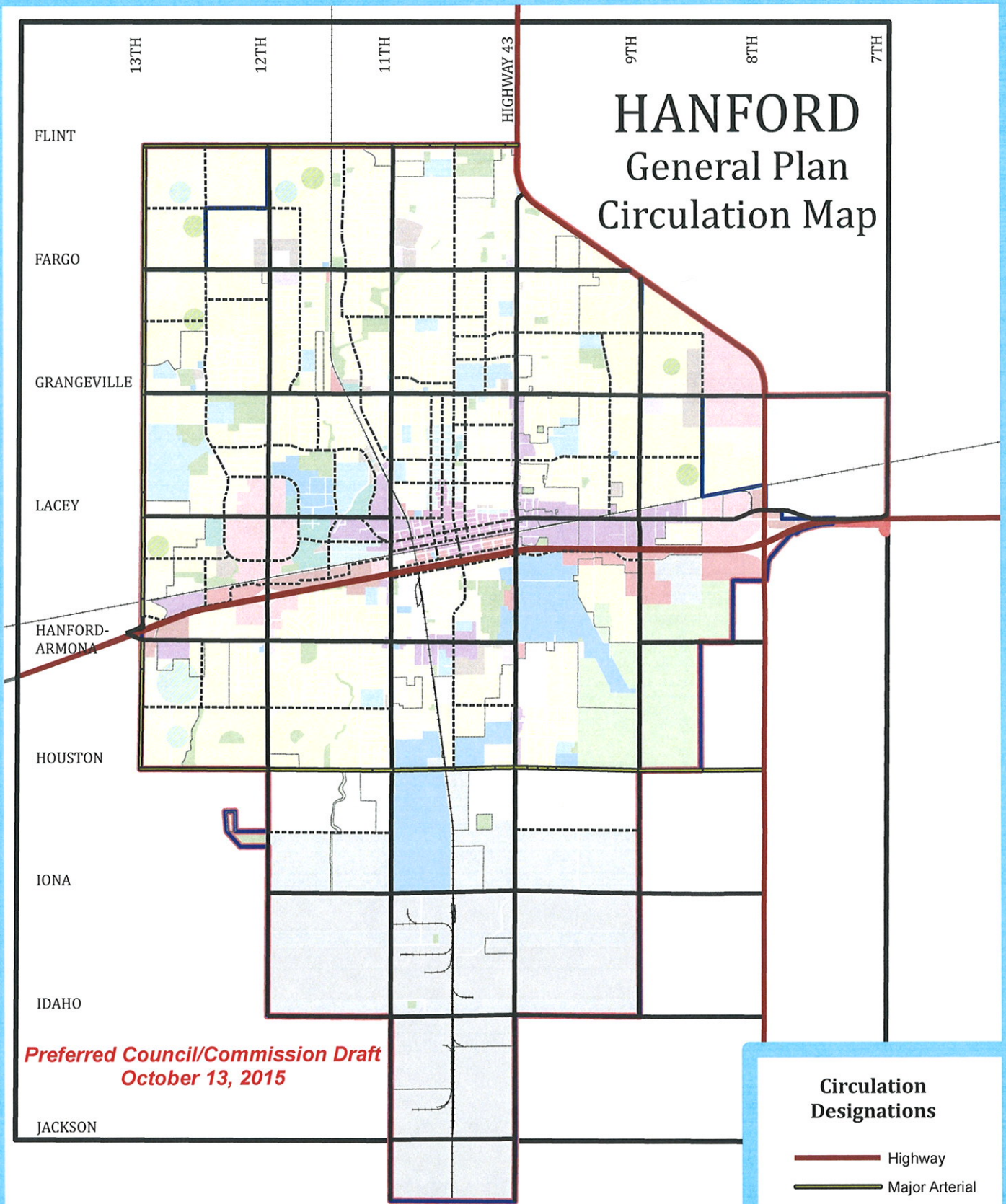
APPENDIX A

**HANFORD 2035 GENERAL PLAN
LAND USE MAP**



APPENDIX B

**HANFORD 2035 GENERAL PLAN
CIRCULATION MAP**



Attachment: Exhibit A: FINAL PB Master Plan January 2016 (1349 : Pedestrian and Bicycle Master Plan)

City of Hanford
2035 General Plan

Map Prepared by: **Quad Knowledge** **2024**
2024
2024

0 0.5 1 1.5

1 inch = 1/4 Mile

Acreage Scale

80 acres	40 acres
20 acres	10 acres

Boundaries

-  Hanford City Limits (2014)
 2035 Growth Boundary
 Planned Area (proposed Primary Sphere of Influence)
 General Plan Study Area

Circulation Designations

-  Highway
 Major Arterial
 Arterial
 Collector
 Railroad

APPENDIX C

SAMPLE BICYCLE PARKING ORDINANCES

SAMPLE BICYCLE PARKING ORDINANCES

BEND OREGON – BICYCLE PARKING ORDINANCE

3.3.600 Bicycle Parking Standards.

All uses that are subject to Site Development Review shall provide bicycle parking, in conformance with the following standards, which are evaluated during Site Development Review. This section does not apply to single-family, two-family, and three-family housing (attached, detached or manufactured housing), home occupations or other developments with fewer than 10 vehicle parking spaces.

A. Number of Bicycle Parking Spaces. A minimum of one bicycle parking space per use is required for all uses subject to Site Development Review. Table 3.3.600 lists additional standards that apply to specific types of development:

Table 3.3.600

Required On-Site Bicycle Parking

Use	Requirement
Multifamily dwellings with 4 units or more:	1 covered space per unit. Covered bicycle parking spaces may be located within a garage, storage shed, basement, utility room or similar area. In those instances in which the residential complex has no garage or other easily accessible storage unit, the bicycle parking spaces may be sheltered from sun and precipitation under an eave, overhang, an independent structure, or similar cover.
Retirement home or assisted living complex:	2 covered spaces or 1 covered space for every 10 employees, whichever is greater
Retail sales and service	1 covered space for every 10 employees plus 1 space for every 20 motor vehicle spaces
Multiple uses	For buildings with multiple uses (such as a commercial or mixed-use center), bicycle parking standards shall be calculated by using the total number of motor vehicle parking spaces required for the entire development. A minimum of one bicycle parking space for every 10 motor vehicle parking spaces is required.
Street vendors, itinerant merchants, and similar temporary sales operations	No bicycle spaces required

Table 3.3.600

Required On-Site Bicycle Parking

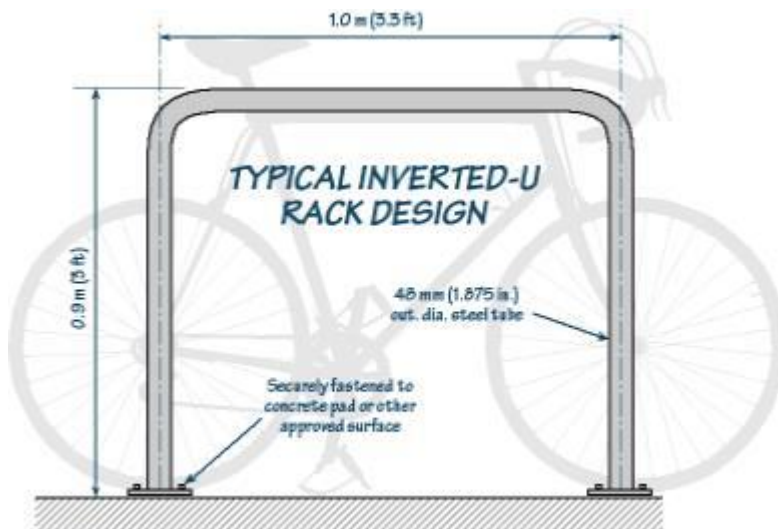
Use	Requirement
Restaurants, cafes, and bars	1 covered space for every 10 employees plus 1 space for every 20 motor vehicle spaces
Professional office	1 covered space for every 10 employees plus 1 space for every 20 motor vehicle spaces
Medical or dental office or clinic or hospital	1 covered space for every 10 employees plus 1 space for every 20 motor vehicle spaces
Stadium, arena, theater or similar use	1 covered space for every 20 seats
Public or private recreational facility	1 space for every 10 employees plus 1 space for every 20 motor vehicle spaces
Parking lots	All public and commercial parking lots and parking structures shall provide a minimum of one bicycle parking space for every 10 motor vehicle parking spaces.
Industrial uses without retail trade or service	1 covered space for every 20 employees
Industrial uses with retail	1 covered space for every 20 employees
Elementary school	1 covered space for every 25 students. All spaces should be sheltered under an eave, overhang, independent structure, or similar cover.
Junior high school	1 covered space for every 25 students. All spaces should be sheltered under an eave, overhang, independent structure, or similar cover.
High school	1 covered space for every 25 students. All spaces should be sheltered under an eave, overhang, independent structure, or similar cover.
College, university or trade school	1 space for every 10 motor vehicle spaces plus 1 covered space for every dormitory unit. Colleges and trade schools shall provide one bicycle parking space for every 10 motor vehicle spaces plus one space for every dormitory unit. Fifty percent of the bicycle parking spaces shall be sheltered under an eave, overhang, independent structure, or similar cover.

B. Special Standards for the Central Business District. Within the Central Business District, bicycle parking for customers shall be provided in the right-of-way along the street either on the sidewalks or in specially constructed areas such as pedestrian curb extensions at a rate of one space per 3,000 square feet of gross floor area of the building. In addition, individual uses shall

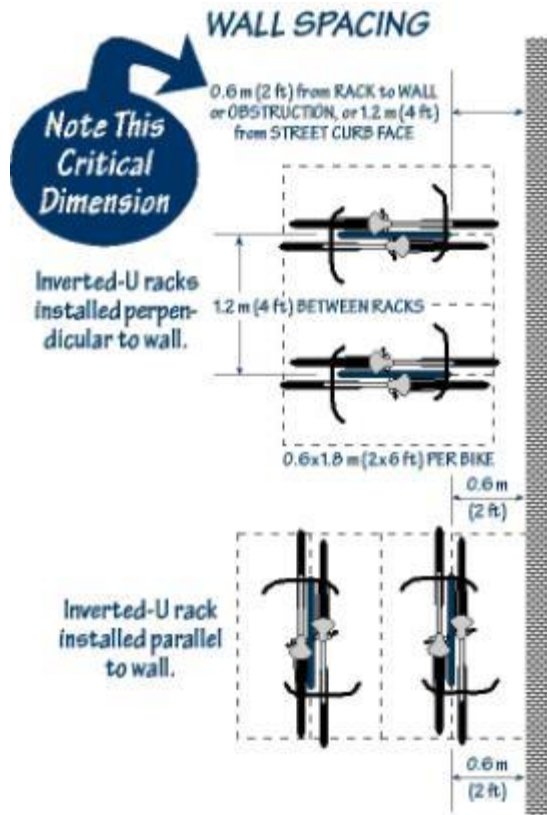
provide covered bicycle parking at the rate of one bicycle space for every 10 employees. At a minimum, each use shall provide one covered bicycle parking space. The bicycle parking shall not exceed six bicycles per parking area. Only when providing the required bicycle parking spaces is not feasible as determined by the City, the developer may pay a fee established by City.

C. Location and Design.

1. All bike racks shall have following design features:
 - a. Inverted U style racks or similar design as illustrated below.
 - b. Each rack shall provide each bicycle parking space with at least two points of contact for a standard bicycle frame.
 - c. The bike rack shall have rounded surfaces and corners.
 - d. The bike rack shall be coated in a material that will not damage the bicycle's painted surfaces.



2. Each required bicycle parking space shall be on asphaltic concrete, portland cement, or similar hard surface material and each space shall be at least two feet wide by six feet long with a minimum vertical clearance of seven feet. An access aisle width of at least five feet wide shall be provided and maintained beside or between each row of bicycle parking.
3. The location of the rack and subsequent parking shall not interfere with pedestrian passage, leaving a clear area of at least 36 inches between bicycles and other existing and potential obstructions. Customer spaces may or may not be sheltered. When provided, sheltered parking (within a building, or under an eave, overhang, or similar structure) shall be provided at a rate of one space per 10 employees, with a minimum of one space per use.



4. Bicycle parking shall be conveniently located to both the street right-of-way and at least one building entrance (e.g., no farther away than the closest parking space). It should be incorporated whenever possible into building design and coordinated with the design of street furniture when it is provided. Street furniture includes benches, street lights, planters and other pedestrian amenities.

D. Visibility and Security. Bicycle parking shall be visible to cyclists from street sidewalks or building entrances, so that it provides sufficient security from theft and damage, except for bicycles stored per subsection (E) of this section.

E. Options for Storage. Bicycle parking requirements for long-term and employee parking can be met by providing a bicycle storage room, bicycle lockers, racks, or other secure storage space inside or outside of the building.

F. Lighting. Bicycle parking should be at least as well-lit as vehicle parking for security.

G. Reserved Areas. Areas set aside for bicycle parking should be clearly marked and reserved for bicycle parking only.

H. Hazards. Bicycle parking shall not impede or create a hazard to pedestrians. Parking areas shall be located so as not to conflict with vision clearance standards (BDC Chapter 3.1, Lot, Parcel and Block Design, Access and Circulation). [Ord. NS-2016, 2006]

SAN JOSE BICYCLE PARKING ORDINANCE

Part 2.5 - BICYCLE PARKING REQUIREMENTS

20.90.190 - Bicycle parking space design standards.

- A. For the purpose of this section, "bicycle parking facilities" shall refer to long-term and short-term bicycle parking facilities as defined in Section 20.90.050.
1. All bicycle parking spaces provided shall be on a hard and stable surface.
 2. All bicycle parking facilities shall be securely anchored to the surface so they cannot be easily removed and shall be of sufficient strength to resist vandalism and theft.
 3. All bicycle parking facilities shall support bicycles by at least two contact points on the bicycle to prevent the bicycle from falling over and to prevent damage to wheels, frame, or other components.
 4. All bicycle parking facilities within vehicle parking areas shall be separated by a curb or other physical barrier to protect bicycles from damage by automobiles and other moving vehicles.
 5. Short-term bicycle parking facilities are subject to and shall meet all the following requirements:
 - a. The facilities shall be located at least three feet away from any wall, fence, or other structure.
 - b. When multiple short-term bicycle parking facilities are installed together in sequence, they shall be installed at least three feet apart and located in a configuration that provides space for parked bicycles to be aligned parallel to each other.
 - c. The facilities shall be installed in a clear space at least two feet in width by six feet in length to allow sufficient space between parked bicycles.
 - d. Permanently anchored bicycle racks shall be installed to allow the frame and one or both wheels of the bicycle to be securely locked to the rack.

20.90.195 - Bicycle parking space location.

- A. Short-term bicycle parking facilities that consist of permanently anchored bicycle racks shall be located in a convenient, highly visible and well lighted area within twenty feet of a building entrance and within view of pedestrian traffic.

- B. Short-term bicycle parking facilities that consist of: covered, lockable enclosures with permanently anchored racks for bicycles; or lockable bicycle rooms with permanently anchored racks; or lockable, permanently anchored bicycle lockers shall be located in a convenient, highly visible and well-lighted area within one hundred feet of a common publicly accessible building entrance and within view of pedestrian traffic.
- C. Long-term bicycle parking facilities for tenant and occupant use shall be conveniently accessible by pedestrians from the street and located within one hundred feet of building entrances accessible by tenants and occupants.

APPENDIX D

BICYCLE AND PEDESTRIAN SAFETY EDUCATION PROGRAMS

SAMPLE BICYCLE AND PEDESTRIAN SAFETY EDUCATION PROGRAMS

California Safe Routes to School Program. Safe Routes to Schools programs are designed to decrease traffic and pollution and increase the health of children and the community. Safe Routes to Schools promotes walking and biking to school using education. The program addresses parents' safety concerns by educating children and the public, partnering with traffic law enforcement, and developing plans to create safer streets.

<http://saferoutestoschools.org>

http://guide.saferoutesinfo.org/education/strategies_for_educating_children.cfm

An Organizers Guide to Bicycle Rodeos. A rodeo is a bicycle skills event which provides an opportunity for bicyclists to practice and develop skills that will help them to become better bicyclists and avoid typical crashes. Some rodeos are designed as large, municipal events with skills activities, exhibits and games, while others are much smaller in format, requiring a smaller number of volunteers. The goal of any bicycle rodeo is to provide an opportunity for the participants to learn, practice, and demonstrate their bicycle handling skills in a fun, noncompetitive atmosphere.

http://saferoutespartnership.org/sites/default/files/pdf/Bike_Rodeo_CT.pdf

League of American Bicyclists. Kids I - Designed for parents, instructors explain how to teach a child to ride a bike. Topics include how to perform a bicycle safety check, helmet fitting and bike sizing. Includes 10-minute “Kids Eye View” video and parent brochure. Kids II - 7-hour class for 5th & 6th graders includes on-bike skills and safe riding routes.

<http://bikeleague.org>

International Bicycle Fund. This website offers education programs for bike safety, health, and use of bicycle helmets. It offers numerous learning opportunities in both video and literature.

<http://www.ibike.org/education>

Bike Smart Youth Bicycle Safety Program. Bike Smart conducts bicycle skills training for Santa Cruz County youth in grades 3rd -12th. They offer classroom presentations, assemblies, hands-on bicycle skills obstacle courses (óRodeosô), community rides (on-street training), as well as education booths at local fair and special events. The programs are carried out at schools, community centers and events. The website identifies various activities and events for educating the public on bicycle safety. Since 2003 Bike Smart has worked with over 17,000 youth throughout Santa Cruz and Monterey Counties.

<http://bikesmart.org>

APPENDIX E

SAMPLE BICYCLE PROMOTION PROGRAMS

SAMPLE BICYCLE PROMOTION PROGRAMS

CITY OF BERKELEY

Bicycle Promotion Programs

Bicycling has gained significant publicity, both positive and negative, in the San Francisco Bay Area over the past few years due in great measure to the efforts of bicycle activists and coverage by the media. Attention grabbing events such as Critical Mass in San Francisco, conflicts with bike messengers, and protest rides for better bicycle access on Bay Area bridges have gained national attention. Bicyclists have received a vote of confidence from the general public with the recent decision to include a bicycle path on the new eastern span of the San Francisco-Oakland Bay Bridge. AC Transit has added new buses with front loading bicycle racks to many of its local and transbay routes. In addition, bicycle access to the BART system was improved this July by the relaxing of some commute-hour restrictions. The most notable of these was the opening of the Fremont-Richmond line, which serves the Berkeley area, to bicyclists at all times. Through this exposure, both good and bad, bicycling is becoming more visible in the Bay Area. The question now is: What else can be done to promote bicycling as a viable transportation mode, and in particular what can the City of Berkeley do?

Implementing many of the infrastructure and education elements of this Plan will itself promote bicycling in Berkeley. A basic first step towards encouraging people to bike is providing them with safe and convenient bicycle facilities.

This Chapter focuses on promoting bicycle use for commute trips, since commute trips cause much of the traffic congestion and are a group of trips that can be easily targeted with employer programs. It is acknowledged that there are many other types of trips, such as shopping and entertainment. In the future, the City can explore ways to be involved in promoting bicycle use for these types of trips as well.

Guidelines for a Bicycle Promotion Program in Berkeley

In the present climate of concern over the crowded conditions of our roads and the lack of adequate parking, a variety of Transportation Demand Management (TDM) programs have been implemented by state and local governments and private industry. These programs have focused on education and incentives to get people away from the SOV (single occupant vehicle), with carpools, vanpools, and transit being the most popular alternative modes. Bicycle commuting is often an overlooked or underutilized opportunity for attaining trip reduction goals.

Like the rest of the San Francisco Bay Area, Berkeley suffers from congestion on its streets and highways; parking is at a premium in the commercial and residential neighborhoods. The following section provides the City of Berkeley with the tools to develop an effective bicycle promotion program to increase bicycle commuting and alleviate some of the demand on the overcrowded transportation infrastructure.

The following bicycle promotion program for Berkeley is based on research of existing bicycle commute programs in the Bay Area and around the country sponsored by both government agencies and private industry. Although any city, company, university or other organization can implement a bike commute promotion program, the most successful programs result from collaboration between the public and private sectors. The City of Berkeley's primary role will be to serve as the "model employer" for the bicycle commute promotion program. With the City setting the example, other employers in Berkeley can be more successfully persuaded to institute programs of their own.

Whether the bicycle commute program is sponsored by the City or by a local company, an effective bicycle commuting promotion program must do the following:

Identify benefits of bicycle commuting - Before bicycling will be considered as a commute alternative, the feasibility and benefits of bicycle commuting must be made known to the potential cyclist. Many people are unaware of the opportunities that bicycle commuting can provide. Bicycle commuting reduces the costs of commuting to the employee; bicycle commuting improves health through exercise and can lower employer costs through a reduction in health insurance costs and better performance by employees; bicycle commuting can save time for the employees during the actual commute and can replace time and money spent in lengthy workouts in a gym; bicycle commuting reduces the demand on overcrowded streets and highways and the need for parking; bicycle commuting does not pollute the air. In sum, bicycle commuting is an enjoyable, low cost and healthy alternative to the traditional commute.

Provide an incentive to use bicycle commuting - Many of the existing TDM programs use monetary or other incentives to lure the prospective participant out of their single-occupant-vehicle and into a carpool or transit. These TDM programs should be expanded to include incentives for bicycle commuting.

Support and applaud bicycle commuting - Endorsement of bicycle commuting by those in charge is a significant aspect of a promotion program. Prospective bicycle commuters are more apt to try out this underutilized mode if it is accepted and supported by elected officials and city department heads. Endorsement from "the people in charge" of city government will go a long way towards persuading individuals to bicycle commute, and companies to establish bicycle commute programs of their own.

Implementation of a Bicycle Promotion Program

The implementation of bicycle promotion programs, typically part of an overall trip reduction program, is usually staff intensive. Currently, minimal staff resources are dedicated to the City's trip reduction program, due to funding constraints. This section proposes many possible programs and activities which are appropriate for the bicycle promotion program in Berkeley. However, the amount of funding available for staff and programs will determine how many of the following programs can be implemented. Programs targeting the entire Berkeley community could be developed and implemented by Berkeley TRiP, if they are provided adequate funding for this task. Local bicycle merchants are natural allies in any effort to promote cycling, and their participation should be solicited.

The bicycle promotion program has been divided into two segments; one directed at city employees and the other geared for the general population of Berkeley.

Elements of a City Employee Campaign to Identify Benefits of Bicycle Commuting

- **Info Flyer** - Publish a "Bicycle Commute Info sheet" with information on bicycles and other needed equipment, where the safe and secure bicycle parking is located, where bike shops are located, and the available transit-access options.
- **Informational Materials** - Make available bicycle route maps, safety information, effective-cycling pamphlets and flyers of upcoming bicycle events.
- **Bicycle Club** - Start a bicycle commuter club and information network to advise the potential bicycle commuter of their best commute routes, to locate experienced bicycle commuters in their area ("Bicycle Buddies") who are willing to assist and escort them during their first bicycle commutes, and to find out what events and activities are coming up. RIDES for Bay Area Commuters provides this service for potential bicycle commuters, including information about bicycle access on bridges and transit throughout the area.
- **Bicycle Safety Demonstrations** - Hold demonstrations during the lunch hour on safe-riding, how to bicycle commute, and bicycle repair. The City, local businesses, local bicycling clubs or advocacy groups can sponsor these events.
- **Bicycle Commute Competition** - Hold a competition between city departments and agencies to determine which has the most bicycle commuters during a week.

Elements of a Citywide Campaign to Identify Benefits of Bicycle Commuting

- **Media Campaigns** - Television and radio public service announcements can help reach a broad audience. A weekly bicycle newspaper column that can discuss local bicycling news as well as advertise upcoming events.
- **Bicycle Hot Line** - Telephone Hot Line for reporting potholes, missing bike route signs or other bicycle related hazards. The system could also be expanded to provide bicycle news on upcoming events. Also provide comparable service on the World Wide Web.
- **Bicycle safety demonstrations** - Expand the program of demonstrations discussed above to include presentations at schools, fairs or other city events. Get the Police Department involved in developing and presenting these programs.
- **"Berkeley Bicycle Safety Week"** - Develop a week-long event to promote the benefits of bicycling to the citywide audience. Include activities in the schools as part of the program. This event can culminate in a "Berkeley Fun Ride" one evening bringing together all the participants.
- **City Bicycle Rides** - To maintain interest and attention on bike commuting after the "Bicycle Safety Week" is over, a monthly or quarterly City ride could be organized. These rides should be supervised and designed with clear safety guidelines and a pre-determined route. Or a Bike Day could be instituted once a month when everyone is encouraged to use a bicycle for that day's trips. Or, a ride could be organized with a popular Berkeley personality, like a writer or U.C. athlete.

Elements of a City Employee Bicycle Commuting Incentive Campaign

- **Parking** ñ Secure and protected long-term parking must be provided. Options include bicycle lockers, bicycle storage rooms, locked cages, attendant parking or allowing bicycles into the workplace.
- **Cash Incentives** – There are many types of cash incentives which can be used to encourage bike commuting. The cost of these programs can be mitigated by soliciting sponsorships from stores, restaurants and other retailers. They include:
 - Cash dividends for each day of bicycling, similar to a transit subsidy;
 - Monthly drawings for prizes;
 - Mileage reimbursement for city business travel by bike;
 - Discount coupons or credit at bike stores, restaurants or other retail businesses;
 - Bike purchase financing;
 - Parking cash-out program.
- **Convenience Incentives** ñ One of the major obstacles to bicycle commuting is the perceived inconvenience factor. The following list of programs addresses these concerns.
 - “Guaranteed Ride Home” (the City currently participates in a program organized by Alameda County)
 - Fleet bicycles for business travel (the City has instituted this program)
 - Trial commute bikes
 - On-site bicycle repair kits
 - On-call bicycle repair services
 - Flex hours
 - Showers and locker rooms (or gym membership)
 - Relaxed dress codes

Elements of a Citywide Bicycle Commuting Incentive Campaign

- **Bikeways** - Implementation of the bicycle network in this Plan will be critical to a successful encouragement program. Bicycle route maps and identifiable route signage systems are also necessary to support the route network.
- **Parking** - The provision of secure, protected, convenient and inexpensive bicycle parking, as identified in this Plan, is crucial to lure the commuter to the bicycle.

Elements of a City Employee Campaign to Support and Applaud Bicycle Commuting

- **"Ride with an Elected Official"** ñ Sponsor a ride for city employees with an elected official and/or department heads to demonstrate their support and enthusiasm for bicycle commuting.
- **Special Programs** ñ Organize Berkeley bicycle commute events for city employees to coincide with regional and national events such as Bike to Work Day, Beat the Backup Day, Earth Day and Transit Week.

Elements of a Citywide Campaign to Support and Applaud Bicycle Commuting

Efforts to support and applaud bicycle commuting to the general population of Berkeley will be primarily accomplished through the media campaigns, education programs and special events discussed above. In addition, the City of Berkeley can choose to encourage other Berkeley employers to organize bicycle commute programs of their own. In particular, the City should encourage U.C. Berkeley and B.U.S.D., two of the largest employers in Berkeley, to promote bicycling to their staff, faculty, students, and parents.

With the City's Bicycle Commute Program firmly established, the City can provide valuable assistance to the employers willing to undertake this important task. An employer resource kit, most likely put together by Berkeley TRiP, could be provided to each interested employer. The kit should include:

- Text for a letter from the CEO/President explaining the Bicycle Commute Program and urging his/her employees to consider the bicycle when making commute choices;
- Articles about bicycling as a great commute alternative. These stories can be used in company newsletters, as all-staff memos, bulletin board fliers or any other outreach method in place at the company.
- A list of programs and events for use in the company's program. The list will provide details of existing events as well as new programs that could be implemented. City-sponsored events should be included in this list.
- A resource list detailing sample bicycle promotion programs, resource centers for bicycle promotion assistance, and local bicycle coalitions. This list will be invaluable for the companies that may not be aware of the benefits of bicycle commuting.
- Route maps showing the best bike commute routes in Berkeley to be distributed and posted. Many potential bike commuters could find the option more appealing with information about the fastest, safest and easiest routes to use.
- Bicycle Safety and Road Sharing Brochures developed through the education program discussed in Chapter 5.
- Sample bicycle promotional items such as T-shirts, water bottles, etc.

PEDESTRIAN AND BICYCLE INFORMATION CENTER, U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

Strategies to Promote Walking and Bicycling

Getting people walking and bicycling will help build support for creation of more walkable places, decrease air pollution and traffic congestion and improve physical health, among other benefits. Research reveals that creating places for walking and bicycling and other forms of physical activity may be associated with increased physical activity.

Below is a list of strategies that a walking or bicycling coalition or partnership may select from to get going. If there is not yet an established coalition in your community, then find out more about how to build a coalition. The ideas below can be used to inspire and motivate people to get out of their cars and walk.

1. Make Walking and Bicycling Part of the Business: Walk at work programs

Partner with large employers to design and publicize routes to walk or bike to work, give time for walking or bicycling during the day or foster walking or bicycling groups.

One example is Berkeley's walking groups for employees. Some employers also offer incentives for physical activity through their insurance provider. American Heart Association provides support to business-based walking programs through incentive items, printable material and recognition.

2. Offer Incentives and Buddies: Mileage clubs

Use online and community-based programs that encourage walking and bicycling and provide incentives for reaching mileage goals either individually or in groups. See the America on the Move program or a "Walk Across a State" program like this one in Texas.

3. Provide a Guide: Walking and bicycling maps

Provide maps of local attractions as well as locations of practical amenities such as restrooms. For inspiration, see examples from Feet First and Walk Arlington. Add walking routes to the Trails web site and invite community members to view them. Walking maps can also include the walking time required to reach a variety of popular destinations.

4. Plant the Seeds: Marketing campaigns

The City of Tempe's Tempe in Motion program includes a marketing campaign with signage on buses, street banners, water bill inserts, and television.

5. Build on What's There: Existing programs

Work with commute trip reduction programs to encourage walking and bicycling to work. For an example, see Pierce, Wa.'s [Commuter Reduction Program](#). Loaner car programs like [Zip Car](#) help employees get errands done without driving their own vehicle to work.

6. Make it Appealing: Special events

Hold a [Car Free Day](#) event. Hold a walk to raise money or enjoy an aspect of the community. This might be an art walk or fundraising walk. See [March of Dimes Walk](#) or the [Walk for Alzheimer's](#) program for starting ideas—there are many other worthwhile organizations that use walks to raise money. The [American Volkssport Association](#) offers organized walking routes, special walking events and a point accrual system.

7. Involve Children and Families: Walk/Bike to school day programs

Organize a [Walk/Bike to School Day](#) event to encourage children and families to walk and/or bike to school. This event can also be a way to attract media attention and involve community leaders.

8. Add a Little History: Educational and historical walks or bike tours

One example of educational and historical walking programs is run by Walk Boston, which offers [educational and guided walking tours](#), some of which focus on historical areas of the city.

9. Jump on the Bandwagon: Partner with popular programs

For example, if environmental groups are active and successful in a community, it makes sense to find ways to partner with them to promote walking and bicycling. For many tools on how to develop programs that promote behaviors that help the environment, go to the [Tools of Change](#) web site.

Need more ideas?

For strategies to increase physical activity for entire communities, visit the [Centers for Disease Control](#) web site. Other sites have ideas on how individuals can [get motivated to walk](#).

How do you make these ideas happen?

Having a group of people that care about increasing the safety and appeal of walking and bicycling will help make this possible. They're finding out who's making decisions regarding traffic in their hometowns and how they can be a part of the policy and planning process. They're lobbying city officials for traffic calming, more sidewalks, new bike lanes, and standardized bicycle and pedestrian facilities for the disabled. And, most importantly, they're biking and walking.

There are different ways to find strength in numbers and coalitions and to organize an effective outreach campaign so you can get your ideas across and generate walkable, bikeable solutions.

Your coalition or group has the potential to be your most valuable tool in promoting walkability and bikability in your community. That's why it's so important that your group makes the most of its resources and energy, and learn to work with agencies, the private sector, and the media to gain support for your projects.

Whether you've already gathered a group together, or are simply thinking of putting together a pedestrian coalition, you'll benefit from these tips, tools, and resources designed to help you effectively organize and mobilize, initiate and grow.

Take some valuable pointers from [America Walks](#) and the [League of American Bicyclists](#), two of the nation's largest support and advocacy groups for walking and bicycling. On their sites, you'll find plenty of helpful resources to get your own campaigns going.

The Federal Highway Administration (FHWA)'s [Pedestrian Safety Toolkit & Resource Catalog](#) is divided into these six helpful sections:

1. Making a Commitment: Motivate key decision-makers to take action in making your community safer and more walkable.
2. Getting Organized: Establish a formal Coordinating Committee and announce the program to the general public.
3. Gathering Data: Compile statistics to define the pedestrian safety problems facing your community.
4. Developing a Plan: Define communities' priorities and specify action to be taken in support of the program goals.
5. Implementing Your Program: Take action and keep the media informed about your activities.
6. Evaluation & Feedback: Figure out what works and doesn't work and make the necessary adjustments to the program.

APPENDIX F

**HANFORD BIKEWAY SIGNING AND STRIPING
PRELIMINARY OPINION OF
PROBABLE IMPROVEMENT COSTS**

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

Estimated Pricing

Description	Unit Price	Unit
Install Bike Lane Sign-Class II	\$300.00	EA
Remove Existing Stripe	\$0.20	LF
Install 4" Stripe	\$0.19	LF
Install 6" Stripe	\$0.21	LF
Install Sharrow-Class III	\$100.00	EA
Install Bike Lane Stencil - Pavement Marking	\$80.00	EA
Install Bike Route Sign-Class III	\$300.00	EA
Contingency	25%	EA
Construction Engineering	15%	EA

2016 Hanford Bikeway Improvements (by segment)**13th Avenue from Fargo to Grangeville - Class III Bike Route**

1.00 miles

2 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	2	intersection	\$600	\$1,200
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (8 per 1/2 mile)	1.00	Mile	\$800	\$800
Subtotal:					\$3,200
Contingencies:					\$800
Construction Engineering					\$600
Total:					\$4,600

13th Avenue from Grangeville to Lacey - Class III Bike Route

1.00 miles

1 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.00	Mile	\$800	\$800
Subtotal:					\$2,600
Contingencies:					\$650
Construction Engineering					\$488
Total:					\$3,738

13th Avenue from Lacey to Hanford-Armona - Class III Bike Route

1.11 miles

3 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	3	intersection	\$600	\$1,800
3	Install Share the Road Signs (4 per 1/2 mile)	1.11	Mile	\$1,200	\$1,332
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.11	Mile	\$800	\$888
Subtotal:					\$4,020
Contingencies:					\$1,005
Construction Engineering					\$754
Total:					\$5,779

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

13th Avenue from Hanford-Armona to Houston - Class III Bike Route

1.19 miles

4 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	4	intersection	\$600	\$2,400
3	Install Share the Road Signs (4 per 1/2 mile)	1.19	Mile	\$1,200	\$1,428
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.19	Mile	\$800	\$952
Subtotal:					\$4,780
Contingencies:					\$1,195
Construction Engineering					\$897
Total:					\$6,872

Centennial Drive from Berkshire to Grangeville - Class II Bike Lanes

0.20 miles

1 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.20	Mile	\$1,056	\$212
2	Install Bike Lane Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install 6" Stripe	0.20	Mile	\$2,218	\$444
4	Install 4" Stripe	0.20	Mile	\$2,006	\$402
5	Bike Lane Stencil-Pavement Marking (2 per int.)	1	intersection	\$160	\$160
Subtotal:					\$1,818
Contingencies:					\$455
Construction Engineering					\$341
Total:					\$2,613

Centennial Drive from Grangeville to Greenfield - Class II Bike Lanes

0.45 miles

1 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.45	Mile	\$1,056	\$476
2	Install Bike Lane Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install 6" Stripe	0.45	Mile	\$2,218	\$998
4	Install 4" Stripe	0.45	Mile	\$2,006	\$903
5	Bike Lane Stencil-Pavement Marking (2 per int.)	1	intersection	\$160	\$160
Subtotal:					\$3,137
Contingencies:					\$784
Construction Engineering					\$588
Total:					\$4,509

Centennial Drive from Greenfield to Lacey - Class II Bike Lanes

0.60 miles

6 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.60	Mile	\$1,056	\$634
2	Install Bike Lane Signs (2 per intersection)	6	intersection	\$600	\$3,600
3	Install 6" Stripe	0.60	Mile	\$2,218	\$1,331
4	Install 4" Stripe	0.60	Mile	\$2,006	\$1,204
5	Bike Lane Stencil-Pavement Marking (2 per int.)	6	intersection	\$160	\$960
Subtotal:					\$7,729
Contingencies:					\$1,932
Construction Engineering					\$1,449
Total:					\$11,110

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

Centennial Drive from Lacey to 12th - Class III Bike Route

0.65 miles

2 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	2	intersection	\$600	\$1,200
3	Install Share the Road Signs (4 per 1/2 mile)	0.65	Mile	\$1,200	\$780
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.65	Mile	\$800	\$520
Subtotal:					\$2,500
Contingencies:					\$625
Construction Engineering					\$469
Total:					\$3,594

12th Avenue from Fargo to Grangeville - Class II Bike Lanes

1.00 miles

4 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	PRICE	AMOUNT
1	Remove Existing Stripe (grind)	1.00	Mile	\$1,056	\$1,056
2	Install Bike Lane Signs (2 per intersection)	4	intersection	\$600	\$2,400
3	Install 6" Stripe	1.00	Mile	\$2,218	\$2,218
4	Install 4" Stripe	1.00	Mile	\$2,006	\$2,007
5	Bike Lane Stencil-Pavement Marking (2 per int.)	4	intersection	\$160	\$640
Subtotal:					\$8,321
Contingencies:					\$2,080
Construction Engineering					\$1,560
Total:					\$11,961

12th Avenue from Hume to Houston - Class III Bike Route

0.50 miles

1 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	0.50	Mile	\$1,200	\$600
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.50	Mile	\$800	\$400
Subtotal:					\$1,600
Contingencies:					\$400
Construction Engineering					\$300
Total:					\$2,300

12th Avenue from Houston to Iona - Class III Bike Route

1.00 miles

1 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	1.00	Mile	\$1,056	\$1,056
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.00	Mile	\$800	\$800
Subtotal:					\$3,656
Contingencies:					\$914
Construction Engineering					\$686
Total:					\$5,256

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

12th Avenue from Iona to Idaho - Class III Bike Route

1.00 miles

1 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.00	Mile	\$800	\$800
Subtotal:					\$2,600
Contingencies:					\$650
Construction Engineering					\$488
Total:					\$3,738

Fitzgerald Avenue from Fargo to Grangeville - Class III Bike Route

1.03 miles

16 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	16	intersection	\$600	\$9,600
3	Install Share the Road Signs (4 per 1/2 mile)	1.03	Mile	\$1,200	\$1,236
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.03	Mile	\$800	\$824
Subtotal:					\$11,660
Contingencies:					\$2,915
Construction Engineering					\$2,187
Total:					\$16,762

University Avenue from Grangeville to Greenfield - Class III Bike Route

0.46 miles

6 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	6	intersection	\$600	\$3,600
3	Install Share the Road Signs (4 per 1/2 mile)	0.46	Mile	\$1,200	\$552
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.46	Mile	\$800	\$368
Subtotal:					\$4,520
Contingencies:					\$1,130
Construction Engineering					\$848
Total:					\$6,498

Campus Drive from Greenfield to Lacey - Class III Bike Route

0.55 miles

3 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	3	intersection	\$600	\$1,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.55	Mile	\$1,200	\$660
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.55	Mile	\$800	\$440
Subtotal:					\$2,900
Contingencies:					\$725
Construction Engineering					\$544
Total:					\$4,169

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

Campus Drive from Lacey to Glendale - Class III Bike Route

0.51 miles

3 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	3	intersection	\$600	\$1,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.51	Mile	\$1,200	\$612
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.51	Mile	\$800	\$408
Subtotal:					\$2,820
Contingencies:					\$705
Construction Engineering					\$529
Total:					\$4,054

11 1/2 Avenue/Milpas/Echo from Davis to Hume - Class III Bike Route

0.99 miles

13 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	13	intersection	\$600	\$7,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.99	Mile	\$1,200	\$1,188
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.99	Mile	\$800	\$792
Subtotal:					\$9,780
Contingencies:					\$2,445
Construction Engineering					\$1,834
Total:					\$14,059

Glacier Way from Flint to Fargo - Class III Bike Route

1.01 miles

12 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	12	intersection	\$600	\$7,200
3	Install Share the Road Signs (4 per 1/2 mile)	1.01	Mile	\$1,200	\$1,212
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.01	Mile	\$800	\$808
Subtotal:					\$9,220
Contingencies:					\$2,305
Construction Engineering					\$1,729
Total:					\$13,254

Glacier Way from Fargo to Cortner - Class III Bike Route

0.38 miles

7 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	7	intersection	\$600	\$4,200
3	Install Share the Road Signs (4 per 1/2 mile)	0.38	Mile	\$1,200	\$456
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.38	Mile	\$800	\$304
Subtotal:					\$4,960
Contingencies:					\$1,240
Construction Engineering					\$930
Total:					\$7,130

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

11th Avenue from Flint to Fargo - Class III Bike Route

1.01 miles

10 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	10	intersection	\$600	\$6,000
3	Install Share the Road Signs (4 per 1/2 mile)	1.01	Mile	\$1,200	\$1,212
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.01	Mile	\$800	\$808
Subtotal:					\$8,020
Contingencies:					\$2,005
Construction Engineering					\$1,504
Total:					\$11,529

11th Avenue from Fargo to Grangeville - Class III Bike Route

1.01 miles

9 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	1.01	Mile	\$1,056	\$1,067
2	Install Bike Route Signs (2 per intersection)	9	intersection	\$600	\$5,400
3	Install Share the Road Signs (4 per 1/2 mile)	1.01	Mile	\$1,200	\$1,212
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.01	Mile	\$800	\$808
Subtotal:					\$8,487
Contingencies:					\$2,122
Construction Engineering					\$1,592
Total:					\$12,201

11th Avenue from Florinda to Ivy - Class III Bike Route

0.18 miles

2 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	2	intersection	\$600	\$1,200
3	Install Share the Road Signs (4 per 1/2 mile)	0.18	Mile	\$1,200	\$216
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.18	Mile	\$800	\$144
Subtotal:					\$1,560
Contingencies:					\$390
Construction Engineering					\$293
Total:					\$2,243

11th Avenue from Seventh to Hanford-Armona - Class III Bike Route

0.81 miles

10 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	10	intersection	\$600	\$6,000
3	Install Share the Road Signs (4 per 1/2 mile)	0.81	Mile	\$1,200	\$972
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.81	Mile	\$800	\$648
Subtotal:					\$7,620
Contingencies:					\$1,905
Construction Engineering					\$1,429
Total:					\$10,954

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

11th Avenue from Hanford-Armona to Hume - Class III Bike Route

0.54 miles

5 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.81	Mile	\$1,056	\$855
2	Install Bike Route Signs (2 per intersection)	5	intersection	\$600	\$3,000
3	Install Share the Road Signs (4 per 1/2 mile)	0.54	Mile	\$1,200	\$648
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.54	Mile	\$800	\$432
Subtotal:					\$4,935
Contingencies:					\$1,234
Construction Engineering					\$926
Total:					\$7,095

11th Avenue from Hume to Houston - Class III Bike Route

0.49 miles

6 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	6	intersection	\$600	\$3,600
3	Install Share the Road Signs (4 per 1/2 mile)	0.49	Mile	\$1,200	\$588
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.49	Mile	\$800	\$392
Subtotal:					\$4,580
Contingencies:					\$1,145
Construction Engineering					\$859
Total:					\$6,584

11th Avenue from Houston to Iona - Class III Bike Route

1.00 miles

2 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	2	intersection	\$600	\$1,200
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.00	Mile	\$800	\$800
Subtotal:					\$3,200
Contingencies:					\$800
Construction Engineering					\$600
Total:					\$4,600

11th Avenue from Iona to Idaho - Class III Bike Route

1.00 miles

1 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.00	Mile	\$800	\$800
Subtotal:					\$2,600
Contingencies:					\$650
Construction Engineering					\$488
Total:					\$3,738

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

11th Avenue from Idaho to Jackson - Class III Bike Route

1.00 miles

1 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.00	Mile	\$800	\$800
Subtotal:					\$2,600
Contingencies:					\$650
Construction Engineering					\$488
Total:					\$3,738

Williams/Jones Street from Davis to Hume - Class III Bike Route

0.83 miles

9 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	9	intersection	\$600	\$5,400
3	Install Share the Road Signs (4 per 1/2 mile)	0.83	Mile	\$1,200	\$996
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.83	Mile	\$800	\$664
Subtotal:					\$7,060
Contingencies:					\$1,765
Construction Engineering					\$1,324
Total:					\$10,149

Redington Street from Grangeville to Lacey - Class II Bike Lanes

1.01 miles

14 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	PRICE	AMOUNT
1	Remove Existing Stripe (grind)	1.01	Mile	\$1,056	\$1,067
2	Install Bike Lane Signs (2 per intersection)	14	intersection	\$600	\$8,400
3	Install 6" Stripe	1.01	Mile	\$2,218	\$2,240
4	Install 4" Stripe	1.01	Mile	\$2,006	\$2,027
5	Bike Lane Stencil-Pavement Marking (2 per int.)	14	intersection	\$160	\$2,240
Subtotal:					\$15,974
Contingencies:					\$3,994
Construction Engineering					\$2,995
Total:					\$22,963

Irwin Street (10 1/2) from Hanford-Armona to Hume - Class III Bike Route

1.03 miles

2 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	2	intersection	\$600	\$1,200
3	Install Share the Road Signs (4 per 1/2 mile)	1.03	Mile	\$1,200	\$1,236
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.03	Mile	\$800	\$824
Subtotal:					\$3,260
Contingencies:					\$815
Construction Engineering					\$612
Total:					\$4,687

Attachment: Exhibit A: FINAL PB Master Plan January 2016 (1349 : Pedestrian and Bicycle Master Plan)

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

Mission Drive from Flint to 10th - Class III Bike Route

0.56 miles

9 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	9	intersection	\$600	\$5,400
3	Install Share the Road Signs (4 per 1/2 mile)	0.56	Mile	\$1,200	\$672
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.56	Mile	\$800	\$448
Subtotal:					\$6,520
Contingencies:					\$1,630
Construction Engineering					\$1,223
Total:					\$9,373

10th Avenue from Third to Hanford-Armona - Class III Bike Route

0.71 miles

2 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	2	intersection	\$600	\$1,200
3	Install Share the Road Signs (4 per 1/2 mile)	0.71	Mile	\$1,200	\$852
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.71	Mile	\$800	\$568
Subtotal:					\$2,620
Contingencies:					\$655
Construction Engineering					\$492
Total:					\$3,767

10th Avenue from Hanford-Armona to Houston - Class III Bike Route

1.01 miles

6 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	6	intersection	\$600	\$3,600
3	Install Share the Road Signs (4 per 1/2 mile)	1.01	Mile	\$1,200	\$1,212
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.01	Mile	\$800	\$808
Subtotal:					\$5,620
Contingencies:					\$1,405
Construction Engineering					\$1,054
Total:					\$8,079

10th Avenue from Houston to Iona - III Bike Route

1.00 miles

2 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	2	intersection	\$600	\$1,200
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.00	Mile	\$800	\$800
Subtotal:					\$3,200
Contingencies:					\$800
Construction Engineering					\$600
Total:					\$4,600

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

10th Avenue from Iona to Idaho - Class III Bike Route

1.01 miles

1 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	1.01	Mile	\$1,200	\$1,212
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.01	Mile	\$800	\$808
Subtotal:					\$2,620
Contingencies:					\$655
Construction Engineering					\$492
Total:					\$3,767

10th Avenue from Idaho to Jackson - Class III Bike Route

1.01 miles

1 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	1.01	Mile	\$1,200	\$1,212
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.01	Mile	\$800	\$808
Subtotal:					\$2,620
Contingencies:					\$655
Construction Engineering					\$492
Total:					\$3,767

Neill Way from Fargo to Leland - Class III Bike Route

0.51 miles

8 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	8	intersection	\$600	\$4,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.51	Mile	\$1,200	\$612
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.51	Mile	\$800	\$408
Subtotal:					\$5,820
Contingencies:					\$1,455
Construction Engineering					\$1,092
Total:					\$8,367

9 1/4 Avenue from Leland to Grangeville- Class III Bike Route

0.51 miles

1 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	0.51	Mile	\$1,200	\$612
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.51	Mile	\$800	\$408
Subtotal:					\$1,620
Contingencies:					\$405
Construction Engineering					\$304
Total:					\$2,329

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

9 1/4 Avenue from Grangeville to Lacey - Class III Bike Route

1.01 miles

7 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	7	intersection	\$600	\$4,200
3	Install Share the Road Signs (4 per 1/2 mile)	1.01	Mile	\$1,200	\$1,212
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.01	Mile	\$800	\$808
Subtotal:					\$6,220
Contingencies:					\$1,555
Construction Engineering					\$1,167
Total:					\$8,942

9th Avenue from Lacey to Hanford-Armona - Class III Bike Route

0.96 miles

3 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	3	intersection	\$600	\$1,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.96	Mile	\$1,200	\$1,152
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.96	Mile	\$800	\$768
Subtotal:					\$3,720
Contingencies:					\$930
Construction Engineering					\$698
Total:					\$5,348

9th Avenue from Hanford-Armona to Houston - Class III Bike Route

1.04 miles

3 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	3	intersection	\$600	\$1,800
3	Install Share the Road Signs (4 per 1/2 mile)	1.04	Mile	\$1,200	\$1,248
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.04	Mile	\$800	\$832
Subtotal:					\$3,880
Contingencies:					\$970
Construction Engineering					\$728
Total:					\$5,578

9th Avenue from Houston to Iona - Class III Bike Route

1.00 miles

2 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	2	intersection	\$600	\$1,200
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.00	Mile	\$800	\$800
Subtotal:					\$3,200
Contingencies:					\$800
Construction Engineering					\$600
Total:					\$4,600

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

9th Avenue from Iona to Idaho - Class III Bike Route

1.00 miles

1 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.00	Mile	\$800	\$800
Subtotal:					\$2,600
Contingencies:					\$650
Construction Engineering					\$488
Total:					\$3,738

Flint Avenue from 12th to 11th - Class III Bike Route

1.00 miles

2 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	2	intersection	\$600	\$1,200
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.00	Mile	\$800	\$800
Subtotal:					\$3,200
Contingencies:					\$800
Construction Engineering					\$600
Total:					\$4,600

Flint Avenue from 11th to Hwy 43 - Class III Bike Route

1.00 miles

4 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	4	intersection	\$600	\$2,400
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.00	Mile	\$800	\$800
Subtotal:					\$4,400
Contingencies:					\$1,100
Construction Engineering					\$825
Total:					\$6,325

Pepper Drive from Glacier to 11th - Class III Bike Route

0.41 miles

4 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	4	intersection	\$600	\$2,400
3	Install Share the Road Signs (4 per 1/2 mile)	0.41	Mile	\$1,200	\$492
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.41	Mile	\$800	\$328
Subtotal:					\$3,220
Contingencies:					\$805
Construction Engineering					\$604
Total:					\$4,629

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

Pepper Drive/Aspen from 11th to Encore - Class III Bike Route

0.36 miles

4 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	4	intersection	\$600	\$2,400
3	Install Share the Road Signs (4 per 1/2 mile)	0.36	Mile	\$1,200	\$432
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.36	Mile	\$800	\$288
Subtotal:					\$3,120
Contingencies:					\$780
Construction Engineering					\$585
Total:					\$4,485

Encore Drive from Aspen to 10th - Class III Bike Route

0.77 miles

8 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	8	intersection	\$600	\$4,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.77	Mile	\$1,200	\$924
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.77	Mile	\$800	\$616
Subtotal:					\$6,340
Contingencies:					\$1,585
Construction Engineering					\$1,189
Total:					\$9,114

Encore Drive from 10th to Fargo - Class III Bike Route

0.50 miles

8 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	8	intersection	\$600	\$4,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.50	Mile	\$1,200	\$600
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.50	Mile	\$800	\$400
Subtotal:					\$5,800
Contingencies:					\$1,450
Construction Engineering					\$1,088
Total:					\$8,338

Fargo Avenue from 13th to Centennial - Class III Bike Route

0.50 miles

1 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	0.50	Mile	\$1,200	\$600
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.50	Mile	\$800	\$400
Subtotal:					\$1,600
Contingencies:					\$400
Construction Engineering					\$300
Total:					\$2,300

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

Muscat Place from 12th to Fitzgerald - Class III Bike Route

0.24 miles

3 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	3	intersection	\$600	\$1,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.24	Mile	\$1,200	\$288
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.24	Mile	\$800	\$192
Subtotal:					\$2,280
Contingencies:					\$570
Construction Engineering					\$428
Total:					\$3,278

Cortner Street from Glacier to Kensington - Class III Bike Route

1.16 miles

12 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	12	intersection	\$600	\$7,200
3	Install Share the Road Signs (4 per 1/2 mile)	1.16	Mile	\$1,200	\$1,392
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.16	Mile	\$800	\$928
Subtotal:					\$9,520
Contingencies:					\$2,380
Construction Engineering					\$1,785
Total:					\$13,685

Leland Way from Douty to 10th - Class III Bike Route

0.51 miles

8 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	8	intersection	\$600	\$4,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.51	Mile	\$1,200	\$612
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.51	Mile	\$800	\$408
Subtotal:					\$5,820
Contingencies:					\$1,455
Construction Engineering					\$1,092
Total:					\$8,367

Leland Way from 10th to 9 1/4 - Class III Bike Route

0.69 miles

11 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	11	intersection	\$600	\$6,600
3	Install Share the Road Signs (4 per 1/2 mile)	0.69	Mile	\$1,200	\$828
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.69	Mile	\$800	\$552
Subtotal:					\$7,980
Contingencies:					\$1,995
Construction Engineering					\$1,497
Total:					\$11,472

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

Mustang/Berkshire from 13th to Centennial - Class III Bike Route

0.55 miles

3 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	3	intersection	\$600	\$1,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.55	Mile	\$1,200	\$660
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.55	Mile	\$800	\$440
Subtotal:					\$2,900
Contingencies:					\$725
Construction Engineering					\$544
Total:					\$4,169

Grangeville Boulevard from 13th to Centennial - Class III Bike Route

0.51 miles

1 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	0.51	Mile	\$1,200	\$612
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.51	Mile	\$800	\$408
Subtotal:					\$1,620
Contingencies:					\$405
Construction Engineering					\$304
Total:					\$2,329

Grangeville Boulevard from 9th to 8 1/2 - Class III Bike Route

0.50 miles

1 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	0.50	Mile	\$1,200	\$600
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.50	Mile	\$800	\$400
Subtotal:					\$1,600
Contingencies:					\$400
Construction Engineering					\$300
Total:					\$2,300

Elm Street from Greenfield to 11th - Class III Bike Route

0.14 miles

1 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	0.14	Mile	\$1,200	\$168
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.14	Mile	\$800	\$112
Subtotal:					\$880
Contingencies:					\$220
Construction Engineering					\$165
Total:					\$1,265

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

Ivy Street from 11th to 10th - Class III Bike Route

1.01 miles

10 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	10	intersection	\$600	\$6,000
3	Install Share the Road Signs (4 per 1/2 mile)	1.01	Mile	\$1,200	\$1,212
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.01	Mile	\$800	\$808
Subtotal:					\$8,020
Contingencies:					\$2,005
Construction Engineering					\$1,504
Total:					\$11,529

Liberty Street from Centennial to 12th - Class III Bike Route

0.33 miles

2 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	2	intersection	\$600	\$1,200
3	Install Share the Road Signs (4 per 1/2 mile)	0.33	Mile	\$1,200	\$396
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.33	Mile	\$800	\$264
Subtotal:					\$1,860
Contingencies:					\$465
Construction Engineering					\$349
Total:					\$2,674

Kings County Drive from 12th to Lacey - Class III Bike Route

0.51 miles

3 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	3	intersection	\$600	\$1,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.51	Mile	\$1,200	\$612
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.51	Mile	\$800	\$408
Subtotal:					\$2,820
Contingencies:					\$705
Construction Engineering					\$529
Total:					\$4,054

Mall Drive from 12th to Lacey - Class III Bike Route

0.53 miles

3 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	3	intersection	\$600	\$1,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.53	Mile	\$1,200	\$636
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.53	Mile	\$800	\$424
Subtotal:					\$2,860
Contingencies:					\$715
Construction Engineering					\$537
Total:					\$4,112

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

Lacey Boulevard from Centennial to Mall Drive - Class III Bike Route

0.60 miles

1 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	0.60	Mile	\$1,200	\$720
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.60	Mile	\$800	\$480
Subtotal:					\$1,800
Contingencies:					\$450
Construction Engineering					\$338
Total:					\$2,588

Lacey Boulevard from Garner to Irwin - Class III Bike Route

0.65 miles

8 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	8	intersection	\$600	\$4,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.65	Mile	\$1,200	\$780
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.65	Mile	\$800	\$520
Subtotal:					\$6,100
Contingencies:					\$1,525
Construction Engineering					\$1,144
Total:					\$8,769

Lacey Boulevard from 10th to 9th - Class III Bike Route

0.99 miles

6 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	6	intersection	\$600	\$3,600
3	Install Share the Road Signs (4 per 1/2 mile)	0.99	Mile	\$1,200	\$1,188
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.99	Mile	\$800	\$792
Subtotal:					\$5,580
Contingencies:					\$1,395
Construction Engineering					\$1,047
Total:					\$8,022

Lacey Boulevard from 9th to 8th (SR 43) - Class III Bike Route

1.03 miles

8 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	8	intersection	\$600	\$4,800
3	Install Share the Road Signs (4 per 1/2 mile)	1.03	Mile	\$1,200	\$1,236
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.03	Mile	\$800	\$824
Subtotal:					\$6,860
Contingencies:					\$1,715
Construction Engineering					\$1,287
Total:					\$9,862

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

Garner Avenue from Lacey to Seventh - Class III Bike Route

0.34 miles

3 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	3	intersection	\$600	\$1,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.34	Mile	\$1,200	\$408
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.34	Mile	\$800	\$272
Subtotal:					\$2,480
Contingencies:					\$620
Construction Engineering					\$465
Total:					\$3,565

Seventh Street from Mall Drive to 11th - Class II Bike Lanes

0.75 miles

3 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.75	Mile	\$1,056	\$792
2	Install Bike Lane Signs (2 per intersection)	3	intersection	\$600	\$1,800
3	Install 6" Stripe	0.75	Mile	\$2,218	\$1,664
4	Install 4" Stripe	0.75	Mile	\$2,006	\$1,505
5	Bike Lane Stencil-Pavement Marking (2 per int.)	3	intersection	\$160	\$480
Subtotal:					\$6,241
Contingencies:					\$1,560
Construction Engineering					\$1,170
Total:					\$8,971

Sixth Street from 11th to 10th - Class II Bike Lanes

1.03 miles

11 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.18	Mile	\$1,056	\$191
2	Install Bike Lane Signs (2 per intersection)	11	intersection	\$600	\$6,600
3	Install 6" Stripe	1.03	Mile	\$2,218	\$2,285
4	Install 4" Stripe	1.03	Mile	\$2,006	\$2,067
5	Bike Lane Stencil-Pavement Marking (2 per int.)	11	intersection	\$160	\$1,760
Subtotal:					\$12,903
Contingencies:					\$3,226
Construction Engineering					\$2,419
Total:					\$18,548

Glendale Avenue from 12 1/2 (Aquifer) to 12th - Class II Bike Lanes

0.61 miles

1 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Lane Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install 6" Stripe	0.61	Mile	\$2,218	\$1,353
4	Install 4" Stripe	0.61	Mile	\$2,006	\$1,224
5	Bike Lane Stencil-Pavement Marking (2 per int.)	1	intersection	\$160	\$160
Subtotal:					\$3,337
Contingencies:					\$834
Construction Engineering					\$626
Total:					\$4,797

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

Third Street from 10th to 9th - Class III Bike Route

1.03 miles

4 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	4	intersection	\$600	\$2,400
3	Install Share the Road Signs (4 per 1/2 mile)	1.03	Mile	\$1,200	\$1,236
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.03	Mile	\$800	\$824
Subtotal:					\$4,460
Contingencies:					\$1,115
Construction Engineering					\$837
Total:					\$6,412

Davis Street from 11 1/2 to Williams - Class III Bike Route

0.67 miles

8 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	8	intersection	\$600	\$4,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.67	Mile	\$1,200	\$804
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.67	Mile	\$800	\$536
Subtotal:					\$6,140
Contingencies:					\$1,535
Construction Engineering					\$1,152
Total:					\$8,827

Hanford-Armona Boulevard from 10th to airport entrance - Class III Bike Route

0.55 miles

2 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	2	intersection	\$600	\$1,200
3	Install Share the Road Signs (4 per 1/2 mile)	0.55	Mile	\$1,200	\$660
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.55	Mile	\$800	\$440
Subtotal:					\$2,300
Contingencies:					\$575
Construction Engineering					\$432
Total:					\$3,307

Hume Avenue from 12th to Jones - Class III Bike Route

1.05 miles

8 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	8	intersection	\$600	\$4,800
3	Install Share the Road Signs (4 per 1/2 mile)	1.05	Mile	\$1,200	\$1,260
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.05	Mile	\$800	\$840
Subtotal:					\$6,900
Contingencies:					\$1,725
Construction Engineering					\$1,294
Total:					\$9,919

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

Houston Avenue from 13th to 12th - Class III Bike Route

1.02 miles

1 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	1.02	Mile	\$1,200	\$1,224
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.02	Mile	\$800	\$816
Subtotal:					\$2,640
Contingencies:					\$660
Construction Engineering					\$495
Total:					\$3,795

Houston Avenue from 12th to 10th - Class III Bike Route

2.00 miles

5 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	5	intersection	\$600	\$3,000
3	Install Share the Road Signs (4 per 1/2 mile)	2.00	Mile	\$1,200	\$2,400
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	2.00	Mile	\$800	\$1,600
Subtotal:					\$7,000
Contingencies:					\$1,750
Construction Engineering					\$1,313
Total:					\$10,063

Houston Avenue from 10th to 9th - Class III Bike Route

1.00 miles

5 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	5	intersection	\$600	\$3,000
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.00	Mile	\$800	\$800
Subtotal:					\$5,000
Contingencies:					\$1,250
Construction Engineering					\$938
Total:					\$7,188

Iona Avenue from 12th to 9th - Class III Bike Route

3.01 miles

3 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	3	intersection	\$600	\$1,800
3	Install Share the Road Signs (4 per 1/2 mile)	3.01	Mile	\$1,200	\$3,612
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	3.01	Mile	\$800	\$2,408
Subtotal:					\$7,820
Contingencies:					\$1,955
Construction Engineering					\$1,467
Total:					\$11,242

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

Idaho Avenue from 12th to 9th - Class III Bike Route

3.00 miles

3 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	3	intersection	\$600	\$1,800
3	Install Share the Road Signs (4 per 1/2 mile)	3.00	Mile	\$1,200	\$3,600
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	3.00	Mile	\$800	\$2,400
Subtotal:					\$7,800
Contingencies:					\$1,950
Construction Engineering					\$1,463
Total:					\$11,213

Jackson Avenue from 11th to 10th - Class III Bike Route

1.00 miles

1 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.00	Mile	\$800	\$800
Subtotal:					\$2,600
Contingencies:					\$650
Construction Engineering					\$488
Total:					\$3,738

2035 Hanford Bikeway Improvements (combined)

All 2035 Class II Bike Lanes

40.23 miles

141 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Lane Signs (2 per intersection)	141	intersection	\$600	\$84,600
3	Install 6" Stripe	40.23	Mile	\$2,218	\$89,215
4	Install 4" Stripe	40.23	Mile	\$2,006	\$80,718
5	Bike Lane Stencil-Pavement Marking (2 per int.)	141	intersection	\$160	\$22,560
Subtotal:					\$277,093
Contingencies:					\$69,273
Construction Engineering					\$51,955
Total:					\$398,321

All Class III Bike Routes

5.55 miles

13 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	13	intersection	\$600	\$7,800
3	Install Share the Road Signs (4 per 1/2 mile)	5.55	Mile	\$1,200	\$6,660
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	5.55	Mile	\$800	\$4,440
Subtotal:					\$18,900
Contingencies:					\$4,725
Construction Engineering					\$3,544
Total:					\$27,169

**2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS**

2016 Pedestrian Project Improvements

Estimated Pricing

Description	Unit Price	Unit
ADA curb ramps	\$4,000.00	EA
Curb/gutter	\$30.00	LF
Sidewalk (5 feet wide)	\$40.00	LF
Traffic signs	\$400.00	LF
Thermoplastic crosswalks	\$1,060.00	EA
Thermoplastic markings	\$8.00	SF

9 1/4 Avenue from Leland to Lacey - 18 ADA curb ramps

18 ADA ramps

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Install ADA curb ramps	18	ramp	\$4,000	\$72,000
					Subtotal: \$72,000
					Contingencies: \$18,000
					Construction Engineering \$13,500
					Total: \$103,500

Phillips Street from alley n/of Fourth to Third - sidewalk and 8 ADA curb ramps

8 ADA ramps

580 feet

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Install ADA curb ramps	8	ramp	\$4,000	\$32,000
2	Install sidewalk	580	foot	\$40	\$23,200
					Subtotal: \$55,200
					Contingencies: \$13,800
					Construction Engineering \$10,350
					Total: \$79,350

Phillips Street underpass @ SR 198 - improve lighting and consider murals

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Improve lighting	1	each	\$10,000	\$10,000
2	Add murals	1	each	\$15,000	\$15,000
					Subtotal: \$25,000
					Contingencies: \$6,250
					Construction Engineering \$4,688
					Total: \$35,938

10th Avenue from Grangeville to Terrace - 10 ADA ramps

10 ADA ramps

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Install ADA curb ramps	10	ramp	\$4,000	\$40,000
					Subtotal: \$40,000
					Contingencies: \$10,000
					Construction Engineering \$7,500
					Total: \$57,500

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

Leland Way from 10th to 9th - 35 ADA ramps

35 ADA ramps

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Install ADA curb ramps	35	ramp	\$4,000	\$140,000
					Subtotal: \$140,000
					Contingencies: \$35,000
					Construction Engineering \$26,250
					Total: \$201,250

Irwin Street from Grangeville to downtown - 48 ADA ramps

48 ADA ramps

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Install ADA curb ramps	48	ramp	\$4,000	\$192,000
					Subtotal: \$192,000
					Contingencies: \$48,000
					Construction Engineering \$36,000
					Total: \$276,000

Monroe Elementary - add c/g, ADA ramps, sidewalk on Leoni Drive from Monre to Grangeville

26 ADA ramps:

2660 feet

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Install ADA curb ramps	26	ramp	\$4,000	\$104,000
2	Install curb and gutter	2660	foot	\$30	\$79,800
3	Install sidewalk	2660	foot	\$40	\$106,400
					Subtotal: \$290,200
					Contingencies: \$72,550
					Construction Engineering \$54,413
					Total: \$417,163

NOTE: Does not include ROW acquisition or demolition

Update/refurbish signing and school crosswalks around schools

70 crosswalks

280 signs

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Thermoplastic crosswalks	70	each	\$1,060	\$74,200
2	Flourescent traffic signs	280	each	\$400	\$112,000
					Subtotal: \$186,200
					Contingencies: \$46,550
					Construction Engineering \$34,913
					Total: \$267,663

Restripe crosswalks and pavement markings in the Downtown area

300 crosswalks

309 pavement markings

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Thermoplastic crosswalks	300	each	\$1,060	\$318,000
2	Thermoplastic markings (AHEAD text)	2	each	\$248	\$496
3	Thermoplastic markings (arrow)	64	each	\$120	\$7,680
4	Thermoplastic markings (combo arrow)	11	each	\$216	\$2,376
5	Thermoplastic markings (railroad crossing)	15	each	\$880	\$13,200
6	Thermoplastic markings (STOP text)	124	each	\$176	\$21,824
7	Thermoplastic markings (stop bar)	78	each	\$160	\$12,480
8	Thermoplastic markings (YIELD text)	15	each	\$192	\$2,880
					Subtotal: \$378,936
					Contingencies: \$94,734
					Construction Engineering \$71,051
					Total: \$544,721

RESOLUTION NO. 2016-02**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD
RECOMMENDING ACCEPTANCE TO THE CITY COUNCIL OF PEDESTRIAN AND
BICYCLE MASTER PLAN**

At a regular meeting of the Planning Commission of the City of Hanford duly called and held on January 26, 2016, at 7:00 p.m., it was moved by Commissioner JOHNSTON, and seconded by Commissioner NAHAL, that the following resolution be adopted:

WHEREAS, the City of Hanford (City) has made a commitment to Caltrans relating to the grant awarded for the Pedestrian and Bicycle Master Plan; and

WHEREAS, Quad Knopf was determined to be the most qualified consultant to develop the Pedestrian and Bicycle Master Plan for the City of Hanford; and

WHEREAS, Quad Knopf has prepared the Pedestrian and Bicycle Master Plan in collaboration with City staff and members of the public; and

WHEREAS, the City of Hanford Planning Commission considered the evidence presented in the staff report and testimony presented during the public hearing; and

WHEREAS, staff recommends that the Pedestrian and Bicycle Master Plan be accepted and forwarded to City Council for recommendation;

NOW, THEREFORE, BE IT RESOLVED, on the basis of the facts and evidence provided in the staff report and the written and oral evidence presented at the public hearing, the Planning Commission hereby makes the following findings:

1. That the Planning Commission recommends acceptance of the Pedestrian and Bicycle Master Plan.
2. That the proposed Pedestrian and Bicycle Plan will be compatible with goals and objectives set forth in the ongoing General Plan Update and any other relevant plans and reports deemed appropriate by the City.

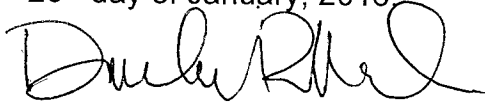
BE IT FURTHER RESOLVED that the City of Hanford Planning Commission recommends acceptance to the City Council of the Pedestrian and Bicycle Master Plan.

MOTION PASSED at a regular meeting of the Planning Commission of the City of Hanford held on the 26th day of January 2016, by the following vote:

AYES:	Commissioners JOHNSTON, NAHAL, PADEN, DRAXLER, HAM
NOES:	Commissioners NONE
ABSTAIN:	Commissioners NONE
ABSENT:	Commissioners NONE

STATE OF CALIFORNIA)
COUNTY OF KINGS) ss
CITY OF HANFORD)

I, **Darlene R. Mata**, Secretary of the Planning Commission of the City of Hanford, do hereby certify the foregoing Resolution was duly passed and accepted by the Planning Commission of the City of Hanford at a regular meeting thereof held on the 26th day of January, 2016.



Darlene R. Mata, Secretary



TO: KCAG Commission
 FROM: Chris Lehn, KCAG Staff
 DATE: January 27, 2016

SUBJECT: Affordable Housing and Sustainable Communities Program Guidelines

Introduction

At the December 2015 Strategic Growth Council (SGC) meeting, the Final FY 2015-16 Guidelines for the second phase of the Affordable Housing and Sustainable Communities (AHSC) Program were approved, following an extensive review of comments received on the draft guidelines and input provided at four workshops. The Notice of Funding Availability (NOFA) for this program is anticipated to be released in late January. The FY 2015-16 round of the grant program is to distribute \$320 million from the Cap and Trade Program with the goals of funding greenhouse gas reducing projects within the transportation sector, while significantly benefitting disadvantaged communities and providing affordable housing. This is a considerable increase from the \$121.9 million allocated by the SGC in FY 2014-15. AHSC detailed information can be found on the SGC website at the following link:

http://www.sgc.ca.gov/s_ahscprogram.php

Affordable Housing and Sustainable Communities Program

The AHSC Program seeks to fund land use, housing, transportation, and land preservation projects that support infill and compact development while reducing greenhouse gas (GHG) emissions. The program also strives to reduce passenger vehicle miles traveled and support transportation mode shifts. The FY 2015-16 grant program will support capital projects such as affordable housing development in close proximity to transit, capital infrastructure projects including Active Transportation (pedestrian, bicycle, crosswalk infrastructure that increases connectivity to key destinations), projects that increase the capacity of a transit system, and expands public transit between a transit stop/ station and active transportation infrastructure. Additional projects could include active transportation outreach (safety), transit ridership outreach programs, and criteria air pollutant programs. Please see the Final Draft 2015-16 Program Guidelines for extensive details when considering potential projects.

The Final Draft 2015-16 Guidelines describe dividing the funds into three programs: Transit Oriented Development (TOD), Integrated Connectivity Projects (ICP) and a newly added Rural Innovation Project Area (RIPA). Kings County projects would most likely be eligible for the ICP or the RIPA program areas.

To apply for AHSC funding, applicants must first submit a concept proposal due in March 2016. Should the applicant successfully complete the concept submittal portion of the application process, the SGC will invite the applicant to submit a full application that will be due in April 2016. Workshops are likely to be scheduled and potential applicants are strongly encouraged to attend. One-on-one project consultations with SGC staff may also be scheduled at these workshops as they were for the FY 2014-15 program cycle.

Recommendation

KCAG staff encourages eligible agencies to review the adopted FY 2015-16 AHSC Guidelines in preparation of the forthcoming NOFA and consider submitting concept proposals. With a continuous appropriation of 20% of annual proceeds from the California Greenhouse Gas Reduction Fund provided to the AHSC Program, local agencies should also consider projects for future year grant cycles.

RESOLUTION NO. 16-07-R**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HANFORD
ACCEPTING THE PEDESTRIAN AND BIYCLE MASTER PLAN**

At a regular meeting of the City Council of the City of Hanford duly called to order and held on February 16, 2016 at 7:00 p.m., it was moved by Council Member _____, and seconded by Council Member _____, and duly carried that the following resolution be accepted:

WHEREAS, the City of Hanford (City) has made a commitment to Caltrans relating to the grant awarded for the Pedestrian and Bicycle Master Plan; and

WHEREAS, Quad Knopf was determined to be the most qualified consultant to develop the Pedestrian and Bicycle Master Plan for the City of Hanford; and

WHEREAS, Quad Knopf has prepared the Pedestrian and Bicycle Master Plan in collaboration with City staff and members of the public; and

WHEREAS, the City of Hanford City Council considered the evidence presented in the staff report and testimony presented during the public hearing; and

WHEREAS, staff recommends that the Pedestrian and Bicycle Master Plan be accepted to proceed with close-out of the grant through Caltrans;

NOW, THEREFORE, BE IT RESOLVED, on the basis of the facts and evidence provided in the staff report and the written and oral evidence presented at the public hearing, the City Council hereby makes the following findings:

1. That the Planning Commission recommended acceptance of the Pedestrian and Bicycle Master Plan.
2. That the City Council accepts the Pedestrian and Bicycle Master Plan.
3. That the proposed Pedestrian and Bicycle Plan will be compatible with goals and objectives set forth in the ongoing General Plan Update and any other relevant plans and reports deemed appropriate by the City.

BE IT FURTHER RESOLVED, that the City Council of the City of Hanford hereby accepts the Pedestrian and Bicycle Master Plan. Passed and adopted at a regular meeting of the City Council of the City of Hanford duly called and held on February 16, 2016, by the following vote:

AYES: _____

NOES: _____

ABSTAIN: _____

ABSENT: _____

JUSTIN MENDES
MAYOR of the City of Hanford

Attest:

JENNIFER GOMEZ
CITY CLERK

STATE OF CALIFORNIA)
COUNTY OF KINGS) ss
CITY OF HANFORD)

I, Jennifer Gomez, City Clerk of the City of Hanford, do hereby certify the foregoing Resolution was duly passed and adopted at a regular meeting of the City Council of the City of Hanford held on the _____ day of _____, 2016.

Date: _____

City Clerk



AGENDA STAFF REPORT

MEETING DATE: 2/16/2016	AGENDA SECTION: A
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SUBJECT:

Public Works: Approve an additional appropriation of \$28,005.30 from the Accumulated Capital Outlay fund, award a contract to Clean Cut Landscape, of Clovis, CA in the amount of \$152,386.00 for the 12th Avenue and Lacey Boulevard Median Landscape and Irrigation Renovation Project, and establish a construction contingency of \$7,619.30 for this project.

RECOMMENDATION:

That the City Council by motion:

1. Approve an additional appropriation of \$28,005.30 from the Accumulated Capital Outlay Fund.
2. Award a contract to Clean Cut Landscape, of Clovis, CA in the amount of \$152,386.00 for the 12th Ave and Lacey Boulevard Median Landscape and Irrigation Renovation Project.
3. Establish a construction contingency of \$7,619.30 for this project.

BACKGROUND:

This project will remove the existing landscaping and terminate the irrigation to install stamped concrete in the turn pockets until the width of the landscape area is a minimum of 8 feet in width on various arterial streets. Portions of the existing irrigation will also be upgraded to above ground popup sprinklers and planting material replaced. Pavement trenching and replacement will be required to facilitate this in some locations.

The existing landscape within the medians includes planting material and irrigation in the narrow turn pockets which is labor intensive and creates insufficient work space of maintenance crews. Portions of the medians islands have subsurface irrigation which has plugged and is no longer sustainable and needs upgrading to above ground popup sprinklers. Existing planting materials in some locations are in need of replacement and replenishment of walk-on bark.

The project will substantially decrease labor costs and water consumption within the median islands and will also increase safety for maintenance crews working in the medians. The project will also beautify the west entrance to our community and major shopping outlets.

In accordance with Council Action, bids were solicited and opened on February 2nd, 2016 for the 12th Avenue and Lacey Boulevard Median Landscape and Irrigation Renovation Project. A total of three (3) bids were received, ranging from a low bid of \$152,386.00 from Clean Cut Landscape, to a high bid of \$209,367.25. A copy of the Bid Tabulation is attached for Council Review.

The contract stipulates that the Project be completed within sixty (60) calendar days from the date of the Notice to Proceed with an additional ninety (90) calendar days being allocated as the landscape maintenance period. For each day of delay beyond the approved time, the Contractor shall be assessed \$250 per day liquidated damages. If approved, work on this project is expected to begin in April, 2016.

FISCAL IMPACT:

The FY 15/16 Capital Improvement Program Budget provides \$132,000 for construction, including contingencies, for this project. An additional appropriation of \$28,005.30 from the Accumulated Capital Outlay Fund is necessary to fully fund this project. There are sufficient funds in the Accumulated Capital Outlay Fund to fund this project without effect to any current planned projects. A copy of the budget page is attached for Council review.

ATTACHMENTS:

Budget Page 209
Bid Schedule

Street Median Landscape Renovation Projects

Project Background:

This project will remove the existing landscaping and terminate the irrigation to install stamped concrete in the turn pockets until the width of the landscape area is a minimum of 8 feet in width on various arterial streets. Portions of the existing irrigation will also be upgraded to above ground popups and planting material replaced.

Existing Conditions:

The existing landscape within the medians includes planting material and irrigation in the narrow turn pockets which is labor intensive and creates insufficient work space of maintenance crews. Portions of the medians islands have subsurface irrigation which has plugged and is no longer sustainable and needs upgrading to above ground popup sprinklers. Existing planting materials in some locations are in need of replacement and replenishment of walk on bark.

Project Justification:

The project will substantially decrease labor costs and water consumption within the median islands and will also increase the safety for maintenance crews working in the medians. The project will also beautify the west entrance to our community and major shopping outlets.

Fiscal Implications:

Funds for this project will be allocated from Accumulated Capital Outlay (ACO) Reserves.

Project Budget Summary:

		6-Year Funding Allocation					
	Program or Project	2015	2016	2017	2018	2019	2020
		Construction	Construction	Construction			
Expenditure	Engineering / Inspection	15,000	15,000	15,000			
	Construction	120,000	120,000	120,000			
	Contingency	12,000	12,000	12,000			
	Department Overhead	3,000	3,000	3,000			
Total Expenditure		\$150,000	\$150,000	\$150,000	\$0	\$0	\$0
Funding							
Revenue	004 Accumulated Capital Outlay	150,000	150,000	150,000			
	Total Funding	\$150,000	\$150,000	\$150,000	\$0	\$0	\$0

**12th Avenue at Lacey Boulevard Median Landscape and
Irrigation Renovation Project
004-2104-816608**

BID SCHEDULE

February 2nd, 2016

Engineers Estimate

Clean Cut Landscape

Westscapes, Inc.

**JT2 Inc. dba Todd
Companies**

	ITEM	QUANTITY	I	Unit Cost	Subtotal	Unit Cost	Subtotal	Unit Cost	Subtotal	Unit Cost	Subtotal
1	Site Preparation, Mobilization, and Demolition; Includes Permits,	1	LS	-	\$0.00	\$20,648.50	\$20,648.50	\$55,790.00	\$55,790.00	\$65,278.00	\$65,278.00
2	Install Stamped Concrete in Median Islands, CO-18	9105	SF	-	\$0.00	\$7.50	\$68,287.50	\$6.86	\$62,460.30	\$7.25	\$66,011.25
3	Furnish and Install Landscaping for Median Islands	1	LS	-	\$0.00	\$31,000.00	\$31,000.00	\$40,219.00	\$40,219.00	\$57,310.00	\$57,310.00
4	Irrigation Controller	1	LS	-	\$0.00	\$32,450.00	\$32,450.00	\$31,326.00	\$31,326.00	\$20,768.00	\$20,768.00
Total:					\$132,000.00		\$152,386.00		\$189,795.30		\$209,367.25



AGENDA STAFF REPORT

MEETING DATE: 2/16/2016

AGENDA SECTION: B

SUBJECT:

Public Works: Award a contract to Quinn Company of Corcoran, California, to replace diesel engines on existing City equipment (Dozer and Motor Grader) to comply with San Joaquin Valley Air Pollution Control District (SJVAPCD) standards, in the amount of \$ 201,585.39.

RECOMMENDATION:

That the City Council, by motion:

- 1) Award a contract to Quinn Company of Corcoran, California, to replace existing diesel engines on existing City equipment (Dozer and Motor Grader) to comply with San Joaquin Valley Air Pollution Control District (SJVAPCD) standards, in the amount of \$201,585.39.
- 2) Authorize an appropriation of \$23,823.73 from Fleet Replacement Reserves, to fund a required Congestion Mitigation Air Quality (CMAQ) grant program local match.

BACKGROUND:

The City's Public Works Department vehicle fleet includes a 1990 Caterpillar 14G Motor Grader and a 1974 Caterpillar D6H Dozer. The equipment is used to perform maintenance in storm drainage basins; to grade roadway shoulders, and to perform grading operations in the construction of streets. The dozer and motorgrader are equipped with Tier 0 engines which do not meet SJVAPCD emission standards for Particulate Matter (PM) and Oxides of Nitrogen (NOX). As currently equipped, the vehicles are limited to no more than 100 hours of operation a year and will soon be considered obsolete. The proposed retrofit project will replace the existing Tier 0 engines with newer 2015 Tier 3 emission engines that meet all current SJVAPCD standards. The re-powered vehicles can be utilized when needed and without restrictions. Furthermore the retrofit project will extend the life of the vehicles at a fraction of the cost as compared to buying new equipment.

Bids to perform the retrofit work were solicited from three Quinn Company Dealerships with bid results as follows:

A) Dozer retrofit:

- 1) Quinn Company of Corcoran - \$ 101,906.46
- 2) Quinn Company of Selma - \$ 103,006.46
- 3) Quinn Company of Bakersfield - \$ 103,356.46

B) Motor Grader Retrofit:

- 1) Quinn Company of Corcoran - \$ 99,678.93
- 2) Quinn Company of Selma - \$ 100,678.93
- 3) Quinn Company of Bakersfield - \$ 100,978.93

FISCAL IMPACT:

Staff applied for and received a CMAQ grant to replace diesel engines for both the City's Dozer and Motorgrader to comply with current SJVAPCD emission standards. The federal grant provides approximately \$177,761.66 (88.18% of project costs) towards the replacement of diesel engines to make the City's equipment compliant with air quality standards. Local funding in the amount of approximately \$23,823.73 is required to satisfy CMAQ program match funding requirements. The City's Fleet Replacement Reserve Fund has collected a total to date of \$ 162,139.00 towards the eventual replacement of the equipment. In addition to the CMAQ grant funding (\$177,761.66), an appropriation of \$ 23,823.73 from Fleet Replacement Reserves will be necessary to fund the retrofit project.

ATTACHMENTS:

Dozer Retrofit Bid Results

Motor Grader Retrofit Bid Results



REPAIR ESTIMATE

Estimate Date: September 14, 2015

Customer: City of Hanford

QUINN COMPANY

510 Pickerell Ave.

Corcoran Ca. 93212

(559) 992-2193

Contact:

Phone No:

Model: 140G

Serial No: 72V12823

Make: CAT

Equip No:

Account No: 283400

Location:

Service Meter Reading:

DESCRIPTION OF REPAIRS	PARTS	LABOR	TOTAL
	ESTIMATE ☒ FIRM PRICE ☐	ESTIMATE ☒ FIRM PRICE ☐	
☐ FIELD REPAIR ☒ SHOP REPAIR Replace current engine with a new Tier 3 emission level engine. Engine model:C-7 Arrangement number: 330-9478 USEPA certified family:ACPXL07.2ESL New engine horsepower rating:196@1,800rpm Advertised H.P.=196 @ 1,800 rpm Current, non-certified engine horsepower rating: 151 Parts to repower machine. Labor to remove current engine and install new repower parts. Sub-total Sales Tax TOTAL	\$24,578.93 \$45,500.00	\$29,600.00	\$24,578.93 \$45,500.00 \$29,600.00 \$99,678.93 -
Note: Additional hard parts and machine work, if necessary, are not included in the estimate. Price does not include sales tax, unless shown above.			

THIS ESTIMATE IS BASED ON LABOR RATES, PARTS PRICES, AND CONDITION OF THE MACHINE EXISTING ON THE DATE OF THE ESTIMATE INDICATED ABOVE. THE CUSTOMER WILL BE INFORMED OF ANY REVISIONS IN LABOR RATES, PARTS PRICES OR ADDITIONAL WORK REQUIRED BEFORE THE WORK IS STARTED. THIS ESTIMATE DOES NOT INCLUDE TRAVEL TIME, MILEAGE, FREIGHT, SHIPPING CHARGES, ENVIRONMENTAL FEES OR TAXES (UNLESS SPECIFIED). THIS ESTIMATE IS EFFECTIVE FOR 30 DAYS FROM THE DATE INDICATED ABOVE.

Thank you for giving QUINN COMPANY this opportunity to quote your service repair options.

Customer Approval - Signature and Date: _____

Quinn Company - Signature and Date: _____



REPAIR ESTIMATE

Estimate Date: September 14, 2015

Customer: City of Hanford

QUINN COMPANY

10273 Golden State Blvd.

Selma, CA 93662

(559) 896-4040

Contact:

Phone No:

Model: 140G

Serial No: 72V12823

Make: CAT

Equip No:

Account No:

Location:

Service Meter Reading:

DESCRIPTION OF REPAIRS	PARTS ESTIMATE ☒ FIRM PRICE ☐	LABOR ESTIMATE ☒ FIRM PRICE ☐	TOTAL
Replace current engine with a new Tier 3 emission level engine. Engine model:C-7 Arrangement number: 330-9478 USEPA certified family:ACPXL07.2ESL New engine horsepower rating:196@1,800rpm Advertised H.P.=196 @ 1,800 rpm Current, non-certified engine horsepower rating: 151 Parts to repower machine. Labor to remove current engine and install new repower parts. Sub-total Sales Tax TOTAL			
	\$24,578.93		\$24,578.93
	\$45,500.00		\$45,500.00
		\$30,600.00	\$30,600.00
			\$100,678.93
New engine core = \$2,448.98 which can be met by return of engine			
Note: Additional hard parts and machine work, if necessary, are not included in the estimate. Price does not include sales tax, unless shown above.			

THIS ESTIMATE IS BASED ON LABOR RATES, PARTS PRICES, AND CONDITION OF THE MACHINE EXISTING ON THE DATE OF THE ESTIMATE INDICATED ABOVE. THE CUSTOMER WILL BE INFORMED OF ANY REVISIONS IN LABOR RATES, PARTS PRICES OR ADDITIONAL WORK REQUIRED BEFORE THE WORK IS STARTED. THIS ESTIMATE DOES NOT INCLUDE TRAVEL TIME, MILEAGE, FREIGHT, SHIPPING CHARGES, ENVIRONMENTAL FEES OR TAXES (UNLESS SPECIFIED). THIS ESTIMATE IS EFFECTIVE FOR 30 DAYS FROM THE DATE INDICATED ABOVE.

Thank you for giving QUINN COMPANY this opportunity to quote your service repair options.

Customer Approval - Signature and Date: _____

Quinn Company - Signature and Date: _____



REPAIR ESTIMATE

Estimate Date: September 14, 2015

Customer: City of Hanford

QUINN COMPANY

2200 Pegasus Dr.

Bakersfield Ca. 93308

(661) 393-5800

Contact:

Phone No:

Model: 140G

Serial No: 72V12823

Make: CAT

Equip No:

Account No:

Location:

Service Meter Reading:

DESCRIPTION OF REPAIRS	PARTS ESTIMATE ☒ FIRM PRICE ☐	LABOR ESTIMATE ☒ FIRM PRICE ☐	TOTAL
☐ FIELD REPAIR ☒ SHOP REPAIR Replace current engine with a new Tier 3 emission level engine. Engine model:C-7 Arrangement number: 330-9478 USEPA certified family:ACPXL07.2ESL New engine horsepower rating:196@1,800rpm Advertised H.P.=196 @ 1,800 rpm Current, non-certified engine horsepower rating: 151 Parts to repower machine. Labor to remove current engine and install new repower parts. Sub-total Sales Tax TOTAL New engine core = \$2,448.98 which can be met by return of engine	\$24,578.93 \$45,500.00	\$30,900.00	\$24,578.93 \$45,500.00 \$30,900.00 \$100,978.93 -
Note: Additional hard parts and machine work, if necessary, are not included in the estimate. Price does not include sales tax, unless shown above.			

THIS ESTIMATE IS BASED ON LABOR RATES, PARTS PRICES, AND CONDITION OF THE MACHINE EXISTING ON THE DATE OF THE ESTIMATE INDICATED ABOVE. THE CUSTOMER WILL BE INFORMED OF ANY REVISIONS IN LABOR RATES, PARTS PRICES OR ADDITIONAL WORK REQUIRED BEFORE THE WORK IS STARTED. THIS ESTIMATE DOES NOT INCLUDE TRAVEL TIME, MILEAGE, FREIGHT, SHIPPING CHARGES, ENVIRONMENTAL FEES OR TAXES (UNLESS SPECIFIED). THIS ESTIMATE IS EFFECTIVE FOR 30 DAYS FROM THE DATE INDICATED ABOVE.

Thank you for giving QUINN COMPANY this opportunity to quote your service repair options.

Customer Approval - Signature and Date: _____

Quinn Company - Signature and Date: _____



AGENDA STAFF REPORT

MEETING DATE: 2/16/2016	AGENDA SECTION: C
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SUBJECT:

Fire: Adopt Resolution 16-03-R adopting the Revised City of Hanford Emergency Operations Plan

RECOMMENDATION:

That the City Council, by motion, adopt Resolution 16-03-R adopting the revised City of Hanford Emergency Operations Plan (EOP) in order for a coordinated response and recovery to significant events including disasters in the Kings County Operational Area and the City of Hanford.

BACKGROUND:

This plan culminates the work of many individuals, is well done and comprehensive. In 2013, the Fire Department identified preparation, update and revision of an EOP as one of the top priority items for the Department that year. Since then, we have been working diligently within the County, with the Cities and other strategic partners on this project.

The preservation of life and property is an inherent responsibility of all levels of government. At the local level, we take this very seriously because it is our family and friends that suffer if we are not prepared. Disasters of many types often occur with little or no warning and can be devastating. Sound emergency plans carried out by knowledgeable and well trained personnel will minimize damage and losses.

The City of Hanford EOP addresses the City's planned response to extraordinary emergency situations associated with natural or human caused disasters, technological incidents and national security emergencies in or affecting the City of Hanford. This plan does not apply to normal day-to-day emergencies or the established departmental procedures used to cope with such emergencies. Rather, this plan focuses on operational concepts and would be implemented relative to large-scale disasters, which can pose major threats to life, property and the

environment requiring unusual emergency responses.

This plan accomplishes the following:

- Establishes the Emergency Management Organization required to mitigate any significant emergency or disaster affecting the City of Hanford.
- Identifies the roles and responsibilities required to protect the health and safety of Hanford residents, public and private property and the environmental effects of natural, technological and human-caused emergencies and disasters.
- Establishes the operational concepts associated with a field response to emergencies, the City of Hanford Emergency Operations Center (EOC) activities and the recovery process.

The purpose of the City of Hanford EOP is to provide the basis for a coordinated response before, during and after a disaster incident affecting the City of Hanford.

This plan is the principal guide for the City's response to, and management of real or potential emergencies and disasters occurring within its designated geographic boundaries. Specifically, this plan is intended to:

- Facilitate multi-jurisdictional and interagency coordination in emergency operations, particularly between the City, local government, private sector, operational, and state response levels, and appropriate federal agencies.
- Serve as a city plan, a reference document, and when possible, may be used for pre-emergency planning in addition to emergency operations.
- To be utilized in coordination with applicable local, state and federal contingency plans.
- Identify the components of an Emergency Management Organization (EMO) and establish associated protocols required to effectively respond to, manage and recover from major emergencies and/or disasters.
- Establish the operational concepts and procedures associated with field response to emergencies, and EOC activities.
- Establish the organizational framework of the California Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS) within the City of Hanford.

Allied agencies, special districts, private enterprise, and volunteer organizations having roles and responsibilities established by this plan are encouraged to develop operating protocols and emergency action checklists based on the provisions of this plan.

The scope of this plan applies to any extraordinary emergency situation associated with any hazard, natural, technological or human caused which may affect the City of Hanford that generates situations requiring planned, coordinated responses by multiple agencies or jurisdictions.

The provisions, policies, and procedures of this plan are applicable to all agencies and individuals, public and private, having responsibilities for emergency preparedness, response, recovery, and/or mitigation in the City. The other governmental agencies within the City of

Hanford maintain their own emergency operations plans and those plans are consistent with the policies and procedures established by this plan.

This plan is part of a larger framework that supports emergency management within the State of California. Through an integrated framework of emergency plans and procedures involving all stakeholders in the emergency management community, the City of Hanford together with the County of Kings, it's political subdivisions, the Inland Region of the State of California Office of Emergency Services (Cal OES) and the federal government will promote effective planning and coordination prior to an emergency, thereby ensuring a more effective response and recovery.

The Hanford EOP establishes an Emergency Management Organization and assigns functions and tasks consistent with California's Standardized Emergency Management Systems (SEMS) and the National Incident Management System (NIMS.) Both systems provide for the integration and coordination of efforts within Hanford. These systems were adopted by both the State and Federal Government following disasters where lack of coordination resulted in greater losses than necessary. It is very valuable to the County of Kings and the City of Hanford that our plan works in conjunction with SEMS and NIMS.

This plan was developed for each City of Hanford department and local special districts with emergency services responsibilities. The content is based upon guidance approved and provided by the Cal OES and the Federal Emergency Management Agency (FEMA). The intent of the EOP is to provide direction on how to respond to an emergency from the onset, through an extended response, and into the recovery process.

Input was sought from agencies inside and outside of Hanford that have a coordination role in providing emergency services. These include the Cities within the County, the California Office of Emergency Services and the Federal Emergency Management Agency and other partners such as non-governmental organizations and businesses. Our plan provides direction on emergency response from onset, through an extended response, and into the recovery process.

Once adopted, this plan is an extension of the County of Kings EOP and the California Emergency Plan. It will be reviewed and tested periodically and revised as necessary to meet changing conditions.

Staff recommends that the City Council adopts, by motion, the revised City of Hanford Emergency Operations Plan.

A copy of the plan is available in the City Clerk's Office for viewing.

FISCAL IMPACT:

ATTACHMENTS:

Resolution - Emergency Operations Plan

RESOLUTION NO. 16-03-R**A RESOLUTION OF THE HANFORD CITY COUNCIL OFFICALLY ADOPTING THE CITY OF HANFORD EMERGENCY OPERATIONS PLAN**

WHEREAS, the City of Hanford is committed to ensuring the health and protection of its citizens; and

WHEREAS, the City of Hanford utilizes the Standard Emergency Management System (SEMS) and the National Incident Management System (NIMS); and

WHEREAS, the City of Hanford together with the County of Kings Operational Area has developed a SEMS and NIMS compliant Emergency Operations Plan (EOP) and supporting documents to be used in preparing for, responding to and recovering from all hazard events, whether natural, technological or human-caused; and

WHEREAS, the County of Kings Office of Emergency Management has coordinated this plan update effort with the City of Hanford and desires to coordinate planning, response and recovery efforts with the City of Hanford; and

WHEREAS, the Hanford City Council, has determined that the City of Hanford Emergency Operations Plan (EOP) should be officially adopted by the City of Hanford in order for a coordinated response and recovery to significant events including disasters in the Kings County Operational Area and the City of Hanford;

NOW, THEREFORE, BE IT RESOLVED that the Hanford City Council accepts and adopts the City of Hanford Emergency Operations Plan (EOP) and supporting documents.

PASSED, ADOPTED AND APPROVED this ____ day of _____, 2016 by the following vote:

AYES: _____

NOES: _____

ABSTAIN: _____

ABSENT: _____

JUSTIN MENDES
MAYOR of the City of Hanford

Attest:

JENNIFER GOMEZ
CITY CLERK

Attachment: Resolution - Emergency Operations Plan (1308 : Fire Hanford Emergency Operations Plan)

STATE OF CALIFORNIA)
COUNTY OF KINGS) ss
CITY OF HANFORD)

I, Jennifer Gomez, City Clerk of the City of Hanford, do hereby certify the foregoing Resolution was duly passed and adopted at a regular meeting of the City Council of the City of Hanford held on the _____ day of _____, 2016.

Date: _____

City Clerk

Attachment: Resolution - Emergency Operations Plan (1308 : Fire Hanford Emergency Operations Plan)



AGENDA STAFF REPORT

MEETING DATE: 2/16/2016	AGENDA SECTION: D
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SUBJECT:

Administration: Authorization for the Mayor to Execute the Memorandum of Understanding (MOU) Between the County of Kings, and the Cities of Avenal, Corcoran, Hanford, and Lemoore Regarding Equitable Distribution of Public Safety Transactions and Use Tax Revenues.

RECOMMENDATION:

That the City Council, by motion, authorize the Mayor to execute the Memorandum of Understanding between the County of Kings, and the Cities of Avenal, Corcoran, Hanford and Lemoore regarding the equitable distribution of public safety transactions and Use tax revenues.

BACKGROUND:

On Tuesday, February 9, the Kings County Board of Supervisors held the first reading of an ordinance providing for a ballot measure in June of 2016 that would enact the continuation of a ¼ cent sales tax measure established by Proposition 30 that is scheduled to sunset on December 31, 2016. The extension of the tax would become a Special Tax to be utilized for public safety only on a County-wide basis. Included in the ordinance is a Memorandum of Understanding (MOU) that provides for the equitable distribution of revenues that would be generated by the ballot measure. This MOU will be required to be approved and executed by all the agencies wishing to participate in the revenue stream.

Attached is the MOU that was advanced by the Kings County Board of Supervisors. The MOU outlines a population based formula for distribution, with an adjustment for prison populations in Corcoran and Avenal to be counted in the Kings County population. This was deemed appropriate since the prison populations are not being served by municipal law enforcement agencies.

Each of the four cities is asking for Council Action in the next week to ensure the ballot measure is available to the Elections Office to be included on the June 2016 ballot.

FISCAL IMPACT:

Based on current Franchise Tax Board sales tax distributions and current County and City population numbers, the City of Hanford would expect to receive an annual distribution of approximately \$1.4 million.

ATTACHMENTS:

Memorandum of Understanding
Kings County Ordinance

AGREEMENT NO. _____

**MEMORANDUM OF UNDERSTANDING (“MOU”)
BETWEEN THE COUNTY OF KINGS AND
THE CITIES OF AVENAL, CORCORAN, HANFORD, AND LEMOORE,
REGARDING EQUITABLE DISTRIBUTION OF
PUBLIC SAFETY TRANSACTIONS AND USE TAX REVENUES**

THIS AGREEMENT is entered into on this _____ day of _____, 2016 by and between the County of Kings (“County”) and the Cities of Avenal, Corcoran, Hanford, and Lemoore (collectively, the “Cities,” and collectively with County, the “Parties”).

1. PURPOSE

This MOU is entered into pursuant to the Joint Exercise of Powers Act, chapter 5, division 7, title 1 of the Government Code, beginning at section 6500.

It is not the intent of the Parties in entering into this MOU to establish a separate entity pursuant to Government Code section 6503.5, and the MOU shall not be construed to create such an entity.

If approved by County’s Board of Supervisors (“Board”) and the electorate, County anticipates establishing a transactions and use tax (the “Tax”) pursuant to Revenue and Taxation Code section 7285.5, and collected at a rate of one-quarter of one percent (0.25%). Because the tax will be collected countywide, and recognizing that the public safety needs of all of the jurisdictions in Kings County are interrelated, County intends to share the revenues of the Tax equitably between the Parties.

The purpose of this MOU is to provide for such equitable distribution.

2. RECITALS

WHEREAS, the Parties agree that the purposes of this MOU are as stated above in Paragraph 1; and

WHEREAS, each of the Parties has participated in the creation of the Tax; and

WHEREAS, in consideration for such participation and for the mutual covenants and conditions hereby imposed, each Party desires and agrees to be bound by this MOU; and

WHEREAS, each governing body approving this MOU finds that the Tax is in the public interest.

THEREFORE, it is hereby agreed as follows:

3. DISTRICT

County shall be the “district” for purposes of the Tax, but Cities hereby accept responsibility for the administration of the Tax to the extent called for herein. County shall contract with the State Board of Equalization to administer and collect the Tax, as provided for in state law.

4. AUDITOR’S DUTIES

A. Pursuant to Government Code section 50075.1, subdivision (c), County’s Auditor shall maintain a separate fund to receive and disburse Tax revenues in accordance with the ordinance adopting the Tax (“Ordinance”), the terms of this MOU, any and all contracts with the state for collection and administration of the Tax, and any resolution or indenture or similar document providing for the issuance of bonds or other obligations of any Party under section 3A of the Ordinance.

B. The first disbursement by the Auditor to each of the Parties shall be made as soon as reasonably possible after the end of the calendar quarter immediately following the first calendar quarter in which County receives Tax revenues from the State Board of Equalization. As used herein, a “calendar quarter” includes any of the following periods: January 1 to March 31, April 1 to June 30, July 1 to September 30, and October 1 to December 31. Thereafter, disbursements shall be made at regular quarterly intervals.

C. Annually, County’s Auditor shall generate the report required by Government Code section 50075.3, which shall state the amount of Tax funds collected and expended in the fiscal year closing prior to the issuance of the report, and shall describe the status of any project herein required or authorized to be funded. The report shall be submitted to the Citizens’ Oversight Committee described in Paragraph 8 of this MOU.

D. Each Party hereby agrees to cooperate expeditiously and fully with any requests for information made to that Party by County’s Auditor in order to gather information necessary to prepare the annual report required by Government Code section 50075.3. The Auditor in his or her discretion may request that a City’s officials prepare that portion of the annual report that relates to the City’s operations, and said request likewise shall be complied with expeditiously and fully.

F. The Parties may by separate agreement allow for equitable distribution of the Auditor's expenses in performing the duties described in this Paragraph 4.

5. PARTIES' OBLIGATIONS

In addition to every other obligation created by this MOU or any other relevant source of law, each fiscal year County will appropriate funds from the special fund created pursuant to Paragraph 4.A above to the Parties according to the formula described in Paragraph 6 below, except where the Auditor has authority to repay bonds and related expenses directly from a Party's apportionment. Each Party shall then deposit its allocation in a special fund within its own treasury, which shall be used only for the purposes described in Paragraph 6. Allocations to Cities shall be deemed and treated as irrevocable grants from County, and unless otherwise required by state or federal law, County shall exercise no supervision over City's use of said grant funds. However, if any action or omission by any Party impairs the ability of County or of any other Party to receive or use Tax revenues, the Parties shall meet and confer in good faith an attempt to resolve the situation before resorting to alternative dispute resolution or judicial action.

6. EXPENDITURE PLAN

A. Funds shall be distributed among the Parties according to the following formula:

1. Each fiscal year in which the Tax is collected, using data of the California Department of Finance, the Auditor shall determine the unincorporated population of County and population of each City. The Department of Finance annual population report released most recently prior to the beginning of the fiscal year in question shall be used for this purpose. Thus, for example, for the fiscal year beginning on July 1, 2016, if the Department of Finance's annual population report as of January 1, 2016, is issued and made publicly available prior to July 1, 2016, then the Auditor would use that report as the basis for calculation. If for any reason (e.g., a change in statutory deadlines) the annual report as of January 1, 2016, were not available by July 1, 2016, then the Auditor would rely upon the annual report as of January 1, 2015.

2. Using California Department of Rehabilitations and Correction prison population data (available as of January 2016, at: http://www.cdcr.ca.gov/Reports_Research/Offender_Information_Services_Branch/Monthly/Monthly_Tpop1a_Archive.html) for the December 31 prior to the January 1 from which the population data used for purposes to Paragraph 6.A.1 above is derived, the Auditor shall subtract from the populations of Avenal and Corcoran the populations of the state prisons located within those cities and add the subtracted totals to the unincorporated population. Thus, for example, if January 1, 2016 Department of Finance population figures are used to determine jurisdictions' populations for the fiscal year beginning on

July 1, 2016, then prison population data as of December 31, 2015, would be used to make the prison population adjustments described herein.

3. Using the population totals derived as described above in Paragraph 6.A.1, as adjusted pursuant to Paragraph 6.A.2, the Auditor shall determine the percentage of County's total population residing in each City and in the unincorporated area of County. Said percentages shall be rounded to the nearest tenth of one percent, but adjusted as necessary to total 100 percent. For example, the numbers 6.30, 8.46, 37.37, 16.48, and 31.39, would round to 6.3, 8.5, 37.4, 16.5, and 31.4. However, the latter rounded series would total 100.1 percent, so that the lowest fractional portion of a number to be round up would need to be adjusted downward as follows: 6.3, 8.4, 37.4, 16.5, and 31.4.

4. Each Party's final adjusted percentage, as determined pursuant to Paragraph 6.A.3 above, shall form the basis of that Party's allocation of Tax revenues.

5. If any of the statistics required by this Paragraph 6.A to be used to calculate the Parties' allocations of Tax revenues should become unavailable, then the County Administrative Officer and city manager of each City shall collectively agree upon a source of data to use instead, and should consult with the director of the Kings County Association of Governments to identify recommended sources of data.

6. Within 30 days after the annual making of the calculations required by this Paragraph 6.A, the Auditor shall transmit the calculations in writing to the Cities' finance directors. If no objection is made to the Auditor in writing within 30 days after the date on which the Auditor sent the data, then the Auditor's calculations shall be conclusive. If an objection is made, the Auditor shall recheck the calculations. If the Auditor agrees with an objection, then the calculations shall be adjusted accordingly, and the Auditor shall provide written notice of the change to all City finance directors. If the Auditor disagrees, written notice of that determination shall likewise be provided. If any Party disputes such an adjustment, or if no adjustment is made in response to an objection because the Auditor disagrees with the objection, any judicial action or other formal dispute resolution proceedings shall be initiated within 30 days after receipt of notice of the Auditor's determination by the finance director of the Party disputing that determination. Upon resolution, any necessary adjustment to disbursements previously made in reliance upon calculations determined to be incorrect shall be made in the next quarterly disbursement, but no interest shall be due thereon. Notices and calculations provided to the finance directors of the Cities pursuant to this Paragraph 6.A.6 shall be identical for all Cities. The source of all data used in the calculations is a matter of public record, as described herein; however, the Auditor will respond to questions from Cities regarding those sources and the manner in which the calculations were made.

7. In the event that any Party's governing body fails to ratify this MOU, the Party's annual allocation shall be allocated equitably between the remaining Parties in proportion to the ratio of each of the remaining Parties' population to the total combined population of those Parties, determined using methods substantially consistent with the methods described above in Paragraphs 6.B.1 to 6.B.6.

B. Funds allocated to each of the Parties shall be used as described in this Paragraph 6.B. As used herein, the term "frontline equipment" means any equipment used in the community for police or fire operations, but does not include such items as office furniture or supplies. Any reference herein to repayment of bonds with future Tax revenues includes payment of principal, interest, origination fees, debt servicing, and related fees and expenses. As used herein, the term "legitimate public safety purpose" means any of the following:

1. Training for public safety personnel.
2. Creation or expansion of neighborhood crime prevention programs and anti-gang, anti-drug, and anti-bullying programs. Such programs may be carried out by a Party directly, or the Party may offer grants to, or work cooperatively with, neighborhood associations, schools, or similar organizations.
3. Any other public safety purpose reasonably calculated to –
 - a. Improve police and fire response times;
 - b. Reduce recidivism;
 - c. Help government agencies, private businesses, and residents prepare for and prevent fires or crimes; or
 - d. Otherwise reduce crime rates.

County: Exactly half of County's allocation shall be appropriated annually by the County Board of Supervisors for use by the Kings County Sheriff's Office ("KCSO"), and half shall be appropriated to the Kings County Fire Department ("KCFD"). These two agencies shall use the funds as follows:

1. KCSO:

The initial revenues shall be used for staffing. KCSO will use Tax revenues to hire more deputy sheriffs on patrol and in the County jail. Current estimates would allow the Sheriff to hire minimally six (6) more deputy sheriffs. With the recent expansion of the jail facilities AB900 (Assembly Bill 900 phase II) and SB1022 (senate Bill 1022) the

Sheriff is in need of more sworn deputy sheriffs to staff the opening of the expansions. During the recession of 2008/2009, in an agreement between the former Sheriff and the Board of Supervisors, six (6) patrol deputy positions were frozen. This caused a reduction in staffing for the outlying areas of Corcoran and Kettleman City, and these reductions are still affecting staffing today. The tax proceeds would also be used to bolster patrol staffing positions throughout the county, including the outlying areas.

After meeting the staffing needs described above, any Tax revenue received in any fiscal year not needed for personnel expenses may be used by the Sheriff with approval from the Board of Supervisors as follows: (1) to build or rehabilitate facilities to house KCSO operations; (2) to replace aging and/or outdated frontline equipment; (3) to hold funds in reserve to purchase frontline equipment in future years; and/or (4) for any other legitimate public safety purpose relating to crime prevention. For the purpose of building or rehabilitating facilities, the County is hereby authorized to issue bonds to be repaid from any and all Tax revenues received in future years that are determined by the Sheriff, with the concurrence of the Board of Supervisors, not to be needed for personnel expenses or other priorities.

2. KCFD:

Currently KCFD has four (4) fire stations that have only one (1) firefighter during the 24 hour duty shift. This poses a safety concern and limits the operational capability of units responding to emergencies. KCFD will use Tax revenues to hire additional firefighters to eliminate one-person staffing of fire stations and to ensure that an effective response force is available for emergencies.

After meeting the staffing needs described above, any Tax revenue received in any fiscal year not needed for personnel expenses may be used by the Fire Chief with approval from the Board of Supervisors as follows: (1) to build or rehabilitate facilities to house KCFD operations; (2) to replace aging and/or outdated frontline equipment; (3) to hold funds in reserve to purchase frontline equipment in future years; and/or (4) for any other legitimate public safety purpose relating to fire safety. For the purpose of building or rehabilitating facilities, the County is hereby authorized to issue bonds to be repaid from any and all Tax revenues received in future years that are determined by the Fire Chief, with the concurrence of the Board of Supervisors, not to be needed for personnel expenses or other priorities.

Avenal:

The City of Avenal anticipates future needs as follows: (1) additional police officers and support staff; (2) construction of new and/or expanded facilities; (3) rehabilitation of existing facilities; and (4) additional frontline police equipment. To meet these needs, each year in which the City receives revenue from the Tax, the City Council

will approve on the recommendation of the City Manager and Police Chief an expenditure plan, which may be included as part of the annual City budget. Expenditures of Tax revenues under the plan will not supplant existing general fund and/or development impact fee fund expenditures.

In developing the annual expenditure plan, any Tax revenues determined by the City Council not to be needed for personnel costs may be used to purchase frontline police equipment, may be held in reserve to purchase such equipment in a future year, or may be used for other legitimate public safety purposes. In order to meet the City's need for new and/or expanded facilities or the rehabilitation of aging existing facilities, each year any and all Tax revenues may also be allocated for the construction and rehabilitation of facilities to house and support police operations; therefore, the City is hereby authorized to issue bonds for facility construction to be repaid from Tax revenues in future years.

Corcoran:

Revenues generated through the Tax will be entirely dedicated to public safety purposes in the City of Corcoran. This plan is intended to create the flexibility needed to maintain and improve public safety activities in Corcoran through locally generated funds. Each year in which the City receives Tax revenue, the City will allocate the use of funds through the budgetary process. The City Council reserves the right to allocate revenues from the Tax at its discretion based upon the approved plan, and will determine with City staff the local public safety priorities and needs of the community. Tax revenues may be used for any of the following:

1. Public safety personnel costs, including training of safety personnel;
2. The implementation or expansion of local public safety programs and initiatives;
3. Frontline supplies and equipment;
4. Rehabilitation of existing public safety facilities or construction of new public safety facilities; for which purpose the City is hereby authorized to issue bonds for facility construction to be repaid from any and all Tax revenues received in future years; and
5. Any other legitimate public safety purpose.

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Hanford:

The City's current police station is outdated and insufficiently small to meet current needs, and the City anticipates building an additional fire station to reduce response times citywide. The City also has the following unmet and anticipated public safety needs: (1) to hire additional sworn police officers and firefighters; (2) to purchase additional frontline police and fire equipment; and (3) to rehabilitate existing police and fire facilities. In the future, the City may have need for additional new police and fire facilities not currently anticipated.

To meet these needs, each year in which the City receives revenue from the Tax, the City Council will approve on the recommendation of the City Manager and Police and Fire Chiefs an expenditure plan, which may be included as part of the annual City budget. Expenditures of Tax revenues under the plan will not supplant existing general fund and/or development impact fee fund expenditures.

Each year, any and all Tax revenues may be allocated for the construction and rehabilitation of facilities to house police and fire operations, and the City is hereby authorized to issue bonds for facility construction to be repaid from Tax revenues in future years. Any funds determined by the City Council not to be needed to rehabilitate and construct facilities or to repay bonds authorized herein should be used to hire additional sworn police officers and/or firefighters, or to pay the salaries and benefits of police officers and firefighters hired in previous years with Tax revenues. Any Tax revenues determined by the City Council not to be needed for personnel costs may be used to purchase frontline police or fire equipment, may be held in reserve to purchase frontline police or fire equipment in a future year, or may be used for any other legitimate public safety purpose.

Lemoore:

Each year in which the City receives Tax revenue, the City Council will, as part of its annual budget, adopt a plan allocating Tax revenues for public safety purposes. Any and all Tax revenues may be allocated for the construction and rehabilitation of facilities to house police and fire operations, and the City is hereby authorized to issue bonds for facility construction to be repaid from Tax revenues in future years. The City may also hold Tax revenues in reserve for future projects to rehabilitate or construct public safety facilities.

Any funds determined by the City Council not to be needed to rehabilitate or construct facilities or to repay bonds authorized by this funding plan should be used to hire additional sworn police officers and firefighters, or to pay the salaries and benefits of police officers and firefighters hired in previous years using Tax revenues. Funds determined by the City Council not to be needed for personnel costs may: (1) be used to

purchase frontline police or fire equipment, (2) be held in reserve to purchase frontline police or fire equipment in future years, or (3) be used for any legitimate public safety purpose determined by the City Council to be the best use of the funds.

C. It is understood and agreed by the Parties that the State Board of Equalization will withhold administrative, preparation, and other expenses from allocations of Tax revenues made to County. County's actual receipts shall be used for purposes of dividing revenues between the Parties rather than gross receipts actually collected by the State Board of Equalization. If in the future the State Board of Equalization's fees are directly billed to County rather than withheld from Tax collections, then disbursements to the Parties under this Paragraph 6 shall be calculated and made after deducting fees from total collections.

7. BONDING AUTHORITY

A. To the extent that this MOU and Paragraph 3A of the Ordinance authorizes any Party to issue bonds to be repaid with Tax revenues, any Party wishing to issue such bonds is responsible for consulting with its own legal and financial experts regarding its authority to do so and the manner in which any bonding authority should be exercised. Nothing contained herein, in the Ordinance, or in any written or oral statement between the Parties prior to the execution of this MOU should be construed as a guarantee that any bonding authority exists.

B. For any City wishing to issue bonds to be repaid through Tax revenues, County hereby delegates to that City, to the fullest extent allowed by law, those duties County may have as the "authority" pursuant to Revenue and Taxation Code section 7285.5, subdivision (b) and chapter 1 (commencing with section 55800) of part 3 of division 2 of title 5 of the Government Code. For any duty determined to be nondelegable, County shall cooperate with the City in an expeditious manner to assist the City in issuing bonds as approved by that City's city council, in consideration whereof the City shall hold County harmless and indemnify and defend it in any action challenging the issuance of the bonds.

C. A City that issues bonds to be repaid from Tax revenues, or upon whose behalf such bonds are issued, shall reimburse County for any and all expenses incurred by County relating to bond issuance, debt servicing, or related expenses.

D. No Party shall take any action that would commit another Party's allocation of Tax revenues to the repayment of bonds, except by separate agreement of those Parties.

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8. CITIZENS' OVERSIGHT COMMITTEE

A. There shall be appointed a Citizens' Oversight Committee (the "Committee"), which shall meet at least annually to review the Auditor's report created pursuant to Government Code section 50075.3, and to make any recommendations thereon. Recommendations made by the Committee shall be forwarded to each of the Parties' governing bodies.

B. Meetings of the Committee shall be open to the public and subject to the Brown Act. A designee of County's Administrative Officer shall staff the Committee as its secretary, and the Committee shall function according to its own bylaws and rules of procedure not inconsistent herewith. County Counsel shall serve as the Committee's legal advisor and parliamentarian.

C. The governing body of each Party may appoint one member of the body to serve as a liaison to, and non-voting ex officio member of, the Committee. Each governing body shall appoint one public member to serve as a voting member of the Committee. Non-voting ex officio members shall not be counted for purposes of establishing a quorum of the Committee, and shall serve at the pleasure of their respective governing bodies. Voting members of the Committee shall each be appointed to serve not more than two consecutive two-year terms.

D. In no event shall the Committee be deemed or treated as a separate entity from County.

E. County shall incur in-kind the reasonable cost of providing meeting space, staffing, and copies of agenda, minutes, and the Auditor's annual report to Committee members. In the event that County incurs extraordinary costs relating to the work of the Committee, County shall invoke the procedures set forth below in Paragraph 10 of this MOU, and the Parties shall meet and confer in good faith to devise means to equitably share those extraordinary costs.

9. ELECTION COSTS

County's Elections Division shall conduct the election necessary to approve the Tax. Regardless of whether the proposed Tax measure meets the required two-thirds threshold for adoption, the Parties agree to divide election costs in the following proportions: County shall incur 50 percent of the cost of the election in-kind, Avenal shall reimburse County for 5 percent of the cost, Corcoran for 6 percent, Hanford for 27 percent, and Lemoore for 12 percent.

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10. INDEMNITY

A. In the event of an action solely against County challenging the Ordinance or the election seeking approval of the Tax, the Cities shall indemnify County for a share of County's reasonably incurred attorneys' fees and costs, in proportion to the percentage of Tax revenues each Party anticipates receiving in the first fiscal year in which the Tax is to be levied. If fewer than all of the Parties are named in such an action under circumstances where all the Parties would benefit by the defense of the action, Parties not named as defendants in the action likewise shall, except as otherwise provided herein, indemnify the named Parties for a pro rata share of reasonably incurred attorneys' fees and costs.

B. Except as provided above in Paragraph 10.A or below in Paragraph 10.C, in the event of a challenge to the Ordinance, the election, this MOU, or the collection or use of Tax revenues, the Parties shall cooperate in the defense of said action, and any Party may contract with any other Party to handle its defense. Each Party shall bear its own attorneys' fees and costs unless one or more of the Parties is obligated to indemnify one or more other Party(ies) hereunder, or unless the Parties meet and confer and agree upon some equitable apportionment based upon a discrepancy between Parties' costs and benefits to be realized thereby.

C. Each Party will indemnify the other Parties with respect to all claims, causes of action, damages, and costs (including attorneys' fees and other legal costs) arising out that the Party's sole willful misconduct, or arising principally from the Party's use or misuse of funds received hereunder.

D. No Party shall bring an action against any other Party arising out of allegations that the latter Party's actions or omissions caused the Tax not to pass into law or take effect. Nor shall any Party be entitled to consequential or expectation damages resulting from any non-malicious error or omission on the part any other Party that prevents Tax revenues from being collected or received by County for distribution amongst the Parties. Nothing contained in this Paragraph 10.D should be construed to abrogate any Party's indemnification obligations under this MOU.

E. Notwithstanding any other provision of this MOU, no duty to indemnify or defend another Party shall arise under this MOU where the circumstances otherwise giving rise to that duty are the result of the sole willful misconduct the indemnitee.

11. ASSIGNMENT

Except as provided for in this MOU, no Party may assign or delegate its rights or obligations pursuant to the MOU without the prior written consent of the other Parties, and any assignment or delegation in violation of this paragraph shall be void.

12. NOTICE

Any notice necessary to the performance of this Agreement shall be given in writing by personal delivery or by prepaid first-class mail addressed to the city manager or County Administrative Officer of the Party to whom notice is directed (or finance director where notice is given pursuant to Paragraph 6.A.6 above), with a copy to that Party's counsel (i.e., County Counsel or the Party's designated city attorney). If notice is given by personal delivery, notice is deemed received as of the date of personal delivery. If notice is given by mail, notice is deemed received as of three days following the date of mailing or as of the date of delivery as reflected on a return receipt, whichever occurs first. A defect in providing notice may be affirmatively waived by a Party, and absent prejudice to any Party, clear and convincing evidence of actual notice shall be sufficient to establish substantial compliance with these notice requirements.

13. CHANGES AND AMENDMENTS; TERMINATION

Except to correct a clerical error, Paragraph 6 of this MOU may be amended only upon the unanimous consent of the governing bodies of all the Parties, with the concurrence of two-thirds of the electorate. Clerical errors in Paragraph 6 and provisions of the remaining paragraphs of this MOU may be amended only upon the unanimous consent of the governing bodies of all the Parties.

This MOU shall not terminate so long as Tax revenues are being collected, and shall thereafter continue into force as long as is necessary to give effect to the MOU's covenants and conditions.

As used in this Paragraph 13, "clerical error" refers only to those defects of a mechanical, mathematical, or clerical nature that do not alter the substance of this MOU, or where it can be shown clearly from the face of the MOU that the literal construction of the erroneous language would produce a result that is so fundamentally absurd or anomalous and contrary to the purposes of this MOU that the parties could not have intended it.

14. CHOICE OF LAW

This agreement shall be governed by the laws of the state of California.

15. INTEGRATION; COUNTERPARTS; CONTRIBUTION OF ALL PARTIES

This MOU, including any exhibits referenced herein, constitutes the entire agreement between the Parties, and there are no inducements, promises, terms, conditions, or obligations made or entered into by the Parties other than those contained

herein. This MOU may be executed simultaneously and in several counterparts, each of which shall be deemed an original, but which together shall constitute one and the same instrument. This Agreement represents the contributions of all Parties, who are each represented by competent counsel, and it is expressly agreed and understood that the rule stated in Civil Code section 1654, that ambiguities in a contract shall be construed against the drafter, shall have no application to the construction of this MOU.

16. CALIFORNIA ENVIRONMENTAL QUALITY ACT

No Party is, by cooperating in the submission of the Tax measure to the voters, committing itself to any project. Specific projects will be approved only if the Tax measure is adopted by the voters, and will depend upon actual receipts, other available resources, and public safety needs that arise from year to year. As such, the Parties agree that there are no currently foreseeable significant environmental impacts of the Ordinance, this MOU, or any action relating to placing the Tax measure before voters, all of which are exempt from environmental review under California Administrative Code, title 14, section 15061(b)(3).

17. CONSTRUCTION; INCORPORATION OF EXHIBITS

Unless otherwise provided in this MOU, or unless the context so requires, the following definitions and rules of construction shall apply herein:

- A. Captions. The captions of this MOU are for convenience in reference only, and the words contained therein shall in no way be held to explain, modify, amplify, or aid in the interpretation, construction or meaning of the provisions of this MOU.
- B. Number and Gender. Wherever the context so requires in this MOU, the neuter gender includes the feminine and masculine, and vice versa, the feminine includes the masculine and vice versa, the singular includes the plural, and the word “person” includes corporations, partnerships, firms or associations.
- C. Mandatory and Permissive. The terms “shall” and “will” and “agrees” are mandatory. “May” is permissive.
- D. Term Includes Extensions. All references to the term of this MOU shall include any extensions of such term.
- E. Exhibits. Any exhibits mentioned herein and attached hereto are specifically incorporated herein by this reference and made a part of this MOU.
- F. Parties’ Intent. In the event that any provision of this MOU is capable of more than one interpretation or is otherwise found to contain a latent or patent

ambiguity, the interpretation that best effectuates the objects of the MOU, as expressed in the Ordinance and by the Parties in Paragraphs 1 and 2 above, shall govern to the extent that such interpretation does not render the MOU or any material provision thereof void or otherwise unenforceable, and even if that interpretation conflicts with the most literal or grammatically correct construction of the MOU.

18. SEVERABILITY; CHANGES IN STATE OR FEDERAL LAW

If any of the provisions of this MOU is found to be unenforceable, the remainder shall be enforced as fully as possible, and the unenforceable provision shall be deemed modified to the limited extent required to permit enforcement of the Agreement as a whole.

Should any change in state or federal law affect the enforceability of any provision of this MOU, the MOU shall be deemed to incorporate the change in law to the extent necessary to effectuate the objects and purposes of the MOU.

THIS AGREEMENT is entered into by and between the Parties as of the date by which all Parties have executed it.

COUNTY

Dated: _____

CITY OF AVENAL

Dated: _____

Doug Verboon,
Chairman of the Board of Supervisors

, Mayor

ATTEST

ATTEST

Catherine Venturella, Clerk of the Board

, City Clerk

APPROVED AS TO FORM

APPROVED AS TO FORM

Colleen Carlson, County Counsel

, City Attorney

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CITY OF CORCORAN

Dated: _____

, Mayor

ATTEST

, City Clerk

APPROVED AS TO FORM

, City Attorney

CITY OF LEMOORE

Dated: _____

, Mayor

ATTEST

, City Clerk

APPROVED AS TO FORM

, City Attorney

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CITY OF HANFORD

Dated: _____

, Mayor

ATTEST

APPROVED AS TO FORM

, City Attorney

ORDINANCE NO. _____

AN ORDINANCE OF THE COUNTY OF KINGS
IMPOSING A TRANSACTIONS AND USE TAX TO BE
ADMINISTERED BY THE STATE BOARD OF EQUALIZATION

Section 1. TITLE. This ordinance shall be known as the Kings County Public Safety Transactions and Use Tax Ordinance. The County of Kings, hereinafter shall be called "County." This ordinance shall be applicable in the incorporated and unincorporated territory of the County.

Section 2. OPERATIVE DATE. "Operative Date" means the first day of the first calendar quarter commencing more than 110 days after the adoption of this ordinance, the date of such adoption being as set forth below. Notwithstanding the foregoing, the tax imposed hereby shall not be collected earlier than January 1, 2017. Neither shall the tax imposed hereby be collected if the tax imposed by article XIII, section 36, subdivision (f) of the state's constitution, adopted by voters in the ballot initiative commonly known as "Proposition 30," is extended beyond January 1, 2017, or if prior to January 1, 2017, the Legislature or the state's electorate otherwise take action to increase sales and use taxes in this state to remain in effect after January 1, 2017.

Section 3. PURPOSE. This ordinance is adopted to achieve the following, among other purposes, and directs that the provisions hereof be interpreted in order to accomplish those purposes:

A. To impose a retail transactions and use tax in accordance with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code and Section 7285.5 of Part 1.7 of Division 2 which authorizes the County to adopt this tax ordinance which shall be operative if two-thirds (2/3) of the electors voting on the measure vote to approve the imposition of the tax at an election called for that purpose.

B. To adopt a retail transactions and use tax ordinance that incorporates provisions identical to those of the Sales and Use Tax Law of the State of California insofar as those provisions are not inconsistent with the requirements and limitations contained in Part 1.6 of Division 2 of the Revenue and Taxation Code.

C. To adopt a retail transactions and use tax ordinance that imposes a tax and provides a measure therefor that can be administered and collected by the State Board of Equalization in a manner that adapts itself as fully as practicable to, and requires the least possible deviation from, the existing statutory and administrative procedures followed by the State Board of Equalization in administering and collecting the California State Sales and Use Taxes.

D. To adopt a retail transactions and use tax ordinance that can be administered in a manner that will be, to the greatest degree possible, consistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, minimize the cost of collecting the transactions and use taxes, and at the same time, minimize the burden of record keeping upon persons subject to taxation under the provisions of this ordinance.

Section 3A. EXPENDITURE PLAN.

A. Because the tax imposed hereby will be collected throughout the incorporated and unincorporated area of Kings County, the revenues of the tax will be allocated between the County and the cities of Avenal, Corcoran, Hanford, and Lemoore. Such allocation shall be done pursuant to a memorandum of understanding (“MOU”) among the County and each of the cities.

B. A copy of the form of the MOU is attached to this Ordinance as Exhibit A, and the expenditure plan contained therein in Paragraph 6 is incorporated herein and made a part of this Ordinance by reference. All revenues collected pursuant to this Ordinance shall be used only as described in the expenditure plan contained in the MOU. The expenditure plan may be amended only as described in Paragraph 13 of the MOU.

C. In approving this ordinance, pursuant to Revenue and Taxation Code section 7285.5, subdivision (b) and Government Code section 55800, and to the extent allowed under the MOU, the voters hereby authorize each of the jurisdictions receiving funds from the transactions and use tax to issue bonds to be repaid from the revenues of the tax.

D. Revenues received pursuant to the transactions and use taxes that are hereby imposed shall be permanently appropriated by the County as specified in the MOU.

Section 4. CONTRACT WITH STATE. Prior to the operative date, the County shall contract with the State Board of Equalization to perform all functions incident to the administration and operation of this transactions and use tax ordinance; provided, that if the County shall not have contracted with the State Board of Equalization prior to the operative date, it shall nevertheless so contract and in such a case the operative date shall be the first day of the first calendar quarter following the execution of such a contract.

Section 5. TRANSACTIONS TAX RATE. For the privilege of selling tangible personal property at retail, a tax is hereby imposed upon all retailers in the incorporated and unincorporated territory of the County at the rate of one-quarter of one percent (0.25%) of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in said territory on and after the operative date of this ordinance.

Section 6. PLACE OF SALE. For the purposes of this ordinance, all retail sales are consummated at the place of business of the retailer unless the tangible personal property sold is delivered by the retailer or his agent to an out-of-state destination or to a common carrier for delivery to an out-of-state destination. The gross receipts from such sales shall include delivery charges, when such charges are subject to the state sales and use tax, regardless of the place to which delivery is made. In the event a retailer has no permanent place of business in the State or has more than one place of business, the place or places at which the retail sales are consummated shall be determined under rules and regulations to be prescribed and adopted by the State Board of Equalization.

Section 7. USE TAX RATE. An excise tax is hereby imposed on the storage, use or other consumption in the County of tangible personal property purchased from any retailer on and after the operative date of this ordinance for storage, use or other consumption in said territory at the rate of one-quarter of one percent (0.25%) of the sales price of the property. The sales price shall

include delivery charges when such charges are subject to state sales or use tax regardless of the place to which delivery is made.

Section 8. ADOPTION OF PROVISIONS OF STATE LAW. Except as otherwise provided in this ordinance and except insofar as they are inconsistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, all of the provisions of Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code are hereby adopted and made a part of this ordinance as though fully set forth herein.

Section 9. LIMITATIONS ON ADOPTION OF STATE LAW AND COLLECTION OF USE TAXES. In adopting the provisions of Part 1 of Division 2 of the Revenue and Taxation Code:

A. Wherever the State of California is named or referred to as the taxing agency, the name of this County shall be substituted therefor. However, the substitution shall not be made when:

1. The word "State" is used as a part of the title of the State Controller, State Treasurer, Victim Compensation and Government Claims Board, State Board of Equalization, State Treasury, or the Constitution of the State of California;

2. The result of that substitution would require action to be taken by or against this County or any agency, officer, or employee thereof rather than by or against the State Board of Equalization, in performing the functions incident to the administration or operation of this Ordinance.

3. In those sections, including, but not necessarily limited to sections referring to the exterior boundaries of the State of California, where the result of the substitution would be to:

a. Provide an exemption from this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not otherwise be exempt from this tax while such sales, storage, use or other consumption remain subject to tax by the State under the provisions of Part 1 of Division 2 of the Revenue and Taxation Code, or;

b. Impose this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not be subject to tax by the state under the said provision of that code.

4. In Sections 6701, 6702 (except in the last sentence thereof), 6711, 6715, 6737, 6797 or 6828 of the Revenue and Taxation Code.

B. The word "County" shall be substituted for the word "State" in the phrase "retailer engaged in business in this State" in Section 6203 and in the definition of that phrase in Section 6203.

Section 10. PERMIT NOT REQUIRED. If a seller's permit has been issued to a retailer under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall not be required by this ordinance.

Section 11. EXEMPTIONS AND EXCLUSIONS.

A. There shall be excluded from the measure of the transactions tax and the use tax the amount of any sales tax or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or the amount of any state-administered transactions or use tax.

B. There are exempted from the computation of the amount of transactions tax the gross receipts from:

1. Sales of tangible personal property, other than fuel or petroleum products, to operators of aircraft to be used or consumed principally outside the County in which the sale is made and directly and exclusively in the use of such aircraft as common carriers of persons or property under the authority of the laws of this State, the United States, or any foreign government.

2. Sales of property to be used outside the County which is shipped to a point outside the County, pursuant to the contract of sale, by delivery to such point by the retailer or his agent, or by delivery by the retailer to a carrier for shipment to a consignee at such point. For the purposes of this paragraph, delivery to a point outside the County shall be satisfied:

- a. With respect to vehicles (other than commercial vehicles) subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, and undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code by registration to an out-of-County address and by a declaration under penalty of perjury, signed by the buyer, stating that such address is, in fact, his or her principal place of residence; and

- b. With respect to commercial vehicles, by registration to a place of business out-of-County and declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.

3. The sale of tangible personal property if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the operative date of this ordinance.

4. A lease of tangible personal property which is a continuing sale of such property, for any period of time for which the lessor is obligated to lease the property for an amount fixed by the lease prior to the operative date of this ordinance.

5. For the purposes of subparagraphs (3) and (4) of this section, the sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

C. There are exempted from the use tax imposed by this ordinance, the storage, use or other consumption in this County of tangible personal property:

1. The gross receipts from the sale of which have been subject to a transactions tax under any state-administered transactions and use tax ordinance.

2. Other than fuel or petroleum products purchased by operators of aircraft and used or consumed by such operators directly and exclusively in the use of such aircraft as common carriers of persons or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this State, the United States, or any foreign government. This exemption is in addition to the exemptions provided in Sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California.

3. If the purchaser is obligated to purchase the property for a fixed price pursuant to a contract entered into prior to the operative date of this ordinance.

4. If the possession of, or the exercise of any right or power over, the tangible personal property arises under a lease which is a continuing purchase of such property for any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease prior to the operative date of this ordinance.

5. For the purposes of subparagraphs (3) and (4) of this section, storage, use, or other consumption, or possession of, or exercise of any right or power over, tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

6. Except as provided in subparagraph (7), a retailer engaged in business in the County shall not be required to collect use tax from the purchaser of tangible personal property, unless the retailer ships or delivers the property into the County or participates within the County in making the sale of the property, including, but not limited to, soliciting or receiving the order, either directly or indirectly, at a place of business of the retailer in the County or through any representative, agent, canvasser, solicitor, subsidiary, or person in the County under the authority of the retailer.

7. "A retailer engaged in business in the County" shall also include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code. That retailer shall be required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in the County.

D. Any person subject to use tax under this ordinance may credit against that tax any transactions tax or reimbursement for transactions tax paid to a County imposing, or retailer liable for a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code with respect to the sale to the person of the property the storage, use or other consumption of which is subject to the use tax.

Section 12. AMENDMENTS. All amendments subsequent to the effective date of this ordinance to Part 1 of Division 2 of the Revenue and Taxation Code relating to sales and use

taxes and which are not inconsistent with Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, and all amendments to Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, shall automatically become a part of this ordinance, provided however, that no such amendment shall operate so as to affect the rate of tax imposed by this ordinance.

Section 13. ENJOINING COLLECTION FORBIDDEN. No injunction or writ of mandate or other legal or equitable process shall issue in any suit, action or proceeding in any court against the State or the County, or against any officer of the State or the County, to prevent or enjoin the collection under this ordinance, or Part 1.6 of Division 2 of the Revenue and Taxation Code, of any tax or any amount of tax required to be collected.

Section 14. SEVERABILITY. If any provision of this ordinance or the application thereof to any person or circumstance is held invalid, the remainder of the ordinance and the application of such provision to other persons or circumstances shall not be affected thereby.

Section 15. EFFECTIVE DATE. This ordinance relates to the levying and collecting of the County transactions and use taxes and shall take effect immediately. The election on this ordinance shall be consolidated with the June 7, 2016 election.

Section 16. APPROPRIATIONS LIMIT. Pursuant to article 13B, section 4 of the state constitution, in adopting this ordinance, the voters of the County hereby approve an increase in the County's appropriations limit by the amount of revenue generated in each year by the transactions and use tax imposed hereby, and said change shall take effect for the maximum length of time allowed by said section 4.

PASSED AND ADOPTED by the Board of Supervisors of the County of Kings,
State of California, on _____, by the following vote:

AYES:

NOES:

ABSENT:

Doug Verboon, Chairperson

Attest:

Catherine Venturella, Clerk of the Board



AGENDA STAFF REPORT

MEETING DATE: 2/16/2016	AGENDA SECTION: F
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SUBJECT:

Administration: Discussion and Direction Regarding the City of Hanford's Financial Support to the Water Infrastructure Joint Powers Authority Which Was Developed to Fight for the Temperance Flat Reservoir Project to be funded by the State Water Bonds.

RECOMMENDATION:

That the City Council deliberate and direct staff as to Council's desire to support the JPA and the Western City Seat held by the City of Avenal. Should Council wish to support the effort, an appropriation will be required, as this effort was not anticipated during budget development.

BACKGROUND:

The Mayor, serving as a member of the City Selection Committee, attended a kick-off meeting of a newly formed Joint Powers Authority (JPA) established to voice support for the Temperance Flat Reservoir Project to be funded by the State Water Bonds. A similar JPA is conducting similar efforts to push for the development of the Sike's Reservoir Project further north.

In order for an agency to hold a seat at the table, a buy-in of \$50,000.00 is required which will fund the efforts supporting Temperance Flat Reservoir, as it is anticipated that some degree of competition for State Bond Funding will be required.

The City of Avenal is not in a position to fully fund that buy-in. A request of support has been placed with the other agencies in Kings County to raise the \$50,000.00. To date, a total of \$25,000.00 has been raised. Should the Council wish to participate, direction to staff is required.

FISCAL IMPACT:

\$0.00 to \$25,000.00 out of Water Reserves, depending on Council's desire to support Avenal and the efforts of the Joint Powers Authority.

ATTACHMENTS: